

## Murray and Mallee Region

### Major regional centre: Murray Bridge

With a population currently 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.

While the Murray River 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, Princes and Old Sturt 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 closely 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 to enhance access to local employment, shops and services in townships.

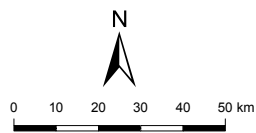
Implementation timeframe	Short	Medium	Long
<b>Public transport – Area-wide solutions</b>			
• Development of a Regional Passenger Transport Plan to address regional accessibility requirements			
• Better information for regional passengers			
• Continued support for regional passenger bus services e.g Murray Bridge Provincial City Bus Services and integrated passenger services			
<b>Roads</b>			
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 Murray River			
6. Mallee Highway – road widening, shoulder sealing and rest areas			
7. Princes Highway – road widening and/or shoulder sealing			
8. Loxton to Pinnaroo Road – road widening and/or shoulder sealing			
9. Pinnaroo to Bordertown Road – road widening and/or shoulder sealing			
10. Adelaide Hills freight route – Murray Bridge through Cambrai to Sedan (and to the Sturt Highway) – road widening and shoulder sealing			
11. Paringa bridge replacement			
12. Swanport bridge – investigate duplication			
<b>Area-wide solutions</b>			
• Road widening and shoulder sealing 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 Road Safety Strategy and address road safety blackspot and higher risk locations			
<b>Cycling and walking – Area-wide solutions</b>			
• State Bicycle Fund – work with local councils to develop a regional cycling and walking strategy			
<b>Ports, rail freight and airports</b>			
13. Investigate freight rail / logistics improvements to support the grain task			
14. Investigate potential upgrade requirements on Adelaide-Melbourne rail line to facilitate double stacking			
<b>Area-wide solutions</b>			
• Work with local councils to identify upgrades of strategically important local aerodromes including Waikerie, Loxton and Renmark			
<b>Local Government</b>			
• Work with local councils to complete local transport strategies to complement land use directions of local development plans, with a focus on freight movements and accessible townships:			
<ul style="list-style-type: none"> <li>• Road, pedestrian and cycling networks in Murray Bridge, Renmark, Barmera, Berri, Loxton, Waikerie and other key towns to support tourism and active local communities</li> <li>• Safe and reliable road networks to support tourism and local travel, and improved access to key tourism sites</li> <li>• Upgrades to support safe and reliable heavy vehicle movements, including last mile access, to support horticulture, grain and other freight generating industries</li> <li>• Upgrades of boat ramps, moorings, jetties etc along River Murray and coast</li> <li>• Work with Local Government to implement the National Airport Safeguarding Framework within council development plans for Waikerie, Loxton and Renmark airports</li> </ul>			

Figure 5-13 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
- Growth Area Transport Infrastructure
- 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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