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ADELAIDE HILLS, FLEURIEU AND KANGAROO ISLAND

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# 2026 State Election Regional Priorities

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## Funding for Fast Growth Areas

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**Public Transport Investment**

**Victor Harbor - Goolwa Bypass**

**SE Freeway - Climbing Lanes**

**Waste Water Infrastructure Investment**



## Strategic Projects

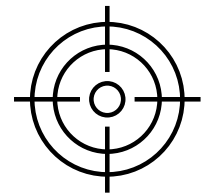
**Cape Jervis + Penneshaw Port Precinct Builds**

**Granite Island Visitor Experience Plan**

**Rapid Bay Jetty**

**Steam Ranger Bridge Maintenance**

**Sealing North Coast Road, KI**



**CONTACT: Steve Shotton, CEO**

**M: 0407 713 239 E: [stephens@rdahc.com.au](mailto:stephens@rdahc.com.au)**

## Funding for Fast Growth Areas

### Recreation/Community Precincts

As a result of population growth that has exceeded that of the state and the nation for some years, there is a growing gap in supply and demand for recreation and community facilities across this region. Upgrades, expansions, and greenfield developments support the needs of growing populations identified in the Greater Adelaide Regional Plan (GARP).

All key growth centres across the region have identified needs including:

Location	Name	Stage	Capex	Ask
Mount Barker	Summit Sport and Recreation Park stage 2A	Detailed Concept	\$18m	\$9m
	Summit Sport and Recreation Park stage 2B	Concept	TBA	TBA
Victor Harbor	Regional Community, Sport and Recreation Precinct (The Precinct)	Detailed Concept	\$41m	\$5m
Strathalbyn	Strathalbyn Recreation Precinct (Lot10) Stage 1	Detailed Design underway	TBA	TBA
Yankalilla	Yankalilla Memorial Park	Concept	TBA	TBA

**ASK:** State government financially support these important community assets.



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### Public Transport Investment

The AHFKI population of around 150,000 persons, has been growing at a faster annual rate than the state or the nation for many years. It is a highly desirable place to live, work, do business, and visit. That trend is likely to continue which will result in a concurrent pressure for ongoing investment in expanded public infrastructure. The region includes several growth areas: Mount Barker, Goolwa and Victor Harbor.

The Greater Adelaide Regional Plan (GARP) plans for an additional 65,000 to 88,000 additional people in the Adelaide Hills and Fleurieu region by 2051. Engagement for the plan showed the existing greater Adelaide community want substantial investment in public transport infrastructure to reduce car dependency.

Status quo or business as usual is not an option. **A bold, impactful vision is required to deliver public transport that truly competes with private vehicles.** Objective thinking by government is required to commit to quantum change. The decision must be made to invest in dedicated mass transit options in place of continued road widening and expansion.

**Planning must begin for new transport corridors for fast rail or O’Bahn to service the Adelaide Hills and the Fleurieu Peninsula.**

Aside from the delayed capex demand for road upgrades, reduction in greenhouse emissions, and additional corridor options increasing community resilience, the single greatest upside of a bold and impactful vision for regional public transport, is the **economic opportunity for the state.**

#### ASK:

1. **We must significantly increase the state’s public transport budget to have any hope** of making any in-roads to improving regional public transport.
2. **Focus on strategic high frequency links first** because they form the backbone of attractive public transport experience – ie; high frequency, express services between Adelaide and:
  - Mt Barker
  - Victor Harbor.

RDA AHFKI and hills stakeholders are eagerly awaiting the release of the Mount Barker Mass Transit Business Case.

3. **Further investment in Park ’n’ Rides (PnR)** along the high-frequency, express routes at:

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- Adelaide Hills
  - Bridgewater – design and construct expanded existing, informal PnR
  - Verdun – design and construct expansion of the informal PnR
- Fleurieu
  - Victor Harbor - design and construct of a new PnR.

4. **Careful planning of secondary services** that connect catchments of population into PnR's, including: Services along Onkaparinga Valley to the proposed Verdun PnR (capturing Balhannah, Oakbank, Woodside, Lobethal – and even Birdwood and Gumeracha).

A new, contemporary, on-demand service at Victor Harbor (replacing the council-run Dial-a-Ride), expanding in time to Goolwa, to feed into the above-proposed Victor Harbor PnR.

5. Sequential consideration of **tertiary and regional services** that connect:
- smaller population centres into PnR's on mass transit routes
  - regional townships with each other.



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### Victor Harbor - Goolwa Bypass

The southern Fleurieu Peninsula is lacking critical connectivity, particularly for freight. Along the South Coast between Victor Harbor and Goolwa, 100% of traffic is funnelled into one road through the township of Middleton.

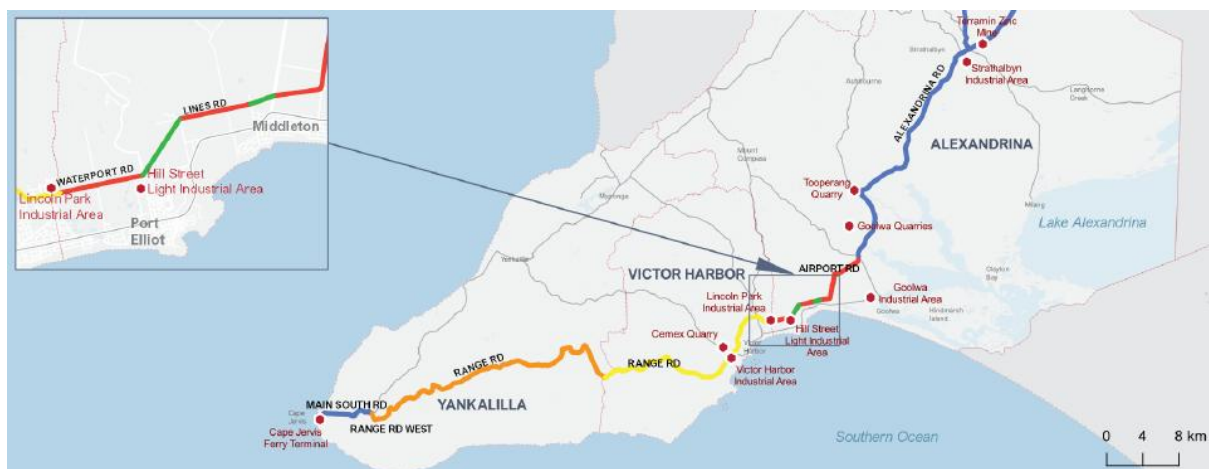
The current lack of connectivity is negatively impacting Kangaroo Island and Fleurieu Peninsula's freight accessibility, productivity and economic development. Congestion is a significant localised issue at Middleton during morning and afternoon peaks, and during holiday periods. The lack of a second route option between Victor Harbor and Goolwa is significantly impacting liveability and the enjoyment of visitors.

Establishment of a new freight corridor (South Coast Freight Corridor) on the southern Fleurieu Peninsula will support the economic, industry and trade development of the region, and will provide an equitable and accessible transport network that allows for consistent and reliable travel.

**The South Coast Freight Corridor between Cape Jervis (port servicing Kangaroo Island) and Callington (on the South Eastern Freeway) is a strategic freight and tourism connection for the region.**

A detailed heavy vehicle route assessment has been completed by consultants HDS Australia on behalf of Southern & Hills LGA.

**ASK:** RDA AHFKI is seeking commitment to progress the corridor design and start designs and acquisition of the greenfield corridor at Middleton, with a view to develop the Middleton Bypass as Stage 1 of the South Coast Freight Corridor. The estimated cost of constructing the bypass is \$40m (to DIT standards).





## South Eastern Freeway Climbing Lanes

Steep gradients on the South Eastern Freeway limit speeds of some vehicles including heavy vehicles, buses, and towing vehicles which results in:

- Effective blocking of one lane, leaving only one lane for all remaining traffic.
- Significant speed differentials.
- Increased lane changes.

Funnelling a majority of traffic from two into one lane, forcing more lane changes and mixing slow and fast vehicles results in:

- Congestion and longer travel times.
- High accident rates – DIT research has shown clusters of crashes, particularly rear-end accidents, on uphill sections of the freeway.

In circumstances where one slow vehicle overtakes another slow vehicle on the incline, both lanes are blocked for a period.

This is impacting safety, productivity and liveability of the region. The issue is ever increasing due to growth of population and road freight.

Capacity of the South Eastern Freeway can be significantly improved through the construction of a third lane on inclines (climbing lanes) to provide opportunity for slow vehicles to keep left and maintain two lanes for free-flowing, faster traffic.

**ASK:** As a priority, RDA AHFKI seeks a commitment for the **construction of a climbing lane on the down track between the Verdun and Bridgewater interchanges.**



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## Wastewater Infrastructure Investment

Some of our region's councils are responsible for building and managing wastewater treatment for growing populations and do so without state funding support.

Examples include Mount Barker District Council which runs the largest wastewater treatment business outside of SA Water, and Alexandrina Council.

To combat ageing infrastructure beyond design life and inflows exceeding design capacity, Mount Barker District Council is seeking \$48m co-funding for a \$100m+ upgrade and expansion of wastewater treatment infrastructure. Other councils in the region are faced with similar challenges.

**ASK:** State government provide capex support for the expansion of council-owned wastewater treatment systems that support housing and economic development of fast growth areas.





## Strategic Projects

### Cape Jervis + Penneshaw Harbour Precinct Builds

The Cape Jervis and Penneshaw harbours are important places for township residents, industry and businesses, and combined form the gateway for most visitation to Kangaroo Island.

The harbours are severely overdue for place-making updates to enhance safety, amenity, functionality and movement.

Harbour Precinct Master Plans were released in 2025.

**ASK:** State government lead a **funding application to the federal Regional Precincts and Partnerships Program** - Stream Two which provides up to \$50m and 100% funding to deliver multi-stakeholder precincts\*.



\*Department for Infrastructure & Transport, Department of Environment & Water, Regional Development Australia, Kangaroo Island Council, District Council of Yankalilla, Fleurieu Peninsula Tourism, Kangaroo Island Tourism Association, township progress associations, business associations and First Nations.

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## Granite Island Visitor Experience Plan

The Department for Environment and Water (DEW) undertook community and stakeholder consultation in 2021 to inform the development of a Granite Island Recreation Park Visitor Experience Plan. The plan was intended to guide future development, focusing on sustainable nature-based tourism, upgraded infrastructure, and enhanced visitor experiences while continuing to support the island's conservation values. The plan was to create a shared vision for an accessible and inclusive space for visitors and the community.

Granite Island is a significant tourism drawcard. Implementation of the plan would leverage the significant investment made in construction of the new causeway between Victor Harbor and the island. A lack of a visitor experience plan is forgoing significant opportunity to grow the tourism sector for Victor Harbor and the wider Fleurieu Peninsula.

Four years on and no communication or progress updates have been provided to stakeholders.

**ASK:** The state government completes development of the Granite Island Recreation Park Visitor Experience Plan AND funds it's implementation.



**Granite Island**  
has an incredible past.

**Be a part of its future**

Join us in creating a shared plan  
to reimagine visitor experiences  
in Granite Island Recreation Park.

*Have your say now, visit:*  
**[www.yoursay.sa.gov.au](http://www.yoursay.sa.gov.au)**

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### Rapid Bay Jetty

The old Rapid Bay jetty is an internationally recognised dive site, recognised in particular for encounters with the Leafy Sea Dragon. It attracts both interstate and international visitors which support dive-specific tourism businesses including dive tourism and accommodation.

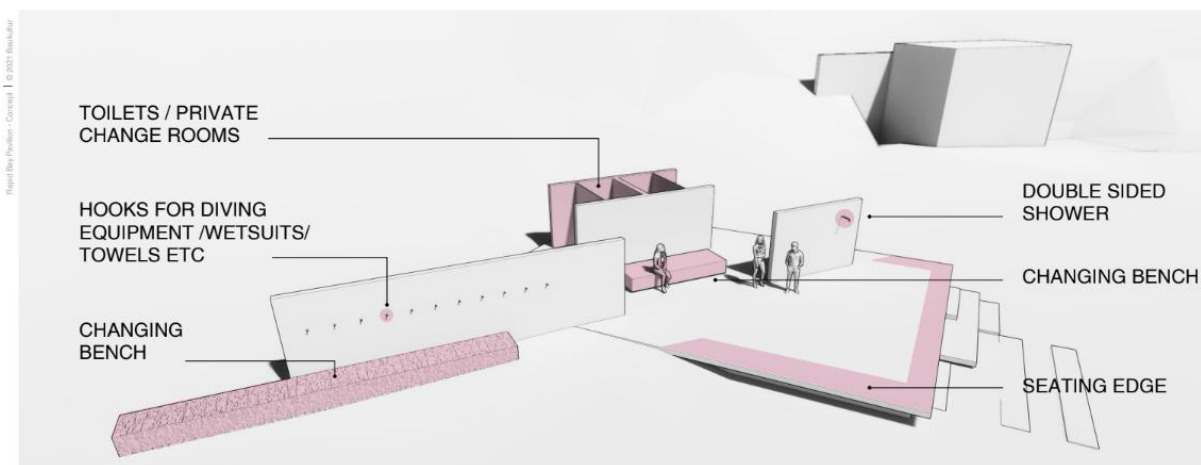
The old Rapid Bay jetty is also an important training site for the dive industry.

Diving is an important part of the Fleurieu tourism sector which accounts for >12% of the peninsula's employment and >18% of the District Council of Yankalilla's employment (the second highest employer for both).

However, following storm damage, the old Rapid Bay jetty is currently closed with a 20m exclusion zone in place, preventing scuba diving. DIT completed an engineering inspection in May 2025.

**ASK:** RDA AHFKI asks for State government to:

1. Investigate modification options for the old Rapid Bay jetty in order to make the site safe enough for access to be enabled for divers and ensure the Leafy Sea Dragon habitat is not adversely impacted.
2. To grow visitation and support the sector, consider financial support for the establishment of new change-room amenity block at the site which has been designed and has stakeholder support.



## Steam Ranger Bridge Maintenance

Steam Ranger Heritage Railway is operated by the not-for-profit South Australian Division of the Australian Railway Historical Society. As the last operating non-suburban line of the former broad-gauge network, on which Australia's first public railway was opened, the line and its associated rail assets have high historical significance. The line is the longest historical railway in the world!

The organisation spends over \$6m pa into region's economy and provides enjoyment for almost 65,000 passengers per year. It is a major tourist attraction for the Adelaide Hills and Fleurieu Peninsula.

Infrastructure maintenance is undertaken by the organisation; however several historic bridges urgently require maintenance work above and beyond the group's capacity. The section from Mt Barker to Strathalbyn in particular, will close if maintenance isn't completed.

**ASK:** State government act on Steam Ranger's request to fund bridge maintenance (circa \$40m), potentially in partnership with the federal government.





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### Sealing North Coast Road, KI

Around 31km of North Coast Road from Emu Bay to Stokes Bay remains unsealed. As an important access road for many tourist attractions this part of North Coast Road was identified as an issue during consultation for the KI Tourism Destination Management Zone. It is also an important freight connector for the agriculture sector and emergency services.

Sealing of this section would complete a sealed ring route of the island and is identified as a priority with full support of Kangaroo Island Council.

The cost to seal the section is \$40m.

**ASK:** State government commit to funding and resourcing the staged planning and sealing of the North Coast Road.

