

Murray and Mallee Region

Major regional centres: Murray Bridge and Berri

With a population approaching 68,900 people, the Murray and Mallee region is expected to grow at a rate of 0.4 per cent per annum to around 75,230 people by 2036. It is important to note however that Murray Bridge, which forms part of *The 30-Year Plan for Greater Adelaide*, is expected to grow at a more significant rate. Significant land to the south of the South Eastern Freeway, for example, has been rezoned for residential development to support growth in Murray Bridge.

While the River Murray remains the focus of the region's economy, the area has undergone significant economic restructuring in recent years as a result of prolonged drought conditions between 2006 and 2010. Key economic activities are based on primary production and include horticulture, viticulture, dairying, intensive livestock production and associated processing activities. The river also provides a strong focus for tourism.

With three major interstate highways passing through this region, there are significant opportunities to improve the efficiency of freight movement to key port and airport facilities in Adelaide and markets in Victoria and New South Wales. Upgrades to the Sturt, Mallee, and Princes Highways as well as key access roads across the region will be progressively undertaken to make the most of these economic opportunities, providing the impetus for increased development at key centres along these routes. These safety and capacity improvements will also support increased tourist and passenger movements to destinations across the region.

Regional passenger transport services will be improved through better provision of information about services and the State Government will work with local councils to facilitate a review of strategically located regional passenger transport services.

The State Government will also work with local councils to develop cycling and walking frameworks and provide cycling/walking facilities to enhance access to local employment, shops and services in townships, as well as support tourism.

Implementation timeframe*	Short (Next 5 yrs)	Medium (5 to 15 yrs)	Long (15+ years)
Public transport – Area-wide solutions			
• Development of a Regional Passenger Transport Plan to address regional accessibility requirements			
• Better information for regional passengers			
• Continued support for regional passenger bus services e.g Murray Bridge Provincial City Bus Services and integrated passenger services			
Roads			
1. Sturt Highway – road widening, shoulder sealing, overtaking lanes, delineation, capacity improvements and bridge and intersections upgrade, and potential further capacity improvements including duplication of sections in the longer term			
2. Sturt Highway – investigate need for potential future arterial road bypass of Renmark			
3. Sturt Highway – arterial road bypass of Truro			
4. Dukes Highway – capacity improvements including duplication, Tailern Bend to Keith			
5. Provide five new vehicle ferries to support ongoing ferry crossing operations along the River Murray			
6. Mallee Highway – road widening, shoulder sealing and rest areas			
7. Murray Bridge growth area transport infrastructure			
• Potential upgrading the South Eastern Freeway/Adelaide Road Interchange to facilitate residential growth			
• Upgrade the Adelaide Road/Swanport Road/Mannum Road intersection			
• Other arterial and local road upgrades			
8. Princes Highway – road widening and shoulder sealing			
9. Loxton to Pinnaroo Road – road widening and shoulder sealing			
10. Pinnaroo to Bordertown Road – road widening and shoulder sealing			
11. Adelaide Hills freight route – Murray Bridge through Cambrai to Sedan (and to the Sturt Highway) – road widening and shoulder sealing			
12. Paringa bridge replacement			
13. Swanport bridge – investigate duplication			
14. Karoonda Highway – road widening and shoulder sealing			
Area-wide solutions			
• Road widening, shoulder sealing and intersection improvements targeted at major freight and traffic routes			
• Increase maintenance to improve and sustain the performance of the transport network and make better use of our transport assets			
• Continue to implement the <i>Road Safety Strategy</i> and address road safety blackspot and higher risk locations			

SOLUTIONS AND ACTIONS

Murray and Mallee Region

Cycling and walking – Area-wide solutions			
<ul style="list-style-type: none"> State Bicycle Fund – work with local councils to develop and implement a regional cycling and walking strategy and provide cycling/walking facilities in key locations 			
Ports, rail freight, airports and intermodals			
15. Investigate freight logistics improvements to support the grain task, including grain handling facilities			
16. Investigate potential upgrade requirements on Adelaide-Melbourne rail line to facilitate increased capacity (including double stacking)			
17. Support freight hub and potential intermodal activity at Monarto including access for High Productivity Vehicles			
Area-wide solutions			
<ul style="list-style-type: none"> Work with local councils to identify upgrades of strategically important local aerodromes including Waikerie, Loxton and Renmark 			
Local Government			
<ul style="list-style-type: none"> Work with local councils and the Local Government Association to implement local transport strategies to complement land use directions of local Development Plans, with a focus on freight movements, tourism and accessible townships: 			
<ul style="list-style-type: none"> Road, pedestrian and cycling networks and facilities in Murray Bridge, Renmark, Barmera, Berri, Loxton, Waikerie and other key towns to support tourism and active local communities Create safe and convenient walkable neighbourhoods Safe and reliable road and cycling networks to support tourism and local travel, and improved access to key tourism sites Options for local heavy vehicle bypass of affected towns Upgrades to support safe and reliable heavy vehicle movements, including last mile access, to support horticulture, grain and other freight generating industries Upgrades of boat ramps, moorings, jetties, navigation aids etc along River Murray and coast Work with local councils to implement the National Airport Safeguarding Framework for Waikerie, Loxton and Renmark airports 			

* These proposed actions will be subject to further investigations and availability of funding.

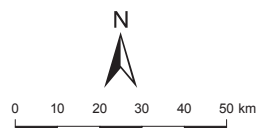
Growth area infrastructure may be subject to timing of urban development.

Figure 5-14 Murray and Mallee Solutions

Data source: Department of Planning, Transport and Infrastructure.

Solutions identified on this map may be subject to further intensive investigations and may vary as a result.

- Road improvements
- Passenger Transport improvements
- Road improvements
- Rail freight, ports, airports and intermodal improvements
- ▭ South Australian Government Region boundary
- Aboriginal lands
- Primarily cropping
- Primarily livestock
- Wine growing region
- Main road
- Freight railway
- Ferry



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PLN ID: 4389

