

HOUSE OF ASSEMBLY

Tuesday 6 October 1981

ESTIMATES COMMITTEE B

Chairman:

Mr E. K. Russack

Members:

Mr E. S. Ashenden
 Dr B. Billard
 Mr G. R. A. Langley
 Mr H. H. O'Neill
 Mr J. K. G. Oswald
 Mr I. Schmidt
 Mr J. W. Slater
 Mr G. T. Whitten

The Committee met at 11 a.m.

The SECRETARY: I refer to a letter addressed to me as Secretary of Estimates Committee B. The letter states:

Pursuant to Sessional Orders, Mr E. K. Russack has been nominated to me as Chairman of Estimates Committee B by the Premier.

The letter is signed by the Speaker of the House of Assembly.

The CHAIRMAN: In accordance with sessional orders it is necessary that the Committee agree to a time table for examining items of proposed expenditure and to advise the Minister. I understand that a draft time table has been circulated to members, and I seek a motion for its adoption.

Mr SLATER: I move:

That the draft time table be adopted.

Motion carried.

The CHAIRMAN: Under the time table just adopted by the Committee, Tuesday 6 October is set down for the Minister of Transport and Minister of Recreation and Sport. I welcome the Minister to the Committee.

Transport, \$12 901 000

Witness:

The Hon. M. M. Wilson, Minister of Transport and Minister of Recreation and Sport.

Departmental Advisers:

Dr D. Scrafton, Director-General of Transport.
 Mr A. K. Jokinke, Commissioner of Highways.
 Mr K. J. Collett, Director, Administration and Finance, Department of Transport.
 Mr P. Tregoweth, Senior Finance Officer, Department of Transport.
 Mr J. Bettcher, Senior Management Services Officer, Department of Transport.
 Mr J. V. Brown, General Manager, State Transport Authority.
 Mr J. D. Rump, Chairman, State Transport Authority.
 Mr B. J. Taylor, Director, Recreation and Sport Division.
 Mr M. Powell, Chairman, Totalizator Agency Board.

The CHAIRMAN: Last year it was the practice in this Committee for members to stand when asking a question. With the agreement of the Committee, I suggest that members remain seated this year, because we have electronic assistance and amplification. Each member who desires to

speak can indicate his intention by raising his hand. In accordance with the Minister's request, today the Committee will consider five votes: Transport, Department of Transport, Highways, Highways Department, Minister of Transport and Minister of Recreation and Sport, Miscellaneous. How would the committee like to appropriate those matters to today's time?

Mr O'NEILL: Are we not going to proceed on the basis of the lines on the Estimates of Payments?

The CHAIRMAN: Members may not have considered this point at this time. If members do not wish to proceed in this way, it does not have to be done that way, but we must not spend too much time on one particular vote to the detriment of time allowed for other votes.

Mr O'NEILL: That raises a very important point as far as I am concerned, and I do not wish to delay proceedings unduly. A little over a week ago I received the Auditor-General's Report and the Estimates of Payments and the Estimates of Receipts. Last Thursday night all members received a wheelbarrow load of yellow covered books. I had done a certain amount of work on the Budget papers up until that time. During the weekend I attempted to correlate the material contained in the yellow books with the work that I had already done, and that was no mean task. The Government is setting up a system which, I believe, is based on the procedure adopted in Federal Parliamentary Estimates Committees, totally ignoring the fact that members of the Federal committees have the assistance of research officers and considerably more back-up than is available to State members of the Opposition. Therefore, it is fairly one-sided.

The CHAIRMAN: Order! I draw the member for Florey's attention to the format of the committee and the fact that the adoption of the procedure of the Estimates Committees has been decided by Parliament. The question before us is simply whether the member for Florey or any member of the Committee wishes to place a time limit on the consideration of these votes today.

Mr O'NEILL: I certainly do not wish to do that. I think that the proceedings will determine that matter. We will ask the questions and when we finish we will proceed to the next vote.

Mr SLATER: Mr Chairman, I know you have said that we are allowed to sit while speaking, but I feel more at ease standing, particularly when making these preliminary remarks. I appreciate that you have asked us to consider setting a time limit for each vote, but I believe it is rather difficult to determine a specific time, and I think it should be determined as proceedings move along. It is difficult for us to give an undertaking at this time in relation to each particular vote because that needs the co-operation of all people concerned, including the Minister, his advisers and members of the Government. It should not be our prerogative to indicate how long each vote will take.

I join with my colleague, the member for Florey, in expressing some concern about the availability of the Programme Estimates which came to us only late last week. We have not had an opportunity to consider them in detail or collate the matters contained in the documents. I mention that as a matter of concern and not necessarily as a complaint. It was difficult for us to collate and understand all the documents in the short space of the weekend. I raise that matter, because it is for that reason that it is difficult for us to answer your question, that is, how long it will take to consider each vote.

The CHAIRMAN: In relation to the first point that the member for Gilles brought forward, the Chair is quite in accord if a member wishes to stand rather than sit; he may do so. Secondly, the Chair has taken note of the points made by the members for Florey and Gilles. If no other

member wishes to speak concerning the time allocated to a particular vote we will accept it and proceed and take it as it comes.

Mr Hamilton: I raise my concern about the time factor, particularly in relation to the Miscellaneous section. As can be seen from page 91 of the Estimates of Payments, the State Transport Authority has been allocated \$52 500 000.

The CHAIRMAN: Order! I ask the honourable member to understand that at this stage he cannot ask questions concerning amounts in that line. The only matter before the Chair at the moment is the allocation of time to each vote.

Mr Hamilton: I had no intention of doing that. I am raising my concern about the allocation of this huge amount under the Miscellaneous section of the State Transport Authority which encompasses three major—

The CHAIRMAN: Order! The honourable member is still mentioning an amount. The matter before the Chair is simply the allocation of time to the various votes. When I called the member he indicated that he wished to speak on that matter.

Mr Hamilton: I will not refer to an amount again. I express my concern about the time that has been allocated to the questioning of the State Transport Authority operations and functions under the Miscellaneous section as seen from reading page 81 of the Estimates of Payments. I could question the Committee for at least one hour and a half on this, so it raises a concern for me personally. I believe that I and other members on this side will be hard pressed for time under the Miscellaneous section. I share the concern of my colleagues about the manner in which this information was supplied to us as late as Thursday afternoon. It does not allow sufficient time for any one member on this side. As the member for Florey stated, the research facilities in comparison with our Federal colleagues do not do anything to assist the questioning—

The CHAIRMAN: Order! I ask the honourable member to resume his seat. I appeal to members of the Committee. Members who have spoken have made the point concerning this matter. The matter before the Chair is the allocation of time and not the time accorded to you in your preparation for questioning this morning. There is no motion concerning allocation of time for each vote. I do not wish to deny members their time. We have the Minister here with his officers and we should not spend any more time on the matter.

The Hon. M. M. Wilson: I want to make it plain, in answer to the member for Albert Park, that in no circumstances do I or my officers wish to avoid questioning on the item mentioned.

Mr Hamilton: I am not suggesting that.

The CHAIRMAN: Order!

The Hon. M. M. Wilson: There seems to be a difference of opinion amongst members on my right. I understand that it was their idea that time be allocated to each line and to the votes so that adequate discussion could be given to each one. It seems, from what the member for Florey has said, that they do not believe that time should be allotted. However, the member for Albert Park says that a specific time should be allotted to each of the questions. I am saying that we are in the hands of the Committee and are pleased to co-operate with the Committee in this matter.

Dr BILLARD: We have no objection to any time limit that the Opposition may like to put on each of the sections. If a time limit is set, my understanding is that it can be varied later if circumstances indicate that Opposition members would like more time on a particular issue. It is always open for the time table to be varied at a later stage in the day. If the Opposition wants a time limit, as far as I am concerned it can have it and, if it wants to vary it later, all reasonable offers will be accepted.

Mr O'NEILL: I thank the honourable member for his offer. I was trying to make the point that the time available to look at the documents is very relevant because we do not know how much time we need to question the Minister and his battery of experts on any particular issue. We are here to elicit information from them and to make up our minds whether or not we are satisfied with the answers. I realise that the whole exercise is to try to get away from the adversary situation that exists in the House. I say again that the rules of the Committee are rather one-sided. In a minute, I want to ask a question in regard to the format of the considerations of the Committee. I am trying to make the point now that it is impossible to set time limits on any particular line because we do not know what will come out of the questioning.

The CHAIRMAN: From comments that have been made, it is apparent that the consensus is that there is no desire to set times for each vote. I suggest that the Committee now go on with the questioning. While there is no definite time limit, the Chair is suggesting that the lead speaker on any vote have approximately 15 minutes. When asking questions, the limit should be approximately 5 minutes. If any one member of the Committee wishes to pursue a line of questioning on one subject, there should be a limit of three questions. If that member still wants to follow that line of questioning, then the call can be given at a later time.

Mr O'NEILL: I understand that the rules of Parliamentary privilege apply and the rules of Ministerial responsibility apply. What is the position of witnesses called to give evidence in the event of statements being made by them which are subsequently shown to be incorrect? Where do they stand in relation to misleading the Committee?

The CHAIRMAN: The Standing Orders Committee investigated the Estimates Committee sittings, and a report was submitted to the House and adopted by the House of Assembly. As far as the Minister and his officers are concerned, all questions will be directed to the Minister. It is the Minister's responsibility, if he wishes, to ask for information from any of the officers; it is not the right of the Chairman to call upon any officer; the question is direct to the Minister.

Mr O'NEILL: I have been informed by Mr Hamilton there is some confusion about his being here at this time.

The CHAIRMAN: The members of the Committee as nominated are Mr Ashenden, Dr Billard, Messrs Langley, O'Neill, Oswald, Russack, Schmidt, Slater, and Whitten. No member on the Committee can be changed other than at the luncheon adjournment at 1 p.m. and at the evening meal adjournment at 6 p.m., or at the change of a vote. The answer to your question is, that the member for Albert Park is not eligible to be a member of this Committee until either lunch time or the conclusion of a break. Will members now commence their questions of the Transport vote?

Mr O'NEILL: My first question is in relation to the line 'Director-General of Transport'. Is the Government continuing the policy of the former Labor Government that prevented the head of a branch or other public servant from receiving payment for more than one board, committee, or like body and, if that is still the situation, what payment does the Director-General get and for what bodies?

The Hon. M. M. Wilson: The Government's policy is that public servants should not be paid for attendance fees at various boards and statutory authorities unless the meetings of those boards are held after hours. That is being implemented, as I understand it, from 31 December, and will apply right across the Public Service. At the moment, the Director-General is paid for his attendance at the State Transport Authority. That is my recollection of the State

Government boards for which he is paid. After 31 December, that will not apply.

Mr O'NEILL: Does the policy of not permitting the former representative on the A.N.R. to accept payment for being a board member apply to the present incumbent?

The Hon. M. M. Wilson: The Australian National is a Federal body and the Director-General is the State representative on that body and will continue to receive payment. It is a matter for Federal Government, not the State Government.

Mr O'NEILL: In respect of the line 'Terminal leave payments', about \$83 000 was allocated in 1980-81. Actual payments were \$112 000, and the proposed estimate is almost of the same order. Can the Minister indicate whether, in the forthcoming year, there is to be a further reduction of staff of a similar nature to that in the past year?

The Hon. M. M. Wilson: I am not quite sure what the member is driving at. Is he questioning the fact that there was an increase in actual payments over what was voted?

Mr O'NEILL: I am not questioning it. I assume that the reason for the increase has something to do with Government policy of natural attrition, which meant that a larger number than had been originally expected left the service. I am asking whether the Minister contemplates a like number leaving the service in the forthcoming year.

The Hon. M. M. Wilson: I take it the honourable member is referring to the Administration and Planning Division.

Mr O'NEILL: I am referring to terminal leave payments.

The Hon. M. M. Wilson: At the moment, there are no anticipated reductions in staff in the Administration and Planning Division. There were some reductions over the past 12 months by attrition, as the member has correctly said. Some staff were transferred to other departments. In fact, I lost my Private Secretary because of promotion opportunities in other departments but, across the department, I hope very much that there are no more resignations, or even promotions to other departments, because I am very pleased with the way in which my officers in that division work, but I am also not surprised that they are wanted by other departments because of their ability.

Mr SLATER: I refer to the line 'Recreation and Sport Division, Director, Recreation officers, administrative, clerical and general staff' on page 88. The proposed vote is \$1 018 498. I note from the programme papers that there is what is to me a discrepancy regarding staffing, a full-time equivalent of 54.

The Hon. M. M. Wilson: Mr Chairman, could members identify the page in the programme papers and the matter to which they are referring?

Mr SLATER: I refer to page 374 of volume one of the Programme Estimates, 1981-82, Summary of Agencies by Ministerial Portfolio. I also refer to the programme estimates, volume 2, which is the detailed programme information for the Minister of Transport and the Minister of Recreation and Sport. I refer to page 72 of that document. I point out that at page 374 of volume one there is reference to Public Service equivalent full-time staffing numbers (and there is reference to Public Service Act) of 54, and proposed 54. I point out that in the other papers there is a discrepancy. For instance, on page 67, regarding the Recreation and Sport Division and employment levels in that division, there were four employed last year and there are four this year.

I refer to the section 'Promotion of Sporting Excellence' and on the next page there is a proposed increase of two employees. On the following page in regard to 'Community Participation, Opportunities in Sport and Recreation' there is a decline of four. In regard to implementation of supervision of gambling legislation, 16 positions exist and 16 are

proposed. Can the Minister explain why there appears to be a discrepancy or a reduction in staff?

The Hon. M. M. Wilson: I should like to point out to the Committee that the programme papers concern in some cases a somewhat arbitrary allocation of personnel or full-time equivalents between various activities within a department. Where you will see an increase in one section and a decrease in another, it does not necessarily mean a reduction in total staff in the department. To which page is the honourable member referring?

Mr SLATER: I refer to page 324. What I cannot reconcile is the difference in four persons in the community participation sector, which is also down in the allocation of monetary amounts. Can the Minister clarify the situation?

The Hon. M. M. Wilson: I would ask Mr Taylor to answer that.

Mr Taylor: There are re-allocations of responsibilities within the division. The total staff will remain at one fewer than the previous year. There is a misprint on page 324 which sets out the position and gives the figure of 70.2, but it should be 69.2. It is anticipated that that will become 68.2 by the end of the year, because of the librarian position. The totals, which we can find in looking through 69, 71 and 73, result from a re-allocation of resources more into sport development and away from, to a small extent, the encouragement of community participation both in the capital assistance programme and the sports development programmes.

Mr SLATER: Why is that policy being pursued when it goes away from community participation into other activities? Community participation is important.

The Hon. M. M. Wilson: Of course, it is important, but the question of development is also important, and it is the Government's view that more effort and resources should be put into development. I refer to coaching programmes and the like, especially for juniors, and the development of sports by providing assistance in administration. The honourable member is well aware of the programmes that the department provides. It is really a re-orientation of priorities to development and the like, rather than just capital assistance *per se*, in its own right. In other words, if the Government brings in a \$200 000 sports administrators' scheme, and that money is available to 25 sporting and recreation bodies to provide at least 50 per cent of the payment for an administrator. By releasing the moneys available within that sport and recreation organisation, that they have previously had to pay for administration, they can use that money to develop that sport and coach juniors and generally raise the standard. We believe that this is the correct way to do it.

Mr SLATER: I note that three contract staff are indicated by the use of asterisks. Who are the contract staff and what are the terms of their contract?

The Hon. M. M. Wilson: The Director can give details in a minute, but I understand that two of the contract staff are involved with the Physical Fitness Review Programme which the Government instituted about 18 months ago. Mr Kevin Haag and his assistant are contract staff with the department and are doing an excellent job, I might add. The other position involves two employees, each on a half-time basis, each assisting with the 'Life. Be In It' programme. They are on contract.

Dr BILLARD: I refer to the Transport Division, which is part of the section that has been reorganised. Will the reorganisation allow savings in administration expenses or require more such expense?

The Hon. M. M. Wilson: I believe there should be no increase in administration expenses for the whole of the department. That has been the Government's line in setting up the Division of Road Safety and Motor Transport. It

has been a big job to set up the division. The first thing that had to be done, apart from the appointment of a Director, was a bringing over of the Regulation Division, which was then in the State Transport Authority. The Government decided that that division should become part of the Road Safety and Motor Transport Division. The transfer of those people has not yet been accomplished, but it is administered through that division. The transfer of those people will mean no increase in the Government staff, although it would mean an increase in Public Service staff. In other words, the State Transport Authority would lose staff and the Public Service would gain staff, but there would be no increase in actual Government expenditure. The second thing that had to be done with this important division was to obtain premises for the inspection division, bearing in mind that the division was set up to bring together many of the inspection facilities now provided within various agencies.

The Government has purchased a property at Regency Park. It is a magnificent property ideally suited for the inspection of heavy vehicles and buses. At this stage I do not wish to canvass the serious approach the Government takes in relation to the inspection of buses and heavy vehicles especially because of the tragic events that occurred at Hay some 18 months ago. At the moment, that property is being refitted to house the new Central Inspection Authority and the personnel that will be transferred to those premises.

The Division of Road Safety and Motor Transport's other main job is to co-ordinate the Government's road safety programmes. At this stage the Director, Mr Flint, is co-ordinating the random breath test publicity which will be before the public very soon, and he also administers the Road Safety Council. The Road Safety Council and the driver training centre at Warradale also come under that division. The short answer to the member for Newland's question is that there will be no increase in Government expenditure as a whole on this project, other than in the capital required to buy the property at Regency Park.

Mr O'NEILL: Mr Chairman, I rise on a point of order to seek some clarification. Are we considering all matters down to 'Total Salaries, etc.', and are you allowing us to refer back and forth?

The CHAIRMAN: The vote is under Department of Transport, and the amount is \$12 901 000. On page 90 the honourable member will see the figure \$12 901 000 underlined with a double line. Therefore, everything on the preceding pages 88, 89 and including page 90 relates to that figure and members are permitted to ask questions back and forth on any of those pages.

Dr BILLARD: Following my previous question, from what the Minister has said, the process of creating that department is obviously still in train. Therefore, when does the Minister expect to see benefits begin to flow from that reorganisation and, specifically, what tangible benefits can the public expect to see from that reorganisation?

The Hon. M. M. Wilson: The benefits will begin to flow in several areas. First, as soon as the bus inspection division is located at Regency Park we will be able to introduce the new maintenance schedules which private bus operators will be required to follow. I think that is extremely important and I hope that we will receive Parliament's support when those regulations are introduced. That move should create greater public confidence in the reliability of buses. I point out that the maintenance schedules have been formed with the assistance of the Road Traffic Board and the private sector. The private sector has been consulted and it was very keen that these maintenance schedules should come into effect.

I believe that the other great benefit we will see from the formation of the new division is the co-ordination of road safety agencies. At the moment we have the Road Safety Council and the Road Safety Committee, which is an adjunct to the Road Traffic Board; we also have the Road Traffic Board itself, the Department of Transport and so on. There are many road safety agencies and it is time that all that effort—and I point out that some excellent work has been done by all of the agencies—was co-ordinated. That is one of the prime responsibilities of the Director of Road Safety Motor Transport.

At this stage it is not for me to say what administrative changes will be made, but there will certainly be co-ordination. I foresee a much more important role for the Road Safety Council in supervising road safety in South Australia. In my humble opinion and in the Government's opinion the Road Safety Council, which is an excellent organisation that was set up years ago, has not had the opportunity to act as a direct adviser to the Government or to the Minister. That is something that we want to see altered. In fact, I am in the process of doing that now through the Road Safety Motor Transport Division, and I think that will be very important for the people of South Australia.

A very important consideration in all of this is the co-ordination of the publicity required in the road safety area. Of course, the honourable member will realise that the police conduct publicity campaigns and Government agencies—the Health Commission or the Department of Transport—also conduct publicity campaigns on road safety. The Government and I want to see those campaigns co-ordinated so that we derive the greatest benefit from them. As the member for Newland is well aware, road safety is probably the most important part of the Government's policy in relation to transport.

Dr BILLARD: I would like to pin the Minister down on the timing. Will we see any benefits in the next 12 months?

The Hon. M. M. Wilson: I am certain that we will see benefits through the various publicity campaigns being undertaken. For example, the present fatality figures (and I am the first to admit that one should not take road fatality figures on their own, but one should also take road accident figures *in toto*) showed a marked drop. I believe that one reason for that marked drop in road fatalities has been the efforts of the Government and Parliament, and the publicity those efforts have received over the past few months.

The member for Newland will well recall the rather hysterical campaign that News Limited waged against the introduction of random breath testing in this Parliament. I believe that had a very positive effect because it publicised the actual situation and the fact that a Bill was going through. I am absolutely delighted because, as the member for Newland said, although the benefits cannot be quantified there is no doubt in my mind that the mere fact of that publicity has saved lives in South Australia.

Mr O'NEILL: I have a question arising out of what the Minister has just said, and I hope he will not be as erudite and long winded in answering this question.

The CHAIRMAN: Order!

Mr O'NEILL: My question relates to the actual purchase of the property. First, from whom was it purchased? Secondly, on page 177 of the Auditor-General's Report under Road Safety Council of South Australia appears the line 'Purchase of premises for Central Inspection Authority . . . Note 2'. On page 178 of that same report there appears the following:

2. Receipts by the Road Safety Council of S.A., \$1 626 000 includes allocations from driving licence fees \$1 550 000, of which \$825 000 was appropriated to purchase premises for the Central Inspection Authority's headquarters.

I understand that the money derived from the levy introduced on drivers licences in this State was to be used for road safety. When that levy was introduced it received the support of road safety bodies throughout this State, because of assurances given by the then Minister that that money would be committed to the Road Safety Council. We now have the situation where the Minister has stated that the only increase will be in capital expenditure, which has come out of the funds of the Road Safety Council of South Australia or moneys that should have been made available to it. I do not know whether there has been an unconscious mistake or whether there has been a deliberate attempt to abrogate assurances given by a former Minister of the Crown in relation to road safety.

I would think that the whole exercise is rather suspect. I take the point that the Minister has made in respect to the Central Inspection Agency, which should, in my opinion, have more power than it has perhaps had in the past. It should have better facilities, and certainly the reference made to the Hay bus tragedy is a fact which should drive that point home very solidly. I wonder whether the Minister or the Government has made any decisions in respect to whether they should pursue the people responsible for the work carried out or for the damage done to that bus involved. However, it seems that the Central Inspection Agency has gained considerably out of the profits of people involved in the Road Safety Council.

My understanding was that the Central Inspection Agency was a device used to gain some measure of unanimity with other States and that certificates issued by the Central Inspection Agency would be acceptable on commercial buses operating through other States out of South Australia. If there is going to be any expansion of that agency and any tightening up, as there should be, of the requirements in respect of bus safety, then perhaps the responsibility should be placed on the operators of those buses to pay by way of fee for service. If they want to pass it on to the travelling public who use their buses, that is a commercial decision that they have to make. If there has been a deliberate move by this Government to alienate licence fees collected on the basis and assurance of a former Minister to go to the Road Safety Council of South Australia, I think it is disgraceful.

The Hon. M. M. Wilson: The honourable member did not want me to be long-winded so I will be as brief as I can. It is my understanding, although I have no evidence—

The CHAIRMAN: The Chair will decide the length of time to be taken and the Minister has time available to him.

The Hon. M. M. Wilson: It is my understanding, and I have no information from my officers to the contrary, that the drivers licence allocation to the road safety fund (it is really part of the Highways Fund and the honourable member for Florey should realise it) is also allocated for road safety purposes.

Mr O'NEILL: Did you say that I did not realise it?

The Hon. M. M. Wilson: No, I said that the honourable member should realise it.

Mr O'NEILL: I did realise.

The Hon. M. M. Wilson: I am glad that the honourable member does realise. The matter is quite clear: the money is allocated for road safety. If the honourable member is suggesting that the premises at Regency Park, the new maintenance schedules for bus inspection, as well as the ability that the mechanics of the division will now have to carry out their work in improved surroundings with better equipment than they have previously had are not a road safety purpose, I am very surprised. However, he may not have said that. He understood that the previous Minister had said that it was for the Road Safety Council. I am not

aware of that, nor have I ever understood that it was particularly for the Road Safety Council. However, I can tell the honourable member for Florey that I have just approved \$80 000 from that fund to go to the Road Safety Council for publicity for random breath testing. Obviously a lot of money will go to the Road Safety Council. There is no doubt in my mind that the money is for road safety *per se* and not necessarily for the Road Safety Council. However, with a far more important role for the Road Safety Council I foresee that it will get a good deal of that money in future.

Mr O'NEILL: Perhaps the Minister could give us an idea of how broad he sees the area in which he can expend the money taken on the licence levy in so far as road safety is concerned. Does he see it as being applied to the installation of traffic lights or other traffic control devices? How wide does he see his ambit in respect of that levy raised on licences under the agreement of a number of safety bodies in South Australia on the understanding that that money in the main would go to the Road Safety Council?

The Hon. M. M. Wilson: I do not see it being applied to the installation of traffic lights or even pedestrian crossings outside schools which, it could be argued, are road safety devices. I do not see that being the purpose of the road safety fund. However, I do see it being used for the other items that I mentioned. I know that \$410 000 of the money has been allocated to Mount Gambier for the road safety centre to be built there. I made that announcement 12 months ago. An amount of \$60 000 was allocated to the Road Accident Research Unit at Adelaide University, a unit that I have a great deal of admiration for and would like to see continue in this State. I would not want to see the excellent researchers drift away through lack of support. Their work on random breath testing is crucial to the success or otherwise of the legislation. That is the type of activity that I envisage will be funded by the road safety fund. I do not see it being used for road traffic devices.

Mr O'NEILL: How much has been allocated this year for the research department which carried out the great work on random breath testing?

The Hon. M. M. Wilson: I understand that it was \$60 000. It is being assessed at this stage. I cannot give the honourable member an accurate figure on that. Dr McLean was in to see me a few weeks ago and he had certain proposals to put to me which would have to be approved by Cabinet. I will give the honourable member detailed information when it becomes available.

Mr O'NEILL: Is the Minister saying that there is no allocation at this stage?

The Hon. M. M. Wilson: The allocation for the Road Accident Research Unit is not made in terms of the Budget. In referring to page 89 of the Estimates of Payments, the honourable member will see that there was an amount of \$78 000 spent last year but no allocation was voted for. It is contained under 'Road Safety Council—Road Accident Research Unit'. That was an actual payment but there was no vote for that payment because at the time there was no proposal before us for a vote at that stage. Likewise with this Budget there was no proposal before us at the time the Budget was drawn up. I understand that Dr McLean is putting proposals towards this. I say with some pride that Dr McLean has also received a large grant from the Commonwealth Government. I refer to the National Health and Medical Research Council. This is an Australia-wide recognition of the value of this Road Accident Research Unit. So, Dr McLean is putting proposals to us. I cannot recall the exact details. I have no reason to hide them but the exact details will be considered along with the other calls on the road safety fund when it comes.

Mr O'NEILL: I want to get back to—

The CHAIRMAN: Order! At the outset I mentioned that I would allow a member to ask three questions. The honourable member has asked four. I will come back to him later.

Mr SLATER: I direct the attention of the Minister to the total salaries of the Department of Transport, where the vote was \$8 108 500 last year and actual payments were \$8 939 981. The total salaries vote in 1981-82 is proposed to be \$9 588 000. On a rough calculation, it appears that there is a 6.5 per cent increase in those salaries. There was a considerable over-run in the Budget last year, of some \$70 000 000 overall, as the Premier indicated in his Budget papers and explanation. I ask the Minister whether he considers that this section has been budgeted to take in increases that may exceed the 6.5 per cent? Does the Minister consider that an over-run may occur in salaries and wages in regard to this section in the forthcoming year, and that this sum provided is sufficient to cover escalation of wages and salaries for the forthcoming year?

The Hon. M. M. Wilson: The department is very much in the hands of the Treasury in estimating increases in salaries and wages, as the member for Gilles would realise. We are consequently showing an estimated increase which is assumed will cover—

Mr SLATER: It is an estimation.

The Hon. M. M. Wilson: It is an estimation made by the Treasury. If the member for Gilles wants finer detail he should whip into the other Chamber and ask one of the Premier's officers. It is assumed that that is in fact the case.

Mr SLATER: In the Programme Estimates on page 324 in relation to staff there is an asterisk about persons employed outside the Public Service Act, some 13.2 per cent being casual employees. Are those people employed on facilities administered by the Recreation and Sport Division, such as, Mylor, Parnanga and so on, employed outside the Public Service Act?

The Hon. M. M. Wilson: Yes, that and the walking tracks are the main area of employment of non-Public Service Act staff. Included are Graham's Castle, Mylor, Parnanga, and the walking tracks, and that involves the total number of non-Public Service Act staff.

Mr SLATER: Are they casual staff or fully-employed staff?

The Hon. M. M. Wilson: The Director should give details of that.

Mr Taylor: There are both. The only casuals used are those used for cleaning purposes in those facilities.

Mr SLATER: I refer to volume two of the Programme Estimates, page 73, 'Recreation and Sport Division: implementation and supervision of gambling legislation'. I note there is a component of administration for the supervision of activities of Soccer Pools agencies. I cannot understand the activity in which departmental officers are involved in supervising Soccer Pools agencies, which to my mind are private agencies. What sort of departmental supervision does the department have to apply to them? I ask the Minister for some information.

The Hon. M. M. Wilson: The honourable member will recall the Soccer Pools Act, which passed through this Parliament. I do not think any of us will ever forget it. Within that Act there were certain requirements of the State Government (or of me as Minister) in the administration of the Soccer Pools Act. Some of those requirements were that we had the right of inspection of various agencies. As members of the Opposition pointed out during the debate, this was a contract between the Government and a private enterprise organisation. Members opposite expressed concern that the private enterprise organisation would do its job properly and, based on experience in other

States, the Bill contained certain provisions for inspection and control by me, as Minister.

We have allocated one person for the purposes of programme performance budgeting in the administration of the Soccer Pools Act and the Soccer Pools Fund. It may be that in some cases we would use two or three people at various stages, but we have allocated one full-time equivalent for the purposes of the programme performance budgeting as the amount of time and personnel required to administer to provisions of the Act. The Act requires that the accounts of Australian Soccer Pools Limited should be open for inspection when required. I accept that this can be done through the Auditor-General, but nevertheless it is necessary to provide (for the purposes of programme performance budgeting) a head count. People can then ascertain how much time is involved in the administration of Soccer Pools. We have allocated one person for that purpose.

Mr SLATER: I appreciate that, but what relationship does that have on the Soccer Pools agencies themselves. As I see it, the agencies have proliferated considerably; you find them nearly everywhere. What sort of control does the department have in that situation? Since it refers specifically to Soccer Pools agencies, what administrative aspect do we have in that regard, when it is a private organisation.

The Hon. M. M. Wilson: We receive numerous correspondence from the public—

Mr SLATER: Complaints?

The Hon. M. M. Wilson: Not necessarily complaints, but we receive requests for investigations and the like. I am sure that the honourable member would think it remiss of us if we did not carry out those investigations. I ask the Director to give us those exact details.

Mr Taylor: The last point that the Minister made is the major area at this stage of activity of the inspector or inspectors concerned, that is, investigations of queries and questions from the public that come to us. When they are referred to us, an inspector is sometimes sent to an agency to clarify a matter with the agent concerned and also with Soccer Pools Proprietary Limited. We act in that role. When moneys are paid to the Government by Australian Soccer Pools Proprietary Limited, there is an accounting and checking function there, and in the overall sense a checking of receipts paid by it against the takings that are demonstrated at particular agencies.

The CHAIRMAN: I make a point of clarification. We agreed there could be three questions on one matter of interest. The member for Gilles started at staff, and then went on to soccer pools.

Mr SLATER: I linked up the matter. It is in regard to staff involved in the particular division of the department.

The CHAIRMAN: I allowed the question. However, it is the intention of the Chair to allow, say, up to three questions on the one matter, and if the honourable member has another matter, he will be called on later.

Mr ASHENDEN: I refer specifically to the Programme Estimates, volume 2, page 30, where a broad objective or goal was given to decrease the number of road accidents in the community by implementing the following Ministerial aim: 'To implement an integrated and measurably effective road safety programme embracing direct education, legislation, highway engineering, traffic control, vehicle design and safety.' Have the Minister or the officers considered a modification of the present speed limits existing in the metropolitan area to have a differentiation between arterial roads and truly residential roads? It is not at all uncommon overseas, for example, in the United States, in what would be considered as a suburban arterial road, for there to be a speed limit of 35 miles an hour (they still work in those measurements), whereas a residential road would have a

speed limit of 25 miles an hour. I note that Victoria is presently considering also differentiating between those two types of roads. I ask whether this is being considered for South Australia, particularly as my electorate has a large number of young children and a number of narrow, winding truly residential streets.

The Hon. M. M. Wilson: There has been some publicity on this matter lately because the Adelaide City Council made certain statements a while ago, that it believed there should be a reduction in the city speed limit—I think to 40 km/h. I will ask the Chairman of the Road Traffic Board, who is the Commissioner of Highways, to comment on this in a moment. I believe that this will be a matter of fairly serious consideration in the future, but I do not know whether it will be the near future. There is a fair diversity of opinion whether we should have reduced speed limits. There are some areas in the honourable member's electorate where there are narrow winding streets, and I can see that in those circumstances, where the topography of the road itself does not enforce a speed limit, it is probably wise that that sort of thing needs to be considered.

I must also say that Adelaide as a city is extremely fortunate, compared to other cities, in its topography. We do not have the congestion—although we may think we do in certain instances—that is seen in cities such as Sydney or Melbourne. I would want to watch very closely any experiments that take place interstate. I also believe that any reduction in speed limits on local roads, which I think are the roads the honourable member is referring to, probably needs to be an Australia-wide decision. In other words, I am very unhappy when a motorist travels from one State to another and finds differing road rules and differing speed limits. I do not think the question of the open road speed limit is so serious; I do not think it matters very much whether it is a 100 or 110 km/h. I do think it matters when we get to the lesser speed limits in built-up areas. My initial reaction is that this should really be a matter for the Australian Transport Advisory Council. The Commissioner has nothing to add.

Mr ASHENDEN: I appreciate the Minister's remarks. Will the Minister raise the matter with ATAC. I believe there are situations in which the topography does not put a self-imposed speed limit on some of these residential streets. For example, it has been brought to my attention that two major shopping centres within my electorate have easy access by streets which are obviously not designed for access to major shopping centres. These are truly residential streets, which take a volume of traffic for which they were not designed and which the residents were certainly not expecting when they purchased their homes there. The topography does not impose a speed limit of below 60 km/h, but the result is that, in view of the number of young children, concern is being expressed. I am not suggesting that is necessarily the answer but I am asking whether serious consideration can be given to this matter in view of overseas experience.

The Hon. M. M. Wilson: I can give the honourable member an assurance that I will monitor closely the results of the Victorian experiment. The Australian Road Research Board has also looked at this question, and if it is going to be a matter for ATAC it will come through that particular machinery. We must always keep in mind that, unless the speed limits are policed regularly, motorists will not necessarily adhere to them. I suppose that if 50 per cent of motorists adhere to them, that is a real advance, but it requires additional policing to ensure that new speed limits are adhered to by motorists. I can give the honourable member the assurance that we will keep that matter under review. I will let him have some further information on that as well.

Mr Millhouse: Some months ago I put a Question on Notice about the Road Safety Centre at Warradale, and the Minister gave me an answer last week. With great respect, it was entirely unsatisfactory because it avoided the thrust of the question. I understand that place is very much under-used; in fact, it has been a failure from the point of view of people going there to look at all the exhibits, training aids, and so on. Really, it is something of a white elephant in that way. When the Minister answered my question (page 1194 of *Hansard*), he simply said that the Government was satisfied with the level of use and that the level was commensurate with the number of field officers employed. My suspicion is that he was avoiding an answer. He then gave the figures for the cost of the place for 1979-80 as \$447 000, a lot of money. Is the Road Safety Centre being used to any significant extent at all? If not, what will the Government do about it?

The Hon. M. M. Wilson: The Road Safety Centre is being used to a significant extent. However, I believe that, with the new Division of Road Safety Motor Transport, which will now be the umbrella organisation for the Road Safety Centre at Warradale, new initiatives will be taken there, and I hope very much to see it used every minute of the working day. There is no doubt in my mind that the advanced driver training course, the special courses for motor cyclists, and the heavy vehicles safety driving courses are extremely important. The more the centre is used the better for road safety. I am not trying to avoid the member for Mitcham's question. I would probably not be satisfied until it is used totally, but the Government is satisfied that it is being used significantly.

Mr Millhouse: The fact is that the Minister has adopted the word 'significantly'. It certainly has been under-used, very much under-used, in the past. The figure given to me was under 20 per cent use. What does the Minister mean by 'significantly'?

The Hon. M. M. Wilson: I cannot give the honourable member a figure off the top of my head, but I have to point out to the honourable member (and he may be well aware of this) that the field officers of the Road Safety Centre at Warradale do not just confine their activities to the Road Safety Centre itself. They spend a good deal of time out in the community lecturing on road safety, and are very much part of the imaginative curriculum R.12 development by the Education Department, which is a whole course running from year 3 to year 12 in schools and which is designed to create an awareness of road safety among students. The road safety officers at Warradale take a significant part in that. All I am saying is that all of the thrust of the division is not at Warradale itself. Some of it is outside.

Mr Millhouse: Can I ask a question on another matter now, because I am obviously not going to get any further on that matter?

The CHAIRMAN: The procedure that we have been adopting this morning in the Committee (and I feel that it must apply to all members) is that a member receives the call and, following the same interest, may ask up to three questions. If the subject matter is changed, I am afraid it will be necessary for him to wait a little longer.

Mr LANGLEY: I am interested in the remarks that have been made concerning soccer pools and I agree with the Minister that they seem to involve a lot more than did the lotteries. I know that the two matters are in different avenues for the Government. When the lotteries started, a survey was made in an area and some people got agencies and some did not. I must admit that there was a lot of clamour for them. Another angle is that in many cases the positions have been changed. As there are so many soccer pool agencies—I would say more than there are lotteries

agencies—there most likely is a lot of competition. I wondered whether a survey was done to put soccer pool agencies in the best positions. There is no doubt that the pools are taking money away from the lotteries, but that matter is not within the Minister's portfolio.

The Hon. M. M. Wilson: The responsibility for the appointment of agents is with Australian Soccer Pools Ltd. That was part of the legislation.

Mr SLATER: You changed the regulations to help them.

The Hon. M. M. Wilson: They were changed Australia-wide by every Government. I think the member for Unley remarked on this point in the debate. As far as our figures can show, the receipts from soccer pools have not affected the Lotteries Commission receipts. If the honourable member is comparing figures before the Lotteries Commission boxed its lotto, which was done when it went into an arrangement with Victoria and Western Australia to have a boxed lotto, there may be some case for saying that soccer pools had some effect on Lotteries Commission turnover.

The fact that the Lotteries Commission boxed the lotto (and it was legislation introduced by this Government that allowed the commission to do that) increased revenue from Cross Lotto immeasurably. I understand that there was some reduction in receipts from the Instant Money Game, but we cannot blame that on soccer pools. The only impact that soccer pools would have would be on Cross Lotto, which got such an increase from the boxing operation that, if we compare receipts of the Lotteries Commission to receipts from soccer pools in relation to earlier years, we will find little difference, if any, between the receipts of the Lotteries Commission and what they were previously. However, as the honourable member has said, that is a matter for another portfolio. All that I can say is that the appointment of agents was a job that had to be carried out by the organisation itself, Australian Soccer Pools Limited, which was the successful contractor for the Government.

Mr LANGLEY: In other words, the Minister is saying that he has no control over where these people put their soccer pool agencies, or over people who sell soccer pools. If that is the case, I am sorry to say that some agencies in my district appear to be out of place. The Minister has not assured me that there has not been a difference in receipts from lotteries since soccer pools have come in.

The Hon. M. M. Wilson: If the honourable member is concerned about the location of certain agents and thinks that there ought to be more in his district, he only has to write to me and I will pass on the letter to Australian Soccer Pools Limited, but I do not think it would be a good thing if I, as Minister, had a direct input into that sort of thing. I think it would be a dangerous precedent for the Minister to have a power of veto over what private business organisation could receive a soccer pools agency. I am not sure that that would be a good thing.

Mr OSWALD: I refer to page 37 of the Programme Estimates, particularly to recurrent expenditure and capital expenditure. My question is phrased around the planning co-ordination of land transport. In the recurrent expenditure, we have a figure for 'Land transport research'. The figure proposed is \$166 000, which is for recurrent expenditure covering three staff members.

The Hon. M. M. Wilson: That is just land transport itself.

Mr OSWALD: Yes. We have \$166 000 there and that perhaps appears to be high, when they have only three staff. In the capital expenditure, the total programme expenditure, an amount of \$846 000 is provided for a staff of 16. As this is mainly a planning and co-ordination exercise, I am wondering whether the Minister can give information on what makes up that \$846 000 in capital expenditure on the research programme.

The Hon. M. M. Wilson: I will ask the Director-General to give the fine details of the programme but suffice to say that the Transport Planning Division of the Department of Transport has been broken down, for the purpose of programme performance budgeting, into those sections to try to give members a greater grasp of the areas in which the work is being done. Once again, the programme performance budgeting people have allocated staff on, I guess, an arbitrary basis among those various sections. Perhaps the Director-General could amplify the situation.

Dr Scrafton: I am not sure about the appropriateness of discussing this line, which is on page 123 of the line Budget. I understand that at present we are referring to only pages 88 to 90.

The Hon. M. M. Wilson: If the Chairman will allow, you should answer it straight away.

Dr Scrafton: Mr Chairman, this item appears in the Budget on page 123 and I need a ruling from you and the Minister on whether you will permit me to speak to the question. That capital expenditure line is in a different part of the Budget. We were referring to the salaries, wages, related payments, and contingencies, which are on pages 88 to 91 of the Budget lines. If members check page 123, they will see an amount of \$900 000, which is the \$846 000 referred to by the honourable member plus about \$50 000 related to air transport planning elsewhere in the programme document.

The CHAIRMAN: As I have said previously, that particular vote will be called later. I suggest that the question be reserved and asked at the appropriate time. I ask the honourable member for Morphett whether he will bring the matter up again when we come to that vote.

Mr OSWALD: Perhaps the Chair would accept a question on the recurrent expenditure?

Dr Scrafton: I could answer that, because there is not much to add to what the Minister has said. They are simply equivalents rather than actual salaries, and the break-down is \$514 000. It is essentially salaries in the Research Division. It really relates to individual amounts allocated by project back in to the salaries in much the same way as in recreation and sport, so they do not actually represent bodies. It is actually the equivalent of three man-years work. The comparison is obviously not direct. The line above shows only \$30 000 and two bodies. There is no real correlation at all.

Mr OSWALD: In regard to planning, I seek some information on the co-ordination of planning in the Highways Department, for land transport, and within the Department of Transport and also how that ties in with planning officers in the S.T.A. and Australian National. I presume that each group has its own planning officer or officers. What co-ordination exists between the various agencies?

The Hon. M. M. Wilson: The officers can answer for themselves in more detail, but up to this year we have received a grant from the Commonwealth for transport planning, which was allocated between the three departments referred to. This year the Commonwealth reduced that grant and did away with the grant completely. This meant that each department had to continue with its own transport planning under its own resources. In fact, that grant meant a reduction of about \$250 000 in transport planning in the Department of Transport. The Highways Department had a smaller reduction, because it still received a Commonwealth grant in regard to the Australian Road Research Board. I think the S.T.A. was using part of our grant for one of its particular studies. I would be pleased if the Director-General or the Commissioner would like to give more information about what happens in each department.

Dr Scrafton: I would be happy to give an overview. Essentially, in the Department of Transport we are trying to restrict our operations to policy research, economic advice and major project planning facilities. This was not always possible. When the Transport Planning Division was established in the 1970s, we found that much of our time was spent on specific research and planning projects. Over the years we have gradually been able to strengthen the planning function in the State Transport Authority, and one of the key officers there was formerly an officer in the Department of Transport. He moved over to the S.T.A. to undertake operational research directly related to S.T.A.'s responsibility.

This assisted the department to keep this planning overview over all modes of transport. In the case of the Highways Department, and the Commissioner can speak to the department, essentially it has always had a strong planning, advanced planning, and programming section, and its work on the public transport side that has been built up over the past 12 years has been to complement that.

In regard to Australian National, it is not a function of the State Government to influence its planning at all. We keep in close touch with A.N., particularly on matters of mutual interest such as the extension of the standard gauge railway and the like, but otherwise it develops its own corporate planning strengths. Each organisation, the Highways Department, the Department of Transport and S.T.A. has its own independent corporate planning, which is reflected to some extent in the yellow books, the programme documents. The major thrust of the last financial year, and particularly this financial year, is to co-ordinate those three corporate plans so that we can end up with one portfolio corporate planning document. This is an awkward task administratively, but it promises to have great benefit in the long run.

The Hon. M. M. Wilson: The member for Morphet would have been pleased to hear that last statement, because it is important. However, I would like to impress on the Committee the need for flexibility in any transport planning. For example, the upgrading of Adelaide Airport and future international services have meant that we have had to change our priorities somewhat in our planning and move that up the priority list over recent months. As the member for Gilles will realise, it is important that we retain this flexibility so that we can carry out the necessary economic evaluations when and if they become required. It applies not just to a place like Adelaide Airport but to other questions that then raise their heads. The transport portfolio is dynamic, and these issues raise themselves quickly, and they must then be dealt with quickly.

Mr WHITTEN: I relate my question to the Government Motor Garage and refer to page 88 of Parliamentary Paper No. 9. In 1980-81 about \$877 000 was voted and about \$1 002 000 was spent. The proposed allocation for 1981-82 is \$927 815. Can the Minister explain the reduction and the change? Last year an extra \$123 000 was spent above the amount voted. It is logical to assume that there would be a similar increase this year if there was no reduction in staff.

The Hon. M. M. Wilson: I appreciate the honourable member's question. The position certainly looks anomalous as it is shown in that document. It is simply a matter of reallocation. The honourable member will recall that a few moments ago I was talking about the new central inspection authority premises at Regency Park. Presently, the inspection authority is located at the Government Motor Garage. When the transfer takes place to Regency Park some staff will also transfer to Regency Park, where they will enjoy much better conditions. That explains what seems to be an anomalous vote in this particular case.

Mr WHITTEN: Reference has been made to the central inspection agency, which is described as an authority. Under 'Road Safety Council of South Australia' reference is made to the purchase of premises. Is that just for the purchase of land or for the purchase of buildings? Is it for the purchase of equipment to go into the inspection authority? Last year the vote was \$3 000. I would expect that, with the work of the authority, much more money would be allocated for the purchase of equipment.

The Hon. M. M. Wilson: In answer to the first question, the premises are virtually complete. They are magnificent premises and we were very fortunate to get them. They are certainly worth a lot more than we paid for them and contain complete office accommodation and a tremendous workshop. I do not know whether the honourable member is familiar with it, but it is the old A.C.I. fibreglass building at Regency Park, which is near his area. I am delighted, because the premises could not be better. They are situated in the middle of the heavy vehicle area at Regency Park. The only alterations that have to be made relate to equipment. We will also have to do a small amount of bituminising outside the premises to allow heavy vehicles to turn. Full inspection pits will also have to be put in. Eventually, over a period of time, a good deal of sophisticated testing equipment will also be added.

In relation to equipment, I assure the honourable member that we will be spending at least 200 times that amount on Regency Park this coming year. At this stage, that is a matter for final design, but we are well on the way.

Mr Hamilton: In relation to the Central Inspection Agency, and I think I raised this matter with the Minister last year, allegations have been made to me about the inspection of private bus operators and the use of fixed axles after an inspection has been carried out. Has the Minister considered random inspection of private bus operators because, when we consider the incident at Hay in New South Wales, the Minister will obviously appreciate the seriousness of my question. Will the Minister implement a policy of random inspection of private bus operators in South Australia and, if so, when will that inspection be carried out and, if not, why not?

The Hon. M. M. Wilson: The Chairman of the Road Traffic Board may be able to help me with this question. As I understand it, the new maintenance schedules will require inspection of vehicles not at the C.I.A. premises necessarily, but at the location of the bus operators. If there is going to be maintenance inspection there is not much use in bringing a vehicle out of its normal garage and taking it to the C.I.A. I think the maintenance schedules will overcome the problem referred to by the honourable member. The inspectors at the C.I.A. will go out. That does not mean that buses will not have to be thoroughly inspected at Regency Park, because they will. However, there will also be a system of maintenance inspection, which has been one of the great problems over past years.

A bus can be brought in, tested and fully inspected but then it is taken away and the next inspection is not due for six months. Anything can happen in that time. In fact, there have been allegations that some operators have actually altered a bus after an inspection. I point out that that is only an allegation and I am not prepared to substantiate it. On the other hand, I point out very carefully that the bus maintenance schedules have been arrived at in consultation with the Bus Proprietors Association, which is as keen as anyone to see that the safety record, particularly in the bus area, is enhanced.

Mr Hamilton: The Minister referred to consultation with private bus operators. Therefore, the logical question following from that is this: what consultation was carried out with the unions involved in this particular industry, because

the allegation that I raised with the Minister came from a union official some time ago who expressed deep concern? What consultation was had with the unions involved in this industry, and what was their response?

The Hon. M. M. Wilson: I cannot recall whether the Secretary of the Transport Workers Union, Mr Keith Size, was involved in discussions or not at this stage. I instituted those discussions well over 12 months ago, and I cannot recall whether he was involved. However, I will obtain an answer for the honourable member this afternoon.

Mr SCHMIDT: I refer to the Government motor garage under 'Contingencies' on page 89. Last year there was an allocation of \$91 000 for the purchase of motor vehicles and an expenditure of \$58 000. This year there is an allocation of \$134 000. What type of vehicles will be purchased and will they be purchased from a South Australian factory?

The Hon. M. M. Wilson: The honourable member is really referring to the Ministerial car fleet. Up until last year that fleet consisted of Valiant Regals, V8 L.T.D's and a few Holden Commodores. As the honourable member would know, the Government has changed its policy and the Valiant Regal is no longer available, so the Government car fleet will consist of three Statesman Caprices, about 10 Holden Commodores and (I cannot recall the exact number and it will not all happen this financial year) eventually seven or eight Ford Fairlanes. The Ford Fairlanes are obviously not manufactured in South Australia, but the others are. A good deal of the Commodores are manufactured in South Australia, and I understand that the Caprices are entirely manufactured in South Australia. This year we are buying one Statesman Caprice, four Ford Fairlanes, nine Commodores, and one Holden utility.

Mr O'NEILL: I refer back to the Central Inspection Agency because I am not yet happy with the Minister's response in relation to the money spent to acquire that property. As I have already pointed out, page 178 of the Auditor-General's Report refers to 'Receipts by the Road Safety Council of South Australia'. That refers to money, according to the Auditor-General's Report, which belongs to the Road Safety Council of South Australia. Did the Road Safety Council have any say in the expenditure of that money? Was any pressure exerted on the council to part with the \$825 000 referred to? In reply to an earlier question, the Minister referred to the former owner of the factory. If it is correct that that money belonged to the Road Safety Council of South Australia, does the Minister support the proposition that private licence holders should be levied to provide premises for the Central Inspection Agency? If so, does the Minister have in mind any further levies on private drivers licences to fund other Government operations?

The Hon. M. M. Wilson: In answer to the last question, in the interest of brevity, 'No.' In answer to the question before that, the Central Inspection Agency is to be self-supporting. Inspections will be paid for by private industry, and the aim of the Government is to make it self-supporting in the interests of good accountability and budgeting. I cannot recall the first question.

Mr O'NEILL: In view of the fact that the money belonged to the Road Safety Council, was the money volunteered by that body to purchase the premises, or was any pressure exerted upon it to force it to do so?

The Hon. M. M. Wilson: The money is part of the allocation to the Highways Fund. It is a specific section of that fund which is allocated for road safety purposes. It does not belong to the Road Safety Council. It was allocated by my predecessor and by me through our respective Cabinets to the Road Safety Council when it was required and needed and when it was thought by the Government of the

day to be necessary. That is the situation carried on by this Government.

Mr O'NEILL: In view of the fact that the Central Inspection Authority is to be self-supporting, is it proposed that the \$825 000 will be refunded to the source from whence it came?

The Hon. M. M. Wilson: I will not give an unequivocal assurance on that, but it is the aim.

Mr Millhouse: I ask a question following that of the member for Mawson on the Government motor garage, particularly on the number of Ministerial cars. I asked a Question on Notice about this months ago and eventually got an answer on 22 September on page 1192 of *Hansard*. My question was as to what economies were going to be made in the scandalously large fleet of politicians' cars. There are 21 cars for members of Parliament to float around in. I venture to say that less than half of them are justified. A good number of them have been added in my time as a member of Parliament always for political considerations, either because the member involved was likely to be picked up for drunken driving or whatever. I can tell members about it in private but I can vouch for that in the case of one man, now long gone, who was given a motor car. Once it is given it stays. What economies are there going to be in the Ministerial car fleet in the next year?

The Minister stated that it would cost \$864 000—nearly \$1 000 000 for cars for members of Parliament to float around in. He will not even give concessions to war widows on public transport. The only economies to be made are in the replacement of vehicles in moving from eight cylinder to six cylinder cars. That is peanuts. There should be a review of the members of Parliament who are entitled to cars, with a view to reducing the numbers. I know that that would be bitterly unpopular with members of both the Liberal and Labor Parties who have these perks. I ride a bike and find it sufficient to get around the city. I hope that the Minister's answer will be that there will be a review of the number of cars even if there were some sharing basis for them. That is the only way that there can be a real reduction in expenditure.

Government expenditure has been cut for everybody else but why not for these favoured people? To reinforce the question I asked, on the same day the Minister turned down flat the request I made for war widows, who are a small but deserving group in the community who should be allowed concession on public transport. I contrast the answers given by the Minister to my questions. Is any real effort going to be made to cut down the scandalous amount of money spent on motor cars for politicians?

The Hon. M. M. Wilson: On the question of war widows, I have told the member for Mitcham and other members that the matter is under review. However, I also point out that in this State we give the most generous public transport concessions of any State in Australia. This Government has played its part in that aspect but, as the member for Mitcham correctly states, that is not really the nub of his question. One of reasons for the increase in the cost of Government cars is attributable to the number of country Ministers and members who enjoy the use of a Government car and who live in the country. That has increased the overall cost of the fleet. The honourable member knows that I instituted the system of taxis for members attending either House after 8 p.m. That has resulted in a saving of 16 per cent or 17 per cent in drivers' overtime. The Government does not want particularly to take that much further because the drivers should not have to suffer any more. On examination, members will find that their average wage is reasonably good and is virtually the same, but the increase in country running has probably caused that. From the estimates given to me by the manager of the Govern-

ment garage, Mr O'Donnell, the figure is 16 or 17 per cent in overtime. There is no review under way at the present time on the use of Government cars.

Mr ASHENDEN: I again refer to volume two of Programme Estimates, page 38. It refers to the provision of community buses. As the Minister would know, I am a strong supporter of community bus services and I am presently making representations to him for larger buses to be provided for the city of Tea Tree Gully because of the popularity and the meeting of the needs that that facility provides for residents in my electorate. However, it has been pointed out to me on a number of occasions that possibly the use of community buses is turning in some respects almost to abuse. I see the use of these buses as designed predominantly to move people throughout an area to community services, shopping centres and so on, but they are on occasions being used for what can only be regarded as charter work, except that charter fees are not being charged. Some of my constituents own—

Mr WHITTEN: I rise on a point of order. Earlier in the proceedings you, Mr Chairman, directed us to finish on page 90 at the Department of Transport. I believe that the member is now soliciting information concerning community bus services which comes under the miscellaneous account.

The CHAIRMAN: As the member is referring to the miscellaneous account, I uphold the point of order. I ask the member for Todd to ask the question when we are dealing with the miscellaneous section.

[Sitting suspended from 1 to 2 p.m.]

Mr SLATER: I refer to Programme Estimates, volume two, page 73, on the implementation and supervision of gambling legislation.

The Hon. M. M. Wilson: Mr Merv Powell, the Chairman of the T.A.B. is now on the floor of the House.

Mr SLATER: I direct my question to the Minister in regard to his Ministerial responsibilities relating to the T.A.B. I refer to the Auditor-General's Report from pages 370 to 376. Regarding personnel employed over the past three years, the Auditor-General's Report indicates a decline in casual employment which is no doubt related to the continued computerisation of the T.A.B. How many agencies are now computerised? How many sub-agencies does the T.A.B. have at the present time? What is the intended progress in regard to further computerisation?

Mr Powell: Excuse me if I am not exact in these figures, as they are fairly large. I hope that the honourable member will understand that my estimates will be as close as is possible. We will obtain the correct figures later. They are in the annual report, which should be out tomorrow. There is a decline in these figures as the honourable member has indicated. There will be a further decline this year, because we are computerising country agencies. At the moment, 86 metropolitan agencies are computerised. We have completed computerisation of 30 out of about 45 country agencies. No sub-agencies have yet been computerised, but we intend to do that and would expect computerisation to finish in country areas by February. Previously, our target was the end of December. Owing to the inability of the supplier to have our terminals delivered on time, it looks as though it will be some time in February before all country agencies are computerised.

Mr SLATER: You have referred to a number of sub-agencies in country areas. I have directed a question in the House to the Minister in regard to the Riverton sub-agency and was told that a shortfall of \$350 000 had occurred. I know the Minister and the T.A.B. have made no public comment because investigations have been proceeding. Peo-

ple generally are concerned to know exactly how this shortfall occurred. In answer to my question in the House, the Minister explained that three separate investigations were being conducted, one internally by the T.A.B., another by the Fraud Squad, and another by the Auditor-General's Department. Have those investigations been completed and, if so, is it possible for the public to be advised by the Minister what exactly happened, how it occurred, and whether it is likely to occur again? There is public apprehension that this should have occurred. It is thought that such an error should have been picked up before such a shortfall occurred. Can the Minister explain to me and the Committee, and for the benefit of the public generally, what did occur?

The Hon. M. M. Wilson: The apprehension that the honourable member expresses is shared by both the Chairman of the T.A.B. and myself. The Chairman can speak for himself in a minute. In regard to the specific items that the honourable member has mentioned, through the Chairman I have received a report from the Auditor-General, so that that investigation is complete. I have received a report from the T.A.B. solicitors, who conducted the first inquiry into the unfortunate incident the honourable member referred to. As yet we do not have a full report from the police. I have had an interim report, and I gave the honourable member the knub of that in the House the other day—that the shortfall was caused by the illegal extension of credit betting facilities at the Riverton sub-agency.

That sub-agency is now closed. The board has taken certain disciplinary action already. The Auditor-General's Report makes plain that systems within the T.A.B. are correct for internal auditing. There are certain reservations as to the way those systems are carried out. The board is considering that matter at the moment in consultation with me. I cannot add much more to what I have said because, as I told the member for Gilles in the House, it is possible that prosecutions may follow. It would be unwise to say anything more than what I have said. The Chairman may have some internal methods he can talk about, but I will leave that to him.

Mr Powell: There are one or two matters I would like to put before the honourable member. He mentioned that the sum was \$350 000; it is in fact \$348 000. There is a small difference in the Auditor-General's Report of \$11 000 which is a contra, so it does not matter which way that happened. It is complicated for me to explain that to you. If you accept that the figure was \$348 000, that would be the correct figure. One point that has not been made clear that should be understood is that when the man in Riverton who was betting illegally on credit lodged his investments, there was the statutory commission that was deducted at all times. Although the write-off in the current year will be \$348 000, the actual amount of money lost to the codes and the Government is reduced by the commission on his total betting, which we can only estimate at this stage, because although we know how much he bet, it is difficult for us to determine in what area he bet it, namely, on win and place, or multiple betting where the deductions are of a different value. The figure I will quote to you is perhaps in error to \$1 000 or \$2 000, but we estimate it at \$109 000. So, the loss to the codes through this whole operation will be in the vicinity of \$239 000. That will be shared half by the Government and half by the codes.

Mr SLATER: That does not quite give the information I am looking for. I appreciate that investigations have not been concluded, and no doubt there may be prosecutions against the person or persons involved in betting, as described by Mr Powell, illegally on the T.A.B. What I cannot understand, and what the public cannot understand, is how, in a small sub-agency such as Riverton, such an

amount should have been involved in the first place. I think the public are entitled to a full explanation as to how this occurred. It is a most unusual circumstance that in an agency, the turnover of which would be very small in comparison with that of most agencies and sub-agencies, this was not picked up by internal procedures. I note the Minister's answer that certain disciplinary action has been taken within the T.A.B., but I cannot understand how such a short-fall could have occurred in a small sub-agency without the organisation of the T.A.B. having picked it up. I think that although there are problems associated with it now, we are entitled to know, how such an occurrence happened. Why was it not picked up much more quickly, before such an amount was involved? Surely the procedures at the T.A.B. are such that checks on sub-agencies are carried out to the extent of not giving them any opportunity to run into such trouble. I would like a fuller explanation of how this occurred, and what happened. There is a mystery surrounding it, and I think it should be cleared up for the benefit of the public, the patrons of the T.A.B.

The Hon. M. M. Wilson: I do not deny the logic of what the honourable member is saying. I believe that eventually we will have to inform the public of this very important fact, because the member for Gilles is putting his finger on the most serious aspect of the whole question; the internal audit procedures of the T.A.B. are satisfactory, according to the Auditor-General's Report. I say no more than that at this stage. However, it is the way in which they were carried out that is at fault.

Perhaps the Chairman might like to expand slightly on this, bearing in mind that the T.A.B. has still many things to consider, as a board, on what action has yet to be taken. I do not believe it is fair that the Chairman of the T.A.B. should be asked what is in his mind at present on something which has not yet been decided by the full board of the T.A.B. I would hope that the member for Gilles would agree with that. The Chairman has kept me fully informed of everything that has happened, and the board has met continually, but certain things have still to happen, and I do not believe it is fair that the Chairman should be asked to expand on that. Within that context, if the Chairman likes to say anything further then I would be happy for him to do so.

Mr Powell: I would like to state one or two things within this context, as the Minister has suggested. We have taken rather extensive action within the T.A.B. because of what has happened. The Auditor-General's Report, in effect, said that all of the processes developed within the T.A.B. were satisfactory for normal conditions. This was an abnormal condition, and it should have alerted the staff to abnormal conditions to the extent that they should have taken abnormal action to stop it. The fact is that they did not take that abnormal action to stop it. While I could tell the honourable member exactly how it happened, I would prefer not to do so until we get the report from the police because we do not know what action the police contemplate. Let me say, however, I am sure most people know what goes on in the courts, even in the lower courts. One of the persons we thought was perhaps more culpable than anyone else in not picking up the matter has been dismissed. We are now in the court to justify our reasons for dismissing her, she having appealed on the grounds of wrongful, improper and unjust dismissal. These are the sort of things we are faced with. I agree entirely with the honourable member that the public are entitled to know, and I intend to inform the Minister fully. I think I have done so up to date, but, although he will have every bit of information that it is necessary for the public to know at the right moment, we cannot do this until we have the final police

report, because it is most likely that charges will result from that investigation.

Dr BILLARD: I refer to the revenue collection service carried out by the Motor Registration Division on behalf of other Government agencies. That is reported on page 46 of the Programme Estimates, in volume 2, where there is reference to specific targets and objectives for the coming year. It says that that is to encourage other Government agencies, who might otherwise be paying higher collection fees, to utilise this facility. Can the Minister say what other Government agencies he knows of that could be using that facility, and what action is being taken to encourage those agencies to use the facilities?

The Hon. M. M. Wilson: Of the present agencies that utilise the Motor Registration Division facilities, the main one is the S.G.I.C., for collecting third party premiums, which is a fairly large amount. There is also the Engineering and Water Supply Department for collecting rates, and the Marine and Harbors Department, for the registration of small boats and the like. I believe that is in the 'Issues/Trends' section where figures are given which may interest the honourable member. Pre-sold books of tickets for the S.T.A. are also sold through Motor Registration Division venues. It is important that we get a distribution of those books and tickets. Perhaps the Director-General might like to emphasise the organisations that we are interested in. We agree that, as a Government agency, we should do this as a service to the public because the Motor Registration Division has offices situated around the suburbs to do it. However, when it gets to the stage that the Motor Registration Division itself has to provide extra staff to do this, then there needs to be a rationalisation with other departments.

I say no more than that at this stage. Members should bear in mind that all motor registration receipts at this stage, along with fuel tax, go into the Highways Fund, which is a statutory fund under a separate Act, and we have to be very careful that expenses allocated from the Highways Fund are not being expended on behalf of other departments, because, in fact, that departs from the present intention of the Highways Act. I mention that because not everyone realises that fact. I ask the Director-General whether he can add to what I have said.

Dr Scrafton: I have only one comment. It really is in there as an objective because of the convenience of the branches in the metropolitan area and out in the country. We do not make any effort to canvass this business. It is set down as an objective that can be seen by others. The only other organisation in the Government field at present that collects funds in a big way and where we may be able to provide a convenient service to the public is the Electricity Trust, but we have made no formal approach. We have always made it apparent to them that we are willing to carry out this service, provided, as the Minister has pointed out, that it does not involve us in any additional staff or any additional programmes in the branch. If this function can be carried out conveniently by the organisation as it is established at present, we are willing to do it.

The CHAIRMAN: Before calling on the honourable member for Albert Park, I advise that the required notice of discharge in substitution of a member has been given for the member for Albert Park in place of the member for Unley.

Mr HAMILTON: Thank you, Mr Chairman, and before asking a question, I think it worth while to recognise the John Shaw award won by Mr Keith Johninke. I understand that it is a national award for meritorious contribution to road engineering. I congratulate him on that award. I refer to page 37, on the planning and co-ordination of land transport, in which reference is made to maintenance of

data-base forecasting, modelling of transport demand and liaison with Australian National on country rail services. In the right-hand column of the page, there is reference to data collection. I would like to know how this data is collected; over what periods; who is on the inter-departmental forecasting committee; what are the analytical techniques that are employed; and how is the liaison with Australian National on country rail services carried out. I would like to say that there is a considerable amount of concern in the community (and I do not want to transgress on the S.T.A. part of it) about rumours circulating about more cuts in country rail passenger services.

The Hon. M. M. Wilson: Have you any particular line in mind?

Mr HAMILTON: There is a number of lines, Balaklava to Gladstone for example. Also, there is the Mount Gambier service and the reduction in the number of cars on that service on a number of occasions. The last complaint I heard was about the Mount Gambier to Adelaide service, when only one car was provided on the train and 42 people were booked on it. Chairs had to be put on that train at Mount Gambier and at Naracoorte. A woman with a baby did not have a seat; an old man of 80 years who had arthritis was on the train; there was only one toilet on the train; the baggage compartment was overcrowded; and these matters caused considerable concern to those people who were travelling.

The Hon. M. M. Wilson: I will ask the Director-General to answer on those specific details. However, I wish to mention the question of the reduction in country passenger services by Australian National. The honourable member mentioned the Mount Gambier service, and the service from Adelaide to Gladstone. I know that this matter is of particular interest to you, Mr Chairman, in regard to your other responsibilities. I would like to announce (it has not been announced previously) that State Cabinet yesterday instructed me to send to the Commonwealth Minister for Transport an official notice of objection to the proposed reduction in passenger services on the Adelaide-Gladstone line, together with a request that the matter be referred to arbitration. I think that is new information in which not only the honourable member but also you, Mr Chairman, would be interested.

On the matter of Mount Gambier, there is nothing to be said about that at this stage. I have no intimation from the Federal Minister (and bear in mind that the Federal Minister, not Australian National, has to notify me) that there is to be any reduction. That applies to other services as well. I will ask the Director-General to explain the land transport policy and other matters that the member has raised. I have to point out to the committee that Dr Scrafton is in a conflict of interest situation. He is the State's representative on Australian National, as well as the Director-General of Transport in this State. I suggest that it would only be proper for him to speak as Director-General in South Australia, and not as a member of Australian National at this stage.

Dr Scrafton: I appreciate that comment by the Minister but, in fact, this line of liaison with Australian National refers specifically to the assessment of transport needs, and it is essentially a task of the Department of Transport: that is, as to what extent Australian National, in its plans, intends to maintain services in the State so that the department can ensure that replacement or substitute services would be available in the event that Australian National was to withdraw from some area, so it involves links with private bus companies on the passenger side, with communities regarding the service they receive and wish to receive, and with local members to get their reactions to proposals that Australian National may put forward. There

is a good working relationship both from the department's point of view and Australian National's point of view. However, as the Minister has pointed out, the Commonwealth and Australian National on the one hand and the State and the Department of Transport on the other hand have reserved the right ultimately to disagree and to go to arbitration as has been decided on the matter of a particular passenger train. That is the bottom component of three, all of which relate to the sub-programme assessment of transport needs.

Taking each of those items in turn, I say that data collection has gone on for many years and, as far as useful data goes, it had its origin in the Metropolitan Adelaide Transportation Study and has been updated successively throughout the 1970s. The material maintained and updated on the roadside by the Highways Department has been continuously updated but there was a period in the late 1960s or the early 1970s when public transport data fell by the wayside, and required a completely new update in the late 1970s. The maintenance of that data is a major task of the department, and I think that about \$150 000 at least of the funds accorded to that line on page 1037 of volume two would be for maintenance of data.

The travel demand modelling, which follows on the activity lines, plus the analytic techniques are largely applied to that data which is maintained from M.A.T.S. and the M.A.T.S. base data. The inter-departmental forecasting committee is an essential related activity. I think the chairmanship and housing of that committee sit with the Department of Planning and Environment. My department has a representative on it, and I would also expect there to be a representative from the Highways Department.

That task is part of one man's time, to input our requirements to that committee and, more importantly from a transport point of view, to draw off from the committee what it sees as household development levels in particular parts of the State or the metropolitan area, and the population figures themselves. From our point of view, we are concerned with household formation, family make-up, the number of vehicles per family and the like. We interface through that committee with the broader planning, industrial development and housing agencies.

That maintenance of data base, forecasting, modelling and so on is one major task carried out by the Transport Planning Division. That is a reasonable summary of what is there, although I would be willing to comment further if the honourable member wishes some specific information of specific tasks such as bus operations, accessibility and so on.

Mr HAMILTON: Who is the representative?

Dr Scrafton: From the department, my representative is Lindsay Oxlad from the Transport Planning Division. The Highways Commission probably has someone from the advanced planning section.

Mr HAMILTON: I believe that Australian National is being less than honest with the State Government. That statement was based on my experience as a former union official with the Australian Railways Union and from correspondence that I have received since I have been in Parliament. I refer to a number of questions that I asked the Minister of Transport. One was on 13 November 1979 and, in reply to that question about proposals for the cancellation of services between Adelaide and Peterborough, the Minister stated:

No advice has been received from the Australian National Railways Commission that it proposes to discontinue all rail passenger services to Gladstone or reduce such services between Adelaide and Peterborough.

I am not saying that the Minister is dishonest, but it is my opinion that Australian National is being less than honest

with this State Government. Not only on this line but on other lines it has been my experience and that of other members of my Party and members of other unions that this information is not being imparted to the people in those respective areas, nor is it being imparted to officials of the organisations concerned. It is of concern to me that the State Minister of Transport is not being supplied with enough information from the Federal Government.

This problem goes back a long time, back to 1978 when, as an official of the A.R.U., I was concerned that the Federal Government was not supplying sufficient information. The Minister would appreciate that there is a need to advise country people, for a multiplicity of reasons, about any reduction of services and how they will be affected.

The Hon. M. M. Wilson: I point out to the honourable member—and he is well aware of it—that before the State can take any action on the closure of a country rail service, under the terms of the rail transfer agreement I have to receive notification from the Federal Minister. The honourable member is well aware of Australian National's corporate plan, as are other members of his union. Indeed, I understand that the honourable member is still a member of the A.R.U. Obviously, there are copies of that corporate plan around the place, and many people know what is in it. People have an idea of what Australian National's intentions are regarding country passenger services in this State. I am aware of this as well, but I point out that I cannot do anything about it until I have official notification from the Federal Minister. This is what happened with the reduction in services on the Adelaide to Peterborough, the Adelaide to Gladstone, and the Adelaide to Quorn lines. The honourable member will realise that, with those particular reductions, we went to the greatest trouble to inform not only the members of Parliament concerned, because they had districts affected by those reductions, but also the people themselves, as well as the unions concerned and the United Trades and Labor Council.

As a result of the information that we received back from those various organisations and people, we had to make a decision on whether we would object or negotiate with Australian National to try to get it to ease the burden on the people by not going ahead with the massive reductions in service that it proposed at that time. We decided on the latter course, and I negotiated directly with the Federal Minister. We were able to achieve a marked reduction in the number of services that A.N.R. wanted to take off those lines.

Mr HAMILTON: How many?

The Hon. M. M. Wilson: It wanted to take 20, but we reduced that to seven.

Dr Scrafton: The notification came back that they wished to withdraw all services except those linking with interstate trains, and with the intercession of the State Government that was reduced to seven, which were replaced by bus services.

The Hon. M. M. Wilson: That was an issue where we had notified the Commonwealth of our intention to object, but we took the view that it was better to negotiate rather than go to arbitration, because we feared greatly that the arbitrator—whoever he was—would find in favour of Australian National on the grounds of economics rather than social disruption. No-one can tell how such a matter would come out. It is really in the mind of the arbitrator and the submissions that are put to him.

On that question, I want to assure the honourable member that Australian National cannot take action in that regard unless it informs the State Government, through the Minister. Some questions come outside the terms of the transfer agreement. The increase in freight rates by Australian National is a matter of concern to the development

of this State. Australian National does increase freight rates from time to time and this causes much dissension in the community. Once again, unless the increases in the freight rates are greater than those applying in other States, under the terms of the transfer agreement we cannot object. I do not believe that all members of Parliament realise the complexities of this issue and the transfer agreement, and how difficult it is to stand up for the State's rights in this matter. It has to be done very carefully, sometimes by objection and sometimes by negotiation to try to get the best deal that one possibly can for South Australia and South Australians.

Mr HAMILTON: Also at page 37 in regard to 'Land use, transport area studies and technological assessment', if possible can the Minister advise what increase in cycle tracks and their various locations are planned in the next one or two years? In regard to interchange studies, is that the interchange of rail and bus services?

Do the interchange studies refer to studies of interchange with other forms of transport? I notice that the Programme Estimates also refer to encouraging the use of low fuel consumption vehicles. Has the Minister considered the use of l.p.g. by vehicles under his portfolio? Why has it not been used—

The CHAIRMAN: Order! I point out to the honourable member that the question about bicycle tracks comes under 'Miscellaneous' so I ask the honourable member to reserve that question until we come to 'Miscellaneous'.

Mr HAMILTON: I refer the Minister to my questions about interchange studies, the encouragement of low fuel consumption vehicles, and the use of l.p.g. in his Ministerial area.

The CHAIRMAN: Order! Before we proceed any further I ask honourable members to relate their questions to the specific vote in 'Parliamentary Paper No. 9', because references in the yellow book sometimes refer to other votes not before the Chair.

Mr HAMILTON: I am referring to the Planning Division.

The CHAIRMAN: Your question relates to that item?

Mr HAMILTON: Yes.

The Hon. M. M. Wilson: Am I permitted to talk about the bikes?

The CHAIRMAN: No, that will arise later. The Minister may refer to bikes as they relate to planning. However, if his comments relate to specific amounts for the construction of tracks, they will have to wait until we deal with 'Miscellaneous'.

The Hon. M. M. Wilson: I will not mention the amounts in relation to the bicycle track fund, but I point out that applications have been received from local government by the State Bicycle Committee for the construction of bicycle tracks mainly within the metropolitan area. I also point out that the construction section of the bicycle track fund is administered by the Commissioner of Highways and that construction work is carried out by the Commissioner. The State Bicycle Committee, which discharges this responsibility, is directly responsible to the Minister. Because of the Government's initiative in bicycle planning (and that is where this becomes very relevant to the section mentioned by the honourable member), the Government considers that bicycle planning is extremely important.

It is a very high priority for this Government and, ironically, it is one area where the portfolios of transport and recreation and sport overlap, and that happens on a surprising number of occasions. We wish to encourage cycling in this State. As the honourable member may know, the Government set up the State Bicycle Committee, which was formerly the Bicycle Track Committee, to implement a plan for bicycle tracks and other initiatives within the metropolitan area of Adelaide. I am grateful for the support

and help that I have received from the member for Mawson, who is quite an expert on this matter. A consultancy has been let and \$200 000 has been allocated for this purpose. We expect to have a bicycle plan for Adelaide, and the western suburbs will be done in detail. I am sure the member for Albert Park will appreciate that.

The other sectors of the metropolitan area will follow upon completion of the plan. I think the original consultancy was some \$160 000. For the honourable member's benefit, we are tackling the plan in two parts: first, bicycle tracks upon application from local government will be constructed by the Commissioner of Highways on a share basis with local government; secondly, we are implementing the bicycle plan for Adelaide based, I guess, on similar plans in Geelong and Newcastle. It takes account not only of construction of bicycle tracks but also relates to the education of small children especially and motorists. It also deals with enforcement by ensuring that when schoolchildren are riding their bicycles they are protected from motorists and that they understand the rules, and police co-operation is necessary in that regard. I believe this plan will stand Adelaide in good stead.

Mr HAMILTON: The last of my three questions relates to costing and pricing studies, marketing and provision of information on transport operations. I understand that comes under the Planning Division. Could the Minister elaborate on the use of private vehicles, particularly during peak sharing periods? I imagine that taxis would also come within this realm. How and when will the Government introduce such a scheme? That same line also refers to information for the elderly and handicapped and street classifications. Will the Minister elaborate on those classifications?

The Hon. M. M. Wilson: I do not know whether the member for Albert Park has seen it, but if he has not I will forward him a copy of the Britton Report—*Adelaide into the 80's*. That report was commissioned by my predecessor. It was released by me and contained certain recommendations for future work. Some of those recommendations relate to the fields mentioned by the honourable member. One thing that is patently obvious is that public transport can no longer be regarded as State Transport Authority buses, trains and trams. Public transport also includes other items in the community such as taxis (very importantly), private cars and the fleets of buses and automobiles that are contained in various other services such as the Education Department.

It also refers to fleets of vehicles contained in various services such as the Education Department and also in various charity organisations where large holdings of small buses are kept. If we are looking at a future energy crisis we have to look at public transport in totality and not in a narrow fashion. That makes the honourable member's comments very applicable because we have already released two studies as a basis of the Britton report into taxis and future movements in the taxi industry. There is no doubt that we must encourage the use of taxis because nowhere else in the world do we have as efficient a public transport system as taxis, especially with the share-ride system.

Multiple hiring is possible. If people organise their trips well, they can make great use of taxis. With the future fuel crisis, and bearing in mind the huge investment of taxpayers' money required in transport right around the world, the use of private operators and private cars in bus corridors and on bus routes will be something that we will see in the future. How that will come about I am not prepared to say at this stage, nor do I know. It is imperative that we realise that, with the energy crisis and the huge investment needed in public transport, especially in the acquisition of rolling stock and the like, the day will come when these sorts of

things will be necessary. Peak sharing is a major initiative. The new fare structure in the S.T.A., which has been criticised by the honourable member as well as others, is designed to help in peak sharing. We will have to come to the day when people are going to have to start work at varying hours so that we can share peak loads, because it is the peak load that causes the costs in public transport. I could speak for an hour on this matter but I do not wish to take up the time of the Committee.

The member for Albert Park has highlighted an important question in the future of transport. I will let him have a copy of the study referred to, as I am sure that it will be of interest to him. However, I do not know whether he will be as appreciative of the comments on the future of the rail system but nevertheless it is only a report. I will obtain a copy for him and also for the member for Florey if he does not have one.

Mr WHITTEN: I refer to page 90 of Parliamentary Paper No. 9 under the heading 'Recreation Development Grants'. The amount voted was \$28 000 in 1980-81 and actual payments were \$24 000 with the proposed figure of \$29 000. What are these recreation development grants? Yesterday I received correspondence from the Minister advising me of recreational grants that would have swallowed up that amount twice. If he can explain recreational grants, I will be appreciative.

The Hon. M. M. Wilson: As there is a lot to say, I will hand over to Mr Taylor. The matter refers to \$5 000 for recreation programmes for the disabled, \$5 000 for recreation programmes for the elderly, and \$19 000 for general recreation purposes. I would not want the honourable member to think that this is all we do in this area and I will hand over to the Director to explain the situation and to point out what other programmes we have.

Mr Taylor: The Recreation Development Grants Scheme is aimed specifically at encouraging new programmes where programmes do not now exist. They are usually small grants made to recreation organisations which want to try either a new programme to add to the range of recreational opportunities in their district or, alternatively, wish to run a programme and improve the quality of that programme by engaging better qualified instructors or assistants in the programme. They are generally once-off small grants to increase both the range of recreation programmes available and also the quality of programmes available.

Mr WHITTEN: Where do I find the line that deals with the allocation to local government areas of large sums of money? I refer particularly to the Port Adelaide Rugby Club. The Minister advised me yesterday that the amount was \$40 000. Under what line is that amount contained?

The Hon. M. M. Wilson: That came out off Capital Assistance Grants. The Government allocated this year for distribution \$1 250 000 in capital assistance. That will be found on page 123 of these papers. I do not know whether the Chairman will allow me to talk about it now.

The CHAIRMAN: That matter will be covered in the next vote.

Mr O'NEILL: Will the Minister obtain a detailed account of the cost to the departments involved in these proceedings of the collation and preparation of the Programme Estimates for the 1981-82 documents and also for the checking of the veracity of documents before circulating to members of Parliament as well as the cost of the presence of all officers of the department involved in this Chamber today?

The Hon. M. M. Wilson: As long as the cost of obtaining the information does not exceed the cost of preparing the question asked I will be pleased to do that.

Mr O'NEILL: The Minister may think that this is a frivolous question but I am becoming seriously concerned about the way these proceedings are taking place. It is a

travesty on the system that we are supposed to be implementing for the benefit of the taxpayers of South Australia. If the Minister wants to laugh about that, that is his business. The cost of these proceedings should be recorded so that we can carry out a cost-benefit analysis on the face that was carried on last year and that which is being perpetrated on the people this year.

The Hon. M. M. Wilson: Is the honourable member suggesting that he is not receiving information from me or from my officers as asked? Is he casting reflections on this hearing or is he casting reflections on the programme performance budgeting? If he is insinuating that I am refusing to give information, I reject that entirely.

The CHAIRMAN: Before I call on the honourable member I would like to point out that it is not the business of the Committee to consider whether or not these Committees should exist. It is a matter that has been decided by Parliament, and these Committees have been established. The purpose of them is to enable members to come and ask questions of Ministers who have the advantage of having their departmental officers with them. It is out of order for us to be discussing such a matter this afternoon.

Mr O'NEILL: By way of personal explanation, I was casting no aspersions. I was asking a valid question because it is a cost to the department involved. I would have said nothing more if the Minister had not laughed. It was drawn to my attention during the luncheon adjournment that the Premier is having difficulty in understanding the Programme Estimates for 1981-82.

The Hon. M. M. Wilson: On a point of order, is this relevant to the Committee's discussions?

The CHAIRMAN: I uphold the point of order. I have already ruled that the discussion is irrelevant and is out of order. If the honourable member has a question which he would like to ask of the Minister, he has the call.

Mr O'NEILL: I seek your ruling on the question I asked. Are you ruling that question out of order?

The CHAIRMAN: I ask the honourable member which question he is referring to.

Mr O'NEILL: I asked the Minister (and said that I did not expect an answer now) to obtain a detailed account of the costs to the departments involved in these proceedings—

The CHAIRMAN: Order! That question has been disposed of.

Mr O'NEILL: I thought you said that you had ruled it out of order.

The CHAIRMAN: I asked you what question you asked, you repeated the question, and now I have said that the question has been dealt with and disposed of. Has the member a further question?

Mr O'NEILL: Yes, Sir. Is the Minister aware of any plans of Australian National (with a view to placing its operations on a more commercial basis) to determine staffing on a commercial basis and to investigate alternative superannuation schemes for employees? Is the Minister aware of any opinion of the Federal Minister that provisions of the transfer agreement could be relevant to some of the items referred to and that he sees no reason why the State Government and Federal Minister should not be able to move quickly to resolve any difficulties that might arise in that context? Is the Minister aware of any intention by the Commonwealth Government to move towards a decision on 'made available' staff from the S.T.A. with a view to those staff becoming permanent employees of the S.T.A.? Is the Minister involved in any discussion with the Federal Minister with a view to giving early effect to these proposals?

The Hon. M. M. Wilson: I mentioned in answer to the member for Albert Park that I was aware of a corporate plan by Australian National and the instruction from the Federal Government that it has to become profitable (or at

least not making a loss) within another eight years. The time used to be 10 years; it is now eight years. I am not aware of the question of staffing on a commercial basis. Whether there are alternative superannuation schemes for employees, I will refer that question to the Federal Minister for reply because I am not aware of it. Before the honourable member moved on to the 'made available' question, he mentioned another matter, which was whether I had had discussions with the Federal Minister on something else.

Mr O'NEILL: In relation to the implementation of those matters.

The Hon. M. M. Wilson: I certainly have had no discussion with him on that. On the question of 'made available', 'Yes', the Federal Minister and I have discussed that. Neither the Federal Minister nor I is satisfied with the present arrangement, whereby the S.T.A. has to use staff made available from another organisation which has different views on industrial relations and the like. I have also had discussions with unions on the matter. I know that the member for Albert Park would ask me that question. I do not think that anybody is happy about the arrangement, and I do not think that anybody can find an answer to it at this stage. I had discussions with the Trades and Labor Council. I wish the matter could be resolved, so does the Federal Minister. Whether the matter will be resolved would depend on negotiations between the S.T.A., the unions, and Australian National. I cannot say any more than that at this stage.

Mr O'NEILL: Has the Minister received a letter or circular from the Commonwealth Minister in respect to the matters he has just answered?

The Hon. M. M. Wilson: I do not want to be too definite about this because I do not want to mislead the member for Florey. We received a letter from the Federal Minister on 'made available' staff. I do not recall that the letter made any specific proposals other than that we should continue to talk. I cannot say it is absolutely correct. I just cannot recall at this stage; it was some time ago.

Mr SLATER: In the Programme Estimates, volume two, page 73, 'Recreation and Sport Division: implementation and supervision of gambling legislation', I have a question in relation to small lotteries. Can the Minister provide information or figures indicating whether the revenue from small lotteries has declined to the end of the past financial year? We had discussions this morning in relation to the Soccer Pools and increased activity. During the past 12 months there were amendments to the Lottery and Gaming Act in relation to trade promotion lotteries. There has been increased activity in lottery operations. All these things compete against one another. Can the Minister provide information as to whether the small lotteries section (covering bingo and other operations) has been affected by the further proliferation of gambling activities in the past 12 months? I ask whether that has occurred and, if so, can the Minister give some information?

The Hon. M. M. Wilson: I would have to get the honourable member exact figures; that is the only way you can compare it. My understanding is that it has not been affected. If it has, it may have been affected by Bloc Cross Lotto. This is a complicated business. Who knows which gambling activity affects small lotteries, if any? It is expected that there will be a small increase in the receipts this year of \$1 150 000, against \$1 110 000 last year. I will obtain exact figures for the honourable member.

Mr SLATER: I mentioned trade promotion lotteries which came into effect in regard to the Lottery and Gaming Act. Does the legislation provide for any return or income to the State in respect of a licence fee or something of that nature in regard to the trade promotion lotteries? I mention in particular the one run by the *News* where there is a

substantial prize offered and you can enter for the price of a newspaper. This has a significant effect on the gaming operations from which the Government receives revenue. I point out that the Minister has mentioned that the Lotteries Commission will be providing \$15 841 000 to the Hospitals Fund. That is a decrease this year by \$180 000. This is not a big decrease but it is a decrease in comparison to what has occurred in the past few years. This may be significant; it is hard to tie up. Do the trade promotion lotteries provide any revenue to the Government and, if so, to what extent?

The Hon. M. M. Wilson: No, Mr Chairman.

The CHAIRMAN: Has the honourable member a further question?

Mr SLATER: Yes. I ask the Minister whether it is considered it is necessary, particularly in relation to small lotteries, because it may have an effect on revenue obtained. The bingo operation run by the *News* is no different from that which is required to have a licence if it is run in any other premises. Is it anticipated that the Government ought to be considering a means whereby some licence fee should be obtained for this operation and others?

The Hon. M. M. Wilson: It will be considered.

Mr SCHMIDT: I wish to refer to page 37, and the allocation for Planning. Has any additional staffing been made available for the co-ordination of the planning of the cycle track?

The Hon. M. M. Wilson: It is being done by consultancy, so there has been no additional staff internally at this stage. I suspect that the honourable member is referring to whether there is a need to appoint a co-ordinator within the Public Service to co-ordinate bicycle track planning and bicycle planning generally. The view of the Government is it is best we get the bicycle plan first, before we consider that.

Mr SCHMIDT: Further, the Government has been extensively involved in the southern area transport planning and it is currently considering detail design of the Hallett Cove to Hackham railway line. Could the Minister indicate whether consideration will be given in that planning to the electrification, as mentioned under the activities of the Planning Department of the Noarlunga line, from which the Hackham line would be a derivative?

The Hon. M. M. Wilson: The S.T.A. is involved in preliminary design and not detail design. It is a reasonably intense programme, it will take a little while, and it will cost the State about \$500 000 to do the preliminary design. The detail design follows the announcement of construction and the detail design actually goes on all the time once construction is announced; preliminary design is under way. If the Hallett Cove to Hackham line is to be electrified, then it will be electrified with the whole of the Noarlunga line. That would also mean probably the electrification of the Gawler line. That is something for the future, I cannot give the honourable member anything definite on that. It is part of our review of the metropolitan transport system, and until we have more information and more costing on which to base our predictions I cannot help the honourable member much more.

Mr SCHMIDT: Finally, what planning is done by the department in dissemination of information to the elderly and the handicapped in regard to public transport? How is this done in conjunction with the whole marketing of public transport?

The Hon. M. M. Wilson: The question on the marketing of public transport is probably a matter that we should discuss with the officers of the S.T.A. That is a section of the S.T.A. that the General Manager and the Chairman might like to address themselves to later.

The Department of Transport has recently prepared a booklet for distribution to the elderly and handicapped on

public transport services. It was a sell out; in other words, it was a give-away, but it was a sell out, and we had to reprint. It was one of our small initiatives in the area of the handicapped, the aged and the elderly.

The S.T.A. did bring about the question of reserved seats on buses for aged and handicapped people; the front two seats are allocated for the aged and the handicapped, and that is signified by a notice within the bus. These are all small things; they are not meant to be ends in themselves and they are not meant to be a panacea. They are part of the evolution of changes to the public transport system, in particular, to help with the elderly and the handicapped. I believe personally that public information services are extremely important in public transport and that is something we are looking at quite closely.

Mr HAMILTON: Referring to page 36, in relation to specific targets/objectives, there is reference in the third paragraph to investigating corridor or area transport needs in the southern and western suburbs. Could the Minister elaborate on what specific type of areas are utilised, the mode of transport being investigated, and whether it is intended to extend West Lakes Boulevard from Tapleys Hill Road through to the Port Road? I understand the Minister has received correspondence from the Catholic Church in Botting Street, making a number of requests. Secondly, there is reference to the establishment of a city-State parking policy. Can the Minister be more specific on the intentions there, whether it be free parking, whether it will be controlled by the Adelaide City Council, whether it will be controlled by the State, and whether tenders will be called for it in the near future? Thirdly, there is reference to reviewing the public transport deficit. Does that mean we can expect a reduction? I think the Minister hinted some time ago, in relation to a previous question about the role of the S.T.A. Rail Division, that there may be some reduction in that area. Will the Minister elaborate on the three areas I have raised?

The Hon. M. M. Wilson: I would be very happy to do this, but if we are going to talk about the S.T.A.—

The ACTING CHAIRMAN (Dr Billard): That comes under 'Miscellaneous'.

The Hon. M. M. Wilson: The public transport deficit of \$52 500 000 is under 'Miscellaneous'. I am very happy to talk about it now if it is your ruling.

The ACTING CHAIRMAN: The S.T.A. should come up under the 'Miscellaneous' line later on.

The Hon. M. M. Wilson: The Department of Transport initiatives in planning take cognisance of the other agencies. In regard to investigating corridor or area transport needs in the southern and western suburbs, the member for Mawson has referred to some of the work we have done. My predecessor commissioned the southern areas report, which was part of the southern areas work, and we are continuing that with more detail design. The question of the corridors is part of the Government's election promise in 1977 and 1979 to review the metropolitan public transport system. The southern and western suburbs is probably one of the more urgent areas that needs review.

The matter of West Lakes Boulevard, is under review, and there have been plans for that since about 1970. I think that they were fairly unpopular at the time and the member for Albert Park has reminded me several times about that. We hope to come up with a solution that will achieve a result without harming or affecting people. There are two or three alternatives and the Commissioner is looking into that. The Commissioner has had discussions with West Lakes Limited on the matter, and we are about to undertake discussions with the council.

There is nothing hard and fast, but at least some movement. The city-State parking policy is crucial. When we are

talking about the shift of public transport and people using public transport, the question of automobile parking policy is absolutely vital. If a city is going to provide hundreds and hundreds of long-term all-day parking spots at a fairly cheap rate, we cannot expect public transport to be successful.

If we want to revitalise a city, the answer is to provide short-term parking rather than long-term parking. We need short-term parking because we want the city to be thriving. We want business to go on but, if we provide all-day parking at a ridiculously cheap rate, we cannot expect public transport to compete. It is one of those items when, in transport planning, one has to take note of one section of transport affecting another. Really, the city and the Department of Transport have been working on parking policy for some time and there was a good deal on parking in the City of Adelaide plan.

Mr HAMILTON: Regarding the planning division, I understand that Australian National, with the proposed standard gauge line from Adelaide to Port Pirie, may require some overpasses, particularly in the Ovingham area. How far has that progressed?

The Hon. M. M. Wilson: The Ovingham overpass is one overpass on our priority list, and the Commissioner may like to speak on that when we are dealing with his line. However, I do not think the Ovingham overpass is absolutely necessary for standardisation of that line. The overpass will have to come. The member for Price will be interested in that. I do not think there is any doubt that it is of a high priority and will have to come, but there are other overpasses with a high priority, too.

Mr HAMILTON: I refer to the mention of grants to tertiary education for future studies and policy on page 37. Reference is made to administering scholarships and fellowships. What areas is the Minister looking at? I have not looked through the lines to see how much is allocated in that area. There is also reference to Kangaroo Island transport. Can the Minister elaborate on what is specifically meant by Kangaroo Island transport? Does it refer to the island itself, connections to the island, or both, or what is the situation?

The ACTING CHAIRMAN: I believe that the matter of Kangaroo Island transport will come up under Highways.

Mr HAMILTON: Not necessarily, with all due respect.

The Hon. M. M. Wilson: It is extremely difficult for the committee, because, under Kangaroo Island transport, we can talk about the *Troubridge*, which is a Highways Department matter, roads, which is a Highways Department matter, or air services, which is, if anything, a Department of Transport matter, although we do not regulate air transport.

The ACTING CHAIRMAN: Do you wish to talk about both those aspects that come under this line?

The Hon. M. M. Wilson: I ask the Director-General to start by dealing with the question about fellowships and scholarships, and I ask him to explain who are the recipients and what jobs they are doing.

Dr Scrafton: There are three confines to the scholarships and fellowships programme. The scholarships are the lowest level and are given to post-graduate students who agree to undertake their further studies with some relevance to transport. There is no limitation as to profession or discipline. They could be engineers, planners, economists, geographers, or whatever. Usually, in any year we have two or three scholars at any one time, mainly at Flinders University and Adelaide University. The reason why the research grants are added to that line is that the Institute of Technology prefers to seek support in project areas that may involve more than one research student.

A higher level of support is given to post-doctoral fellows. We usually have a rolling programme of two fellows. It is

a two or three year fellowship and the fellows roll over, so in any one financial year there may be one or two research fellows, and we try as far as possible to keep one at each university. There is a tendency for research fellows to be pure scientists. For instance, some of the areas mentioned earlier by the honourable member, such as fuel consumption and alternative fuel sources, are popular topics for post-doctoral fellows.

Perhaps the fellowship most important to the work of the department and most relevant to the discussion we have been having is the professorial fellowship held in the Department of Economics at the University of Adelaide by Professor David Starkie, because he works directly with the department on matters of transport policy, and some of the research referred to is undertaken in co-operation with him or by graduate students under his guidance. We believe that that area was sadly neglected in earlier years and now it has been one of the successes of the Transport Planning Division and its research programme.

Regarding Kangaroo Island transport, the Minister has referred to planning and co-ordination and that is important to Kangaroo Island, because it is a matter of getting the best service to the island at the cheapest possible price. It is an expensive part of South Australia to serve by transport. We have, as the Minister pointed out, under another line a reference to the operations of the *Troubridge*, which cost more than \$1 500 000. There are four intrastate airlines serving the island and they are not regulated, so competition between them is quite keen and the success of one may be at the expense of the other if the business is not rising. It is important to get an overview of how best to serve the island. The introduction of the new service across Backstairs Passage was the result of several years of research and planning work on how best to serve the island. The problem remains with Kangaroo Island that the peak traffic is all in one season. The stock and tourists seem to move at the one time and it is a complex problem to resolve.

Mr SLATER: I refer again to the Recreation and Sport Division. Are any staff of the division involved in or connected with the feasibility study in regard to the State Aquatic Centre? Perhaps the Minister may be able to say how far we are from a determination of where the centre will be built and whether any of the cost of the feasibility study is being met by the Commonwealth Government. What is the latest information regarding the feasibility study? Can we expect soon to know the location?

The Hon. M. M. Wilson: The cost of the feasibility study will be shared with the Commonwealth. It is part of the agreement. I think the honourable member realises that there are two sites in question: one is at Underdale and the other is the West End site. The feasibility study should be finished by 26 October and, based on the recommendations of that report, the Government will decide which of the sites will be allocated the aquatic centre. The West End site will require negotiations with the brewery, and the Underdale site will require negotiations with the C.A.E. and adjoining councils.

At this stage, the Underdale site has advantages in that it is close to the School of Physical Education at Underdale and generally is an excellent site. There is not too much of a problem with parking. The city site in the West End has the tremendous advantage of being central, and of stimulating the development in the West End of the city. It also has the advantage, or so it seems at this stage, that it would be more possible to recoup some of the running costs if it were at the West End.

Mr SLATER: Would it be commercial?

The Hon. M. M. Wilson: I am not sure that it would ever become a commercial venture, but we should be able to recoup a good deal of the running costs. That is more

likely at the West End than in Underdale. It is said by some people that there is a problem with parking at the West End. I do not agree with that. I believe that the parking problem can be solved easily at the West End site, but it depends on what other development goes on at the site as well as the aquatic centre. There is no doubt that it would be an ideal site for an aquatic centre. It would stimulate development at that end of the city.

At this stage I have not made my mind up. I do not intend to do so until I see the final report of the feasibility study which has been carried out by Hassell Planners. The steering committee, to which that group reports, includes members of the Recreation and Sport Division and the Amateur Swimming Association. After they have considered it, I will go to Cabinet with the recommendations.

Mr SLATER: Are they the only two sites under consideration?

The Hon. M. M. Wilson: The report will contain, and the interim reports already have contained, other sites. The Noarlunga site was investigated thoroughly. An investigation was carried out into covering the North Adelaide Swimming Centre. At this stage, I just cannot recall the other sites but a number of sites were looked at.

Mr SLATER: It has boiled down to those two sites?

The Hon. M. M. Wilson: Yes, in my mind.

Mr SLATER: It will depend on the report from Hassell and Partners?

The Hon. M. M. Wilson: I do not believe one commissions a feasibility study and then ignores it.

Mr SLATER: There were a number of sites considered, possibly 10 or 12, but it appears from the Minister's comments that the two sites referred to this afternoon will be considered for final determination. The Minister referred to some advantages and disadvantages of both sites. The Adelaide City Council spokesman, the then Lord Mayor, was critical of the West End site when he commented about problems associated with parking. I was not inclined to accept his comment, and I believe that the city site would probably be the best site for a number of reasons. The Minister has pointed out that the centre could be tied up with other commercial ventures, and I believe this would be advantageous in regard to the cost of maintaining the new aquatic centre.

The initial cost of the aquatic centre is proposed to be about \$7 000 000. No doubt there will be escalation of costs, and I believe that the final cost will probably be much more than that. As a consequence, the other factor will be the big problem that occurs with such facilities, that is, the continued cost of maintaining and running the facility. Therefore, if it can be tied in with a commercial venture, so much the better. I personally favour the city site and ask the Minister whether he is likely to have difficulty in persuading the Adelaide City Council of its suitability for such an aquatic centre.

The Hon. M. M. Wilson: I agree completely with what the honourable member has said. He has summed up the position well indeed. Obviously, the City of Adelaide Planning Commission will have to be consulted. I promised the former Lord Mayor that that would be done. As soon as I get something definite to put forward, we will do that. I am reasonably hopeful that the city will realise the benefit in the redevelopment that could result in that end of the city and the advantage that an aquatic centre would be on that site. However, I have to say that Underdale is an extremely good site, too. Those two sites seem to have been recommended by the steering committee and the planners, the consultants.

Mr Taylor: They are the two emerging as the most likely sites.

The Hon. M. M. Wilson: We might as well say it; why beat around the bush?

Mr HAMILTON: I refer to the Road Safety Motor Transport Division. Is there any intention to introduce a road safety centre in the north-western suburbs? I cannot recall that there is such a centre in the north-western suburbs, particularly along the peninsula or in Port Adelaide. The Minister may be able to correct me if I am wrong. Is it intended to install such a centre in the north-western suburbs? If not, will the Minister consider the provision of such a centre? It would enable many people in the area to take advantage of the centre in the interests of road safety.

The Hon. M. M. Wilson: I will certainly consider it, but I have to tell the honourable member that we have to get Mount Gambier up and running first; we could certainly have a look at it then. It is very important that these road safety centres get support from the local community. We cannot expect the Government to staff them continually. Certainly, the Government can train instructors in these areas, but we cannot expect the Government to fully staff such centres all the time. Otherwise, it means that we cannot get on with the other business of going out and instructing in schools and the like, something we should be doing as well.

Mr HAMILTON: Regarding the Motor Registration Division, can the Minister say whether the New South Wales system of photo licences has been considered? I am not saying that I am advocating that system, nor am I opposing it. If that system has been considered, what changes does the Minister envisage for such a licence? What are the expected costs of printing, by whom will the printing be done, how and when will the system be introduced, what will be the cost, etc.? I refer to an article in this morning's *Advertiser* in which there was stated opposition to such a scheme because such licences can be manufactured fraudulently. Will the Minister be kind enough to elaborate?

The Hon. M. M. Wilson: To my knowledge, the matter has been investigated on at least four or five occasions by the present State Government and the previous Government. The cost of introducing such a system is rather prohibitive, not to mention the question of breach of privacy and civil liberties. No Government, including the previous Government, has yet agreed that it should be introduced in this State. However, I expect that it may be introduced in future years. Certainly, I have no plans to recommend to the Government that it be introduced soon. I really believe that the question of certificates of title or the like on motor vehicles is more important at this stage to prevent some of the things that are happening in relation to the sale of stolen cars and so on. That particular question is under review by the Government both in my department and by the Minister of Consumer Affairs.

Mr HAMILTON: Finally, under the Road Safety Motor Transport Division, and also under the Government Motor Garage and the Motor Registration Division, there is an allocation for the purchase of new vehicles of some \$55 000. I think I asked the Minister this question previously, but I do not recall his answering. In relation to l.p.g., what consideration has been given to, and what cost analysis has been made on, the use of l.p.g. for Government vehicles? Why has it not been introduced for the latest fleet of Commodores?

The Hon. M. M. Wilson: Not long after becoming Minister, I asked the Manager of the Government Motor Garage, Mr O'Donnell, to investigate the conversion of the fleet to l.p.g. After he had investigated the matter, he said that he believed that significant savings would not be made at this stage. It is now time to look at it again. I think the

honourable member should realise that the Government car fleet and Ministerial cars are purchased free of sales tax. After 2½ years service or 55 000 km, which is the new Government policy, they are sold. They are sold for very little less than what was paid for them. Therefore, it is almost an even swap. Conversion to l.p.g. adds considerably to the cost of each car. At that time, it was thought that it would be impossible to recoup that cost, especially since, 18 months or so ago, when we investigated the matter, there was some doubt about some of the installations. The honourable member may recall remarks made by the Minister for Industrial Affairs and me in the House about l.p.g. However, I think the time is right to look at it again.

Mr HAMILTON: There would be a saving in the cost of fuel.

The Hon. M. M. Wilson: Yes, I think it takes at least four years to recoup the cost of installing l.p.g., bearing in mind that Government cars are changed every 2½ years. I believe that, even in the case of taxis, it takes 18 months to two years to recoup the cost of conversion. The decision was really a matter of basic economics. If the honourable member argues that the Government should give a lead in this matter and that there should be a cost for giving that lead, that is another matter.

The honourable member would be aware that, at the moment, two buses are being tested on l.p.g., and it may well be that there could be a large saving for the public purse in future in relation to the State Transport Authority and conversion to l.p.g. Once again, that is a problem that has to be thrashed out with the unions, and we also have to be very careful about whether we actually save money, because installation can be very expensive.

Mr SLATER: My question also relates to the purchase of motor vehicles. It specifically relates to the purchase of motor vehicles under the Recreation and Sport Division line. The amount proposed for 1981-82 is \$49 000, which is significantly higher than the amount voted last year. The Minister said that Ministerial cars were exempt from sales tax. I take it that Government departmental vehicles generally are also exempt from sales tax. Does this line refer to vehicles in addition to vehicles already held by the division or are they replacement vehicles? How many vehicles does the division already have?

The Hon. M. M. Wilson: They are replacement vehicles under the Government's new policy of 55 000 kms or 2½ years service. This amount is for the replacement of seven vehicles. By coincidence, not many vehicles were replaced last year.

Mr SLATER: How many vehicles does the department have at its disposal?

The Hon. M. M. Wilson: I understand that there are 12. One or two of those vehicles are four-wheel drive because of the terrain travelled by some officers. It also has vehicles for officers from the Lotteries Commission and racing inspectors who have to visit on-course totalisators and so on.

The CHAIRMAN: Order! I point out to the Committee that there are four other votes and time is getting on.

Mr HAMILTON: The Motor Registration Division's annual report 1979-80 states:

To examine the feasibility of the Motor Registration Division's maintaining traffic accident driver records.

Is that being carried out now and how successful is it?

The Hon. M. M. Wilson: I think that the answer is that we maintain them with the Police or from the Police.

Dr Scrafton: It is a matter of discretion with the Police. We have still not implemented that proposal. Discussions are still proceeding. This is actually traffic accident records.

The Hon. M. M. Wilson: When visiting the Motor Registration Division I looked up my own file to see how many demerit points I had, and I did not have any.

The CHAIRMAN: There being no further questions, I declare the examination of the vote on Transport of \$12 901 000 completed.

Works and Services—Department of Transport,
\$2 180 000.

Mr O'NEILL: I understand that the national Government has ceased funds for this programme. Do I understand from the Minister's earlier statement—

The Hon. M. M. Wilson: Are you talking about research and development?

Mr O'NEILL: Yes. Can the Minister give a brief explanation of the effect of the withdrawal of the Commonwealth department from this area on the programme, and what the State department would have to pick up in respect to the withdrawal?

The Hon. M. M. Wilson: The effect on our department, as far as research and developmental moneys are concerned, is \$250 000. It will not have a disastrous effect on the department because we are still spending \$900 000 on research and development this year. It will merely mean a delay in one or two programmes. It will also mean that we have to reallocate some priorities. Air transport will have to be given a far higher priority than it has been in the past because of events, which means that something has to suffer. We have marshalled our resources and we do not feel that we are going to be under any real constraints this year because we have a solid programme before us already.

Mr O'NEILL: Under the public transport system in South Australia is there any allocation in these two lines for research and development of the north-east bus corridor?

The Hon. M. M. Wilson: If, through our research and development, we come up with something to do with public information systems or the ticketing systems which may be applicable to the north-east busway because it is part of the general transport system, the answer is 'Yes'. However, there is no specific work for the north-east busway out of this amount.

Mr O'NEILL: In regard to the last answer, was the recent new system of fares a result of any studies introduced on the STA system? Was it the result of any studies carried out under these programmes?

The Hon. M. M. Wilson: Some work done by one or two of my officers had an influence on the last fare proposal. The proposal came through the STA, but my officers did put some detail into it. It was economic evaluation.

Mr O'NEILL: In view of some of the anomalies that have arisen in the new system of fares, is there any continuing investigation into ways of overcoming some of the problems that have arisen?

The Hon. M. M. Wilson: The board of the authority is aware of that, and has the situation under review.

Mr WHITTEN: I refer to the road safety project on page 123 of the Parliamentary Paper No. 9, where an amount of \$35 000 was voted last year, nothing was spent, and it is intended to spend \$48 000 this year. Why was not any work done last year or any projects investigated or developed?

The Hon. M. M. Wilson: The reason for that is that responsibility has been transferred to the new division of road safety and motor transport. No road safety projects as such were done by the research and development division in the Department of Transport other than the work of Dr McLean done through the road safety fund. It was not allocated out of this line. It was not taken out of transport but out of road safety. We discussed this before at some length.

Mr HAMILTON: In respect to environmental aspects of transport in South Australia, what type of environmental or e.i.s. studies are carried out by the department and on what basis? I refer to a situation within my electorate, along West Lakes Boulevard. There is a need for buffer zones and the like to protect residents in that area. What type of buffer zones are being looked at under the e.i.s. studies?

The Hon. M. M. Wilson: That would be carried out by the Highways Department and would not be done within the research and development grant of the Department of Transport. I do not know the answer as to which programme this \$74 000 applied in the last financial year. The Director-General informs me that it was looking at the environmental aspects of electrification within the public transport system.

Mr O'NEILL: Can the Minister give a brief explanation as to what is meant by integrated organisation structure?

The Hon. M. M. Wilson: It is a corporate planning process. I stated in the Estimates hearing last year that the department was proceeding with a corporate plan. That has proceeded. The Division of Recreation and Sport is now plunged into the corporate plan, as indeed are other agencies. That line refers to corporate planning. I am sure that the honourable member would approve of corporate planning.

Dr BILLARD: I ask the Minister why research and development is paid for out of capital funds, rather than the current funding.

The Hon. M. M. Wilson: Originally this was based on matching a grant from the Commonwealth. The reason was that a lot of it had to do with hardware. I will get the Director-General to give you the details. Originally the Department of Transport was responsible for electric vehicle development and things of that nature which are no longer our responsibility. I guess it is an historic thing.

Dr Scrafton: Much of the development work that takes place is related ultimately to hardware development, whether electrification or corridor studies or the electric vehicle. The idea is that at a certain point of time the project is hived off, as indeed the north-east corridor is a very good example. Until the end of the preliminary design on the l.r.t., the work was carried out as a function of the research and development project, but at an appropriate point of time it becomes a separate line. That is the reason we have quite a few economic analysis items in there. However, there is a technique in the Budget for removing, at the end of each year, \$100 000 worth of non-hardware related research, and it appears in the revenue lines also as research and development. There is not a double counting; we do not do \$900 000 plus \$100 000 worth of research. Work worth \$900 000 will be undertaken plus salaries, and this \$100 000 will be deducted (or an amount as close as is possible to get to \$100 000 at the end of the year); it is usually around \$98 000. A selection of projects taken out and funded under review would tend to be things like scholarships and economic research which are not necessarily related to hardware work. That is the origin of the programme. It could be considered to be illogical but it seems to work quite well. Other programmes, like the bus subsidy programme grew out of research and development and at a certain point it was agreed by the Treasury that it should become a line on its own in the revenue budget. This is what has occurred with the research and development line.

The CHAIRMAN: Are there any further questions?

Mr HAMILTON: Concerning interstate transport, what specific research has been carried out on that line? We see in 1980-81 that there were no actual payments, but this year some \$20 000 is proposed. For what specific projects is the research being carried out on those areas?

The Hon. M. M. Wilson: It is to do with training. The Director-General can explain.

Dr Scrafton: We have an objective to assist the transport industry with its training needs. This programme has been developed over several years. Last year we voted \$2 000 and did not spend anything on this line. The freight transport industry in the last year has developed its own road transport industry training committee. We hope to work with them to develop a series of road training programmes based upon experience in New South Wales. That is why this year we have an objective of assisting them to run three or four classes during the year. We also assist them in a non-funding way by providing them with a home in the road safety and motor transport division. They are actually housed with us until they get on their feet.

Mr SLATER: Regarding recreation and sports grants to local government authorities and other bodies to award sports and recreational facilities, I note that the amount is \$1 280 000 this year. The matter has been mentioned previously by my colleague the member for Price, who indicated his pleasure that he had been advised of a grant to his district. I received a letter from the Minister in regard to the Lothian Avenue Reserve, which comes under this capital assistance.

The Hon. M. M. Wilson: I don't think that they got as much as they hoped.

Mr SLATER: It was most disappointing, the amount was only \$10 000 and the project is \$125 000, but it is better than nothing. This is not as significant as the amount that the people of Port Adelaide mentioned. Can the Minister indicate the amount of applications received and what percentage of the \$1 280 000 was applied for? I understand the figure will be significantly higher than the \$1 280 000, but can the Minister give me that information?

The Hon. M. M. Wilson: I would be delighted to give the honourable member the figures. The total value of applications, which would include the contribution by the applicant or the council concerned, was \$20 000 000, of which we funded \$1 280 000. The total number of applications was in the order of 363. I cannot remember the exact figure, but we funded around about 60. Therefore, we would have 60 relatively satisfied groups and 303 bitterly disappointed groups. The honourable member mentioned the difference between the Port Adelaide rugby club's \$40 000 and the \$10 000 for Lothian Avenue in his own electorate, and that gives an example of the great problems we have in trying to achieve a fair distribution between areas. In the past the country has received a very fair distribution. On a population basis they have received far more than they would normally expect on straight population figures. They put up some very good projects. All these things are a worry to me. I believe that the scheme needs to be closely looked at, as the honourable member for Gilles will agree. I do not believe that it makes sense to receive 363 applications and tell 303 applicants that they cannot have any money. That seems crazy to me. With so many applications, obviously anomalies are going to occur. My office spends a tremendous amount of time in doing this sort of work and they receive advice from the Advisory Council on it. The Advisory Council admits that there is no way you can prevent injustice occurring. I feel upset when I tell people that we cannot give them a grant and cannot help them when obviously they need help. There is not enough money to go around. As the honourable member may say in a minute, 'Well, why don't we allocate more funds to it?'

Mr SLATER: I will not say that at all. I am going to say something else.

The Hon. M. M. Wilson: I am glad to hear that. I believe that the greatest benefit the community can receive is the

expertise of the department in helping organisations to develop, rather than give handouts for capital facilities. We will have to look closely in the near future at guidelines that exist at the moment for capital assistance programmes.

Mr SLATER: I was not going to say that we ought to be putting more money into it from a State Government point of view. I was going to say that originally it was federally funded and discontinued in 1976 or thereabouts. The Commonwealth Government no longer subscribed or assisted in regard to this particular capital assistance scheme. Despite the problems that exist at the present time, it does give benefit to some organisations. I am inclined to agree with a comment made by the Minister that we ought to be looking at another way, or perhaps not encouraging so many various organisations to apply. We are still advertising the fact of the availability of funds and the point has been made that, out of 363 applications, only 60 organisations have been able to be given some form of assistance.

I still think it is better than nothing, but I am still critical of the Commonwealth Government's not committing any money to this scheme as it did in the earlier days. Is it likely that representations could be made by all State Ministers in charge of recreation and sport about Commonwealth funds being made available for capital assistance schemes?

The Hon. M. M. Wilson: I think that at every Recreation Ministers' conference (we had one in Adelaide last February) all the Ministers bring this matter up with the Commonwealth and the answer is 'No'. The Commonwealth feels it should put its assistance to the States in other forms. I dare say the same will happen next month, when we have the next R.M.C. meeting.

I want to inform the honourable member that I do not think we should do away with the capital assistance grant; rather we should look at the way it is distributed. Perhaps it would be better done on a regional basis, or something along those lines, rather than trying to treat with individual clubs and organisations, because I think once we get to that stage we are causing as many heartbreaks as we are helping people. That is another matter, and no decision has been made on that.

Mr HAMILTON: On page 325, under 'Corporate Management objectives', the last paragraph states:

In providing this help and support, particular recognition is afforded to individuals or groups who because of social, economic, physical or mental factors are perceived to be disadvantaged in terms of their access or ability to participate in recreation and sport activities.

Can the Minister say what the research has revealed, particularly in relation to the socially disadvantaged and the physically disadvantaged, and what emphasis priorities has the Government placed on the needs of these two specific groups?

The Hon. M. M. Wilson: I will ask the Director to comment.

Mr Taylor: First, I should say there is no specific research being carried out in this matter. I want to correct that misunderstanding. Because it is the Year of the Disabled, we have tended to concentrate this year on the physically and the mentally disabled. The officer in our division who is responsible for working with the disabled has taken a leading role in Australia in co-ordinating the approach of recreation agencies to the disabled in providing programmes and facilities. That has culminated in the last few weeks in a submission to the Commonwealth sponsored committee which is to make recommendations to the Commonwealth Government about grants in this area. That submission on behalf of the division was very well received, and I believe the results will be available shortly; I do not know what they will be. Towards the end of this year, and commencing

next year, we should see the results of the work of the Division in this area, in terms of future programmes and facilities. I cannot be more specific at this stage in terms of physical and mental disadvantage.

The CHAIRMAN: Are there any further questions?

Mr O'NEILL: I seek the indulgence of the Minister in relation to the line dealing with road safety projects. He is probably well aware of a problem that I am aware of, one that has been raised by people who live adjacent to the Emerson crossing; despite their best efforts they do not seem to be able to resolve it. I wonder whether it would be possible for a road safety project to be carried out to assess whether the dangers claimed to exist there because of the operations of a certain heavy transport company do exist. Could some funds be made available to assess the fact or the fable of that situation.

The Hon. M. M. Wilson: I will have a look at that.

The CHAIRMAN: Are there any further questions? There being no further questions, I declare the examination concluded.

Highways, \$27 175 000

Chairman:

Mr E. K. Russack

Members:

Mr E. S. Ashenden
Dr B. Billard
Mr K. C. Hamilton
Mr H. H. O'Neill
Mr J. K. G. Oswald
Mr I. Schmidt
Mr J. W. Slater
Mr G. T. Whitten

Witness:

The Hon. M. M. Wilson, Minister of Transport and Minister of Recreation and Sport.

Departmental Advisers:

Dr D. Scafton, Director-General of Transport.
Mr A. K. Johnke, Commissioner of Highways.
Mr M. J. Knight, Deputy Commissioner of Highways.

The CHAIRMAN: I declare the proposed expenditure open for discussion.

Mr O'NEILL: I ask the Minister why the line for the Road Traffic Board members' fees has been reduced by about \$1 680.

The Hon. M. M. Wilson: I understand that the Public Service members of the Road Traffic Board will no longer be paid, because the board meets within Public Service hours.

Mr O'NEILL: For wages, preconstruction activities, and administrative activities, there is a slight increase over the payments last year, which, given an inflation factor of about 10 per cent, I think amounts to a reduction in real terms. Is it proposed that there will be a reduction of staff in that area?

The Hon. M. M. Wilson: Yes, there will be. The increase is for wage adjustments but I will ask the Commissioner to deal with the details of the adjustment.

Mr Johnke: That item covers wages of people such as assistant traffic inspectors, chairmen, people on material research, laboratory technicians, and the like. We are reviewing staff levels in all those areas, and there is likely to be some small decrease in absolute numbers.

Dr BILLARD: My question could refer to sub-programme strategy planning of roads, or to the programme on pages 8 and 9, regarding development of roads. I am concerned about what criteria the Highways Department uses to determine roads that require development and the spending of funds on work on them, perhaps to build them for the first time or perhaps to upgrade them. This is stated on page 8 of the programme performance papers:

ISSUES/TRENDS

The social and monetary costs of constructing roads on new alignments are often very high, particularly in urban areas; increasing the safety or capacity of the existing network is frequently a more economical and acceptable solution.

To put it in specific context, I think the Minister will be aware that I have made representations to him on quite a number of occasions regarding the lack of arterial connectors between Tea Tree Gully and Salisbury.

My question relates to what criteria the Highways Department uses to establish which arterials will be installed. For example, does it work from the 1962 Metropolitan Development Plan which said, amongst other things, that two arterial connectors between Salisbury and Tea Tree Gully should be installed prior to 1981, when the Tea Tree Gully population was estimated to be 64 000 (it is now 65 000), or does it work from the M.A.T.S. plan, which also recommends that there be two arterial connectors between Salisbury and Tea Tree Gully? In that instance, it recommended that they be part of a parcel of arterials that should be in place prior to 1986. What plans does the department work to in this respect?

The Hon. M. M. Wilson: I will ask the Commissioner to give the fine details on that, but I would preface his remarks with a short statement. There is no question that the amount of funds available for road construction and maintenance is decreasing in real terms. I have said this in other ways in the House of Assembly from time to time. I want to make quite plain that 10 years ago this State received, in Commonwealth grants, 11 per cent of the moneys available for roads. We are now down to 8.2 per cent as a percentage. That is an enormous difference when one realises that the total amount given by the Commonwealth is \$650 000 000 this year. This means severe constraints on the department and the Government, more importantly, because, as members will know, State road funds come from receipts from motor registration drivers' licence fees and the accumulation in the Highways Fund of State fuel tax receipts.

The only way in which we can get extra money for roads is to increase these forms of charges, and that has been done in a fairly small way over the past 18 months. We have certainly not increased them greatly, because there is a limit to how much the motorist can be or should be expected to pay. Members might take the view that general revenue or Loan funds should be allocated to the Highways Department for extra works. In fact, that has happened in the past few years, not only with this Government but with the former Government: extra moneys have been made available from general revenue or Loan funds.

However, the Highways Department, in receiving that money, has had to undertake to repay it to general revenue. In setting its priorities, the Government does not wish to take away from such portfolios as education and health, necessarily, to put the money into roads. In other words, the Government has a very difficult job to do, as had the former Government, in allocating these funds. This is a difficult question, and in relation to the roads to which the honourable member refers (and at this stage I do not wish to deal with the criteria), the money, as indeed the money for many other roads, is just not available. We had to apportion our resources as best we can. I think I need say

no more than that at this stage. The Commissioner may be able to assist the member for Newland in relation to criteria.

Mr Johnke: The department recognises the planning carried out in the 1962 Metropolitan Development Plan, as amended somewhat in the Metropolitan Adelaide Transportation Study of 1968, plus several more subsequent developments done with supplementary transport plans put out by the State Planning Authority. Certainly, though, the roads in question were based on anticipated populations, population distribution and levels of service which would exist at a certain time. Although it is true to say that the population of Tea Tree Gully has reached the level predicted in the plan (which would make such facilities necessary), owing to the shortage of funds we have just not been able to proceed with those roads.

It is admitted that the roads are needed, but because of the shortage of funds another factor is that the level of service generally on our roads is deteriorating. No longer can we afford to replace or upgrade facilities when the level of service deteriorates to a certain level. We just have to accept that the level of service being enjoyed by the public is decreasing. That is reflected in many ways, particularly in delays. There is full acceptance by my department about the validity of the need for the roads referred to by the honourable member. Unfortunately, owing to these external factors, we cannot proceed.

Dr BILLARD: Obviously, certain funds are available for urban arterial roads. Priorities have to be allocated between the various competing interests, as I am sure people will recognise. How are these priorities allocated? How far ahead are commitments entered into with respect to particular projects? For example, are they firmed up three or five years ahead? If the go-ahead were given to a particular project, what sort of time period is required for the planning of a typical project before any physical construction could begin?

Mr Johnke: Generally, my department has an advanced five-year works programme, and I believe that is a reasonable objective. However, we have to make certain assumptions about the level of funding that may be available to achieve those objectives. As the Minister has said, we are largely at the beck and call of the Federal Government in relation to what funds will be available for the different categories. The five-year plan to which I have referred is subject to the proviso that funds will be available to achieve that objective. In recent years, that has not been the case.

We have been overly optimistic in estimating what funds are likely to be available in the future, and we have thus had to curtail our five-year programme quite considerably. Of course, the actual projects that are finally approved for my works programme, which must be approved by the Minister by 30 June every year, are subject to the concurrence of the Minister. The final decision for my works programme rests with the Minister.

The lead time for projects varies quite considerably. For rural projects no more than a year or two is required to plan, acquire land, alter public utilities and all the other things that go on in advance of actually physically constructing a road. However, with urban projects a much longer period is required, probably three to eight years depending on the general environment.

The Hon. M. M. Wilson: In the past it has been the practice for Ministers, and I have done the same myself, to give some sort of commitment in various areas for the construction of roads in the future. That applied in relation to arterial roads and also the local road network. I do not intend to do that any more, because it has been proven that commitments given by former Ministers and myself, because of the funding situation, are unlikely to be met. I

think it is most unfair on the people concerned to tell them when it is anticipated that construction will begin on a particular road in their area, and when the time comes be unable to proceed with it. I know that all commitments given in the past are subject to the availability of funds. That is always the proviso, but nevertheless the commitment only raises people's hopes.

The department is working on a recategorisation of the road programme, and I hope that by recategorising the general road programme we reach a stage where our forward planning very much allows us to realistically say to ourselves that we can go ahead with a particular road. However, at this stage I do not feel that we can give commitments too far into the future because of the problems raised, which I consider to be very serious.

In the honourable member's case, I think that the arterials he referred to are affected by the Golden Grove development. In my opinion, planning in the past has not taken account of transport needs, whether they be roads or public transport in relation to developments. When developments are being considered, I think it is time that transportation for the people who will live in those developments be given a very high priority rather than, as has occurred in the past in some cases, a very low priority. It is impossible to expect the transportation agencies to meet the cost of bad planning.

Dr BILLARD: Earlier, I asked about the criteria used in allocating priorities amongst the various competing interests, and some type of answer was given, but I wish to pursue it a little more. To make the question more specific, I ask whether consideration is given, for example, to a particular amount of money being made available for each region within the urban area, or to an allocation being made according to the length of roads that already exist in that area? They are two quite different criteria that might well be used, and that is the sort of criteria for which I am looking. I do that because Tea Tree Gully has a need and it is also my concern. At the moment, over 20 per cent of all building activity in Adelaide is in the one local government area of Tea Tree Gully. If we consider just Tea Tree Gully, plus the other northern suburbs of Adelaide, that area has over 35 per cent of all building activity in Adelaide. If that is used as a criteria, perhaps we ought to be looking to see that that area gets its fair share of arterial road funds.

Mr Johnke: In the arterial road category there is no arbitrary distribution of funds between regions, nor is there distribution according to length or any such parameter. It is merely judged on the needs of individual roads. By needs, I mean that we look at maintenance costs and the running service of existing roads. If a road is falling apart or has a rough surface and needs very large maintenance costs, that could well be the criteria for reconstructing that road as a matter of urgency, because the maintenance bill is getting out of control. Indeed, the accident rate is looked at. Accidents may be caused through a combination of rough riding surface, increased traffic volume or substandard design (a road can become obsolete over a passage of time). There is no arbitrary distribution in the arterial categories amongst regions according to any pre-determined formula, but each road is looked at on its merits. There is distribution for local roads on a formula basis. That was adopted for the first time during this present financial year.

Mr WHITTEN: The member for Florey asked a question of the Minister concerning wages and the preconstruction activities in administrative areas. I think Mr Johnke stated that it dealt with traffic inspectors. Is that correct, or was Mr Johnke referring to the line above it?

Mr Johnke: The reference is to assistant traffic inspectors. The administrative line above it refers to Public Service

salaries. The wages line below refers to daily-paid employees.

The Hon. M. M. Wilson: Assistant traffic inspectors are daily-paid, whereas traffic inspectors are Public Service staff. I have had submissions on that from the unions.

Mr WHITTEN: I am trying to ascertain the preconstruction activities. Does this refer to work done prior to, for instance, work on The Redhill bridge, where there has been a lot of cleaning of old buildings and form work laid down prior to the construction of the bridge?

Mr Johnke: Those works being carried out will be debited against that construction work. Preconstruction activities would include the survey, design and that type of thing. The work that you see going on now would have advanced from the preconstruction era to the construction era, and as such would be debited against the cost of that work.

Mr WHITTEN: I cannot relate it to any line, but I refer to the Redhill bridge. It concerns me that the old bridge is very much rusted away. Has any study been done on the useful life of the Birkenhead bridge, which is also worrying me at the present time?

Mr Johnke: We have an inspection programme of all bridges and structures in South Australia. They are all kept under regular review, including Birkenhead bridge. There would be no cause for any alarm over Birkenhead bridge as it is structurally sound, although it is now over 40 years of age. The liftspan is a timber deck, one of the few timber deck bridges we have left in South Australia. It is of some concern to us. I assure the honourable member that we keep all bridges under review and attempt to keep them in a structurally sound condition.

Mr WHITTEN: I am sure that the department does keep the bridges under good repair. However, it concerns me that every time that bridge opens it seems to take a day or two off its life. Has there been any consideration to not opening that bridge in the near future? One Port Adelaide sailing club has its club rings and moorings on the wrong side of the bridge. There is some concern amongst some of the members that that bridge is reaching the stage when it may not be able to be opened and they will not be able to pass under it. Has there been any consideration on this?

The Hon. M. M. Wilson: I am not aware of any consideration given to that.

Mr Johnke: We are looking at alternative crossings at the Port River but not at that site. We believe that the existing bridge has considerable life left in it yet. It is too soon to be considering its replacement at that site. Maybe with further development of Le Fevre Peninsula we may have to look at an alternative Port River crossing.

Dr BILLARD: I want to pursue a question on a slightly different line. Although I am still asking about the allocation of priorities, I now refer more to non-urban roads. You referred to assessing relative needs, the traffic load, the accident record and so on. To what extent do you look at potential needs? For example, if a new development is going to happen in the north of the State, does that give the road high priority? Another area that concerns me is tourist roads. It appears that one of our greatest lacks in South Australia is that, although we have tremendous tourist potential in that we have the great scenery, the roads leading through or to that scenery are not sealed and therefore those assets are not promoted by the Tourist Bureau, simply because one of the demands of interstate and international tourists is that there be all-weather roads. Is this criteria assessed or will it be?

The Hon. M. M. Wilson: The honourable member is referring to a point under deep consideration by the Government at this stage. I am coming around to the opinion that we have to reallocate some of our priorities into the

field of State development purely and simply because it means more jobs and more prosperity for the State. Certainly the member for Newland will realise that there is an access road required at Stony Point that will cost about \$2 500 000. With the announcement yesterday, there is likely to be a need for improved access to the Moomba fields.

The Leigh Creek road, which is vital to the State's power generation needs, is a programme to be expedited. It is not really necessary to refer in great detail to the need to improve the tourist industry of this State but sealing the Stuart Highway is essential as soon as feasible. Much play has been made in recent months about such roads as Range Road, giving access to Cape Jervis and Victor Harbor; that is important for the tourist industry in this State. It is a type of infrastructure which helps to create better industry and more jobs.

The Minister of Tourism has the huge sum of \$50 000 at her disposal for tourist roads, and this will not go far. I hope that I am not talking out of school, but she will be allocating some of that money to Kangaroo Island, which is badly in need of a sealed surface on the road ring route because of the great tourist potential on Kangaroo Island. It is not all tourism: it is partly development. The honourable member has brought up one of the most important points that could be made in any discussion of the Highways Budget, and that is the probable necessity for a reallocation of priorities. However, any such reallocation of priorities would have to come out of the Arterial Roads Fund. It would not come out of the Local Roads Fund or the National Highways Fund, except the Stuart Highway. If we prevailed on the Commonwealth to declare a road somewhere else as a developmental road, that makes it subject to national highways funds. That would only detract from the moneys available for the Stuart Highway. It is a catch 22 situation. I do not think that I can say any more on that.

Mr HAMILTON: Referring to page 9 of the Programme Estimates, can the Minister advise what value of property they anticipate will be acquired by the Highways Department, the likely areas, if possible, and the amount of land that will be disposed of by the Highways Department? I appreciate that the Minister would not be able to go through all those acquisitions and disposals of properties area by area. Can the Minister provide that information to the Committee at a later date?

The Hon. M. M. Wilson: I will obtain detailed information for the member for Albert Park. He was interested in what areas the land is to be acquired. On a general overall basis, we intend to acquire about \$7 000 000 and sell about \$2 000 000 worth of property this year. This is an estimate and we hope that it works out this way. I would like to see us sell a bit more, but you cannot unload all the land on the public at one time. That is all I can say in answer to that question and we will provide the honourable member with a more detailed submission later.

Mr HAMILTON: On page 9 of the Programme Estimates regarding signals, lighting and control device installations, is the Minister aware that not only myself, but many other members on both sides of the House, are concerned and have had representations made to them by their respective constituents? Can the Minister advise on what basis priorities are set, whether it is based on traffic loads, collision factors, or the type of accidents that occur? In relation to that same construction line under 'Line marking' (I understand that that is line marking machines), can the Minister advise what additional line marking machines are to be purchased or have recently been purchased? The Minister would be aware that I put a question on the Notice Paper about a new type of white liner (I think that was the

name of the machine) in operation in England. Can the Minister say whether they intend to use that machine? Did the Minister see the article that appeared in the *News* of 13 March 1980 which said:

Edge lines may cause accidents. Safety lines painted on the edge of many roads may have a contributing cause to accidents, according to a university study. The lines at the sides of narrow roads help motorists stay on course, particularly in heavy rain or fog.

Can the Minister advise as to whether this matter has been researched and what the results have been?

The Hon. M. M. Wilson: In answer to the last question, I have to get more detail on that unless the Commissioner has it at his fingertips. On the question of the installation of traffic lights at pedestrian crossings, did the honourable member mention pedestrian crossings as well?

Mr HAMILTON: No, I did not, but I would like to hear about that, also.

The Hon. M. M. Wilson: With pedestrian crossings we work on a warrant system and there is a set of criteria laid down. The Commissioner will go through this. When a crossing meets the warrant, it is put into the system on a priority basis. The honourable member should be aware that a set of traffic lights in his own area (in which he had a great deal of interest and, indeed, we had a great deal of interest) has a similar system applying. We have to allocate priority. We cannot build all the traffic lights and pedestrian crossings that are required in one year, not even two or five years. We have to plug away and do the best that we can. It is a matter of priority. In rare circumstances, priorities change for one reason or another (accidents and things of that nature). The Commissioner will elaborate on the criteria.

Mr HAMILTON: Can the Commissioner provide the answers in detail. This would be advantageous to all members of the Committee.

The Hon. M. M. Wilson: I am prepared to look at that for the honourable member. I am not prepared to give him a list of the priorities for each area because he may find his own area is low. I would not have enough time to answer all the correspondence or Questions on Notice.

Mr Johnke: The Budget for traffic lights this year is about \$1 850 000 on the installation of traffic signals and a little over \$1 000 000 on the maintenance of traffic signals. These amounts of money will cover a programme which includes two new pedestrian actuated crossings for schools, five new pedestrian actuated crossings not for schools, four new traffic signals largely needed for pedestrians, nine other new traffic signal installations and five school crossings converted to pedestrian crossings. The criteria referred to are only a guide and are not exact criteria by any means. They are based on such things as have already been indicated, such as traffic volumes, pedestrian volumes, accident rates and the like. There are other criteria to install lights, one particularly being to gain progression along an arterial road. One may have to accelerate an intermediate set of lights in order to achieve progression. The department has embarked on a traffic co-ordination system along our arterial roads. I would not like the criteria that we use (warrants) to be accepted as the only factor that comes into determining whether or not a set of signals is justified. They are only a guide.

The Hon. M. M. Wilson: I do not know that that answers your question on the lines.

Mr Johnke: I would have to take note of the question. I can remember the article, but the details escape me now.

Mr HAMILTON: Most members would be aware that there is a booklet put out by the Highways Department on median strips. Can the Minister say, when a median strip is to be installed, the extent to which commercial enterprises (small industries, local delicatessens and the like) are com-

municated with? As the Minister would be well aware there was a controversy in my electorate some time ago in which the local business people were most incensed as to the intention of the Highways Department to install this; they had no forward knowledge of it. Whilst I understand that there should be co-operation between the local government authority and the Highways Department, this appeared not to have occurred until the Highways Department was kind enough to supply them with that information, which I then conveyed. Can the Minister say whether this matter has been looked into to ensure that in future, in situations such as that at Glenelg, where there are some problems, local business people are advised of the intention regarding medians and the possible effect on their business?

The Hon. M. M. Wilson: I, too, have had the experience of this in my own district as has the member for Gilles. It was my experience in the electorate of Torrens, also in the electorate of Ross Smith, that the Highways Department bent over backwards in consultation with everyone concerned. I was involved in the consultation process at that time, as a back-bencher. I must say that the important part of the consultation process was the calling of several meetings by the Prospect council, as it then was, which got the residents' views on those median strips. There was an enormous amount of objection from various quarters and in some cases, I think, rightly so. The system has been instituted on the Main North Road, and it seems to have effected a marked improvement to the traffic flow and to the safety of people trying to cross that road. Certainly it has meant an inconvenience, but the safety aspects are paramount. There has been a problem, too, with Brighton Road.

The Highways Department generally paints the median strip on the road first, before the trim is constructed, so that everybody can see where the median strip will be, how it will affect their street, and how it will affect their access to various businesses. When parking is banned opposite a median strip does cause problems with local businesses. I think probably all members who have had median strips put in their electorates would realise that probably the biggest problem is access for the patrons of local businesses. The Commissioner may like to add something on the consultation aspect.

Mr Johinke: I simply confirm what the Minister has said. We always consult with local government and we endeavour to consult with individual landowners, either through the local government authority or directly. Of course, there is a conflict of interest in this: in one sense I am endeavouring to develop the free flow of traffic, the safety of pedestrians, and the safety of traffic on the road, whereas the roadside developer sees the road as access to his business undertaking. It is inevitable that at times it is not possible to meet both demands, because they are in conflict, but we endeavour to accommodate local government and businesses without prejudicing road safety.

Mr HAMILTON: Does notification go to local business people first?

The Hon. M. M. Wilson: The plans are always put on public display; I think it should be realised that they are put on public display, and if people do not go along and see them it makes it very difficult.

The CHAIRMAN: I wish to bring to the notice of the members that, if they have a supplementary question, they should address the chair.

Dr BILLARD: I wish to ask a question about Kangaroo Island transport, and how the patronage of the *Troubridge* is going. I think the current figures for the last year are given on page 16 of the programme papers, but there is no indication of whether the patronage is increasing or decreasing. Secondly, is it expected that the new service that is

being installed across Backstairs Passage will impact the operations of the *Troubridge*?

Mr SLATER: Before the Minister answers that question, I direct the attention of members to the miscellaneous items, where contributions to operating the *Troubridge* are included.

The CHAIRMAN: I have a problem about this. That is referring to 1980-81 and there is no figure for the year 1981-82.

The Hon. M. M. Wilson: I think I can assist the Committee. The contribution towards operating costs of the *Troubridge* was shared between the Highways Department and the Department of Transport (that is the State Treasury); that is no longer the case. The total contribution towards the deficit on the *Troubridge* is now paid from the Highways Fund, and therefore it would be correct to take it at this stage. That is my submission to you, if you so rule.

The CHAIRMAN: I do so rule. I feel I must confess that this morning, under the same principle, I was in error when we discussed the bicycle fund. I apologise for that.

The Hon. M. M. Wilson: The proposed cost of the *Troubridge* is to be about \$900 000 this year. One of the problems with the *Troubridge* is that it is a vessel that tries to cater for passengers, livestock and freight, making an efficient operation extremely difficult. The vehicle is reasonably old now. I am informed by the Deputy-Commissioner that it is worth more on the seabed than it is afloat—not that that means we are going to take action to bring that about. That is the real problem with the vessel. It underwent an expensive refit some three years ago, which cost some \$800 000. Three years ago, it had a 10-year life, and so we are running out of time for a replacement for it.

In 1978-79 the number of passengers was 26 766; in 1979-80, 23 803; and in 1980-81, 26 583. The number of passengers cars went from 7 138 in 1978-79 to 6 360 in 1979-80. The reason for the drop in figures in the middle of the year was because of the refit. In 1980-81, 7 087 cars were carried. The cargo in tonnes on a wharfage basis was 121 000 in 1978-79; 106 000 in 1979-80 (once again that drop); and 120 000 in 1980-81.

The implementation of the *Islander* service from Cape Jervis to Kangaroo Island probably gives us a chance to assess what will happen to the passengers on the *Troubridge*. If people decide that they would rather use the short journey of about an hour and a half from Cape Jervis to Kingscote on the *Islander* and travel by bus or car from Adelaide to do so, it gives us another option for the replacement of the *Troubridge*, in that we can perhaps make it a freight and livestock vessel only, but it is too soon at this stage to assess these options.

The matter cannot be allowed to go on for many years before something is done about it, bearing in mind also that both the former Government and this Government had a commitment to seeing that the people on Kangaroo Island were not disadvantaged as far as freight was concerned compared to people on the mainland. That is also a fairly fine edge to tread but, as I have said, we cannot allow the situation to go on for many more years without some decision being made on the replacement.

Mr O'NEILL: I refer to remarks made earlier by the Minister regarding Commonwealth funding. I still am deeply concerned about the cut-backs in real terms but I am also concerned about the problem that they constitute for the Highways Department. I noticed in the allocations in the Federal Budget that a proviso is placed on the expenditure of national highways money, to the effect that all national highway construction projects from 1 September 1981 must go to public tender, whereas previously it was up to the discretion of the States as to which work

would be opened to tender and which would be performed by State road authorities.

I am concerned about the announced policy of the Government of pushing work from the department to contractors and in the Auditor-General's Report for 1980-81, page 103, we see that the level of contract expenditure on construction and maintenance of roads, bridges and buildings, etc. rose from \$8 000 000 to \$13 700 000 and the departmental work force declined by 224. Later it is noted that, to comply with Government policy, a strategy was formulated in January 1980 to gradually achieve an increased private contract component in departmental works, particularly in construction and related activities. The Highways Department in South Australia has a reputation for being a producer of very high quality work and a very effective organisation. Given the State Government's announced policy with respect to private contracting and the announced policy of the Federal Government with respect to national highway construction projects, I am wondering whether the State Government intends to allow the Highways Department to tender for work in respect of national highways construction or whether this is the end of the Highways Department in that area.

I realise that a lot of national highway construction work previously has been let out to tender by the department in this State but it concerns me greatly that a very proud and efficient department may be slowly being forced into a position where it will go into a descending spiral and get to the stage where it will not be able to sustain itself and will collapse.

The Hon. M. M. Wilson: There is no likelihood of that happening. I would be delighted if we even reach a situation such as applied in New South Wales, where 50 per cent of construction work was let to the private sector. This Government makes no apology for the fact that it is a private enterprise Government and wants to see the private sector stimulated. That does not mean that we are going to wind down all of the Highways Department day labour force or take away the construction expertise of the Highways Department.

We just want to get some sanity into a situation where, I understand, at one stage 70 per cent of construction was carried out by the department and 30 per cent was let to private tender. No-one is being dismissed: it is being done by attrition. The greatest consideration is being given to the men, and unlike other States, this Government and this Highways Department have developed a strategy to bring this in gradually. We do not want to do it overnight. All that we want to do is get a fair percentage compared to what applies in other States.

On the question of the Commonwealth directive that from 1 September we tender, we can apply as a department. We can tender, as a department. Neither the Commissioner nor I am very keen about doing that, but we can apply. I was concerned that the Commonwealth wished to institute this forthwith, because it interfered with our gradual strategy, and so the Commissioner and I went to Canberra a few weeks ago and had discussions with the Federal Minister. I think that we have ironed it out satisfactorily, and that it is not going to interfere with our strategy, as we see it.

Mr O'NEILL: I think that the reference that the Minister made to concern for the work force was made somewhat in ignorance of the real situation. If the Minister thinks that people leaving the department are leaving only by natural attrition, he is wrong or the information that has been supplied to me is incorrect. My understanding is that there is a great deal of concern in the department amongst employees of long standing. There is a deterioration of morale in Northfield, which is in my district and not far

from my electorate office. Consequently, a lot of the people who work there, although they are not my constituents, contact me because I am close. There is a genuine fear in that department that people are being forced out.

I think I mentioned recently in the House that one of the major concerns among the engineering section there is that apparently there is a departmental directive now that any maintenance jobs on machinery that cannot be completed in less than three months have to be let to private industry. The problem is that, with the reduction in the number of workers, the people there are getting to the stage where they cannot complete the job, not because they have not got the expertise but because they cannot do it in the time specified. That is creating a descending spiral. I suggest to the Minister that, if he thinks that everyone in the department is happy with the Government's attitude and that all is well in the work force, he is making a grave mistake.

The Hon. M. M. Wilson: I am not here to be popular. I would be concerned if there was a morale problem in the Highways Department, because it is a very, very fine department indeed. The Government has no intention of winding down the expertise in the department. It just wants to reverse the trend that applied in previous years, when virtually everything was done by the day labour force and very little was done by contract. The Deputy Commissioner has informed me that there is in the Highways Department no such directive as the member has mentioned. I would be concerned if there was. If the member has any information, I hope that he will let us have it, when I will investigate it. As far as we understand, there is no such directive. It has certainly not emanated from head office, and I can say no more than that.

Mr SLATER: In regard to 'Salaries, wages and related payments' under Administration, the total amount is \$10 915 600. In relation to the preconstruction activities mentioned by the Commissioner in a previous reply, I think to the member for Price, are all the amounts in this allocation to the Public Service? Are private consultants employed? Are they covered in this allocation of salaries and related payments? Does that cover consultancies, if any, within the Highways Department?

The Hon. M. M. Wilson: I would ask the Commissioner to reply.

Mr Johnke: No, this allocation is purely wages and salaries. No consultancies are included; indeed, very few consultancies are undertaken by the department. They would not appear in these estimates.

Mr SLATER: It has been stated that there are some, but very few private consultancies. Can you indicate what they are?

The Hon. M. M. Wilson: I would ask the Deputy Commissioner to comment.

Mr Knight: Generally, they are in the land valuation area. It is in that area that we use private consultants.

Mr SLATER: To what extent are private consultants used by the Highways Department? The question need not necessarily be answered at this time. Perhaps the Minister or his officers can supply those figures to me concerning the consultants used by the department. An assurance in this regard would be satisfactory.

The Hon. M. M. Wilson: Yes.

Mr O'NEILL: A couple of questions have already been asked about a new bridge in the Riverland. A plan has been prepared and I understand that information has been sought from people in the Riverland. Models have been built and one or two announcements have been made. Can the Minister say when the bridge will now be built and where it will be built?

The Hon. M. M. Wilson: I cannot say when it will be built, because we have not yet decided what site will be used. Four sites were proposed and we have received submissions, as the member correctly states, from various Riverland councils particularly on this matter. There is some difference of opinion in the Riverland about where it should be built. As often happens with these large projects, the construction of the Berri bridge is a fairly expensive operation. We are looking at about \$10 000 000. That money would have to come out of arterial road funds, and it is something that we have to think about carefully, as to how we would allocate the finances for it. I cannot give any indication at this stage, although I hope a decision can be made within the next few weeks.

Mr O'NEILL: In relation to funding, it has been pointed out that funds would have to come from arterial road funding. The Minister has given some assurances about the Stuart Highway and work proceeding on that highway. Given the restrictions on Federal financing, is the Minister still able to state that he will be able to proceed with those works on the Stuart Highway without cutting back in any way on arterial road funding, especially in the metropolitan area?

The Hon. M. M. Wilson: Yes, we will be able to proceed with work on the Stuart Highway without having any effect on arterial road funding. I would like to point out in relation to the former question, and obviously the member realises this and made it plain, that the Berri bridge cannot be regarded as a national highway, because it is not regarded by the Commonwealth as a national highway.

Mr O'NEILL: I realise that. Is it reasonable to assume, in view of the Minister's reply, that there is little likelihood of the Berri bridge being built within this Budget period?

The Hon. M. M. Wilson: There is no hope of its being built in this 12 months.

Mr O'NEILL: What about a start being made?

The Hon. M. M. Wilson: Not starting construction, but we could probably be starting detailed design, but I can give no indication at this stage.

Dr BILLARD: I want to ask a question about the landscaping policy of the Highways Department. I understand that the department has detailed guidelines as to what trees, shrubs and the like can and cannot be planted within certain distances of roads or other places. I am concerned that some of the trees—specifically Australian native trees—being excluded are the biggest and best that we grow in South Australia. It seems to be quite illogical that if we have a magnificent redwood that just happens to be growing in a certain place that we treasure and look after it, even if it is right next to a main road. In that case we put up with the side effects that inevitably stem from it, yet we will never allow such trees to be planted. It seems to me that, if we want to go about making our highways attractive, both in and out of urban areas, we ought to consider planting a few of these trees that grow so well in our State.

The Hon. M. M. Wilson: I will refer that question to the Commissioner.

Mr Johnke: We judge each case on its merits. Certainly, we would not want to be party to planting red gums immediately adjacent to carriageways. We do not believe that is in the best interest of the road bed itself; certainly, it is not in the interests of road safety. Therefore, we endeavour to plant such larger species remote from the carriageway, and we plant small maturing species that are likely to prove less of a hazard close to the carriageway, particularly in those areas where the speed zone is greater than 60 km/h. There is no policy that says that we will not plant such species as River Redgums and the like, but certainly we would not be

a party to taking them too close to a high-speed carriage-way.

Dr BILLARD: In my view the policy in the past has been too conservative. Some of the nicest and most attractive sections of road that we have are where there are sections of big trees close to the road. In some places their branches interlock overhead, where one has an avenue of those trees on either side, and where the stretch of road is straight. I believe there are circumstances where we could plant comparatively large trees close to the carriageway. I simply offer that comment for consideration.

Mr HAMILTON: Can the Minister advise the Committee of the department's intention in relation to upgrading the road between Naracoorte and Mount Gambier? As the Minister will be aware, sections of that road twist and wind, and it has been like that for many years. That road is certainly in need of upgrading. I believe it is a very dangerous road to travel over because of its many blind curves. In line with the previous question, what action does the Highways Department intend to take, if any, to lop off many of the overhanging tree branches along that roadway. Some of the white gums in that area are very dangerous and, as the Minister would be aware, they can be a traffic hazard. I point out that I am certainly environmentally conscious. Is it true that the Minister has considered, in conjunction with the Highways Department and the Police Department, the introduction of a police helicopter to patrol specific roads in South Australia in an attempt to cut down on road damage caused by heavy semi-trailers? If so, when is that likely to occur?

The Hon. M. M. Wilson: In relation to the last question, consideration would have been given to using the police helicopter for traffic problems, and the honourable member specifically referred to heavy vehicles on the open road, but I do not think that is on at the moment.

Mr HAMILTON: Is it a possibility?

The Hon. M. M. Wilson: Yes, it is a possibility for the future. In relation to trees growing along the Naracoorte road, I will refer that matter to the Commissioner. I point out that everyone must receive my permission before cutting down trees on main roads. I spend a lot of time on that job and I receive a lot of photographs. The Commissioner's officers photograph every tree that has to be cut down. Sometimes when there are 100 trees to be cut down it takes me a long time. However, it is a job that I will continue to do because I think it is very important. The Commissioner's procedures are all laid down in accordance with the Department of Environment and Planning from whom we receive close co-operation on these matters.

Mr Johnke: In relation to the Naracoorte—Mount Gambier road, we are aware that sections of it require reconstruction. No major reconstruction work is contemplated on that road this financial year. In relation to overhanging branches, our maintenance gangs keep an eye on them. When some gum trees are likely to lose a big limb is very unpredictable. We certainly lop and trim dead limbs and any others that are close to the legal height limit which are likely to be hazardous. We certainly keep that matter under review.

Mr HAMILTON: How many houses are owned by the Highways Department? How many does the department intend to dispose of this financial year and the following financial year? What discussions, if any, have taken place with the South Australian Housing Trust with a view to leasing Highways Department homes to the 21 000 people in need of housing from the Housing Trust of South Australia? How many Highways Department homes were demolished in the last financial year? Does the Highways Department or the Government intend to introduce toll

roads anywhere in South Australia in the next two or three years?

The CHAIRMAN: Order! Can the honourable member indicate to which line he is referring?

Mr HAMILTON: Engineering and administration.

The CHAIRMAN: Order! I have been fairly tolerant, so I will allow the question. However, I would like honourable members to relate their questions to a particular line in the Budget papers.

The Hon. M. M. Wilson: I will obtain the information about how many Highways Department homes will be sold this year and forward it to the honourable member.

Mr SLATER: Wouldn't they all be sold?

The Hon. M. M. Wilson: That depends. Some of them would be demolished if they are needed for roadworks, and some of them would be sold because they are no longer needed for roadworks. In this connection, I refer to houses in the North Adelaide connector area, and Hindmarsh Boulevard. We are negotiating with councils in the Hills to take two roads off our road-widening programmes, that is, the Burnside-Crafers road and the Burbank-Crafers road. Both of those roads have been under threat for widening for many years. We believe we are doing the area a service by removing that restriction on development in the area by releasing those roads. Negotiations have been going on between myself, the Minister of Housing, the Commissioner and Mr Edwards, General Manager of the South Australian Housing Trust, for some months about Housing Trust and Highways Department houses. We are reaching agreement.

I am somewhat disturbed that the Highways Department and part of the construction portfolio has come to be part of the welfare housing system. That is of real concern to me. I am the last person to say that we do not need welfare housing in this State, because we do need it, and my colleague also acknowledges that. I am concerned about this, because it is not our job to be agents for welfare housing. However, members know that it has become our job because most members in this Chamber have, at one time or another, written to me asking for housing following an approach by a constituent. I am very worried about it and I hope we can resolve this matter with the Housing Trust. In fact, I know that we will resolve it. In relation to toll roads, the answer is 'No'.

Mr Crafter: My question refers to the line 'Wages—Preconstruction activities and administration areas'. I refer to the work being done by the department with respect to the Kent Town traffic study. In January 1980 the Minister indicated that the study was under way, and officers of the department have been gathering statistical information from traffic movements in that area. Can the Minister advise the Committee of progress with that study, particularly when a decision can be expected on the construction or otherwise of a Magill Road extension, or some other routing of traffic from Payneham Road by Nelson Street and Magill Road, possibly through West Norwood and Rundle Street, Kent Town.

The Hon. M. M. Wilson: The study is taking a long time, but it is an important piece of work. I will have to take that question on notice and get more details for the honourable member so that I can give him some times and dates and let him know when he can see the results of the work.

Mr Crafter: I understand that the Highways Department has constructed a model that it uses for community participation in reaching decisions such as the one resulting from the Kent Town study. I have been disappointed that there has been no community consultation other than with officers and members of the local council in reaching a decision or otherwise. I understand that the Minister has said publicly that, if he reaches a decision in this matter,

he may well not act on it for some 10 years. This would have long-term effects for urban blight and renewal and for business interests, bearing in mind that the Highways Department is the major landowner in that area. There has in fact been some bulldozing of residential sites in that area in recent months. Could the Minister give some indication of how the department proposes to use that community participation model in this quite vital inner suburb?

The Hon. M. M. Wilson: We cannot have a community participation model until we have something to show people. We must have alternative proposals to put to people. One is to do nothing. There will be no community participation until we are ready to put proposals to the people to see what their reaction is. They will be proposals only, and will not be definitive. I know the honourable member was somewhat dissatisfied with some of the consultations that took place over the proposed widening of Portrush Road. I hope that has all been ironed out, although there is a new mayor now. I hope that an eye has been kept on it since the honourable member brought the matter to my attention. I hope that that situation will not arise again and that consultation will take place.

It worries me, that when we have a project that will not be built for many years because of costs and the time needed for acquisition, that we will only cause alarm and dependency in an area by a premature release. I do not know what the answer is because we have to get some sort of release; we cannot start acquiring people's property without consulting them. We do not want to do that. We are in a difficult position, and we are trying to get some accommodation with the people concerned.

The CHAIRMAN: I point out to the honourable member for Norwood that the procedure has been for a member to ask three questions on any one subject. He may be able to condense his question.

Mr Crafter: The community participation with respect to Portrush Road in these latter months has been excellent. Vastly different models for that participation, particularly with the renewed interest of the Burnside Council, has brought about a much more positive attitude by local government and the local community in that proposal. I find it disappointing that all the work done by officers in the early stages, with the caravan and all the initial research, was cast aside. That is counter-productive in the local community. I was hoping in the Kent Town case that there would be some more fluent model used where participation could be used at an early stage. There are substantial commercial interests in that area which are in the dark as to what is happening and they should not be in the dark to any greater extent than can be helped. My final question relates to the role of the Highways Department in this inner suburban area and the possible effect that this will have on the status of Osmond Terrace between Magill Road and Kensington Road which I understand is declared an arterial road.

As the Minister knows, that is zoned substantially as a residential area. In fact, it is a prime residential area. With the proposed widening of Nelson Street one can expect a substantial flow of traffic from Payneham Road down Nelson Street filtering across through Osmond Terrace. The Minister may be aware that motorists meet a sign at the end of Osmond Terrace, where it joins the Burnside council area, which says that no trucks, heavy transport, and horses are allowed to enter. It becomes a social residential area. We see that there may well be an opening up by the Highways Department of the Stephens Terrace, Nelson Street, Osmond Terrace route, then to come to a dead end at a residential suburb. If the council and residents of Norwood took the attitude that the Burnside council has taken (and I sympathise with resident's attitudes in those

matters), there would be a traffic bottleneck caused at the Magill Road, Osmond Terrace and Nelson Street intersection, to which the Highways Department is allocating a great deal of resources at present. What are the intentions and studies in relation to future traffic flows in that area?

The Hon. M. M. Wilson: If the honourable member wants further technical information, we will have to get it. It is a major connector road and comes to a dead end at each end. For all intents and purposes, one spills on to Kensington Road and the other on to Main North Road, if we take it right through to Stephen Terrace. It is the problem that the honourable member and I both share. This scheme has been going on for many years. Property has been acquired for this widening on Nelson Street and the improvement of the connector road for many years, much the same as deliberations of the widening of Portrush Road has been going on for some time. I refer the honourable member to the famous one way pier in the electorate of Torrens where agreement had been reached with the local governing bodies. Local government elections ensue, membership of councils change, and agreements are upset. Everything ends up in limbo. I support the honourable member in saying that we ought to get it right in the beginning.

On the question of Portrush Road, we have learnt a lesson. On the other hand, if we are going to nullify plans that we have been working on for years and years and halt the development when funds have already been allocated we will never get any road built. It is very much the same with the winding of Fullarton Road. That was an enormous problem that I inherited, but the work is now going ahead. Quite frankly, the sight of the stand of gum trees which everyone can now see is absolutely magnificent because of the roadwork. We knew that that is what it would be like.

I will get those figures for the honourable member of the projected vehicle population and how it will affect the residents at the other end of Osmond Terrace, and he can look at it and see how it comes out.

[Sitting suspended from 6 to 7.30 p.m.]

The CHAIRMAN: There being no further questions I declare the examination of the vote 'Highways, \$27 175 000' completed.

Works and Services—Highways Department, \$1 100 000

Mr HAMILTON: I raised previously the grants to local government authorities towards the stormwater drains project. An article appeared in the Mount Gambier *Borderwatch* on 21 August 1981, as follows:

Highways Department should accept responsibility for problems its road caused at private entrances. The Works manager, said problems with erosion of private entrances occurred when water was not properly drained from the road. The South-East Local Government Association will be asked to support a request to the Highways Department that it review its policy. Council approved that notice of motion . . .

The article goes on to talk about reference to the next meeting. Can the Minister comment on this problem and similar problems that some councils are experiencing?

The Hon. M. M. Wilson: The stormwater drainage scheme has been in operation some 10 years. There is a sharing arrangement between the Government, through the Highways Department, and local government. It does not apply to the type of question the honourable member raised. It is up to you, Mr Chairman, whether you want me to respond to that point. The department tries to take into consideration every possibility when it has to construct a road, and drainage is one of the more important items that

have to be considered. We cannot fund everything. If we were to fund everything people requested, then we would not have enough money to construct the road. The particular question that the honourable member asked does not have anything to do with the stormwater drainage scheme.

The CHAIRMAN: If it does not apply to this particular line, as I understand from what the Minister has said, then it is not pertinent and should not be discussed tonight.

Mr O'NEILL: I understand that we can deal with the lines under the State Transport Authority in conjunction with the 'Miscellaneous' line.

The CHAIRMAN: The expenditure with which we are dealing now appears on page 124 of Parliamentary Paper 9 and deals with 'Highways Department; stormwater drainage; grants to local government authorities towards stormwater drainage projects, \$1 100 000.' There being no further questions, I declare the examination of this vote completed.

Minister of Transport and Minister of Recreation and Sport,
Miscellaneous, \$58 386 000

Chairman:

Mr E. K. Russack

Members:

Mr E. S. Ashenden
Dr B. Billard
Mr K. C. Hamilton
Mr G. R. A. Langley
Mr H. H. O'Neill
Mr J. K. G. Oswald
Mr I. Schmidt
Mr J. W. Slater

Witness:

The Hon. M. M. Wilson, Minister of Transport and Minister of Recreation and Sport.

Departmental Advisers:

Mr K. J. Collett, Director, Administration and Finance, Department of Transport.

Mr D. Scrafton, Director-General of Transport.

Mr J. V. Brown, General Manager, State Transport Authority.

Mr J. D. Rump, Chairman, State Transport Authority.

Mr B. J. Taylor, Director, Recreation and Sport Division.

Mr SLATER: I refer to the Betting Control Board cost of administration. Actual payments last year were \$450 700. In relation to the Betting Control Board, the Auditor-General's Report shows that the State Treasury recoups the same amount. I take it that the administration costs incurred are recouped out of expenditure. It is contra to the moneys that are paid into the board for its administration. Is that the case?

The Hon. M. M. Wilson: Yes, it is an item whereby the Treasury takes the profits and I pay expenses. The board consists of three part-time members, and employs a permanent staff of 14 persons, with 11 part-time staff. The budget of the board consists of the following components: administration salaries \$230 000; racecourse salaries \$65 000; payroll tax \$13 000; betting service expenses \$77 000; and administrative expenses \$63 000. I do not know whether the Auditor-General's Report would have this, but the estimated receipts for this coming financial year will be \$2 275 000.

Mr SLATER: Regarding the Betting Control Board and in relation to bookmakers' bonds and securities, I under-

stand that there was a substantial increase in the amount of bonds required by bookmakers and that there was a degree of concern in regard to this expressed by the bookmakers fraternity. Can the Minister or his officers advise whether there is a differential cost involved in regard to bookmakers fielding in the grandstand, as compared to those who field in the derby stand or, alternatively, those that field on metropolitan racing and others that may field at country meetings. Can the Minister say what is the amount required in each particular section?

The Hon. M. M. Wilson: There is a differential bond. Of course, that relates to the holdings of the fielders in whichever area they are in, and it is assumed that the rails bookmaker will be holding more than will a grandstand bookmaker in the outer ring, and, similarly, that the grandstand bookmaker would hold more than would a derby bookmaker, and so on. I cannot give the honourable member the exact figures of the bond. I will get them for him.

Mr SLATER: There has been a substantial increase in the amount held by the Betting Control Board. In June 1980, it was \$803 000, and the amount of bonds and securities currently held is \$2 533 000. I understand that the increase in the amount of the bonds arose from an incident where a bookmaker could not meet his commitments, and the bonds were increased. I note there was a liability of \$12 862, which was advanced by the State Treasury to meet the outstanding debt. The Treasurer waived the liability to repay the amount, and I wonder whether the Minister could give any further clarification in regard to that matter?

The Hon. M. M. Wilson: The honourable member is quite correct. The \$12 800 was advanced by the Treasurer to meet the debts of this bookmaker. I must say that negotiations had been going on between the bookmakers league and the Betting Control Board for some time before this incident as to an increase in the bonds. I think it was coincidental, but let us say that this incident gave it an impetus; really I cannot add anything more than that.

Mr ASHENDEN: I do not think the Minister would complain that he has not had enough time to consider his answer to the question I am about to ask. I had previously asked most of the question earlier today, when it was pointed out to me that I should have waited until this time. It is in relation to community bus services. I indicated that I certainly support the idea of the community bus service, and I have made submissions to the Minister supporting applications by the City of Tea Tree Gully for larger buses because of the undoubted demand there is for the buses when used in the manner for which I believe they were designed; that is, to move people through the city of Tea Tree Gully to community services or to shopping centres, and so on.

However, concern has been expressed to me that perhaps these buses are not being used in the manner for which they were designed, and that evidently there are occasions when they are being used in the areas which normally would be undertaken by charter firms. A number of people have expressed concern to me about this, and I believe that the money and the funding provided for the service was for a specific use and should not be impinging in an area which is rightly covered by private enterprise. Could the Minister indicate whether there are any plans for firmer control in this area, to ensure that there is not unfair competition addressed to private firms? Of course, they cannot compete in any way with the community buses that are frequently allowed for use free of charge.

The Hon. M. M. Wilson: Yes, the community bus subsidy is a very important one. I think the honourable member is referring to the Green Line from Tea Tree Gully, which is an excellent service. The Government decided some 12

months ago that in future community buses would not be allowed to be used in charter work and that any new community buses that are funded by the Government cannot be used by the local governing body for charter work, for the very reason that the facility is there for charter work in the private sector; the Government could not see why it should be in competition with the private sector in that matter.

The Government also introduced a new scheme of funding for community buses whereby the money would be paid to councils and they need not purchase buses; they could use it to charter the buses. In other words, the council can opt either to have a bus paid for by the Government or charter, and we would give it a grant over three years for charter purposes. Once a council undertakes to receive a community bus, paid for by the Government (and I am pleased to say that the city of Prospect has received one such bus just recently, and I was delighted to launch that), the responsibility for maintenance is then with the local government body; the Government has no further connection with the scheme other than to pay the registration and insurance for the first six months.

I do not think I can add anything more to the honourable member's question, other than to say that any councils that had community buses in operation before the decision was made not to allow the charters are allowed still to charter those buses. In other words, we believe that we could not take away, but that once any new applications had been granted and community buses instituted into service, then the local government body should not hire those buses out for charter.

Mr ASHENDEN: What would happen if buses were to be replaced; in other words, small buses were to be replaced with larger buses? Would the new agreement then be binding on the council?

The Hon. M. M. Wilson: My initial reaction to that is that it would not be allowed to charter, because the decision has been made and everyone is aware of it. No-one is under any illusion as to what the policy of the Government is on the matter. I do not believe it would be wise to make dispensations even upon replacement. There may be special circumstances and some cases we could look at, but that is the general rule.

Mr HAMILTON: The Minister may recall that on occasions I have asked him in the House about a study that I understand was to be conducted by the management services officers as to the problems with the metropolitan rail system with the introduction of standard gauge services in Adelaide. The Minister may recall that about like 11 or 12 areas were covered, and the relative merits of the broad gauge and standard gauge operation and future metropolitan passenger operations were all raised. It also ties up with the standard gauge line between Mile End and Salisbury and the conversion of the broad gauge between Salisbury and Merriton, and the likely requirements for standard gauge rail connections to Port Stanvac, Lonsdale industrial area, Tonsley Park, Outer Harbor and industrial sidings throughout the metropolitan area; the safety and operational aspects of dual gauge operation in the metropolitan area considering the alternatives of passenger operations on the outer or inner rails; the requirements of freight and passenger movements between the south-eastern line and locations north of Adelaide; the requirements of freight movement from the Angaston area to Le Fevre Peninsula; the capacity of the existing metropolitan rail system to carry future traffics of both A.N.R. and S.T.A.; the cost implications for the authority of the use of the authority's metropolitan railways by the A.N.R. Commission and of the possible diversion of some or all of A.N.R. traffic from the authority's system, and so on.

Can the Minister say whether this study has been completed and, if it has not been, how far it has progressed and what has been the outcome? I qualify that by saying that I understand that some of these matters would be tied up with the redevelopment of the Adelaide railway station.

The Hon. M. M. Wilson: All I can tell the member other than what I told him before is that—

Mr HAMILTON: That you will—

The CHAIRMAN: Order! I would ask members to direct any further questions through the Chair.

The Hon. M. M. Wilson: This matter was first brought to my attention by the former Chairman of the State Transport Authority not long after I became the Minister, when we were discussing the question of the standard gauge line from Adelaide to Crystal Brook. At that stage I did not rate it as of great priority because, as I understood it, the study was done years ago. All I can tell the member is that the board of the S.T.A. has not referred the matter to me at this stage for any action. Obviously, it is a very expensive project. My understanding from the board is that it regards other things as being of higher priority at this stage; that is not to say that the study is not worth while. That is really all that I can say. I take it that the member has a copy of this study.

Mr HAMILTON: With the redevelopment of the Adelaide railway station, can the Minister advise what type of ticketing system will operate at the barriers? The Minister would be well aware of the improvements that have been made in New South Wales by the introduction of the E.S.R. in that State and the effect that it has had on the work force there. Can the Minister advise what type of barrier system there will be for people to pass through and what type of destination board will be available? I understand that moves are being made in that area. I also ask whether lifts or escalators will be provided, particularly for the aged and disabled people. Doubtless the Minister would agree that it is necessary to help those people who currently are required to walk up and down via the steps or the ramp at the Adelaide railway station. That matter is of major concern to me.

Further, when will relocation of the ticket-selling office be made and the office placed on the concourse, because many elderly citizens in my district and, no doubt, in many other districts are concerned about having to walk up and down to buy tickets at the present ticketing window?

The Hon. M. M. Wilson: The member has lost me in detail. I ask the Chairman, Mr Rump, whether he would care to reply to the first part of the question.

Mr Rump: It is the intention of the S.T.A. ultimately to introduce, wherever possible, automatic ticket vending and ticket validation. Initially, in a programme to redevelop the railway station, which will go out to private consortia to put in proposals, it is intended that that will include ticket vending at platform level, which will reduce the problems with ticket vending currently on the North Terrace frontage. We expect escalators to be provided for passengers for easy access to and egress from the rail services. Perhaps the General Manager may care to comment.

The Hon. M. M. Wilson: I ask Mr Brown to speak.

Mr Brown: The proposal for redevelopment of the railway station allows for lifts, escalators, that type of thing, to make it easier for people to make that grade change. That has been allowed for in the brief for the consortia to which Mr Rump has referred. Regarding the relocation of the ticket-selling office, it is proposed that that be located down in the general concourse area. So far as the destination information is concerned, that will be very much upgraded and, generally, the whole concourse will be modernised with the redevelopment of the whole railway station and its environs.

Mr HAMILTON: I would like to ask a question on the new signalling and communication system that is to be introduced, I understand, later. Can the Minister advise as to the type of system that will be introduced? If he can give some detail, I would certainly appreciate it. Is it the intention to use particularly the Noarlunga Centre line for express services to pass stoppers at stations such as Emerson and Clarence Park? I understand that that is the intention.

Finally, can the Minister advise as to the outcome of the matter of refunds after the ticket fare muddle that was reported on 23 August 1981? How many people sought refunds when it was reported that the money was collected illegally when the State Government forgot to gazette public transport fare increases until 4.15 p.m. on the Thursday? Approximately 30 000 trips a day are taken on public transport and there was an estimated overcharge of 15 per cent on each trip over four days. Can the Minister elaborate on how much money was refunded, how much was collected, and the difference between the two?

The CHAIRMAN: Before I call on the Minister to reply, I would like to point out to the member that he has asked two questions that appear to be totally divorced. One was on signalling communication and the other on ticket refunds. I ask members of the Committee to ask a question on one subject. In this case, if the Minister wishes to answer the two, he may.

The Hon. M. M. Wilson: I will be happy to answer the two. The estimated overcharge was some \$20 000, of which we refunded \$13 000. We did not ask for refunds from passengers who travelled on the cheaper fares. I would not like to estimate at this stage how many people travelled and what was the amount for the cheaper fares that came into effect with the new fare structure or the off-peak fares. The member will realise that some were at least 10 cents cheaper than they were previously. You cannot have it both ways.

Mr O'NEILL: Did you get a ticket for 20 cents? Someone sent me one and I said that the person should refer it to the S.T.A.

The Hon. M. M. Wilson: I was prepared to pay someone 20 cents out of my own pocket to save administration charges. I think the S.T.A. acted commendably and did all that it could in making refunds available. As to signalling, I think the member realises that a signalling feasibility study is now in operation. It is fairly costly. I will ask the General Manager to give some of the finer details. I cannot help the member any more than that. I have not seen the results of the study and I do not think the board has seen them.

Mr Brown: The final draft is being prepared at the moment. The two types of system being looked at are three aspect or four aspect, either speed or route oriented. No decision has been made on which is more successful. Consultants have been asked to give us much detail about each of them and, in due course, there will be a recommendation to the S.T.A. board. I have just given a *precis* of the four different alternatives that are available; no decision has been taken, and no recommendations have been forthcoming at this stage. In regard to the Noarlunga proposal, I require notice of that question, because I am not familiar with that part of it.

Mr SCHMIDT: My question is also related to signalling and communications. I refer to page 124, because last year \$1 154 000 was voted and only \$35 000 spent. Is that for the study itself?

Mr Brown: Yes.

Mr SCHMIDT: In conjunction with that, there is a reference to miscellaneous works, where there was a doubling of the amount actually voted. Double the amount was actually expended. Was that on the actual upgrading of

signalling equipment? I ask this question now because you may want to tie it in with comments about the S.T.A. allocation. Consternation has been expressed in regard to the Noarlunga line and the linking of rail and bus services. From time to time the early morning train from Noarlunga is required to wait for five minutes outside Adelaide railway station. People wishing to catch another train to Woodville must wait for appropriate signalling and can miss their connection when they eventually arrive at Adelaide station on their way to G.M.H.

There are problems involving the connection of trains and buses, particularly involving train connections at Adelaide railway station, partly resulting from signalling problems. This same problem occurs in reverse. Trains going back to Noarlunga or Brighton have also been delayed. There have been numerous occasions involving travellers alighting at Brighton only to find, because the train has been late, that the bus has left for Sheidow Park. Travellers have found it necessary to hail a taxi in order to get home because they have missed their connection. Can the Minister elaborate on the expenditure of the double amount on equipment and whether this has upgraded the signalling procedures? How constantly is it being monitored?

The Hon. M. M. Wilson: The doubling of the amount spent on miscellaneous works involves a re-allocation of resources within the authority. The three items above the item referred to were much underspent. I will obtain details for the member of the extra amount, and doubtless he will find that it consists of various plant and equipment that was unforeseen at the time of the last Budget. It would have had the approval of the board before it was purchased. I will see that the honourable member gets that information.

The last part of the question dealt with the interface between the train and bus system. I have received several complaints about this; not a lot but a few, about the early leaving of one of the units, either the train or the bus, and it applies mainly at Noarlunga. It was my understanding that that had been fixed. I do not know whether the Chairman or General Manager can further elaborate. Has the member received complaints recently?

Mr SCHMIDT: There was one incident of which I was informed on Saturday night when people during the week were coming into Adelaide to catch the train to Woodville. Because the train had to wait outside the Adelaide railway station they missed their Woodville connection. They are saying that it occurs on a more regular basis of late.

The Hon. M. M. Wilson: I will have a look at that.

Mr O'NEILL: I refer to the Bicycle Track Fund, because there is no provision this year. In volume two, book 10, page 10, covering the Highways Department, there is provision for \$170 000. I understood that it was funded on a three-way basis involving the Highways Department, local government and Treasury. Is it the Government's intention now to finance that programme from the Highways Department, or will the three-way funding continue?

The Hon. M. M. Wilson: It is now two-way funding between the Highways Department and local government.

Mr O'NEILL: My next question relates to the transfer of funding of the *Troubridge* and the short-fall in public funding according to the Auditor-General's Report last year of \$333 000, and the actual payment of that sum through a contribution from Consolidated Revenue towards operating costs. My understanding is based on a reply to an earlier question, but are the operations of the *Troubridge* also funded from the Highways Fund? Is that correct?

The Hon. M. M. Wilson: That is correct.

Mr O'NEILL: Does the Minister intend funding other programmes from the Highways Fund? How much more are motorists going to contribute to a number of programmes which appear to be somewhat divorced from the

original purpose of the establishment of the Highways Fund?

The Hon. M. M. Wilson: It could go the way of the situation in Victoria, where motorists contribute through fuel tax to public transport. I do not suggest that that will happen. I do not have anything else in mind. There may be an increase in the police contribution from the Highways Fund.

Mr O'NEILL: I understand the Government has increased the contribution to the Police Department from the Highways Fund by 2½ per cent. I did not raise that matter because I have run out of questions.

The Hon. M. M. Wilson: I am glad that I have been able to give the member some information without his having to ask the question. That is the only other thing we have in mind. I point out that the former Government first put the *Troubridge* into the Highways Fund. I do not say it is a bad idea at all; I do not criticise it, I just make that point. In Victoria the fuel tax receipts, which in South Australia go entirely into the Highways Fund and road construction, do go into a public transport fund as well.

Mr OSWALD: My question concerns the S.T.A. catering and trading services. I refer first to the miscellaneous line in order to ascertain where it comes in. What reforms have been instigated in the Catering and Trading Division of the State Transport Authority, which had a \$34 000 loss in 1979-80, but was converted into a \$56 200 profit last year? In what areas is the S.T.A. Catering and Trading Division still involved in outside catering at the railway station?

The CHAIRMAN: I point out to the honourable member that the line 'State Transport Authority \$52 500 000' appears on page 91, so it is quite in order for the honourable member to ask his question under that line.

The Hon. M. M. Wilson: When my Party came into Government the Catering and Trading Division was catering not only within the railway station and for groups coming into the railway station, but also on a very large scale outside, not only for the Government but also for the private sector. It was soon brought to my attention that very expensive upgrading of the Catering and Trading Division premises was required. It was regarded as quite a serious matter that those premises be upgraded. The Government held an inquiry, if I remember correctly, through the Public Service Board which recommended that various changes be made in the catering and trading set-up, and the Government accepted that recommendation. First, the permanent staff levels were very high, and the authority decided that casual staff be used in the Catering and Trading Division if it was to make any sense at all. The staff were given the option of being allocated to other duties within the S.T.A.

As I understood it at the time, and the figures are not available at this moment, there were about 108 permanent staff employed in the Catering and Trading Division. It is now down to 65 full-time equivalents. The Government also decided that the Catering and Trading Division should reduce its input into the private catering sector. I was concerned, as was the board at the time, that the true allocation of costs was not being disseminated into the catering and trading activities. For example, somewhat of my embarrassment it was pointed out by the union that at one stage adequate costs were not being allocated. In one instance I recall, and I am relying on my memory, the manager was not allocating the cost of transporting food from the railway station to an outside venue. That is a real cost and it should be allocated. Whatever the political decision costs should be allocated correctly.

As an upshot of that, the authority is in the process of upgrading the kitchens. I will ask the Chairman to give the exact points on the questions in relation to the dining-room

and the bistro, because there will be some amalgamation that I am not sure about. The Catering and Trading Division caters for all functions in the railway station. It still caters for all organisations that come into the railway station such as Lions and Beef Steak and Burgundy clubs, and other clubs and organisations which use the Adelaide dining car. I am sure the member for Gilles will approve of that, seeing that he is so keen on tourism.

Mr Slater: We all are.

The Hon. M. M. Wilson: Yes, we all are, and I am glad for that assurance. That division also does some Government catering outside the railway station. A little outside catering is still done. I am very happy to say that the rearrangement of the Catering and Trading Division has brought about a profit situation whereas previously there was a considerable loss. It is really a question of good management, I suggest, and nothing else. There will have to be considerable money spent on upgrading the kitchen and things of that nature. Once again, one must take into account the servicing of the debt and apply it to the Catering and Trading Division. At this stage I ask the Chairman to comment.

Mr Rump: I believe the Minister has fully covered the matter. We are currently in the process of upgrading and creating a bistro situation which will provide for a better facility more acceptable to the public. That will enable us to continue on a much more viable commercial basis, but still restricting ourselves within the guidelines laid down by the Government that we cater only to outside organisations approved by the Government and to Government instrumentalities.

The CHAIRMAN: Order! I advise members of the Committee that the member for Unley has taken the place of the member for Price.

Mr LANGLEY: I refer to the line 'Grants to Government authority bodies'. Are there any ties in any way at all, and are grants considered by the Sports Advisory Authority for approval?

The CHAIRMAN: Order! I point out to the honourable member that we have passed that line. A question was asked on that particular line this afternoon. We are now dealing with the line 'State Transport Authority, bus, rail and tram, etc.'

Mr LANGLEY: I am sorry, Mr Chairman, I withdraw my question.

Dr BILLARD: I wish to obtain some more information about the operation of the State Transport Authority. Last year's Auditor-General's Report included information about the number of passengers carried and the average fare per passenger. For example, in the year ended 30 June 1980, 73 210 000 passengers were carried. That sort of information is not included this year. What is the patronage? What is the average fare? What is the average fare recovery as a percentage of running costs? What is the average cost per rail passenger trip, per bus passenger trip and per tram passenger trip?

The Hon. M. M. Wilson: I apologise to the honourable member that this information is not available. Obviously, we are not privy to what is contained in the Auditor-General's Report before it comes out. I think it is important that that information be released somewhere. It will certainly be contained in the annual report of the S.T.A. which I hope to have out within the next two or three weeks. As honourable members may realise from past years, that report was often released late in the financial year. The information will be contained in that report. The estimated number of passengers was 77 500 000. Does the honourable member want fares relating to the new fare structure or just for the last financial year?

Dr BILLARD: The reason I asked about fares is that obviously some debate continues about the appropriate level of fare recovery. On my trip to Europe, I noticed that the standard level of fare recovery was between 60 and 80 per cent, and it was considered a radical move to reduce it to 57 per cent. In South Australia, for the S.T.A., the level of fare recovery calculated on an equivalent basis is about 32 or 33 per cent of the cost of a passenger trip that is recovered through fares. That was the reason for the comparison. There was quite a debate about what is appropriate and what effect raising or lowering that percentage would have on passengers.

The Hon. M. M. Wilson: It is my understanding that we will be looking at about a 25 per cent recovery on operating costs. I cannot give the honourable member exact details at this stage as to whether or not we are taking depreciation into account. I do not think we are. It is a very low figure.

I am not advocating a 60 per cent recovery. I am advocating a reasonable cost recovery, and that is not something like 18 or 19 per cent, which is the stage that we got to not all that long ago. It is my belief that with a fare increase we would get a reduction in public transport patronage. However, if it is done intelligently, people will return to public transport, which is very important, despite the fact that the more people we carry on public transport, the greater the deficit. The Government takes the view that the encouragement of the use of public transport is vital. It is essential in a world that is growing short of fossil fuels. We do not resile from that stand.

I would like to give the honourable member some more definite detail on the cost figures for which he has asked, especially in regard to buses, trams and trains on a cost per passenger trip. I will get the information for him, if it is not in the annual report.

Dr BILLARD: In many situations in the United Kingdom and Europe where I discussed this problem, it was found, in the United Kingdom for example, that different counties followed different policies. I can remember one county, South Yorkshire, which for a period of five or more years had frozen its level of fares and, as a result, had a declining patronage, whereas other counties which kept the level of fares increasing with inflation had growing patronage during that period. The answer given to me as to why that was so was that those counties which froze their level of fare recovery could not afford the reinvestment necessary to maintain their system at an acceptable standard which would maintain public patronage, whereas those that did increase their level of fare recovery could reinvest that money in improving the service.

Mr SLATER: I refer to the State Transport Authority line. I do so arising from the reply to the question asked by the member for Morphett in regard to the catering and trading division. How many of the staff accepted the offer to remain within the S.T.A. service? The figure mentioned was that 108 at one time employed was reduced to 65. He seemed to take some delight in that fact. I do not want to reflect on the Minister. However, the Government believes in job creation, and I am surprised that he seemed to think that it was some achievement for the staff to be reduced from 108 to 65. How many of the staff accepted an offer to remain within the State Transport Authority service; to what effect was that carried out; how were they employed; and are they still in the service?

I believe that the State Transport Authority catering division was not as unsuccessful as the Minister might lead us to believe. We know from its stated policy that the Government believes in so-called private enterprise. I believe that the S.T.A. catering section was a successful public enterprise, but because of its philosophy, perhaps some reflection was made on the management in regard to

a so-called loss and a lack of expertise. However, that does not appear to be the case. I believe that it was quite successful and may be, because of the fact that it was a public enterprise, pressure was put on the Government to ensure that its activities were somewhat reduced. As a consequence, there was a loss of personnel and a reduction in activity. Would the Minister advise on the effect of this reduction of personnel?

The Hon. M. M. Wilson: Some have gone back to Australian National and others have gone elsewhere into the system. I will obtain exact numbers of people and to where they have been relocated. I wish to take issue with the honourable member in his criticism of management. I was not criticising the performance of the catering and trading division as far as the quality of service or its food is concerned, nor was I criticising the management of the catering and training division. However, I was criticising the accounting methods within the authority which did not allocate true costs to the provision of that catering and trading service. Whatever the organisation or section of an organisation that is within my portfolio (and this philosophy applies to all Ministers of this Government), we demand that the correct costs of running those organisations are established. Whether the organisation remains or is transferred to other people or what, is another matter. It is essential in any question of public accountability that we know what the costs are to provide the service. I reject any criticism of the catering and trading division of its management. In my opinion and in the opinion of others, that correct costs were not being allocated to that division. The member for Albert Park should know this, if he has talked to his union colleagues.

Mr ASHENDEN: Can the Minister say whether the S.T.A. has any forward plans in relation to catering for the disabled? While I was overseas, I was extremely impressed with moves taken both in the United States and in Europe to cater for the disabled on public transport. The Minister has also seen some schemes that I inspected. I saw an extremely expensive scheme in the United States where, for example, in Pittsburgh specific vehicles are used on a taxi basis, where a potential passenger phones through and the vehicle is brought to his doorstep and he is delivered to a point of his choice and charged a fare considerably less than a taxi fare. This is expensive to the transport authorities. In Los Angeles, I saw buses specifically equipped to lift wheelchairs hydraulically from the footpath onto the bus. This necessitated the bus driver's being delayed in his schedule and having to work the equipment, place the wheelchair safely inside the vehicle, and so on. There was a cheaper and effective method which involved a platform coming out from a raised platform to the bus, although the most effective method I noted was a platform coming from the bus out to a raised platform, giving wheelchairs, etc., easy access to the buses. Does the S.T.A. have any specific forward planning to cater for the disabled, particularly in its buses?

The Hon. M. M. Wilson: You cannot divorce the question of upgrading S.T.A. transport to provide for the aged and handicapped from the provisions of transport services generally. There is an overlap between the S.T.A. and the Planning Division of the Department of Transport. The honourable member referred to the question of modified taxis for the disabled. It would be a lot cheaper to provide a subsidised fare service to taxi companies that were providing specially converted vehicles than it would be to put wheelchair lifts on each bus. That is enormously expensive to install and maintain. The Director-General can correct me if I am wrong, but as I understand it, in the Southern California Rapid Transit District it costs \$3 000 000 a year to maintain wheelchair lifts on the buses. They are not

getting the use out of them that they should be for the investment. One cannot put a price on provision of services to the handicapped and aged, but one should spend the money to serve the most people. That is really the question.

One thing the honourable member did not mention was the kneeling bus, but there is a special attachment to the bus, and when the driver pulls a lever the suspension of the bus sinks down so that the step comes within two or three inches of the ground. It really does away with one of the steps. This is in use and is proven technology for this type of thing. This is a mechanical device that has to be maintained.

We have done two things: the Department of Transport has subsidised the purchase of specially converted buses with a private operator who is extremely highly thought of by people who are handicapped; and we are looking with great interest at a New South Wales scheme something along the lines of a scheme that the honourable member saw in Pittsburgh, where private taxi companies with converted vehicles are subsidised by the Government, per passenger carried. This is probably the way that Governments will go in the future.

We are also, with our new buses, looking very hard at the design. This applies not only to the handicapped but particularly to the elderly, pregnant women and women with babies. We need wider doors, easier access and lower floor heights. We need these sorts of thing to make it easier for access, which is the critical word when talking about the handicapped and the aged. Of the schemes I saw I was most impressed with the Halmstad scheme, a scheme that Volvo have, where there is a slide-out platform on the bus which pulls up at a low level platform constructed on the footpath and the slide-out platform on the bus comes out and joins up and people walk straight on, as if they are walking across a walkway. This impressed me, and the authority is looking at this at the moment. I do not think that we can do anything on it soon, but I hope that we can incorporate the design later. I think it is an excellent scheme and one we could do on a trial basis, particularly if we picked a route where there were many elderly people. At this stage, I can not make any commitment.

Mr ASHENDEN: In relation to the proposed O'Bahn service to the north-eastern suburbs, has the Government decided what it will be doing in this area for the vehicles utilising the O'Bahn busway? I believe that this would be an excellent area where buses could be built and platforms developed so that there was a low sloping ramp up to the bus ramp to enable easy access for the elderly, wheelchairs, and so on. As the system is to be developed from the foundation upwards in South Australia (it is well proven, as many journals show overseas), I believe that it would be an excellent opportunity for the S.T.A. and the Government to ensure this area is catered for.

The Hon. M. M. Wilson: I can assure the member for Todd that this will be so. The stations on the north-eastern busway will be constructed so that they have access for the elderly and handicapped. At this stage, because we have not designed the buses, I cannot give the honourable member fine details. I know we will have wider doors, and that there will be improved exit and entrance systems and, I hope, lower floor heights.

Mr ASHENDEN: Does this apply when the buses will be away from the busway itself?

The Hon. M. M. Wilson: Yes, including the ordinary street system; I am cognisant of that. The Government has ordered a Mercedes-Benz chassis, which should be delivered to South Australia in the next six months, P.M.C. will be constructing a body on that chassis, it will become a test bus, and we will be able to use it as a prototype. So, by the time we have finished testing it we will have the design

right. When we order the remainder of the buses from Mercedes-Benz we will have a bus fully tested to base our order on. I do not think I can add much more than that.

Mr LANGLEY: Can the Minister say what progress has been made regarding the Emerson crossing, what action was taken last year, and what further action will be taking place this financial year?

The Hon. M. M. Wilson: The Emerson crossing is a highways construction programme. I will give the honourable member the details. The Commissioner informs me that the council has given its approval and we are now on the detail design which brings with it the construction phase as well. We expect to start construction this financial year.

Mr LANGLEY: Can the Minister give any indication of the position concerning the Friendly Service Station (I do not think it is very friendly) on the corner of Cowper Road and South Road, which seems to be holding up the progress there?

The Hon. M. M. Wilson: The question as to whether I would have an investigation has been asked previously. I think the member for Florey asked a question. I will have a look at it; I am aware of the problem.

Mr LANGLEY: Representations have probably been made to the council on this. The people in the Cowper Road area are very concerned, and the situation is impossible, with transport going through the residential streets. Instead of going down Cross Road and straight ahead, traffic uses the residential streets. I have seen the Highways Department, and it is a fact that transport still frequents these streets. There is only one way it can be overcome, and I hope the Highways Department and the council will consider having a roundabout, which would stop transport utilising residential streets.

The Hon. M. M. Wilson: I only can repeat what I have said; we do realise that it is a problem and we are looking to see what we can do. We will have to meet with the council, because the council has the final power.

Mr O'NEILL: The Minister will be aware of a matter I raised in relation to parking concessions for T.P.I. members, and he has been approached by the T.P.I. Association of South Australia for parking permits for their members, they say about 200 in number, in the metropolitan area of Adelaide. They realise that there are criteria laid down in respect of these permits: there must be a permanent impairment in the use of limbs; the person concerned must be unable to use public transport; the speed of movement by reason of the impairment is severely restricted. Some of these T.P.I. pensioners are recognised by the Veterans Affairs Department as being severely incapacitated. Many of them do not suffer from limb impairment as such, but their medical condition is such that they are impaired greatly overall, and as a consequence are probably more deserving of consideration in that respect than are other people who may have lost limbs, which has slowed them down. Has the Minister been able to give the matter any further consideration, and is there any hope soon of these former defenders of the country getting some satisfaction in respect of that request?

The Hon. M. M. Wilson: Yes, there is some prospect, because we are looking to see whether we will relax the guidelines. I am not giving any commitment at this stage, but it is rather like the question that the member for Mitcham asked earlier about concessions on public transport for war widows. I would very much like war widows to have the concessions. The member for Mitcham says there are not many of them, the member for Florey says that there are only 200 of these T.P.I. members, and I sympathise with their case. I have also had applications from various other organisations for concessions: the retired unionists association is one of them—and very nice people

they were indeed when they came and saw me. I wonder how far we can continue to extend either public transport concessions or any other concessions when, as I have said before, we give the most generous concessions in the whole of Australia. All I can say to the member of Florey is that we are having a look at those guidelines. Admittedly, we could do it for not a great cost, but do we then extend it to the other bodies as well? Every time we make an extension we aggrieve somebody else. That is one of the problems. It does not mean that their cause is any less worthy for that.

Mr O'NEILL: I wish to ask a question in respect of the so-called O'Bahn system, and the Daimler-Benz Corporation. It is interesting to note in a cutting I came across in the *Advertiser* of 19 February 1977 that one Dr Tonkin was in Bonn. I will not bore honourable members with the whole of the report but it states, in part:

'Lightweight rail systems have a great future in South Australia'. He said they appeared to be ideally suited to the proposed north-east suburban corridor to Tea Tree Gully in particular . . . Dr Tonkin said lightweight rail systems being developed in Europe appeared to provide an economical answer . . . Dr Tonkin said: 'The South Australian Government has acquired the Tea Tree Gully corridor to serve the north-eastern areas. I think it is time the Government stopped asking people what they would like and put forward some definite proposals.'

Obviously, he was referring to light rail. I just put that in as a matter of interest. I ask the Minister whether he saw the letter to the Editor of the *Advertiser* last Saturday from Mr Henk Graalman, of St Marys, referring to an article in the *Der Stadtverkehr*, in Germany, regarding O'Bahn systems, wherein he raises some interesting points. I have not seen a copy of the particular journal, which I understand is called City Traffic in English. If I did see it, I would not be able to read it, because I am not so smart at German. However, the points made in the letter are as follows:

First, on 28.9.80 the first public demonstration section was opened in Essen and has been completely financed by a Federal Government department.

I am sure that the Minister would like to be in the position of having the Federal Government completely financing the system here. The writer went on:

Secondly, in Essen the O-Bahn is called 'spurbus' (rail bus) and did not replace a tramline but has been built on the banks of an abandoned tram route because of lack of patronage, therefore making it suitable to try the system where no heavy demand can be expected.

Thirdly, the track surface is subject to heavy wearing, especially in bends and stops, making frequent repairs necessary and a maintenance-free period of 30 years is highly unlikely.

In view of this I feel that this very expensive rail bus technology which is untested in heavy traffic and patronage is unsuitable for Adelaide at this stage.

The other thing I would like to draw to the attention of the Minister is an article in *Fortune* of December 1979, headed 'The government that clouds the diesel's future'. I ask the Minister whether the department has taken into account a number of technical problems which obviously still exist with this so-called busway or O'Bahn system, and whether, with the decision to extend the O'Bahn section for the full 12 kilometres from Park Terrace to Tea Tree Plaza, it will be the longest so-called O'Bahn route in the world.

The Hon. M. M. Wilson: Yes, it will be the longest. I would not have any doubt about that, unless one is built somewhere else in the meantime. I cannot see that happening at this stage. We are a fair way along the way now. As to the letter referred to in Saturday's *Advertiser*, to which the member has referred, it is simply that the tramline in Essen went through a very narrow section and there were difficulties for the tram. Very wisely, the Essen transport authority, E.V.A.G., decided to introduce this guided bus system instead of the tramway. Certainly, in the initial stages there was wear on some of the curves; no-one has

tried to hide that. I remind the honourable member that it was the first commercial track in operation. There was wearing on the curves, but I assure the honourable member that the curves in the north-east busway will be nothing like the curves in the E.V.A.G. system in Essen.

I remind the honourable member that I did not say in the House that it would have a 30-year maintenance free period. I said that Zublin engineers had said that it would. I said that, even if the period was only half that, there would be enormous savings in maintenance costs to the taxpayers of South Australia. That is one of the main reasons why we are introducing it. We believe that the maintenance will be far less on a guided busway than on a conventional busway or an l.r.t. track.

Mr O'NEILL: There is the environmental aspect of diesel pollution in the Torrens Valley.

The Hon. M. M. Wilson: There will be virtually none. The north-east corridor is very wide. Diesel fumes do not contain lead, to start with.

Mr O'NEILL: They are carcinogenic.

The Hon. M. M. Wilson: Does the honourable member suggest that we take all buses off the road? People will get far more pollution from living alongside the North-East Road. Some people in St Peters want a vast increase in the number of diesel polluting buses on the North-East Road to service people in the north-east suburbs. There will be a great increase in diesel pollution on those roads, compared with the infinitesimal amount that will be involved from buses on the busway. The e.i.s. showed that there would be little or no pollution. I do not want to go over this, as the honourable member knows it all. There will be the enormous advantage of flexibility in what we do when we replace the first lot of buses, whether we electrify them or go to alternative fuels, or whatever else we do. We can take account of the energy situation in Australia at that time. We will be making provision for electrification when we construct the busway.

Mr O'NEILL: The reference to electrification is interesting, because that is what I favour, and I sympathise with the people who live along busways where diesels operate. There are problems. I do not propose to engage in any panic rhetoric. It is a fact that there are problems with diesel exhaust fumes that people sometimes tend to overlook. Electrification means of course that one of the arguments against the aesthetics of l.r.t. goes out the window, because with O'Bahn you have the twin environmental disadvantages of two 10ft. concrete gutters running all the way up the Torrens Valley to Tea Tree Plaza and, if we electrify them, we have the additional problem of an overhead electric network.

In respect of the actual O'Bahn track, from the literature I have seen I understand that, because of the tolerances necessary on curves, even though the curves will not be as severe as they are in the short track in Essen since we are dealing now with a proposed much longer track, I understand that it is necessary to put in steel running rails, or whatever they are called, instead of concrete. I have read about a problem in respect of the heat generation of the tyres running in the track and the rubber guide wheels running on the guidrails. Has any thought been given to the problems that may accrue owing to high temperature summertime operations in South Australia, and has the authority considered the maintenance problems likely to arise from excessive ambient heat during summer time?

The Hon. M. M. Wilson: I do not know of the problem that the member brings forward. The busway team has not shown any concern about that. I must remind or tell the member that this is a very efficient operation. The busway team is not just saying to Ed Zublin A. G., of West Germany, 'Here is a contract and we will give you X

millions to build your concrete busway on the ground,' and leave it at that. Enormous safeguards are being built into this. We are not taking it lightly at all.

Mr O'NEILL: Financial safeguards?

The Hon. M. M. Wilson: We are not just going to give them a contract without any requirements for guarantees. This is simple technology but new technology. It really is extremely simple. As I told the member on a talk-back programme the other day, it is technology being rapidly developed in Japan, which realises that it is the only way it can go in view of the massive investment needed in public transport to cater for its massive concentration of population. In Japan an l.r.t. becomes viable because of the massive concentration of people. Japan realises that in some areas it must have less costly forms of transport. I can only say to the member that there will be problems in the design and laying of this particular system, just as there would be in the laying and design of an l.r.t. track along the same route.

I am sure that the member does not really believe that, if the former Government had stayed in power and was constructing an l.r.t., it would have encountered no problems. Of course there will be problems: there are problems in every major engineering or construction contract. We will overcome the problems; otherwise, we would not have taken the decision. We gave it much thought and consideration, and I have nothing but admiration for the officers who have worked on it.

The CHAIRMAN: I point out that the honourable member has asked his three questions. I remind him that I allowed some liberty to him because his first question concerned concessions and the later two questions were on a totally different subject relating to the O'Bahn system.

Mr OSWALD: My question concerns the S.T.A. and the upgrading of the Glenelg tramline. What plans has the S.T.A. to upgrade the line in the coming year? Will the authority achieve a new track as far as Brighton Road? Will we see any new platforms (similar to that at Brighton Road) elsewhere on the track in the forthcoming financial year?

The Hon. M. M. Wilson: I understand that those platforms were suggested to the Government by the local member. The test platform proved to be extremely popular. I will ask the General Manager to comment further.

Mr Brown: Provision has been made for upgrading five stops along the Glenelg tramline during this financial year. They will start from the inner city area along that section of track that has already been upgraded. Five stops will be upgraded in this financial year. They will be of the same standard as that at Brighton, except that the patronage is not quite as high at those inner city stops as at Brighton, so the extension of the work will not be quite as great.

Mr OSWALD: The other question was whether the new track would reach Brighton Road during the coming financial year.

The Hon. M. M. Wilson: I believe not. It will not reach Brighton Road in this financial year, but it should not be too much longer.

Mr HAMILTON: Can the Minister explain in greater detail what is leverage leasing and the advantages that the S.T.A. sees in using leverage leasing?

The Hon. M. M. Wilson: I cannot explain to the member in great detail what leverage leasing is, but perhaps some of my officers can. As I understand it, the leasing company buys the vehicles from, in this case, the authority and leases them back to it at a lease payment which includes a fairly considerable interest rate. The interest rate depends upon the taxation advantages to the leasing company. Of course, the taxation advantage that accrues to the leasing company takes the form of depreciation on the asset. A bus, I think,

has for leasing purposes a life of about seven years (and I will ask Mr Rump to comment further) as far as the Taxation Commissioner is concerned. I thought they would last longer than that, but the leasing company has an enormous advantage in depreciation in connection with tax savings, and much of it is passed on, in this case, to the S.T.A. as a lower interest rate.

I am informed (and this was before the arrangements were entered into—obviously they were discussed with South Australian Treasury officers) that there is no real advantage in leasing buses or trains, bearing in mind that with a train one must pay a higher rate of interest because of the longer life and subsequent lower depreciation, and I am told that there is no advantage over using Loan funds as far as the amount of money expended eventually is involved, except of course that one has the money in hand at the time and one does not have to find Loan funds. In the short term, one will have fairly high repayments to make because of the lease commitments and, therefore, in the next few years, the authority will have fairly high lease payments but, when taken over a period, it will be no more expensive to use leverage leasing than to use normal Loan funds over the allocated period of Loan funds. Perhaps Mr Rump can comment further.

Mr Rump: The Minister has explained the situation fully. It is the combination of the investment allowance and depreciation which enables the leasing company to offer a deal that gives the authority an effective interest rate much lower than or comparable to what other borrowings would cost. It was a system introduced in New South Wales by Neville Wran's Government as a means of financing public transport operations. It quickly caught on in other States and is an effective and efficient way of financing public transport. I cannot add anything further.

The CHAIRMAN: I do not wish to curtail any member, but I ask all members to keep their questions and replies as short as possible.

Mr HAMILTON: The Minister may recall that earlier this year I asked the following Question on Notice:

Will the Government require the manufacturers of O'Bahn equipment to—

- (a) invest a substantial independent capital equity in the facility subject to ultimate acquisition without compensation; and
- (b) be liable to technical and operational costs over an agreed period of time?

The Minister replied as follows:

. . . The detail of these is a matter for negotiation.

What further negotiations have taken place, and have these matters been finalised as yet? If so, what is the result of those negotiations?

The Hon. M. M. Wilson: A letter of intent has been forwarded to Mercedes-Benz in Melbourne and Daimler-Benz in Stuttgart that we intend to implement their system. Final contract negotiations will have to be arranged for the buses, bearing in mind that the bus purchase will be with Daimler Benz and the patent rights on the track are held by Ed Zublin A.G., of Germany. We will be dealing with a consortium of the two German manufacturers: a private construction company and a bus manufacturing company. I cannot give the honourable member any further details at this stage.

Mr HAMILTON: I also asked the Minister the following Question on Notice relating to north-east transport:

2. Will the carriageways and bridges of the component sections of the proposed north-east busway be designed for possible conversion to rail usage, considering that is the policy being adopted by the authorities in Los Angeles for similar projects?

3. Which Government department will be responsible for 'ways and works' maintenance on the proposed north-eastern suburbs busway?

The Hon. M. M. Wilson: The design of the O'Bahn track will allow it to be used in future if necessary for the enclosed Daimler-Benz system or any other system of that type which is in fact a bus l.r.t. and which consists of a bus without a steering wheel. It is entirely a closed system in the form of modules. We can put three or four carriages within the system, but they are buses. I was fortunate enough to see the proto-type in Hanover, and it is one of the most marvellous things I have ever seen. It has all the advantages of l.r.t. without the high cost of an l.r.t. car. As I stated in the House last week, l.r.t. cars are getting up towards \$1 000 000 in cost; certainly \$800 000. There is really no need to design it for l.r.t. If it ever has to enter a closed system, it will lose the advantages of flexibility, especially at the Tea Tree Gully end.

If it ever has to go to a closed system, we may want to institute that elsewhere in South Australia. It would be a sad day if the Glenelg tramline was replaced, as it is a great tourist attraction. If we ever wanted to do that, the O'Bahn closed system would be marvellous. That is the ultimate development of the system. It is probably hard to imagine, but it is very much like a series of three or four buses linked together in a train-type configuration. The driver just works it much the same as a train. You have the advantage of light weight and the rubber tyres and the silence and comfort of the ride. I hope members will have a chance to see it one day. It will be interesting to see whether the operators of such a system would be members of the A.R.U. or the A.T.N.R.E.A.

Mr SCHMIDT: I refer to page 124 and page 52 in the second volume of the programme performance papers. In introduction, I make the comment that it is heartening to see the activity taken by the Government in upgrading the Christie Downs railway station. It has been a blessing for people down there and is well received. People have no longer to try to fight their way to the front carriage to get off at the platform. It is a most welcome expansion by S.T.A. Page 52 indicates that the S.T.A. is endeavouring to extend its rolling stock by 120 Volvo buses and 30 new series rail cars. They were to be delivered in September and August of this year. Have those deliveries been forthcoming, and what additional expansions does the Minister consider for the forthcoming year, as double the amount of money has been allocated for improving rolling stock? What allocation of that rolling stock will be designated for the Noarlunga Centre line and for the improvement of the articulated systems to the Noarlunga interchange?

The Hon. M. M. Wilson: We will have all the Volvo buses by the end of this financial year. There has been some delay in the delivery dates for the new MAN buses. The member for Florey asked me a question about this in the House. I do not know whether the honourable member has been told, but the main reason for the delay is union action in other States.

Mr O'NEILL: Precipitated by the Victorian Government on the waterfront.

The Hon. M. M. Wilson: As long as you are not going to blame the S.T.A. for it, I do not mind. I have either sent the honourable member a letter or there is one coming on that.

Mr O'NEILL: I have received it.

The Hon. M. M. Wilson: I knew you would be pleased to receive it. The General Manager can give the member for Mawson more details.

Mr Brown: There have been 20 Volvo B10M buses delivered during the year and there was a proposal that 35 of the 140 MAN standard buses were to be delivered as well. We are assessing how many of those 35 MAN buses will now be delivered because of the hold-ups that have been referred to. We are confident that the majority of those 35

will be delivered within the financial year by reprogramming.

Mr SCHMIDT: On page 52, I noticed the annual increase of 120 bus shelters. Is that a general role in an upgrading programme being undertaken or is it specifically for new routes? What consideration has been given to the extension of bus routes in the Aberfoyle Park, Flagstaff Hill and Happy Valley areas?

The Hon. M. M. Wilson: This is a rolling programme for the upgrading of bus shelters. As to the extension of buses in the Aberfoyle Park area, there are several areas under consideration for extension by the S.T.A. in this 12 months. It is not my intention to announce them at this stage because we do not have the definite proposals yet. I assure the honourable member that that is one of the areas under consideration.

Mr SCHMIDT: With the upgrading and re-issue of public transport information maps, I would like to know what consideration has been given to the possibility of the S.T.A. delivering the new time tables on a householder basis. This suggestion came forth from a seminar held in Noarlunga a few months ago, where many new residents, particularly in the very dormant suburbs, have some difficulty in getting hold of these maps. If they want maps, they are required to make a trip into town or some other destination. If these maps were made available on a householder basis, it could also be seen as a form of marketing and would certainly bring information to people rather than have them chase the information.

The Hon. M. M. Wilson: I will take this on notice. We would need to have an investigation to get a cost of doing that. I will let the honourable member know. I am grateful for the suggestion.

Mr SLATER: I refer to the line 'Payments for recreation and sporting purposes, financed from the Recreation and Sport Fund, \$1 500 000', which is the anticipated income in respect to the Soccer Pools fund for 1981-1982. Can the Minister say who determines the priorities in regard to the allocation of funds? Seven projects have been given priority for the forthcoming year. I recall the Minister's remarks this afternoon in regard to the capital assistance scheme, where we have more applicants than money to supply their needs.

I am wondering whether the same situation applies in regard to this fund in future, and I express a concern in regard to the allocation of the fund to various projects. Can the Minister give information in regard to who determines the actual project or the facility that should gain recognition as part of the fund?

The Hon. M. M. Wilson: The project is determined by the Government, on recommendation from me. The member mentioned seven projects. The loan and the grant to the South Australian Soccer Federation was a carry-on from negotiations held with the former Government and then entered into by this Government for the World Youth Cup (which we should all be at tonight). The State Aquatic Centre project was a result of an agreement between the Federal Government and the State Government. The Aberfoyle Hub Recreation Centre was a recommendation from the Department of Recreation and Sport and the Recreation Advisory Council. The administration subsidy scheme of \$200 000 was a recommendation of the Sports Advisory Council. The additional boost to the present programme in the division came after negotiation with the Sports Advisory Council, and the community physical fitness programme was a recommendation of the department. The South Australian Amateur Gymnastics headquarters was also a recommendation of the department. So, we take advice from several quarters.

I would have to say that much of this money would be used over the years for sports headquarters, such as facilities for the South Australian Hockey Association, for instance. I could name many of them; there are several priorities urgently in need of a State headquarters. The advice as to which of those should be funded at any one time would come from the Sports Advisory Council.

I do not want the unenviable task of having to decide between the competing demands of various sporting bodies. I am sure the member for Gilles knows what I am talking about. So, I can suggest to the honourable member that we take advice from the advisory councils and the department. The Government reserves the right at any stage to allocate its own priority to the distribution of moneys from Soccer Pools funds. This was done with the South Australian Soccer Federation, although I believe that that was supported by the Sports Advisory Council. In any case on most of the items that will be funded from Soccer Pools, advice will be taken from those bodies.

Mr SLATER: I appreciate the comments the Minister has made and I agree entirely, but I express concern for the future. The Minister is quite correct in saying there is difficulty in determining priorities because there will never be enough money at any one time to satisfy the immediate needs of all sectors of recreation and sport. I am concerned about the future, where people who believe they have a reasonable case for assistance under this fund find that their needs may not be immediately fulfilled. The Minister may recall a suggestion I made about people who were involved in sport at least having some input. I appreciate the aspect of the Sports Advisory Council, but I suggest that there was plenty of concern in regard to the commitment made in regard to the aquatic centre.

In the interests of sport and recreation in this State, it does not pay to have people involved in sport generally having ill feeling towards each other in regard to the allotment of funds. Doubtless, when the average return from soccer pools settles down, as it appears to be doing, it will bring about \$20 000 a week, or \$1 500 000 per annum, to the Government. I am asking the Minister, even though the allocation has been made for this year, whether some formula will be devised that can, at least to some degree, alleviate the concern expressed this year by some sectors of sport and recreation. Administrators particularly were concerned, as I have said, regarding the aquatic centre. Is there likely to be some formula evolved, even though the Government has the final decision, that may alleviate some of the concerns expressed this year?

The Hon. M. M. Wilson: I would be interested in pursuing the concerns that the honourable member feels are held by some sporting bodies. I take it that it must be that some sporting bodies are unhappy that they are not represented on the Sports Advisory Council, especially as they would have seen in the past 12 months what a tremendous job the Sports Advisory Council has done. We will leave aside the question of the aquatic centre, because that was a Government decision, but sporting bodies may feel that the South Australian Gymnastics Association should not have received a grant this year perhaps, or they may have heard that there are certain priorities for the provision of State headquarters for various sporting bodies and they are unhappy that they are not on that first list.

I do not know the answer. I am not qualified to know which sporting bodies concerned have the greatest need. I need the advice of the council. The council carried out a survey of all State sporting bodies on facilities and has allocated certain priorities. Those priorities are subject to review, but the council and subcommittees of the council have done enormous work in interviewing, collating, and

making recommendations. I cannot see any way out of the position.

I would like to find a formula but, once we find a formula, we have to apportion a small amount over a whole field. The member for Gilles realises that 'here is a good chance (and I hope we will know within a month or so) of getting the Australia Games here in 1986, and I know that there are moves by the Adelaide City Council for us to apply for the Commonwealth Games in 1994. If we are to host even the Australia Games, we have to really lift our game in regard to major sporting facilities. When I say 'major', some of them are not all that costly. We can upgrade the Hanson Reserve cycle track comparatively cheaply compared to, say, an aquatic centre.

I am not going to go into the whole ambit of the Olympic sports and types of sports that would be required with the Australia Games, but the celebrations in 1986 will put a great deal of pressure on the Government. I do not agree with the honourable member that we should adopt a formula, certainly not without much more thought, because that would disburse the money in small amounts and, unless we put strict guidelines on its use, it could be disseminated in all sorts of ways. I find it hard to understand how we could do that. Perhaps the honourable member may care to elaborate.

Mr SLATER: I am not suggesting a formula. I am asking the Minister whether it is likely that the Government would consider some means of alleviating some of the discontent this year. I appreciate that this is the first time that such a determination needed to be made in regard to the distribution of the fund. My understanding was that the problem was not in regard to the gymnastics people or anyone else; the determination was made by the Government, as the Minister has indicated, to provide \$650 000 for a period of five years from soccer pool funds for the aquatic centre. I have never argued that this was a correct decision or otherwise. I have just suggested that it could have been done in a way in which these circumstances might not have arisen. I agree that we should not disburse the funds in minor amounts that actually lead to nothing—I believe they should go on specific purposes and facilities.

The Minister referred to the Sports Advisory Council. How are members appointed to it? Who are the present members, and what sport do they represent? What is their term of appointment? The answer to this question will not really solve the problem, because not all sports can be represented. Only about 12 people are on the council. The Minister has suggested that some people may regret that they are on it.

The Hon. M. M. Wilson: I shall be happy to answer that question. The Sports Advisory Council is appointed by me, as it was appointed by my predecessor. It has been going for six years. The Chairman is Mr John Halbert. Nominations are asked for from sporting associations, and final selection of the appointees is made by me in conjunction with the Department of Recreation and Sport. I seek leave to have inserted in the report of proceedings information about the Sports Advisory Council without my reading it. It will be of assistance to the member for Gilles.

Leave granted.

SPORTS ADVISORY COUNCIL

Established some six years ago, the council has the direct responsibility of representing the sporting fraternity to the Minister on all matters pertaining to sport.

Currently the council is composed of a Chairman (appointed by the Minister), a departmental representative, Government members, and 11 other members nominated by various State sporting associations.

The council has been an invaluable asset during the department's first years of operation. Its assistance and advice has smoothed the entry of Government into the delicate arena of sport and politics.

The council (which is appointed each two years) was nominated in April 1980.

Members	Representing	Expiry Date
Chairman:		
Mr J. Halbert	Ministerial appointment	31.5.82
Mr S. Evans, M.P.	Ministerial appointment	31.5.82
Dr D. Newble, M.P.	Ministerial appointment	31.5.82
Mrs J. Dundon	Ministerial appointment	31.5.82
Mr G. R. Keane	S.A. Golf Association Inc.	31.5.82
Mrs M. Angove	S.A. Netball Association Inc.	31.5.82
Mr J. Miller	S.A. Amateur Gymnastic Association Inc.	31.5.82
Mrs D. Burge	S.A. Women's Amateur Athletic Association	31.5.82
Mr M. Wells	S.A. Soccer Federation Inc.	31.5.82
Mrs B. Worley	S.A. Paraplegic and Quadruplegic Sports Club	31.5.82
Mrs A. Bigham	Gymnastic Association Inc.	31.5.82
Mr E. Granger	S.A. Lacrosse Inc.	31.5.82
Dr D. Glencross	Hockey Association Inc.	31.5.82
Mr W. H. Carlier	Retired—Businessman and Administrator, Lawn Tennis Association of Australia and S.A. Tennis Association	31.5.82
Mr N. Grimm	S.A. National Football League	31.5.82
Executive Officer:		
Mr M. Nunan	Recreation and Sport Division	31.5.82

Structure—The following specialist committees provide advice to the council:

- Sports Administration Committee
- Coaching Committee
- Capital Assistance and Facility Review Committee
- Sports Medicine and Sports Science Committee
- Sports Development Committee

The CHAIRMAN: As we have about 12 minutes remaining and as I have a number of names before me of members wishing to ask questions, I suggest that each member asks one question and then we can go around the table again. This will be fair to all.

Dr BILLARD: Before asking a question about the S.T.A., I would like to make a brief preface by commenting on the remarks of the member for Florey about statements made by Dr Tonkin in 1977. I congratulate the honourable member on his research. I, too, have done some research. Although I do not have it with me at the moment, I do have a copy of a *News* report at that time giving Mr Virgo's comments on the statement made by Dr Tonkin. Members will recall the NEAPTR study—a \$1 000 000 study—was in its early stages, and phase 1 had just been published or was about to be published. Certainly, it was in the early stage of trying to find the best system. Mr Virgo said that the statement by Dr Tonkin was old hat because it had been long-standing Government policy to supply a tram for the north-east area.

To me that indicated that the result of the NEAPTR study had been predetermined. My question relates to the patronage referred to by the Minister in relation to some of my earlier questions. From the figures supplied, patronage over the last three years was 70 500 000, 73 200 000, and I think the Minister said that last year patronage was 77 500 000, which represents an increase of 3.8 per cent, followed by a further increase of 5.9 per cent. Overall, it is about a 10 per cent increase in patronage in the last two years. Obviously, where that patronage increases, it has a significant impact on the number of buses and trains that are required to service that need. Where did that patronage increase in relation to peak hour and off-peak hour periods and relative to buses as opposed to trains? Is the S.T.A. acquiring more buses than it otherwise would have acquired to meet that need?

The Hon. M. M. Wilson: The answer to the last question is, 'Yes, we are acquiring more buses.' Of course, that makes the cost of the north-east busway significant. Of the \$15 000 000 allocated for acquisition, at least \$10 000 000 would have had to be spent anyway. That is a very impor-

tant point that people should remember when comparing costs. By far the greatest increase occurred on buses, and the greatest increase at peak hours. I will obtain the exact details for the honourable member, because everyone should be aware of them.

Mr O'NEILL: I understand that the O'Bahn goes through the east parklands into Grenfell Street.

The Hon. M. M. Wilson: No.

Mr O'NEILL: Obviously there has been a change since I saw the details. Where will the city end of the north-east busway be located? Given some of the objections raised by the Adelaide City Council in relation to other systems terminating in the city, has the Minister reached agreement with the Adelaide City Council in relation to the city terminus for O'Bahn?

The Hon. M. M. Wilson: Agreement has not yet been reached, nor have we reached a stage where it should be reached. Negotiations are taking place with the City of Adelaide Planning Commission at the moment, where I understand that a final decision will be made. A joint study is being undertaken by the Government and the City of Adelaide of public transport as a whole in the city, not just the north-east busway.

For the honourable member's information, we are asking the city council to agree to the following route: Hackney Road, Dequetteville Terrace, Rundle Road, East Terrace, Grenfell Street, and Currie Street. Some members of the city council put the proposition that the buses should terminate at Hindmarsh Square, because one or two members of the city council believe that all public transport should stop on the outskirts of the city and that people should walk to their place of employment. I find that very difficult to accept, although I am very pleased to see people get exercise, but it would be extremely difficult for old people. I also find it very difficult to accept that the Government should spend \$68 000 000 on a rapid transit system to Tea Tree Gully and then ask people to spend 15 minutes walking to their place of employment after they get off a bus. I mention that to the honourable member so that he is aware of some of the comments that have been made, although I do not agree with them. I am confident that we will reach agreement with the city council. The exact terminus has not yet been stated, but it will be in the Light Square area.

Mr OSWALD: The Government has recently announced an initiative in regard to the second free city loop service. How successful has it been and does the patronage warrant the continuation of this free service?

The Hon. M. M. Wilson: We are a little disappointed in its patronage. I would have hoped that there would be more but we will give it more time to see how it settles down. I will give the honourable member exact patronage figures.

Mr HAMILTON: I raise a serious matter with the Minister. I understand that in 1977 a bus caught fire at one of

the S.T.A. depots. I understand that the bus was in flames within 15 minutes because of the type of material used in the seating. Are all S.T.A. buses and S.T.A. modes of transport upholstered in a fire-resistant fabric? In 1979 a fire burnt through one of the modes of transport. It is a danger that could occur to the travelling public. Has the Minister or the S.T.A. considered this aspect in all forms of transport? Is all the seating accommodation in these modes of transport fire resistant and, if not, what action does the S.T.A. take in an attempt to overcome these problems?

The Hon. M. M. Wilson: This is a technical question and I will ask the General Manager to answer it.

Mr Brown: Since those unfortunate incidents a few years ago the S.T.A. has been undertaking tests on suitable seating materials. The new M.A.N. bus contract provides for a type of seating material to be used which has been tested either by the D.S.A.R. or the university. It has proven to be a lot better from a fire-resistant viewpoint. Accordingly, it will be introduced. The Volvo buses were the first step in improving what originally existed in the older fleet. The M.A.N. buses will be an improvement on that as well.

Mr ASHENDEN: The S.T.A. provides services from outlying areas to the city. Apart from the ring route, there are really no cross services at all. My electorate is such that one person in three works in the direction of Port Adelaide rather than the city. When is the present study being undertaken by the S.T.A. into the development of a bus service from Tea Tree Gully to the Port Adelaide area along Grand Junction Road likely to be completed and the recommendations known?

The Hon. M. M. Wilson: The General Manager can answer that question specifically. We cannot really introduce cross-town bus services other than the circle line until we have all our radial routes fully serviced. I hope that that will not be too long. New suburbs have to be serviced first. The community buses that we spoke about before are supposed to help with cross-suburban transport. The honourable member refers to a long-distance trip.

Mr Brown: There is no programme for the completion of that study at this point of time.

The CHAIRMAN: I declare the examination of the vote 'Minister of Transport, Minister of Recreation and Sport, Miscellaneous, \$58 386 000' now completed. I thank Committee members for their co-operation, and I thank the Minister and his departmental officers for their co-operation.

ADJOURNMENT

At 10 p.m. the Committee adjourned until Wednesday 7 October at 11 a.m.