

## RAIL NETWORK, SEAFORD RISE - 5th June 2008

**Mr PENGILLY (Finniss) (11:30):** I move:

*That this house condemns the Rann government for the failure to extend the rail network to Seaford Rise.*

**Mr PEDERICK (Hammond) (12:04):** I support the member for Finniss's original motion, 'that this house condemns the Rann government for its failure to extend the rail network to Seaford Rise', because the amended motion put forward by the minister for the south states:

That this house notes the report 'Extension of the Noarlunga Rail Link to Seaford' and its recommendations, in particular, that the Seaford Rail Extension be retained as a potential public service transport project and that a rail corridor to Aldinga be identified.

What bureaucratic nonsense! We are going to note a report—another report. This bureaucratic nonsense has been going on for 25 years and yet we have no action. We hear about all the action with public transport and we hear about the issue of climate change, but we know how serious the Labor governments of this country are about climate change, because they are all as one as far as means testing the installation of solar panels on houses is concerned.

That really goes to show how serious the Labor Party in this country is about offsetting the effects of climate change. They get elected federally on some false premise—'We're going to be the government for climate change'—and the first thing they do is start chucking initiatives out of the window. Frankly, I cannot see a couple earning a combined income of less than \$100,000 being able to fit solar panels.

The government's attitude to public transport smacks of the same arrogance. The reason that the Premier had to announce the massive use of solar panels at Wayville was because the Solar Shop and others would have had massive orders sold off and he would have got them for half price, I believe. The government has basically destroyed an industry in one fell swoop. However, I digress from the main tenor of the motion.

**An honourable member:** But only a little.

**Mr PEDERICK:** Only a little.

**An honourable member:** In the same state.

**Mr PEDERICK:** And in the same state. There is a lot of talk about whether we have growth in the southern suburbs. Certainly, there is a lot of potential for growth down there. There is plenty of building going on in the Willunga area and further south towards Seaford Rise. There is also major growth in the north of the city. We have a little place called Freeling, where my grandparents came from years ago, that used to be prime farming land, and when I see an area such as Freeling being opened up for, basically, urban housing, it just about makes me shudder. It is no different from the fact that we probably have the best farmland in this state—we are probably standing on some of it, actually. It would be no less productive than those golden soils of Goyder on the Yorke Peninsula.

Be that as it may, I think we need to be more proactive, and that is something this government certainly has not been in terms of enhancing transport options for people in the outer country areas. When I say 'the outer country areas' I mean the outer suburban/country areas, I guess you could say—places such as Langhorne Creek, Strathalbyn, Clayton and Goolwa. If I am successful (and I hope I am) in the 2010 election, I will represent Goolwa, and there would be plenty of people down there who travel to Adelaide; and also people travelling from Victor Harbor in the member for Finniss's area. There should be a park 'n' ride facility built in conjunction with a rail extension to Seaford Rise, and it would cut down on many hundreds of vehicles having to clog up suburban streets, especially with the price of fuel and with people wanting to cut back on carbon emissions. It is an absolutely sensible idea that we should have a rail extension to Seaford. I note the member for Mitchell also talked about an extension to Victor Harbor, and I believe in the longer term that should happen also to give the people concerned better access to the city.

The Minister for the Southern Suburbs' amended motion just notes a report. It is a little like the budget announcement last year about the resleepering of the railway line down to Noarlunga. It is basically a maintenance upgrade. Yes, I note that we will need it for electrification, and we may hear about that this afternoon, because there would have to be standardisation work done on the concrete sleepers. Essentially, you have to lift the sleeper and move it in a few inches, and if you do not have the concrete sleepers you basically cannot do it. I note that this was the main premise of a budget reply speech last year by the member for Bright, who went on for five or six minutes about resleepering rail. What a classic! I was waiting for the next little gem to come out but there was nothing there. It was all about putting in concrete sleepers.

I think we need to get proactive, and I have a fair idea that we will hear some grand plans for transport this afternoon, but will it make it any easier for people in the south—the people of Langhorne Creek and Strathalbyn who should be involved in the Metroticket system? Murray Bridge is a classic case in point, where we will be putting up state facilities. We will be putting up a new forensic mental health facility and also the new women's and men's prisons. They are state facilities.

**Mr Koutsantonis:** You're welcome!

**Mr PEDERICK:** I did not welcome them on the announcement, with no consultation. The government needs to commit to its own earlier commitments to the Rural City of Murray Bridge and make sure that it has in place the appropriate public transport systems which it promoted in earlier talks with the council but which it is madly backing away from. With Labor, it is all about reports. They want to put their prisons in a country electorate. The seat of Hammond is prepared to take it on and the Rural City of Murray Bridge is prepared to take it on, but they are not going to do it without the appropriate government support.

The government is backing away seriously; it is backing away from the appropriate road infrastructure for the entrance to the prison and backing away from the appropriate public transport connection, because they just do not want to fund it. They want to stick it out there when they could have built it in the Premier's electorate: I believe that is where they had land set aside for the new prison. But, no, they would not put it there. It would not affect the Premier very much, because he does not live anywhere near his own electorate.

They have already had to extend the plans for the prison and, by the time they have built it, it will be full. They started with 760 inmates and I believe the male prison is up to 1,000 inmates now. They need to get on with the job and make sure they follow up their earlier commitment to the Rural City of Murray Bridge on public transport access and make it a Metroticket area, because Murray Bridge comes up in urban planning as a growth area. But I digress somewhat. I commend the member for Finniss's motion—

*Mr O'Brien interjecting:*

**Mr PEDERICK:** Now we are getting on to the route for the rail line. I love it! The member for Napier has just given me another contentious issue involving rail lines, and this would need major funding. This would be related to the Seaford Rise line, but the fact is this would have to come through the Hills to Murray Bridge in order to improve access. People, quite frankly, would not be prepared to travel for two hours on a train from Murray Bridge into the city, so it needs some foresight by the Labor governments (both federal and state) to set up a new route straight up the freeway, with some tunnelling, and we would then have decent public transport access via rail. I acknowledge that would be a major project, but it could be done.