

## HOUSE OF ASSEMBLY

WEDNESDAY 14<sup>TH</sup> NOVEMBER 2012

### RIVERBANK FOOTBRIDGE

**Mr PEDERICK (Hammond) (11:13):** I rise to support the member for Adelaide in her quest to see that the regulation made under the Development Act 1993, entitled Riverbank Footbridge, be disallowed. She has given an excellent overview of how foot traffic can be managed and also how the finances of this state just cannot stand it. We have recently seen the discussion culminate in the forward sale of three rotations of the state's forests. It is interesting that those three rotations will, essentially, pay for the Adelaide Oval upgrade.

**Ms Sanderson:** Shame!

**Mr PEDERICK:** It is a shame. It is a real shame for this state and for the many hundreds of homes—in fact, some people have said well over a thousand homes—that are on the market in the region of Mount Gambier and the surrounding towns. It is a bloody disaster, quite frankly. Here we go, building monuments in the city and killing our regions. That is exactly what has happened here. This proposed footbridge is just the icing on the cake—

**An honourable member:** That we can't even afford to pay for.

**Mr PEDERICK:** That's it—that is proposed to cost \$40 million. The bridge that is being built at McLaren Vale in the seat of Mawson will cost \$18 million, and that is quite a construction. It is a road bridge. It has some entrance roadways—half cloverleaf, I think is the term—to access that bridge, and that is well on the way to being finalised. I cannot even think how a bridge like that, that will support heavy trucks, many vehicles a day, many hundreds of vehicles, if not thousands, can cost \$18 million, yet something as simple as a footbridge will cost \$40 million. I will tell you what: whoever is in the footbridge building industry, good luck to you. I think it would be a great job to have, whenever I leave this place, because it sounds very profitable. In fact, it would be handy as a sideline. But it just does not add up when you see a road bridge being built for \$18 million, which is still a large sum of money, and then you compare it to what looks like the proposal of an eight metre footbridge across the Torrens to the oval.

Getting back to the constituents of this state and of the regions, and I have mentioned the people in the South-East, we have seen funding cut from private hospitals, we have seen the Cadell ferry debacle, where the proposal to save \$400,000 is such a flawed proposal, and then the government doing backflips on that. We now see funding for the Snowtown hospital being cut. Where does it end

with this lot? Where does it end with the Labor Party, the Jay Weatherill government of this state, in how they run this state? They do not see very far outside the central part of Adelaide, I can assure you, because that is where all the cuts are and that is where all the large economic effect is in this state as far as these bad decisions go and the impact they have on regional communities.

But it also has an impact on our urban community. The urban community pay taxes as well and not only that, the urban community rely on a thriving regional economy to make sure we do have that thriving economy, that there is money generated throughout the state, because I can tell you that the more money generated in the regions, it will get spent. I come from a farming background, as people know, and if farmers make money, in particular, they will spend it and that money will flow right through to the central business district in the middle of Adelaide.

Then there are the logistics of moving people away from Adelaide Oval after a big event. I had a great time attending the AC/DC concert on 3 March 2010, and 43,000 fans had a great night at that concert—apart from the ones sitting out in the parklands taking it in. It was interesting how everyone quite easily got back to the city when they closed off a few lanes on King William Road. It was a very simple procedure, and there is no reason that that could not happen into the future with football played at Adelaide Oval.

I am sure when we get a huge crowd there for the Port games there might be a struggle, but we will just close off another lane on King William Road. That is easy. We can cope with that when the Port Adelaide games are on there. Absolutely. We can make it work and Port Adelaide supporters will not mind walking those few extra steps—

Mr van Holst Pellekaan interjecting:

**Mr PEDERICK:** Yes, we are loyal. But let me not be too focused on the team I support. I am sure that Crows supporters, just as well, in a sporting fashion, can also walk those couple of hundred steps and get back into the city, because the simple thing with this is that not everyone is going to commute by public transport into the oval as well. So there will be people seeking parking spots. Certainly many regional people from right throughout the state come up to football games, or cricket games, or whatever event will be at the new Adelaide Oval. There has to be access made for them anyway, so in no way, shape or form will the whole 40,000 or 50,000 people be seeking to walk their way back into the city.

I think this is a flawed proposal. I fully support the member for Adelaide. Everything is put in place: the police cooperate, everyone cooperates so that people can enter Adelaide Oval as it is and leave it as it is, especially for the big functions as I

indicated—the AC/DC concert—and it can happen. Let's get the financial focus in this state in the right places.