

SPEECH

House of Assembly_Thursday 28th November 2013_Page 8052

REGIONAL TRANSPORT INFRASTRUCTURE

Mr VAN HOLST PELLEKAAN (Stuart) (11:36): I move:

That this house recognises the significant positive contribution that transport infrastructure throughout Regional South Australia makes to regional communities and to our whole state's economy.

Mr BROCK (Frome) (12:37): I thank the member for Stuart for bringing this important issue to the house today. I concur with the comments of the member for Goyder that it is for every member of parliament here—whether they be Liberal, Labor, crossbenchers or from minor parties—to work together to ensure that in the future we really have the best opportunities to repair and improve our infrastructure, and that includes the commonwealth government of Australia.

The transport industry across South Australia, and also the whole of Australia, is the backbone of our future growth and also of our current existence. Transport takes the form of not only road infrastructure but also rail and port facilities. All the above are critically required to supply the regional locations of this great state and to deliver, to and from, produce that is produced and supplied in the regions to the capital cities in South Australia and interstate.

Over many, many years sufficient funds have not been placed back into the regions to maintain and improve the existing transport system. We must remember where the royalties and growth, and all money for the growth, come from. They come from the regions, and they have been neglected over many, many years. The state decided many years ago to remove various rail systems across the whole state, and as a result we are now in a situation of not being able to transport our produce efficiently from the regions to other regions or cities across South Australia.

I believe that Sir Thomas Playford would be very ashamed of the behaviour of both parties in not maintaining the infrastructure he was very instrumental in establishing many years ago. As a state, we should have been maintaining it on a regular basis, instead of saying that it would last another five or 10 years. That did not happen, and we now have situation that is critical. In those days, we had a great manufacturing sector based close to Adelaide and in the regions. I will just mention a couple: the Coca-Cola factory at Port Pirie, the Golden North facilities at Port Pirie, Clare and Laura, and many others in the state. Unfortunately, most of them have gone.

We now have our resource industry being activated, which it was not in the last few years. We need to get this produce to the ports and to the markets. We also have a great primary production industry in this state, and we need to get our grain to the various dispatch locations. That includes not only Adelaide but also the ports, as the member for Goyder has indicated.

We need to have our rail infrastructure improved as well as our roads and make certain they are all correctly classified to allow for GML and HML vehicles or whatever they may be. Commodity routes need to be across the whole of the state, and we need to work very cooperatively with the industry itself on this issue. Whatever needs to be transported needs to go on National Highway One or via rail or ship, as I mentioned earlier.

In my own electorate, until recently there have been many roads that appear to have had not very much attention, even unfortunately by my predecessor during the 15 years he was serving the people of Port Pirie and the electorate of Frome. I work very closely with my councils, and I also work very closely with my development boards. If we have an issue, we make a combined approach to the minister of the day, and we have been very successful in getting lots of work done in the last three to four years.

I will just mention a couple. We had the complete resealing of eight kilometres of road from Tarlee to Kapunda. We have had the Bute main street reconstructed, shoulder sealing of roads across the

whole of the electorate of Frome, and a left-hand turning/passing lane at Giles Corner just outside Tarlee. I might mention that it is only half finished, but it is going to be finished off in this financial year. There is the Gladstone roundabout at Gladstone, which improved efficiency and safety, is about a \$2.5 million project. The Kadina-Wallaroo intersection, just south of Alford, was one of the biggest safety issues there; a 450 metre left-hand merging lane has now been established, and I am sure the member for Goyder would approve of that because it has improved safety there. We have many passing lanes in the Clare Valley area on that road. Anama Lane at Clare started off as a \$1.6 million project but, thanks to the local council, the previous minister, minister Conlon, and also the current minister—and I thank her very sincerely for that—that is one of the best roads in regional South Australia.

We have had numerous guard rails put up for safety, and I commend the Minister for Road Safety. We asked for a guard rail because a car went through there and demolished the war memorial at Tarlee. They were not going to do it because they did not want to protect war memorials, but then I explained that it was to protect people who are attending the memorials there. Minister Rankine did that, and I thank her sincerely.

Unfortunately, there have been quite a few fatalities on the highway going past Snowtown, but after working with Mike Stone from the Snowtown Progress Association, and having had direct discussions on site with the department, that issue has been rectified and the visibility is a lot better. I congratulate the department and the minister because I understand that a lighting design has been done for both those intersections coming into Snowtown. They will have to fight the various other projects in the state.

I will also say, as the member for Goyder has indicated, that I am very grateful for the amount of work I have asked of the minister. Some of that work has not been approved and I have not always been successful, but I have been very successful in getting lots of work done to improve road safety in my electorate. Again I am very grateful to both the previous minister, minister Conlon, and also minister Koutsantonis now.

Also, as the member for Mount Gambier has indicated, I am not in favour of the reduction of 110 km/h on certain roads to 100, and I have supported each of my councils in that matter. Julie Holmes from the department has gone out to the councils looking at reviewing that speed limit, but certainly I have written a letter to the minister strongly debating that and asking for more clarification. I think there are a lot of ways to reduce road accidents other than bringing the speed limit back to 100 km/h.

In closing, I believe the state needs to work together with all the parties in this house, including the upper house, and also the federal government and they need to do it in a cooperative way. The other issue is that I think when the budgets are done they should be done on a strategic, regional basis, including the regional people out there who are the key stakeholders, and not just done by people in the metropolitan area. We need to include the regions in the budget discussions and the forward planning. I thank the member for Stuart for bringing this to the attention of the house.

Motion carried.