

SOLUTIONS – CONNECTING REGIONAL AND REMOTE SOUTH AUSTRALIA

Safe, efficient and connected road networks

- Seal the Strzelecki Track
- Duplicate the Dukes Highway
- Deliver regional road upgrades including extensive shoulder sealing, more overtaking lanes and rest areas across the network – such as the Augusta, Sturt, Riddoch, Eyre, Barrier, Stuart and Lincoln Highways – potential further capacity improvements including duplication of parts of the Augusta and Sturt Highways in the longer term.
- In line with the new *A Functional Hierarchy for South Australia's Land Transport Network*:
 - Implement Road Development Plans to target the most effective road investment.
 - Prepare Network Operating Plans and Road Management Plans to identify and implement the operating requirements of major traffic, freight and tourist routes.
- Work with local government to prepare or revise local transport plans that facilitate consistent road networks across local government boundaries in regional and remote South Australia, particularly for freight and tourist networks.

Continue to implement a whole of government approach to addressing regional passenger transport delivery

- Conduct a Regional Passenger Transport Review, leading to the development of regional passenger transport plans that will identify critical passenger transport needs in each region to assess changing demands and refresh opportunities.
- Provide better information to regional bus passengers, including updating the regional bus network website.
- Work with local government and private industry to promote the regional bus network.
- Continue to support existing regional passenger bus services, integrated passenger services and community passenger networks.
- Continue to work with other service agencies and State Government departments to coordinate resources and funding and better integrate services to ensure a holistic approach to service delivery to diverse regional communities.

Increase cycling and walking options

- Work with local government to develop strategic cycling and walking frameworks that will:
 - Target areas where cycling and walking can be promoted most effectively.
 - Deliver travel behaviour change programs to provide information about the benefits of active transport and demonstrate the convenience and increased connectivity that can be achieved by walking and cycling.
 - Facilitate the development of convenient and attractive street networks conducive to walking and cycling.
 - Expand walking and cycling catchments for schools, main streets and key activity centres.
 - Support and promote cycling tourism.
 - Provide and expand existing shared paths between key locations.

<p>Preserve amenity for local communities</p>	<ul style="list-style-type: none"> • Construct bypasses at Penola, Port Wakefield and Truro. • Investigate the longer term potential to bypass Renmark and upgrade Yorkey's Crossing at Port Augusta. • Work with local councils to identify alternative heavy vehicle local road bypass routes where full arterial bypasses cannot be economically justified.
<p>Support regional aviation</p>	<ul style="list-style-type: none"> • Provide guidance and assistance to local councils, outback communities and the Australian Government in their management of the regional aviation network including: <ul style="list-style-type: none"> • Working with the Australian Government to provide a network of 24 hour all weather aerodromes to provide access for emergency medical services provided by the RFDS. • Licensing regional air services, where required, to ensure the continuity of fragile air services. • Working with council planners to protect airports from inappropriate surrounding development.
<p>Collect regional travel data</p>	<ul style="list-style-type: none"> • Conduct targeted regional transport surveys that enables a better understanding of regional travel patterns, region-specific issues and regional transport disadvantage.