

## LEGISLATIVE COUNCIL

Thursday, August 7, 1969

The PRESIDENT (Hon. Sir Lyell McEwin) took the Chair at 2.15 p.m. and read prayers.

### QUESTIONS

#### LEASEHOLD LAND

The Hon. A. M. WHYTE: I seek leave to make a short statement prior to asking a question of the Minister of Agriculture, representing the Minister of Lands.

Leave granted.

The Hon. A. M. WHYTE: I understand that Cabinet has approved measures to reduce rent levels on some leasehold land. Can the Minister tell me the methods or formulae being used by the Land Board in this reassessment?

The Hon. C. R. STORY: I know that the matter has been discussed by my colleague. I will endeavour to get the information that the honourable member requires.

#### MURRAY BRIDGE ROAD BRIDGE

The Hon. V. G. SPRINGETT: I seek leave to make a short statement before asking a question of the Minister representing the Minister of Roads and Transport.

Leave granted.

The Hon. V. G. SPRINGETT: I have had my attention drawn this morning to today's issue of the *Murray Valley Standard*, on the front page of which concern is expressed about possible structural damage to the present bridge at Murray Bridge, making it unsafe for traffic of all kinds after the new bridge is commissioned. The point at issue, apparently, in local circles is that, when the new bridge is opened, if anything happens to this present bridge, Murray Bridge will be divided into two sections, east and west. The eastern half is growing considerably and it is 16 to 18 miles both ways from East Murray to West Murray. Can the Minister give any indication to Parliament of the future of the old bridge, how safe it really is, and for how many years?

The Hon. C. R. STORY: I will take the matter up with my colleague.

#### COMPANIES ACT

The Hon. F. J. POTTER: I wish to make a brief statement prior to asking a question of the Minister representing the Minister of Labour and Industry.

Leave granted.

The Hon. F. J. POTTER: In a recent issue of the *Australian Law Journal* there is a report

of an interesting case dealt with by the Full Bench of the High Court. The name of the case is *Stein v. Saywell and Others*, reported in 43 *Australian Law Journal Reports* at page 183. This matter dealt with a problem that arose under section 292 of the Companies Act, which, in the winding up of a company, deals with the payments in priority of certain unsecured debts. One of these priorities provided for in the section is the remuneration payable to any employee in respect of annual leave or long service leave that has accrued in respect of any period before the commencement of the winding up.

As I read the decision, the High Court has decided that, unless an employee has his benefits for long service leave accrued—to take the South Australian position, unless an employee has had 15 years' service—he cannot get anything as a priority in a winding up. Irrespective of any pro rata rights that may have accrued, an employee gets nothing, and the same will apply to annual leave, as I read the decision. This important matter could be remedied by amending section 292 of the Companies Act. Accordingly, will the Minister ask the Minister of Labour and Industry—and I think it will concern the Attorney-General, too—to consider amending this section, in view of the High Court's decision?

The Hon. C. R. STORY: I will take up the matter with my colleagues and bring down a report.

#### LOCAL GOVERNMENT ACT

The Hon. M. B. DAWKINS: I ask leave to make a short statement prior to asking a question of the Minister representing the Minister of Local Government.

Leave granted.

The Hon. M. B. DAWKINS: I know that honourable members have been interested in the deliberations of the Local Government Act Revision Committee. Like all honourable members, I am convinced of the overdue need to revise this voluminous Act, which has been subjected to much amendment. Will the Minister ascertain from his colleague when the committee is to bring down its report? I understood that it was to be available at about this time.

The Hon. R. C. DeGARIS: I will take up this matter with my colleague and bring down a report.

## NOTICE PAPER

The Hon. Sir NORMAN JUDE: I ask leave to make a brief statement prior to asking a question of you, Mr. President.

Leave granted.

The Hon. Sir NORMAN JUDE: In the last two days I have noticed that the names of members of committees of this Council have been omitted from the Notice Paper. I realize that a long motion to be moved by the Minister of Roads and Transport takes up much space on the Notice Paper. Members of the public often consult the copy of the Notice Paper that is posted in the front porch so that they can ascertain the names of the members of these committees but, if present practice is continued, they will be unable to do so.

The PRESIDENT: The practice followed varies according to the length of the Notice Paper. The honourable member has correctly assumed that, because of the length of the motion to be moved by the Minister of Roads and Transport, the available space has been restricted. An extra page would have been required if the names of members of committees of this Council had been included in the last day or two. I assure the honourable member that the publication of these names will be resumed as soon as possible.

## BRINKWORTH POLICE

The Hon. L. R. HART: I ask leave to make a short statement prior to asking a question of the Chief Secretary.

Leave granted.

The Hon. L. R. HART: We are all pleased to hear that a new police station will be built shortly at Snowtown. Rumours are current in the Brinkworth area that, once a new police station at Snowtown is operating, the Brinkworth police station may be closed. Will the Chief Secretary ascertain whether there is any substance in these rumours?

The Hon. R. C. DeGARIS: I cannot answer the honourable member's question, but I can inform the Council that present policy is to provide more mobile patrols in various areas rather than continue with one-man stations. The closing of one or two one-man stations has already been achieved and, on looking at the results of this move, we see that it is providing a better service to the community than by having one-man stations. However, I will seek the information regarding Brinkworth and bring a reply back to the honourable member.

## NURSES' PAY

The Hon. D. H. L. BANFIELD: Has the Minister of Roads and Transport a reply to the question I asked recently regarding the rate of pay being paid to occupational health nurses at Islington?

The Hon. C. M. HILL: The classification of "casualty officer" in the Railways Department is covered by an award of the Commonwealth Conciliation and Arbitration Commission, that is, the Railways Salaried Officers' Award, 1960, the salary rates prescribed therein having been determined on a work value assessment basis comparable with that of a similar classification in the Victorian Railways.

An application is currently before the Commonwealth Conciliation and Arbitration Commission for a review of salary rates for salaried officers generally. The State award of the Nurses Conciliation Committee has no application to the position under consideration.

## KULPARA-MAITLAND ROAD

The Hon. C. D. ROWE: I have been concerned for some time regarding the condition of the main road on Yorke Peninsula, particularly that section between Kulpara and Maitland. Can the Minister of Roads and Transport ascertain for me what is the position regarding the upgrading of that road and restoring it to a highway that is in good order?

The Hon. C. M. HILL: I shall ascertain that information for the honourable member.

## TRANSPORTATION STUDY

The Hon. C. M. HILL (Minister of Roads and Transport): I move:

That this House:

(a) acknowledges:

- (i) that the general principles underlying the report of the Metropolitan Adelaide Transportation Study were laid down in the Metropolitan Development Plan which was endorsed by Parliament by legislation enacted in the years 1963 and 1967 and are designed to meet the transport needs of all people of the State whenever they move within the metropolitan area; and
- (ii) that adequate safeguards in the implementation of that part of the proposals accepted by the Government will be assured to the community because the transportation proposals are required (under the terms of the Planning and Development Act) to be consistent with the general provisions of the development plan as it may be varied from time to time:

and

(b) endorses:

- (i) the general principles underlying the Metropolitan Adelaide Transportation Study proposals for the co-ordinated development of both public and private transportation and ancillary facilities; and
- (ii) the action taken by the Government in approving in principle a major proportion of the proposals as set out hereunder:

Retention of suburban rail passenger service on the four existing main lines to Outer Harbour, Gawler, Blackwood, and Hallett Cove, and extension of the Hallett Cove line to Christie Downs.

Construction of the King William Street subway to connect the two main lines on the north with the two main lines on the south and necessary modifications to rolling stock.

Express bus services on the Modbury Freeway.

Express feeder bus service on the Reynella Expressway to a transfer terminal at the Oaklands railway station.

An extensive programme of station modernization and reconstruction to encourage transfer from automobiles and feeder buses to the rail system.

Twenty suburban rail-road grade separations.

Arterial road system: 220 miles of arterial road improvements including 20 miles of new arterial roads, and 200 miles of arterial road widening.

Expressways—

Dry Creek Expressway  
Glenelg Expressway  
Gawler By-pass  
Reynella Expressway  
Port Wakefield Expressway

Freeways—

Noarlunga Freeway  
Hindmarsh Interchange  
Salisbury Freeway  
Port Freeway  
North Adelaide Connector  
Modbury Freeway

and contained in the report and excepting certain proposals which include those relating to the Hills Freeway and the Foothills Expressway (affecting the eastern and southern suburbs) and the Goodwood-Edwardstown rail diversion (in the western suburbs):

and

(c) is of the opinion:

- (i) that the Metropolitan Transportation Committee should annually make a written report to each House of Parliament on the programme of work in implementing the proposals contained in the

report which are accepted from time to time by the Government; and

- (ii) that the Government should continue its examination of existing legislation relating to the compulsory acquisition of land and introduce amendments thereto so as to ensure just compensation for persons affected by the acquisition of land necessitated by those proposals.

I refer, Mr. President, to a previous statement made by the Premier on February 19, 1969, when he said:

Because of the public interest in this matter and because it is an aggregation of much forward planning that will significantly involve a large part of South Australia's population, the Government will initiate a debate on this issue early in the new session later this year. The matter will be put to this Parliament in a positive form by the Government so that a full debate by this House can be conducted by the elected representatives of the people of this State.

He also said:

The Government has made the following decisions in regard to the M.A.T.S. proposals. The Government adopts the Metropolitan Development Plan as a basis for its transportation planning. It adopts a planning period of about 20 years in respect of metropolitan planning and accepts the estimates of future travel demands as determined in the transportation study. The Government endorses the general principles adopted in the design of the transportation plan. These include the following: co-ordinated development of both public and private forms of transportation; a public transport plan to involve integration of bus and rail passenger services; an increasing use of public transport, and a road plan to involve the maximum practical utilization of existing roads, together with special purpose roads in the form of expressways and freeways.

The Government acknowledges the need for full consideration of social and aesthetic considerations in transportation planning and approves as a master plan the proposals put forward in the M.A.T.S. plan for the development of public transport, excepting that some proposals have been deferred for further consideration. The Government approves as a master plan the proposals to develop an arterial road network, but here again a total of 16 deferments has been made for further consideration. It also approves as a master plan the freeways and expressways, and here again some deferments have been made.

Following the release of the M.A.T.S. Report, the Government deferred its consideration of the proposals for a period of six months (from August, 1968, to February, 1969) to allow public examination of the proposals, and the Government invited persons and organizations wishing so to do to make submissions. Following consideration of the submissions the Government announced, on February 19, 1969,

its endorsement of the majority of the study proposals but deferred a number of items for further review.

In March, 1969, the Government disbanded the Joint Steering Committee, which had been responsible for the conduct of the transportation study, and established the Metropolitan Transportation Committee, one of the terms of reference for this committee being:

To recommend any variations in the proposals of the Metropolitan Adelaide Transportation Study, including the recommended system and the priorities for implementation, following consideration of representations from the public and following any change in circumstances requiring such variations.

The composition of the Metropolitan Transportation Committee is as follows: Messrs. S. B. Hart, Director of Planning (Chairman); H. M. Bubb, City Engineer and Planner, Corporation of the City of Adelaide; R. J. Fitch, S.A. Railways Commissioner; F. R. Harris, General Manager, Municipal Tramways Trust; A. K. Johnke, Commissioner of Highways; and A. D. McClure, Town Clerk, Corporation of the City of Marion (representing metropolitan local government). The Secretary is Mr. T. M. Barr, Administrative Officer, State Planning Office.

It will be noted that, in addition to the representation of the former study Joint Steering Committee, which was disbanded with the setting up of the Metropolitan Transportation Committee, the new permanent committee includes a representative of metropolitan local government, additional to the representative of the Adelaide City Council. All the submissions received were referred to the Metropolitan Transportation Committee for detailed study and reply, and the committee was also required to report on the items which had been deferred.

Limitation of staff has prevented a comprehensive report being made on all the deferred items within the limited time that has been available. On the basis of reports that have been received from the Metropolitan Transportation Committee it has, however, been possible to arrive at a decision on some of the deferred items. Others requiring detailed field investigations and complex technical study will require further investigation. The present position with regard to these deferred items is as follows:

1. Proposed Goodwood-Edwardstown Rail Diversion, Cities of Unley and Marion: The diversion as proposed in the study report shall not be adopted.

2. Closure of Railway Stations: There are no plans for the early closure of metropolitan railway stations as proposed in the study report (including the Womma railway station, closure of which was specifically deferred). The position with regard to the operation of all metropolitan stations will be kept under continuing review, and any decision on closure will be made having regard to the number of passengers using the various stations.

3. Closure of Grange Railway Line, City of Woodville and Corporation of the Town of Henley and Grange: An investigation is proceeding to determine the full implications, including costs, of retaining the line. It has not been possible to complete an investigation in the time available, and so this matter remains deferred.

4. Arterial Road System, City of Salisbury: A major review of the study proposals for arterial roads in the Salisbury area is progressing. This review arose from a detailed submission received from the Salisbury council and is proceeding in close consultation with the council.

The council has prepared a comprehensive series of plans to a greater degree of detail than that adopted during the study. These plans are in general accordance with the basic arterial road classifications proposed in the study, but some significant amendments are suggested. Investigation is proceeding, so this matter is further deferred.

5. Church Place Extension, City of Port Adelaide: The road pattern envisaged in the study for Port Adelaide also includes an extension of Grand Junction Road westwards to link with the Bower Road Causeway and a northern extension of Commercial Road to a new bridge over the Port River. These proposals are designed to relieve the centre of Port Adelaide of major through traffic.

It is unlikely that a new bridge over the Port River will be constructed until the existing Birkenhead bridge becomes either uneconomic to maintain or the width is insufficient to cater for the traffic. The study envisages the need for a new river crossing in the period 1982-1986.

The need to relieve traffic conditions at the St. Vincent Street-Commercial Road intersection (Black Diamond Corner) may arise before the construction of the new bridge and interim measures may be necessary. The extension of Church Place would provide such an interim measure, but there are problems associated with a rail crossing and construction costs would be high. Further investigation

may show that less costly alternatives may be available. The Government has decided that the route of the Church Place extension be adhered to pending more detailed studies of the traffic pattern in Port Adelaide associated with the construction of a new crossing of the Port River.

6. Grand Junction Road Extension, City of Port Adelaide: The study recommends the extension of Grand Junction Road, Rosewater, westwards to form a new link with the Bower Road Causeway, thus establishing an east-west by-pass of the Port Adelaide centre. A detailed investigation of possible alternative routes is being undertaken and is not yet complete, and so this matter remains deferred.

7. Young Street Extension: Port Road to Dry Creek Expressway, City of Port Adelaide and Torrens Road Extension: Cheltenham Parade to Young Street Extension, Cities of Port Adelaide and Woodville: A joint study of these two proposals is progressing. The Young Street scheme comprises a northwards extension of Tapley Hill Road, Hendon, to Grand Junction Road, Rosewater and thence farther north to the proposed Dry Creek Expressway in the Gillman area.

The Torrens Road extension provides a more direct link between the Woodville-Woodville North area and Port Adelaide via the northern end of the Young Street proposal and Grand Junction Road, Rosewater. The proposals for these two projects envisage the elevation of the Outer Harbour railway line in the Alberton area and the construction of the roads at ground level. Planning is proceeding on the assumption that the railway track will remain in its present position and arterial road over-passes will be constructed where necessary.

8. Findon Road Extension: Pitman Avenue to Cheltenham Parade, City of Woodville. This proposal is designed to provide a more direct connection between Findon Road on the south side of Port Road and Cheltenham Parade on the northern side. A provisional alignment is shown in the study in some detail.

The design of this proposal is related to the design of the proposed Port Freeway and the proposed Estcourt Road extension. Detailed design of these proposals cannot be completed until a decision is reached on the future of the Grange railway line. The matter is deferred pending a determination of the future operation of the Grange railway line.

9. Estcourt Road Extension: Military Road to Clarke Terrace, City of Woodville: This project envisages a new arterial road connecting Estcourt Road, Tennyson, via North

Parade, Seaton to Clarke Terrace, Woodville. The study anticipated construction in the period 1978-1982. The alignment at the western end of this proposal will be affected by the West Lakes Development Scheme, and the alignment at the eastern end will be affected by the decision regarding the future operation of the Grange railway line.

Further detailed study of the proposed Estcourt Road extension is deferred pending the preparation of the road layout for the West Lakes Development Scheme and a decision on the future of the Grange railway line.

10. Kilkenny Road-Hanson Road Realignment, City of Woodville and Proposed Development: Holbrook Road-Main Street-Kilkenny Road, City of Woodville: The study proposes a new arterial route running from Holbrook Road, Flinders Park generally northwards via Main Street, Beverley, Kilkenny Road and Hanson Road to a junction with the proposed Dry Creek Expressway at Wingfield. An establishment of these proposals would, in conjunction with Marion Road, complete a north-south arterial road linking Darlington in the south with Wingfield in the north and would form a major link in the arterial road system.

The joint review of these two proposals arose from a submission by the Woodville council and other objectors. The investigation is proceeding, so the matter must remain deferred.

11. Proposed new road: Audrey Street-North Terrace-Trimmer Parade, Town of Henley and Grange and City of Woodville: A proposed new east-west road connecting Audrey Street, Tennyson, with Trimmer Parade at the intersection with Tapley Hill Road, Seaton, is recommended in the study. The new road would link Military Road with Findon Road and, in conjunction with the proposed Estcourt Road extension, would complete a basic arterial road framework for the areas of Seaton and the Upper Port Reach, which are relatively undeveloped at present. The alignment of the proposal in the study assumes the closure of the Grange railway line.

The proposal is accepted in principle and the detailed alignment will be considered in relation to the proposed West Lakes development scheme and the retention, or otherwise, of the Grange railway line.

12. Military Road Extension at Patawalonga Lake, City of West Torrens, and Brighton Road Extension at Glenelg North, Town of Glenelg: The study recommends a rearrangement of the arterial road system in North Glenelg comprising a direct connection between Military

Road, West Beach, and Brighton Road at its junction with Anzac Highway. The scheme involves a deviation of Military Road near the Glenelg sewage treatment works, to join Tapley Hill Road near the Sturt River crossing with a new bridge over the Patawalonga Basin.

The extension northwards of Brighton Road from its present intersection with Anzac Highway through Glenelg North would link with the deviation of Military Road. Objection was made by the Glenelg council to this proposal. Investigations are still proceeding on the two proposals, which must be further deferred.

13. Church Road: Crossing of Modbury Freeway, City of Campbelltown: A new local road, called the McLachlan Road extension, is proposed in the study. Its purpose is to link the Campbelltown-Paradise area south-east of the proposed Modbury Freeway with the Klemzig-Windsor Gardens area, north-west of the Torrens River. The proposed route runs from the intersection of Gorge Road with Lower North-East Road, generally north-eastwards, crossing over the proposed Modbury Freeway and linking with McLachlan Road, Klemzig, by a new bridge over the Torrens River.

The route is not included in the proposed arterial network and would not form an integral part of the future arterial system: it would serve only local needs. The route would provide access to the area between the Torrens River and the proposed Modbury Freeway. The northern approach to this area would be via a new bridge over the Torrens River, which would replace the existing ford on Church Road, and the southern approach would be via a proposed bridge over the freeway.

Objection to the proposed route was made by Campbelltown council and an alternative route along Church Road was suggested. An investigation shows that the estimated costs of providing a crossing of the freeway at Church Road are little different from the costs associated with the study proposal. A planned crossing of the Modbury Freeway at Church Road will be adopted in lieu of the McLachlan Road extension proposed in the study.

14. Cove Road, Brighton to Hallett Cove, Cities of Brighton and Marion, and Noarlunga District Council: This proposal is for a new arterial road linking Dyson Road, Christies Beach, with Brighton Road near the intersection with Ocean Boulevard.

The route would run from the present intersection of Dyson Road with Sheriff Road, passing between the oil refinery and Chrysler's

Lonsdale plant and then northwards on the western side of the railway line. South of Marino Rocks railway station the route would pass under the railway line and continue on the eastern side of the line, ultimately connecting with Brighton Road.

Because costly earthworks would be required, owing to the steep ridges and gullies encountered along the route, and as deep cuttings and high embankments would reduce the points of access to the road, alternative routes to that originally proposed are being investigated. The study proposal will be not proceeded with, and an alternative route further east will be adopted following detailed investigation.

15. Proposed development: Lander Road, District Councils of Noarlunga and Meadows: The new arterial road is proposed in the study south of O'Halloran Hill between the western boundary of the Happy Valley reservoir reserve and the Noarlunga Freeway. The proposed route runs from a point on Chandler Hill Main Road, near the south-west corner of the reservoir, generally westwards, passing under the Main South Road (Reynella Expressway) and linking with the proposed arterial road system in the area between the proposed Noarlunga Freeway and the coast. An interchange with the freeway is proposed on Lander Road.

The District Council of Meadows has expressed concern about the proposal because the selected route severs an extensive subdivision presently being developed in the area immediately north-east of Reynella. A further review of the route is being undertaken and it appears that an alternative route, either north or south of the subdivision, is feasible utilizing existing roads to a large extent.

The alignment of the proposed Lander Road extension within the District Council of Meadows, as indicated in the study, will be not proceeded with. An alternative route appears feasible and is being investigated.

16. George Street Relocation, Corporation of the Town of Thebarton. George Street relocation is proposed in the study report as a major connector road, connecting Port Road and South Road in the Thebarton area. It is one of two streets underpassing the proposed Noarlunga Freeway in the section of the freeway between the Hindmarsh and Henley Beach Road interchanges.

The proposal substantially affects land presently held for commercial development. The Thebarton council suggests that further consideration be given to the realignment of

George Street. Further study shows that an alternative alignment would be possible but exact details can be deferred until the final design stage.

The Government accepts that an amendment to the proposal is desirable and an alternative alignment is feasible. It recommends that further detailed study of the proposal be deferred until detailed plans of the adjacent section of the Noarlunga Freeway proposals are prepared.

17. Goodwood Road widening, Greenhill Road to Grange Road, Cities of Unley and Mitcham: The study report recommended that Goodwood Road be widened from 66ft. to 106 ft. between Greenhill Road and Grange Road, envisaging construction in the period 1973-78. Prior to the study proposal, the improvement of Goodwood Road was based on the metropolitan road widening scheme, which envisaged widening by 7ft. on both sides, to 80ft., but only 2 per cent of the land needed for this scheme has been acquired.

The principal difference between a 106ft. wide road and one 80ft. wide is that the former can incorporate a wide (16ft.) median, which provides more accommodation for turning vehicles at intersections. It is considered that the anticipated traffic pattern along Goodwood Road after the Noarlunga Freeway is constructed could be adequately catered for in a road 80ft. wide. The future widening of Goodwood Road between Greenhill Road and Grange Road will remain as proposed under the metropolitan road widening scheme—80ft.

18. LeFevre Terrace Extension, City of Adelaide. The LeFevre Road-LeFevre Terrace extension included in the study is the most direct of several alignments which could achieve the basic aim of developing a higher capacity road between LeFevre Road (at the Main North Road) and Frome Road (south of the Torrens River). Such a connection would develop the full potential of this northern inlet to the city of Adelaide.

Various alternatives have now been reviewed in more detail and account has also been taken of the current widening of Margaret Street and the land parcels already held or being acquired by the Adelaide City Council. Possible redevelopment proposals for the adjacent residential areas have also been taken into account.

It is considered that a route of the same width should be secured, but following the general alignment of Margaret Street with the necessary widening of the eastern side. The route would extend in a northerly direction to

the Main North Road and in a southerly direction along the general alignment of Brougham Place and Frome Road, but would not involve any property acquisition south of Brougham Place.

The new alignment will be less costly and will involve acquisition from a smaller number of properties. At the same time it will provide equal traffic capacity, an improved vertical alignment, less interference with the present layout of the area, and greater potential for an improved overall environment in this section of North Adelaide.

The principle of an arterial route linking the intersection of LeFevre Terrace and Main North Road, Prospect Road and Frome Road, Adelaide, is endorsed by the Government. The proposed route along LeFevre Terrace, as indicated in the study, will be abandoned and replaced by an alternative proposal via Margaret Street, North Adelaide.

19. Modbury Freeway: The proposed Modbury Freeway is designed to serve the rapidly growing north-eastern parts of the metropolitan area and provide an additional access to the city of Adelaide from the north of the State. In the motion before the Council the Modbury Freeway is approved in principle, but there have been two sections of this roadway that have been under review as a result of objections received. These were deferred for further consideration last February. The sections concerned are in the vicinities of Hope Valley reservoir and Salisbury Heights.

With regard to the section in the vicinity of Hope Valley reservoir, the original proposal was for the freeway to pass through a housing area. Investigations have been undertaken with a view to the possible relocation of the freeway to encroach on the reservoir reserve, thereby avoiding a number of houses. Uncertainties associated with the effect of encroachment on the reservoir reserve and the effect of a necessary variation in the design standard require that this matter receive further investigation, and a decision is therefore deferred for a further period.

It has not been possible to complete the review of the proposed freeway in the Salisbury Heights area in the time available. The difficult topographical conditions and the associated engineering problems necessitate the investigation being carried out in considerable detail to enable any alternative alignment to be recommended with confidence. Consideration of the freeway in the Salisbury Heights area also involves further study of a four-mile section of the freeway between

Milne Road, Modbury North, and the Main North Road, Hillbank. Investigations are proceeding.

20. Hills Freeway and Foothills Expressway: The proposed Hills Freeway starts at the western end of the freeway now under construction in the Adelaide Hills and proceeds to the plains at Mitcham. The route then runs north, passing to the east of the park lands of the city of Adelaide to terminate at the Walkerville interchange. The proposed Foothills Expressway was intended to provide a connection between the Noarlunga Freeway and the Hills Freeway. Submissions from Kensington and Norwood, Mitcham, St. Peters and Walkerville councils object to the proposals. The Unley City Council submission approves the Hills Freeway in principle.

The proposals for the Hills Freeway and Foothills Expressway are not accepted by the Government. The whole matter of a proposed freeway and expressway in these regions of the metropolitan area is deferred and will be considered by the State Planning Office in its review of the Metropolitan Development Plan now being undertaken. It is the Government's policy that land acquisition along the M.A.T.S. routes will continue, based on hardship considerations.

21. Dry Creek Expressway: North Arm Road to St. Vincent Street, city of Port Adelaide: The proposed Dry Creek Expressway extends easterly from St. Vincent Street in Port Adelaide to the Modbury Freeway. This highway is shown as a freeway in the Metropolitan Development Plan but the study recommendation is that it be built to expressway standard. Whilst this expressway is approved in principle within the motion, one section of it has been under review. The section under review is that part of the expressway which runs through established industrial and commercial development near Port Adelaide. The report of the study does not include any detailed plans of the proposal.

A number of alternative proposals have been considered, but in each case established business organizations would be affected and substantial acquisition and construction costs would be involved. Some preliminary discussions have taken place with property owners to explore possible alternatives.

In view of the established organizations that are substantially affected, the Government considers that the determination of an exact alignment at this time is premature. Many of the buildings along the route suggested in the study are old, and it could be expected that, within

a 15-year to 20-year period, major rebuilding programmes could be initiated by the organizations concerned. At that time the exact location of the expressway could be determined more practicably and economically.

Detailed consideration of the alignment of the proposal is deferred. The matter will be placed under review with a view to implementing the project in the long term in association with the expected redevelopment of the area concerned.

22. Noarlunga Freeway: Vicinity of Field Creek, District Council of Noarlunga: The proposed Noarlunga Freeway would serve as the main route to the expanding residential, industrial and recreational areas to the south. Field Creek presents a deep gully that has to be crossed east of Hallett Cove. The Noarlunga Freeway is approved in principle, but the Field Creek section was deferred last February for further consideration.

This section of the freeway has substantial engineering implications. The review of this matter is at an advanced stage but the Government is unable to make a decision until all the necessary investigations have been completed.

Also in regard to the Noarlunga Freeway, reconsideration of the detailed route through and in the vicinity of the city of Marion has been announced by the Government. This will be reconsidered by the Metropolitan Transportation Committee, and that committee will make its recommendation to the Government in about six months' time. Every opportunity will be given to interested people to make submissions with regard to this matter.

Submissions received: The number of submissions received within the period allowed for public review of the study proposals was 888; 28 from local government authorities and 860 from private individuals, firms and organizations. Six petitions were received involving 581 signatures, and a further 17 petitions were submitted to Parliament involving 6,961 signatures.

Submissions were made by 27 metropolitan councils and one country council. Seven of the submissions by metropolitan councils expressed general approval of and support for the proposals. A further two councils advised of no objections.

However, classifying the submissions on a broad basis and in accordance with the major point of objection, the numerical distribution of comments is as follows: 208 submissions



relate to the public transport proposals, of which 180 object to the closure of Marion station. Two petitions oppose the proposed railway deviation at Edwardstown and a further two object to the closure of the Grange railway line. Some 495 submissions refer to specific freeway proposals and 101 persons object to the arterial road recommendations.

The remaining 56 submissions are of a general nature and mainly concern the overall aspects of the study on the principles underlying the Metropolitan Development Plan on which the study was based. Included in this number are 15 submissions expressing approval of the proposals and four letters containing offers of help and further assistance.

Also, on July 18, 1969, a delegation, comprising Mr. Virgo, M.P., Mr. Hudson, M.P., His Worship the Mayor of Marion (Mr. Keen), Mr. and Mrs. H. R. Hewett and Mrs. D. V. Lawrence, presented about 1,200 objections, addressed to the Town Clerk, Marion.

General: Few people will question the enormous benefits to be derived from long-range forward planning, especially in relation to urban transportation. The development of transportation facilities and services for the expanding Adelaide metropolitan area of the future will involve a massive works programme and will be of profound significance to the community in terms of both costs and benefits. Also, transportation will affect many other phases of our urban development, and realistic long range planning is an essential prerequisite if our growth is to be properly co-ordinated and guided in the desired direction. The Adelaide community has benefited greatly over the past years on account of bold and effective planning undertaken in the early days. Colonel Light's plan for Adelaide made wonderful provision for road transport and as a result we have enjoyed a level of traffic convenience envied by residents of many cities throughout the world. Because early provision was made for transportation, we have enjoyed this luxury with minimum social cost, in that our development has been able to take place having regard to the requirements for transportation.

It is now evident, however, that our future requirements will shortly surpass the provisions that have been made in the past. It is also evident that we have, in the past, failed to maintain adequate "lead time" in our planning with the result that other development must now be disturbed to make way for essential transportation facilities. While our present transportation system, particularly with respect to roads, is approaching the limit of its capacity,

we see ahead an enormous expansion in travel demand. The population of metropolitan Adelaide is expected to increase from 750,000 to 1,250,000 in the next 20 years. Individual person trips made on an average week day, presently numbering 1,386,000, are expected to increase to 2,651,000 by 1986. Patronage of public transport (on a per capita basis) has been rapidly declining over the past several decades. At present, 19 per cent of all trips are by public transport. If the previous trend in public transport usage is allowed to continue, it is estimated that by 1986 as little as 9 per cent of total person trips will be made by public transport. The rate of car ownership, presently 2.75 cars for every 10 people, is expected to reach 3.80 cars for every 10 people by 1986. The number of motor cars in the metropolitan area is expected to increase from 198,000 to 443,000. The total vehicle miles of travel on our roads, at present a little over 4,000,000 on an average week day, can be expected to exceed 10,000,000 by 1986. In the face of this increasing travel demand, it is evident that the transportation system that has suited us well in the past will be totally inadequate in the future.

It is important that we do not plan any one element of the transportation system in isolation. In too many cities, particularly in North America, the highway programme has been developed without proper regard for overall development objectives and without co-ordination with other forms of transport. Here in Adelaide we are in a position to benefit from the mistakes made elsewhere. The M.A.T.S. proposals do not contemplate unbalanced development of any one component of the transportation system; instead, it is proposed that all components be jointly developed in harmony and in the correct balance. Co-ordination of transportation with other forms of development is assured by the over-riding requirement that all development must proceed in accordance with the development plan as approved by Parliament in 1967.

Sound Basis for Transportation Planning: A most satisfactory basis for transportation planning is provided by the 1962 Metropolitan Development Plan, which was prepared by an impressive team of professional town planners guided by a broadly based town planning committee. It was made available for public review, and machinery was established for the hearing of objections. The plan was, in effect, accepted by Parliament in 1963, when the Town Planning Act Amendment Act was passed, and four years later (in 1967) Parliament

adopted the development plan as an authorized development plan. Seldom have transportation planners had the benefit of a development plan that could be accepted with such confidence as representing the pattern of development acceptable to the community as a whole. Also, the development plan was prepared with a realistic regard to the consequences of transportation requirements. With such a sound basis established, it remained to examine the transportation requirements in depth and to devise the most satisfactory means of providing for these requirements.

M.A.T.S. Organization and Objectives: In 1965, the State Government acted on the recommendation of the Commissioner of Highways and the Town Planner to establish a joint steering committee to investigate the need for, and subsequently to undertake, the Metropolitan Adelaide Transportation Study. The joint steering committee was comprised of the heads of the five agencies that participated in the study—the State Planning Office, the South Australian Railways, the Municipal Tramways Trust, the Adelaide City Council, and the Highways and Local Government Department. Through the technical capacity of the five participating agencies, the joint steering committee had available to it a highly competent staff with a wide range of professional disciplines. Senior technical officers of these agencies, the Assistant Commissioner (Planning) of the Highways and Local Government Department, the Deputy Director of Planning, the Assistant to the General Traffic Manager of the South Australian Railways, the Traffic Planning Manager of the Municipal Tramways Trust, and the City Engineer, city of Adelaide, formed a technical committee to advise the joint steering committee on the conduct of the study and the development of the proposals. The joint steering committee was of the opinion that competent transportation planning consultants should be appointed.

A prospectus was issued and consultants were invited to submit proposals. After considering a number of proposals, the joint steering committee recommended the appointment of De Leuw Cather and Company of Chicago, Rankine and Hill of Sydney, and Allen M. Voorhees and Associates Inc., of Washington. These firms, which had submitted a joint proposal, have had vast experience in the field of modern transportation planning. General planning goals were established for the study as follows:

The plan should guide and where necessary direct the development of transportation facilities

and services in the Adelaide metropolitan area in such a way as to preserve and enhance the social and economic welfare of the community as a whole.

The plan should be within the financial capabilities of the community. Compromises may have to be made, therefore, between the ideal and the obtainable.

Within the broad principles expressed in the above planning goals, guide lines were established to guide the study. These were as follows:

Maximum use should be made of existing facilities.

The transportation plan should support a pattern of land use which will minimize travel needs in the future.

The plan should be aimed at maintaining and enhancing urban property values.

All major traffic generators should be well served.

The plan should be aimed at maintaining and enhancing the vitality of the entire metropolitan area with particular emphasis on the central business district.

Implementation of the plan should promote orderly development and growth of the metropolitan area with minimum disruption of the urban structure consistent with the objective of achieving efficient movement.

Total cost to the community, both in first cost and in continuing maintenance and operating expenses, should be justified by sound economic analyses and the plan should be realizable within financial resources likely to be available.

A number of alternative transportation systems were developed, with varying degrees of emphasis on public and private modes of travel. Within these systems, numerous alternatives for specific elements of the proposals were considered. To assist in the assessment of the various alternative elements of the proposals, more detailed community value criteria were established, and each alternative was rated as to the degree to which these criteria were complied with. I will now comment briefly on the M.A.T.S. proposals.

Public Transport: The plan envisages the development of public transport to the maximum extent that is economically feasible. In the course of the study an extensive investigation was undertaken on the factors which influenced the choice between the use of the private car and public transport. Based on the findings of this investigation, an assessment was made of the public transport patronage that

can be expected with various levels of improvement. It was found that beyond a certain level additional expenditure (even every considerable expenditure) could be expected to attract only very few additional patrons.

In the particular circumstances that will apply in metropolitan Adelaide within the next 20 years, further expenditure on the improvement of public transport services beyond that recommended (\$107,000,000) would be grossly ineffective and cannot be justified by sound economic analysis. It is also considered that the level of expenditure recommended for the improvement of public transport services is the maximum that is realizable within the financial resources likely to be available for the development of this element of the transportation system.

Without question, public transport has an essential and vital role to play. The travel for which public transport is most suited is the travel between home and the place of work. The vast majority of the daily travel is other than this. Therefore, the Government believes that it must be realistic about the level of public acceptance of public transport as a means of travel and of the economic consequences of failure to recognize the proper balance between the public and private modes of travel.

The public transport plan is co-ordinated with the highway plan to form a balanced transportation system. Comprising an integrated rail and bus network, the plan allows for travel between most residential areas and centres of employment, education, commerce and recreation.

Some important aspects of the plan are: rail rapid transit serving north-west, north, south-east and south corridors; an underground rail link through the central city; extension of the Hallett Cove rail service to Christie Downs; and express buses operating on the proposed Modbury Freeway serving commuters from the Tea Tree Gully area.

Primarily, the rail system is seen as most suited to serve commuters from outer suburbs. Adelaide's existing rail network is readily adaptable to rapid transit type operation offering fast, comfortable, convenient and economical service. The plan recognizes rail's high passenger-carrying capacity and fast average speed capability. Strategically placed stations will draw passengers from large areas by means of properly co-ordinated feeder buses and the provision of parking facilities at selected rail stations. Convenient distribution in the central city area, a key requirement for successful

operation of the system, is achieved by routing all lines through a railway under King William Street bringing patrons within a few minutes walk of their city destinations.

The proposed rail rapid transit route mileage is 64. It is estimated that approximately 112,500 people will use the metropolitan rail system on an average week day in 1986.

The proposals for bus services visualize several types of operation, namely: express bus between the central city area and outer areas not served by rail; express bus from outer areas with passenger transfer to rail at an intermediate station; local bus with frequent stops and routes radiating from the central city area district or from regional centres; feeder bus services to outer rail stations; and crosstown bus services operating between inner suburbs but not passing through the central city area.

In the proposals the existing Glenelg tram service is to be discontinued and replaced by local bus operation in about 10 year's time. However, in the light of the decision now taken by the Government in connection with the Goodwood-Edwardstown rail diversion, it may now be possible to retain a service on the Glenelg tram route, connecting with the King William Street subway. This matter will now be investigated fully. About 272,000 person-trips by bus are predicted for an average week-day in 1986.

The Highway Plan: Investigations have clearly shown that it is neither economical nor practical to rely on the arterial road system to provide for the whole of the road travel demand up to 1986. Development of the arterial road system beyond that recommended would not only be greatly more expensive in terms of money than the alternative of developing freeways, but would increase the social cost and general community disturbance to an extent that would be intolerable.

Of the 10,000,000 vehicle miles of travel expected daily by 1986, the plan provides for the accommodation of 6,000,000 vehicle miles of travel daily on the arterial road system (including expressways), and 4,000,000 vehicle miles of travel daily on the freeway system.

The arterial road plan envisages the widening and improvement of 240 miles of existing roads and the construction of 35 miles of additional new arterial roads to improve and extend the arterial network. Also proposed is the elimination of 20 road-rail level crossings, major intersection improvements at 29 locations, and the construction of a new bridge across the Port River at Port Adelaide.

The arterial road system in the inner area is based on a series of radial roads of which Torrens Road, Main North Road, Payneham Road and Anzac Highway are typical examples. Complementing the radial roads is a circumferential system which includes such roads as the terraces surrounding the central city area, Cross Road, Marion Road, Regency Road and Portrush Road.

In the outer areas, such as in the Salisbury and Noarlunga districts, the arterial road system is based on a predominantly rectangular grid pattern. A feature of the cross-section proposed for arterial roads is the provision of central medians which are regarded as essential for the efficient functioning of important traffic arteries.

The recommended freeway system in the study provides for freeway connections from the inner areas to Modbury (extending to Elizabeth), Crafers (Hills Freeway), Noarlunga, Port Adelaide and Salisbury (Port Wakefield Road). The Government has not accepted the recommendation for the Hills Freeway, as explained earlier.

The Salisbury Freeway connects with the Noarlunga Freeway to provide a by-pass on the western side of the city of Adelaide. The Modbury Freeway connects with a freeway link between Walkerville and Hindmarsh (North Adelaide Connector).

Interchanges are provided where the freeways cross strategic arterial roads and, between interchanges, underpasses or overpasses will provide continuity of the arterial and sub-arterial road systems.

Disturbance of the Adelaide park lands by the freeways has been reduced to the minimum by locating the western by-pass route well clear of the park lands and by providing for a tunnel section in the North Adelaide Connector (the link between Walkerville and Hindmarsh).

The total length of freeways recommended in the plan is approximately 60 miles. With the exclusion of the Hills Freeway, the plan accepted by the Government includes 50 freeway miles.

The freeway system will be supplemented by three expressways: an expressway from Port Adelaide to Pooraka connecting with the Salisbury Freeway at Dry Creek and with the Main North Road and Montague Road at Pooraka; an expressway on the alignment of the old Glenelg rail line connecting from the Noarlunga Freeway at Marleston to the Anzac Highway at Morphettville; and the development of the South Main Road to expressway standard between Darlington and Reynella.

The total length of expressway recommended in the plan is 15 miles. The M.A.T.S. investigations have shown that the section of freeway most urgently required is that providing a by-pass on the western side of the city of Adelaide.

Proposals for the central city area: To assist in the planning of the central city as the major business, entertainment, and cultural centre of the metropolitan area, the M.A.T.S. plan proposes: (a) improved access to the central area; (b) improved parking both long and short term; and (c) better public transport.

Principal access from the west and south-west will be via the proposed new Hilton Road connection. This high type controlled access arterial road will connect Rowland Road and the proposed Noarlunga Freeway with West Terrace and allow for good distribution and dispersion of traffic on to the east-west city streets, south of the central area.

Anzac Highway will continue as the major traffic route to the inner south-west suburbs.

A proposal to realign Goodwood Road from Greenhill Road, into Morphett Street, at South Terrace, will reduce traffic on West Terrace. Through traffic will transfer on to Morphett Street which will become a main north-south traffic artery immediately west of the central city area. Traffic from the western suburbs will also be served by a new Henley Beach Road connection. Port Road, in the Adelaide City Council area, will be further improved. On the east of the city, a new connection will be provided from Magill Road via Rundle Street, Kent Town, to a new junction at the eastern end of Grenfell Street. Distribution of traffic from the eastern suburbs on to the east-west city streets will be further improved by the extension of Hutt Street, from Grenfell Street to a new junction with North Terrace near Botanic Park.

Other proposals include a new link between North Adelaide and Frome Street, City, and a new bridge over the Torrens River near the Zoological Gardens complementing the proposal of the Adelaide City Council to extend Frome Road southwards to join the Glen Osmond Road. The M.A.T.S. proposals do not cover specific parking policies or the location of parking facilities. Estimates of parking demand have been made in the study and as a result the general parking policies and programmes of the Adelaide City Council have been endorsed. It is estimated that by 1986 the city will require 2,500 short-term and 15,300 long-term parking spaces, in addition to those presently available.

Proposed improvements to Public Transport in the central city area include: a railway subway under King William Street with stations at Rundle Street, Victoria Square and Gilles Street; improved routing and frequency of local bus services; terminal facilities for express buses serving the Modbury and further

north-eastern areas; and a major off street terminal for country bus services near Victoria Square providing for transfer to rail and metropolitan services.

Cost of proposals: The estimated cost of implementing all the recommendations in the M.A.T.S. proposals are as follows:

Road		\$	\$
Freeways and Expressways . . . . .		299,300,000	
Arterial roads, rail crossings and proposed Port River crossing . . . . .		137,200,000	
Total Road . . . . .		<u>436,500,000</u>	
Rail			
Rolling stock . . . . .		32,000,000	
King William Street subway, (including Goodwood-Edwardstown rail diversion) . . . . .		32,800,000	
Other line improvements . . . . .		14,300,000	
Total Rail . . . . .		<u>79,100,000</u>	
Bus			
Rolling stock . . . . .		26,900,000	
Depots, etc. . . . .		1,500,000	
		<u>28,400,000</u>	
Parking			
Parking . . . . .		30,000,000	
		<u>30,000,000</u>	
Total . . . . .			<u>\$574,000,000</u>

The Hon. C. D. Rowe: Are there any reductions due to these announcements you have made this afternoon?

The Hon. C. M. HILL: Principally, these were because we have not adopted the Hills Freeway and the Southern Expressway. There are also large savings of some significance

regarding the diversion of the railway line from Goodwood to Edwardstown, and some of the other rather smaller adjustments to which the honourable member referred are also included.

The proposals envisaged by the Government are estimated in cost as follows:

	\$	\$	\$
Road			
Freeways . . . . .	224,700,000		
Expressways . . . . .	11,900,000		
	<u>236,600,000</u>		
Arterial roads, rail crossings and proposed Port River crossing . . . . .		135,300,000	
		<u>371,900,000</u>	
Rail			
Rolling stock . . . . .		32,000,000	
King William Street Subway . . . . .		31,100,000	
Other line improvements . . . . .		14,300,000	
		<u>77,400,000</u>	
Bus			
Rolling stock . . . . .		26,900,000	
Depots, etc. . . . .		1,500,000	
		<u>28,400,000</u>	
Parking			
Parking . . . . .			30,000,000
			<u>30,000,000</u>
Total . . . . .			<u>\$507,700,000</u>

Cost estimates have generally been based on current rates.

Insofar as road projects are concerned, it is not acknowledged that unit costs will necessarily increase with the general inflationary increase in the cost structure. Larger scale road construction in the future will afford the opportunity to organize the works on a much larger scale, the letting of larger contracts, and the more effective use of larger plant. Also, with increasing mechanisation of large scale road works, the labour content represents an ever reducing proportion of the total cost. These factors will tend to reduce unit rates whereas the inflationary factor in the general cost structure will tend to increase unit rates. It remains to be seen which is the more powerful influence in relation to future road works. It is of interest to note that unit construction costs of the Highways and Local Government Department have not increased in recent years in keeping with the increase in the general cost structure.

Funds available for road works: Principal sources of funds available to the Highways and Local Government Department are State motor taxation, road maintenance contributions and Commonwealth grants to the State for road purposes. The total funds expected to be available to the department over the next 20 years are expected to exceed \$1,200,000,000. In mid-1968, when the study was completed, the estimate of the cost of road proposals exceeded the estimate of funds expected to be available for road works in the metropolitan area. The latter estimates were prepared prior to the announcement of the details of the new agreement between the Commonwealth and the States under which Commonwealth grants are available to the States for road works.

Under the new agreement with the Commonwealth, road grants to South Australia in the next five years will be substantially increased compared with the grants received during the past five years. Accordingly, it is now evident that the road works proposed in the study for the first five years, at least, can be financed without any increase in State motor taxation or any other form of taxation, and without detracting in any way from planned expenditure on rural roads. While the future of Commonwealth grants beyond the next five years is not known, estimates of revenue for road works based on present trends suggest that all the road proposals recommended in the study can be adequately financed without any increase in present rates of taxation.

Finance for public transport: The public transport proposals are estimated to cost \$107,500,000. Of this, \$58,900,000 will be required for rail and bus rolling stock and this figure includes the cost of replacing and expanding the privately operated bus fleet in addition to that of the Municipal Tramways Trust. It is generally recognized that failure to allow public transport to play its role in a correctly balanced transportation system would be extremely expensive in terms of the additional expenditure required on roads and in terms of the social costs involved.

Finance for parking: It has been estimated that an investment of approximately \$30,000,000 will be required to carry out the proposed parking programme of the city of Adelaide, which has been endorsed by the Metropolitan Adelaide Transportation Study. This figure represents the total sum by both the city of Adelaide and private interests. The substantial progress already made by the city in its five-year parking programme has been largely financed by loan funds.

Benefits of the plan recommended in the study report: Direct benefits to the users of roads and public transport services recommended in the plan will result from savings of time due to higher operating speeds on freeways, and rapid transit rail services. It is estimated that by 1986 the savings on this account will benefit the community by \$28,000,000 annually. Due to improved operating conditions on roads resulting from the proposals of the study, it is estimated that by 1986 road users will save a further \$43,900,000 annually because of lower vehicle operating costs. Savings in operating costs of road vehicles attributable to those passengers diverted to public transport (who would otherwise use motor cars) is estimated at a further \$5,500,000 annually by 1986. These estimates must be reduced proportionately to the proposals accepted by the Government.

The diversion of travellers to public transport will reduce the demand for car parking in the central city area by 3,000 spaces representing a saving of approximately \$6,000,000. In the Adelaide metropolitan area the current fatality rate in car accidents is equivalent to 7 fatalities for each 100 million vehicle miles of travel. Studies in the U.S.A. indicate that the fatality rate on freeways averages less than 2 per 100 million vehicle miles of travel. But these are only the direct benefits. Apart from the saving in human life, direct benefits probably represent only a small proportion of the

total benefit to the community of developing an efficient, convenient and low cost transportation system. It is essential to look to transportation efficiency and convenience if we are to prosper as an industrial community and at the same time retain the high level of travel service to which we are accustomed. It must be evident to all that the cost of allowing traffic congestion to develop would be very high indeed. It is also evident that we are headed for chronic traffic congestion unless drastic action is taken, and taken soon.

I come now to road finance and expenditure on rural roads in relation to the Metropolitan Adelaide Transportation Study. The implementation of the metropolitan transport study will not divert road funds from the country to the city.

The Highways Department is planning ahead for both city and country works. Planning in the city is necessarily on a longer-term basis. Because of the interrelationship between city transport proposals and other forms of urban development, it is necessary to develop plans up to 20 years ahead in order that other forms of development can be influenced and the necessary land can be reserved.

In the country it is not necessary to plan 20 years ahead; indeed, to do so would be disadvantageous, as it would limit flexibility. It is only where the land is likely to be developed for other purposes that we should plan beyond five or possibly 10 years. It must be acknowledged that there is a need for very large scale road works in both city and country areas, and it is vital that all works undertaken be part of a comprehensive plan to ensure that there is no conflict between various aspects of our total development and that every works undertaken will be to the greatest advantage.

Before the M.A.T.S. plan was prepared, an assessment was made of the funds likely to be available for expenditure in the city. In making this assessment, allowance was made for road needs in the rural areas. The M.A.T.S. plan was prepared in the knowledge of the amount of funds likely to be available, and the principal object of the plan was to ensure that these funds would be used to the greatest advantage. It is quite incorrect to suggest that the existence of this plan will, in itself, draw funds from the country areas.

It is acknowledged that the cost of the M.A.T.S. road proposals exceeded the estimates of funds expected to be available when the M.A.T.S. Report was prepared. At that time details of the new agreement with

the Commonwealth in connection with road grants to the State were not known. While this agreement covers only five years, it is pleasing to note the substantial increase in Commonwealth grants (a 50 per cent increase compared with the last five years). In the light of the new agreement, it now appears that adequate funds will be available for both M.A.T.S. and a considerably accelerated programme of road works in the country.

In the next five years, the State will receive \$129,000,000 in Commonwealth grants for road works. Almost half of this (\$59,000,000) must be spent on new construction of urban arterial roads (exclusive of maintenance). These funds are not available to the State for expenditure on rural roads. In the same period, we expect State motor taxation to yield \$91,000,000 and we plan to spend two-thirds of this (\$61,000,000) in the rural areas, and one-third (\$30,000,000) in the urban areas. The plan envisages a further 50 per cent increase in traffic on the normal arterial roads when the freeway system is complete and fully operative.

Professor Moyer, the eminent transportation authority from the University of California, when in Adelaide recently, examined the M.A.T.S. plan and commented that he thought it was a minimum proposal, but agreed that we had no option but to adopt a minimum proposal, having regard to our general economy and the funds available for road works.

In past years, it has been the aim, in so far as rural areas are concerned, to extend the system of black-top roads to every corner of the State. Excellent progress has been made, and it is planned now to push this work further ahead and at an increased pace. A few examples of works of this type, taken from the current year's programme, are:

	\$
Alawoona-Meribah Road . . . . .	120,000
Nuriootpa-Loxton Road . . . . .	100,000
Wilmington-Orroroo Road . . . . .	100,000
Streaky Bay-Murat Bay Road . . . . .	445,000
Cowell-Elliston Road between Lock and Murlong . . . . .	325,000
Freeling-Kapunda Road . . . . .	100,000
Myponga Reservoir Road . . . . .	100,000
Williamstown-Birdwood Road . . . . .	100,000

We have also to look now to the remaining interstate routes that urgently need improvement—the Eyre Highway, the Stuart Highway, and the Birdsville Track—and to further upgrade our vital road links with Victoria and New South Wales.

In the current year, \$220,000 has been provided for the Eyre Highway, \$600,000 for the Port Augusta to Alice Springs Road (Stuart Highway) and \$600,000, at least, also for the Birdsville Track. The need for further bridges across the Murray River is continually in mind. With the provision in this current year of \$1,500,000 towards construction of the new bridge at Kingston, planning is nearing completion for the proposed new bridge near Murray Bridge, and possible further sites are now being considered.

While recommendations concerning increased revenue for road works contained in the M.A.T.S. Report were possibly valid at the time the report was prepared, the Government has not accepted these. In the light of our new estimates of revenue for road works, taking into account the new agreement for the Commonwealth, the Government sees no need for, nor has any proposals for, any increase in motor taxation or any additional tax to provide revenue for road works, in the immediate future.

The Government views the suggested King William Street subway as one of the major proposals recommended in the study. It would connect the two main railway lines to the north of the city of Adelaide with the two main lines to the south. The proposal is described in the study as "perhaps the most important factor of all in encouraging the use of public transport".

The Ministerial statement of February 19, 1969, states:

The King William Street underground railway approval is given, subject to further feasibility studies being completed for both financial and engineering aspects.

The South Australian Railways has started some preliminary planning on this project. The Government is considering seeking the services of an independent authority to carry out a feasibility study, and to make further and full recommendations on this proposal. The Government is anxious to expedite the construction of this public transport facility, provided full investigations, including those on financial aspects, can be approved by the Government.

I now refer to the motion. Parliament adopted the Metropolitan Development Plan, which was endorsed by Parliament in 1963, in the 1966-67 planning and development legislation. The general transportation principles in that plan were accepted by Parliament but were designed in broad form. Refinements were necessary and the study provides such refinements.

The detailed planning of the separate components of the total development is the responsibility of the appropriate Government departments and agencies, local government and other authorities. The Planning and Development Act, 1966-1967, requires that the various authorities operating within their own fields of responsibility plan within the principles established by the Metropolitan Development Plan.

I wish to point out that the State Planning Authority has made a review of the proposals and has issued the following statement:

The State Planning Authority is of the opinion that the Metropolitan Adelaide Transportation Study proposals are based on sound premises. The study adopted the land use proposals and forecasts of the Metropolitan Development Plan which had been recognized by Parliament in the Town Planning Act Amendment Act, 1963, and subsequently became the authorized development plan for the Metropolitan Planning Area by virtue of the Planning and Development Act, 1966-1967.

The State Planning Authority considers the recommended transportation plan to be consistent with the provisions and objects of the current Metropolitan Development Plan.

In regard to the safeguards mentioned in paragraph 1 (a)(ii) of the motion before this Council, the Government's proposals so far in regard to the study are made in the knowledge that the proposals are consistent with the principles contained in the Metropolitan Development Plan applying to metropolitan Adelaide as it may be varied from time to time in accordance with the provisions of the Planning and Development Act, 1966-1967.

Any approval will, therefore, be subject to any subsequent revision of the Metropolitan Development Plan varying the basic principles applicable to the transportation proposals. A supplementary plan cannot be approved by the Government in accordance with the Act unless public exhibition of plans and adequate opportunity given to the public to present objections to the State Planning Authority are undertaken in accordance with the Act.

The Government has included the main points that have been approved in principle within the motion so that the broad concept of approvals can be understood more quickly than having to refer in detail to the long and complex study report. The Metropolitan Transportation Committee will make annual reports of its work and progress and these will be tabled in the same manner as other departments and agencies table reports in Parliament. In this manner, Parliament can peruse and be informed of the co-ordinated



planning of the various transportation agencies as they proceed and implement stage by stage the co-ordinated transportation plan for metropolitan Adelaide in the future. The Government is greatly concerned that fair and just treatment of individuals both from the financial and the social aspect should be given to people whose property is to be acquired.

A committee comprising Mr. K. C. Taeuber (Chairman), member of the Public Service Board, in his capacity as Federal President of the Commonwealth Institute of Valuers, Mr. W. A. N. Wells, Q.C., Solicitor-General, and Mr. C. E. Rix, Chairman of the Land Board, was appointed by Cabinet on March 7, 1969, and its terms of reference are:

To inquire into and report on the provisions of the Compulsory Acquisition of Land Act 1925-1966 and to recommend amendments, if any, to that Act to provide just compensation for persons affected by the compulsory acquisition of land.

The committee has met on several occasions and has sought submissions from the following parties: Real Estate Institute of South Australia, Law Society of South Australia, Commonwealth Institute of Valuers, Corporation of the City of Adelaide, Railways Commissioner, Commissioner of Highways, Director and Engineer-in-Chief, Director-General of Education, Director of Planning, Director, Public Buildings Department, Director of Marine and Harbors, and the Chief Government Valuer. Also, the committee has sought copies of legislation and comments from interstate authorities on the effectiveness of the practical operation of procedures and compensation assessments in other States.

His Honour Mr. Justice Else-Mitchell of the Supreme Court of New South Wales in its land and valuation jurisdiction, who is an authority on the subject of the committee's inquiry, has visited Adelaide for discussions with the committee. A member of the Land Board has made investigations interstate and is submitting reports to the committee on the terms of reference. The committee has already made certain recommendations to the Government. The committee considers that an essential requirement for the effective operation of compulsory acquisition procedures for both the Government and dispossessed land owners is that litigation over disputed claims for compensation be disposed of with the least possible delay by a tribunal which specializes in that jurisdiction. This opinion is confirmed by experience in New South Wales where there has been a Land and Valuation Court since 1921 constituted by a judge or judges of the New South Wales Supreme Court.

From information at present available to the committee it is evident that this court has provided the means for the effective and expeditious disposal of the whole range of land and valuation litigation in that State. Its decisions form an authoritative set of principles within which most matters in the field in New South Wales can be settled without recourse to litigation. Legislation to constitute such a court in South Australia would be complementary to legislation for the creation of intermediate courts, and it is desirable that if it is approved it be included in the current work being done on the proposal for intermediate courts.

The Government has agreed in principle with this recommendation of the committee and the Attorney-General is having the necessary legislation prepared. The committee has also recommended to the Government to define phases for and to enact reservation regulations under the Planning and Development Act, 1966-1967.

Since the publication of the M.A.T.S. Report, and its subsequent partial adoption by the Government, the consequential land purchases by the Commissioner of Highways have proceeded: (i) by a continuation of the purchases for metropolitan arterial road widening on the bases of negotiated purchase and compulsory acquisition that have existed for many years; and (ii) by negotiated purchase on the basis of administrative decision on "hardship" cases for new highway proposals in the report. (Compulsory acquisition procedures have been used only in a few exceptional cases.)

Owners of land in category (ii) are not only subject to a departmental assessment of "hardship" circumstances if they wish to dispose of their land and are unable to do so in the real estate market, but they also face difficulties if they seek approvals for building developments from local government authorities. At the request of the Commissioner of Highways, councils are discouraging private development proposals on land on proposed new highway routes.

In the committee's opinion, early action should be taken to safeguard land to be purchased for planned highway proposals and at the same time to protect the rights of land owners. The power in the Planning and Development Act, 1966-1967 to make regulations reserving land required for future public uses, with consequential provisions for the protection of the use and compensation rights of affected land owners, provides an existing statutory code for this purpose. The State Planning Authority has prepared model regulations under this provision, and it is currently

preparing specific regulations reserving land for future major recreational and educational uses.

The committee recommends that action should be taken: (i) to define the implementation phases of the M.A.T.S. proposals; and (ii) to prepare reservations regulations under the provisions of the Planning and Development Act for the land required for at least the first implementation phase, provided that the reservation is consistent with the current authorized metropolitan development plan. The Government has agreed to the committee's recommendation.

I refer now to local government councils. The Government stated in February, 1969, that it would investigate immediately the question of council boundaries as they relate to three small councils whose areas are affected by the proposals. These councils were Hindmarsh, Thebarton and Walkerville. Discussions have been held between representatives of each of these councils and officers of the Local Government office. Each council expressed concern at the proposed loss of area, but each was definite that it should retain its identity as a local government body. The Hindmarsh council in particular was concerned that the possible reduction in area would prohibit it from obtaining sufficient finance to give effective operation. The council representatives decided to consider the question further and agreed to discuss problems informally with their larger neighbours. These investigations by the Local Government office will continue and the Government hopes that ultimately a satisfactory plan can be achieved to meet the wishes of each individual council.

**Finance Committee:** A special finance committee which the Government said in February would be set up has been appointed. Its members comprise: Messrs. C. Dracopolous (Treasury Office); L. A. C. Ellis (Municipal Tramways Trust); R. R. Gray (Adelaide City Council); E. A. H. C. Morgenstein (Highways Department); A. C. Morony (S.A. Railways); D. A. Speechley (State Planning Office); and M. E. S. Bray (Secretary for Local Government).

**Community Values Advisory Committee:** The Government is continuing to pursue the matter of establishing a Community Values Advisory Committee, and discussions are proceeding with persons who may be appointed to this committee, which the Government considers will play an important role in relation to the future development of metropolitan transportation. Finality in this matter has not yet been reached. It is the Government's

intention also to appoint a group to make a close study of the social problems that will arise from acquisition.

Social workers will be given the responsibility of discussing social problems with people affected. Particularly is the Government concerned with any aged people who may encounter difficulties in resettlement, and such people dispossessed of accommodation will be advised on social questions so that resettlement can be achieved with the minimum worry and concern.

Of the 275 Government schools in the Adelaide metropolitan area, only one (Mitchell Park) is affected to the extent that replacement will be necessary. A number of other schools will be affected to a minor extent by normal road-widening requirements.

The State Planning Office is investigating the question of loss of reserve space and will be submitting its report to the Government shortly in view of the recent changes the Government has introduced in its approvals to the plan.

The Government wishes to record its appreciation to all the institutions and to local government for the manner in which, during the six months' period of public scrutiny, such institutions and councils carried out close examination of the report. The Government was faced with several alternative methods of introducing recommendations within the report, but adopted a policy of encouraging maximum discussion and comment from individuals and from groups of people concerning the proposals. Those who raised objections and those who commented both publicly and directly to the Government can be assured that full consideration has been given to submissions that have been made.

The balanced transportation plan for metropolitan Adelaide which the Government has approved is needed to plan efficiently and correctly for both the State's and Adelaide's inevitable growth and expansion. Undue emphasis has been placed by some people upon the highway aspect within the study.

The principal consultants engaged in connection with the transportation study are highly regarded for their work in highway engineering, but are better known for their vast experience and very high standing in the field of public transport. This firm, DeLew Cather and Co., has been engaged on many major projects around the world involving rail rapid transit, other forms of urban rail operation, and bus operations. This particular firm was engaged some years ago to advise

on the operation of the Municipal Tramways Trust, and the conversion, in Adelaide, from tram to bus services.

The firm of Alan M. Voorhees and Associates is also particularly highly regarded for its work in general urban planning and the interrelationship between transportation and other forms of urban development.

The Australian firm of Rankine and Hill, Sydney, played a prominent role in the study and contributed very largely in the final stage of development of the recommended plan.

The public transport proposals within the plan will provide people with a public transport service which will be modern and efficient. The arterial road-widening traffic measures and the implementation of freeways will assure motorists that the inevitable congestion will be avoided as much as possible in the future. The parking plans for off-street facilities within the city provided for, and already being implemented by the Adelaide City Council, will ensure a proper and adequate service to those entering the central city area.

Rural people are reminded that the reduction in costs to commerce and industry and to private motorists, if the plans are implemented, are expected to be something in the vicinity of \$60,000,000 a year and the benefit of this saving in costs will be gained by nearly all sections of the community. Primary industries have goods, equipment and produce moving to and from metropolitan Adelaide, and in this area benefits will result.

Geographically, the city is situated between the sea and the hills, and an easy and convenient method for vehicular traffic to pass from north to south is needed now, and such a concept is surely acceptable to everyone.

The detail provided by the Government and its method of promulgation of information concerning the study has been aimed at achieving maximum discussion and in providing maximum information to both the public and to honourable members. The Government seeks the approval of this Council to the motion.

The Hon. H. K. KEMP secured the adjournment of the debate.

#### ELECTORAL DISTRICTS (REDIVISION) ACT AMENDMENT BILL

Received from the House of Assembly and read a first time.

#### ELECTORAL ACT AMENDMENT BILL

Received from the House of Assembly and read a first time.

#### HIGHWAYS ACT AMENDMENT BILL

Second reading.

The Hon. C. M. HILL (Minister of Roads and Transport): I move:

*That this Bill be now read a second time.*

The Anzac Highway Agreement Act, 1937-1940, ratified an agreement between the municipalities of Glenelg and Unley and the then District Council of West Torrens and the Commissioner of Highways for the construction and maintenance of part of what is now known as the Anzac Highway.

The amounts payable in respect of the construction of the highway by the councils have now been repaid, and hence it is agreed between the parties that there is no real need for the continuation of the agreement. Accordingly, by agreement between the councils concerned and the Commissioner of Highways, the Commissioner has taken over the further reconstruction of the roadway, on terms rather more favourable to the councils, by exercising his powers under section 26 of the Highways Act.

The formal notices regarding the exercise of these powers were issued to the councils concerned on December 1, 1967. However, at the time it was not noticed that action under these formal notices may have been nullified by the operation of section 6 of the Anzac Highway Agreement Act. Briefly, this section provided that any agreement to vary the agreement as set out in that Act which had the effect of increasing the amount payable by the Commissioner of Highways would have no effect until it was ratified by Parliament.

It is not entirely clear whether the action under the formal notice constitutes action as a result of agreement between the parties, but from an abundance of caution this Bill is presented ratifying the actions of the Commissioner of Highways and the councils. Accordingly, at clause 2 this Bill repeals the Anzac Highway Agreement Act and rescinds the agreement, and at clause 3 all actions by the councils involved or the Commissioner are rendered valid and effectual in so far as this is necessary.

The Hon. S. C. BEVAN secured the adjournment of the debate.

## BARLEY MARKETING ACT AMENDMENT BILL

Adjourned debate on second reading.

(Continued from August 6. Page 691.)

The Hon. A. F. KNEEBONE (Central No. 1): I support the second reading of this Bill, which seems to be a formal one, and the amendments proposed are to remove from the Act a section that has now become redundant, together with consequential alterations.

During the Second World War the barley crops of South Australia and Victoria were marketed by the Australian Barley Board constituted under the National Security Regulations. However, as those regulations expired at the end of 1947, the parent Act of the Bill now being considered was introduced into the South Australian Parliament late in that year. The legislation provided for the continuance of the Barley marketing scheme that existed under the regulations. The section proposed to be deleted from the existing Act was inserted for the purpose of setting up a South Australian Barley Board in case necessary legislation as applying to both South Australia and Victoria was not passed in time by both States. That is how it appears to me, and that seems to be the reason why, after all this time, and without those provisions of the Act having been used, the section is to be removed. There seems to have been little amendment to the Act in the intervening years, and amendments have been made mainly in order to extend the life of the Act. I believe there were four occasions when the Act was extended by five years, the last occasion being 1967.

Another unusual point is that the Act refers to the Australian Barley Board: In examining the effect of the Act and the way it has been administered, it seems that it has applied only in South Australia and Victoria, although even at an early stage there was some talk that other barley-producing States would, in time, come under the scheme. However, after almost 22 years it still affects only the two States, South Australia and Victoria; it seems strange that this has been the case.

The Hon. H. K. Kemp: We grow all the good barley.

The Hon. A. F. KNEEBONE: I agree that South Australian barley seems to be very good, and although I am not a barley producer there may be barley producers in this Chamber; I think I can be described as an appreciative

customer of the dispensers of the end result of barley in a liquid form. I think there could be others in this Chamber who would fall within that category.

The Hon. L. R. Hart: A little would last me a long while.

The Hon. A. F. KNEEBONE: I think I should say that I have not let my approval of the end product go beyond the bounds of reason. I believe that the board has worked for the benefit of barley growers in this State and in Victoria. The most recent reports of the Australian Barley Board indicate that the board continues to support the Barley Improvement Trust Fund, a very good fund that provides finance to assist a co-ordinated programme of controlled research and extension conducted by the Agricultural Departments of Victoria and South Australia, and the Waite Research Institute. This is a worthwhile scheme. Looking at the Bill, I cannot see any ulterior motive for the deletion proposed; therefore, my colleagues and I support the Bill.

The Hon. L. R. HART (Midland): This is a small Bill, and its main purpose is to remove what appears to be a redundant clause. Before dealing with the Bill I wish to comment briefly on barley marketing in general. Prior to the Second World War producers of barley mainly dealt directly with merchants and maltsters, not always at the best prices obtaining for barley. In addition, a voluntary barley marketing pool was set up at one stage, but as with all voluntary bodies it was not particularly successful.

In 1939 the Australian Barley Board, covering all States, was set up by the Commonwealth Government under the National Security Regulations. The board functioned for three seasons, and operated pools in the 1939-40, 1940-41, and 1941-42 seasons. For the 1942-43 season, however, Victoria and South Australia were the only States operating in the pool, and that was because the 1942 referendum failed to give the Commonwealth Government power to continue the control over the marketing of agricultural products. As South Australia and Victoria at that time produced 95 per cent of the barley grown in Australia, agreement was reached that a marketing scheme would operate only in those two States. Western Australia and Queensland set up their own barley marketing boards during that period, and those boards are still in existence.

The Australian Barley Board, as it is known today, and as operated at that time with South Australia and Victoria, functioned until 1947. It was at that time that South Australia and Victoria decided, after a poll of growers had been held in both States, to set up a statutory board, each Government being asked to pass complementary legislation. Also at that time a political crisis developed in Victoria necessitating an election, and there was some doubt whether the incoming Government in that State would pass the necessary legislation in time for the harvesting of the 1948-49 barley crop. At that time the South Australian Government introduced section 5 of the Act into its legislation, which is the provision now being considered. It is at this point that I wish to query whether, if Victoria should not continue as a member of the Australian Barley Board as at present constituted, continuation of the board with South Australia as the sole member State is in any way placed in jeopardy by the removal of this section. I make the point because there is agitation in Victoria to have that State break away from the board.

The Victorian Voluntary Oat Pool has in recent times extended its operations to the Riverina district in New South Wales and traded in barley as well as in oats, which is permissible under section 92 of the Commonwealth Constitution. I am given to understand that the Victorian Oat Pool is planning to extend its operations in barley trading, and this could well upset organized barley marketing. The present Barley Marketing Acts, which are complementary and which provide for a system of orderly marketing of barley in the two States, were further extended in November, 1967, and the South Australian Act applies up to and including the 1972-73 season. The Victorian Act applies up to and including the 1970-71 season, and therefore honourable members can see that Victoria will be required to review its Act two years before that necessity arises with the South Australian Act.

During my speech in the Address in Reply debate last year, made on July 24, I dealt at some length with barley marketing and an all-Australia barley board. (For any honourable member who is interested, my remarks begin at page 205 of *Hansard*.) The need today is just as urgent as it was then. In fact, it was only last Friday that representatives of the Australian Wheatgrowers' Federation from all States at their meeting in Melbourne discussed the formation of an all-Australia barley board.

When the present Australian Barley Board was constituted in 1947, South Australia and Victoria were the main barleygrowing States. As I said earlier, between them they produced 95 per cent of the barley produced in Australia. The situation today, however, is vastly different. Queensland is the second barley-producing State, followed closely by New South Wales and Western Australia. The amount of barley produced there depends, as always, on seasonal conditions. Victoria today would be running in fourth place. We face a situation where there could be an increased production of barley because of the introduction of wheat quotas, so there is an urgent need for the organized marketing of barley. There is also the possibility of the collapse of the International Grains Agreement, which could bring chaos not only to the wheat industry but also to the barley industry.

The Hon. M. B. Dawkins: There will be great expansion in the sowing of barley.

The Hon. L. R. HART: Yes. We cannot apply a quota to the sowing of barley as it applies to wheat, because there is not an all-Australia statutory board; also, because of section 92 of the Commonwealth Constitution. It is possible for this State to grow an amount of barley equal to that of wheat. The present wheat quota for South Australia is 45,000,000 bushels, and the average production of wheat in this State over the 10-year period to 1967-68 was 37,804,000 bushels. In the year 1960-61 South Australia produced 42,233,000 bushels of barley alone. In the same year our wheat production was 46,395,000 bushels, which is only 4,000,000 bushels more of wheat than of barley. I emphasize that South Australia could well find itself in the position of having as much barley as wheat to market.

The operation of the present Barley Board is, of course, limited by credit facilities. It is unable to pay a very high first advance because it cannot obtain credit facilities, as can the Wheat Board, which is an all-Australia statutory board. So we find the situation of the merchant going into the field and paying the full price for barley in the initial payment. That may not be the same as the producer would receive by marketing through the board; although close to it perhaps. It is a full payment at the point of delivery.

Also, the export of barley is hampered by the operations of various boards. The boards tend to duplicate each other's efforts, both in the field of selling and in the chartering of ships, and strong buyers take advantage of the multiplicity of sellers operating against

each other. I believe that, where we have a commodity produced in quantities of considerable magnitude, some form of organized marketing must be provided. An all-Australia barley marketing board with statutory backing is becoming an urgent need in the barley industry.

I do not wish to discuss this Bill at any length. However, I ask the Minister to have a close look at whether the deletion of section 5 will have any effect on the operations of

the Australian Barley Board in the event of Victoria's deciding not to continue its legislation when it comes up for review in 1970-71. With those few comments, I support the Bill.

The Hon. M. B. DAWKINS secured the adjournment of the debate.

#### ADJOURNMENT

At 4.16 p.m. the Council adjourned until Tuesday, August 12, at 2.15 p.m.