

## LEGISLATIVE COUNCIL

Thursday, April 30, 1970

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

### ASSENT TO BILLS

His Excellency the Governor's Deputy, by message, intimated his assent to the following Bills:

Appropriation (No. 1),

Supply (No. 1).

### QUESTIONS

#### MODBURY HOSPITAL

The Hon. A. J. SHARD: Has the Chief Secretary obtained from the Minister of Works a reply to my recent question about a bank building at the Modbury Hospital?

The Hon. R. C. DeGARIS: My colleague reports:

A small portion of land on the site of the Modbury Hospital has been leased to the Savings Bank of South Australia. The land allotted for the purpose comprises 150ft. frontage to Smart Road by 65ft. depth on the north-eastern section of the hospital land. It is near the ambulance entry to the casualty area of the hospital, but its siting will not impede access to that area.

The lease was agreed subject to certain qualifications considered necessary by the Public Buildings Department and the Solicitor-General's Department. An important qualification was that the building should be designed to harmonize with hospital buildings and that the Public Buildings Department should be consulted in the development of plans. The bank has now developed plans in consultation with the department and preparatory work on site has commenced.

I think the Leader and other members of the Council would agree with me that in the development of a hospital complex like this such things as Savings Bank facilities are necessary.

The Hon. A. J. SHARD: Not under those conditions, they wouldn't; I have seen another hospital ground ruined as a result of other buildings being on it. Has the Chief Secretary a reply to the question I asked yesterday concerning work at the Modbury Hospital?

The Hon. R. C. DeGARIS: A contract was let to A. V. Jennings Proprietary Limited in December, 1969, and the whole of the job is currently on schedule. The basement floor of the main block has been poured, and some columns to support the main floor are up and others are boxed. Some delays have occurred

in relation to the current strike position, particularly through the absence of cement. Planned completion date of Phase I is August, 1971.

#### QUEEN ELIZABETH HOSPITAL

The Hon. A. J. SHARD: Has the Chief Secretary a reply to my recent question concerning bed capacity at the Queen Elizabeth Hospital?

The Hon. R. C. DeGARIS: The present bed capacity, including Mareeba, is 539, and the occupancy, at March 30, was 429; this represents 80 per cent usage. The average bed occupancy over a period of 12 months was 81 per cent. When the extensions that are to take place are opened, the Queen Elizabeth Hospital will have a total bed capacity of 812.

#### NORTH-SOUTH RAILWAY

The Hon. A. M. WHYTE: I seek leave to make a short statement prior to asking a question of the Minister of Roads and Transport.

Leave granted.

The Hon. A. M. WHYTE: I have information from a source which I regard as very reliable that the most recent survey for the North-South railway line favours a route from Tarcoola to Alice Springs. Previously it was thought that it would go from Kingoonya. I have been told that the route now suggested will pass within nine miles of Coober Pedy, which is a rapidly expanding town. Will the Minister of Roads and Transport, as our State representative in this matter, approach his Commonwealth counterpart and the Commonwealth Railways Commissioner with a view to having this track diverted to pass through Coober Pedy or, alternatively, having a spur line built to serve that town?

The Hon. C. M. HILL: Although I have not had any official advice in this matter, I have seen some press reports to the effect that the Commonwealth Government is planning a rail line from Tarcoola north into the Northern Territory. I also understand that the present plans do not envisage that this line will pass through or near the town of Coober Pedy.

Whilst, as the honourable member appreciates, this is entirely a Commonwealth matter, I shall be only too happy to write to the Commonwealth Minister for Shipping and Transport and draw his attention to the honourable member's request that full consideration be given to the townspeople at Coober Pedy in deciding whether, if these plans eventuate, this area can be served either by a spur line or possibly by a direct line passing near or through that town.

### THEBARTON CROSSING

The Hon. A. F. KNEEBONE: I seek leave to make a short statement prior to asking a question of the Minister of Roads and Transport.

Leave granted.

The Hon. A. F. KNEEBONE: For some time there has been considerable publicity regarding the urgent need to install a pedestrian crossing outside the South Road section of the Western Teachers College and letters written by students and ex-students and a letter written by the Road Safety Council have appeared in the press. In the minds of most people there seems to be some confusion as to who is responsible for providing a means of crossing this busy portion of South Road with some degree of safety. The following letter, which appears in the *Advertiser* of April 22, clearly indicates the need and the difficulty experienced in getting results:

#### *Crossing needed*

Does it take more than one death before officialdom wakes up? For seven years the staff and students of Western Teachers College have been pleading with the Road Safety Council, the Corporation of the City of Thebarton and the Education Department to have a pedestrian crossing installed on the South Road outside the South Road section of the college. The Road Safety Council maintained that it was not its responsibility. The Thebarton Corporation did the same and implied that members of the college would have gained a better hearing if they had been ratepaying members of the city.

The Education Department was then contacted several times. It at least agreed in principle to the idea, but refused to make the money available at that time. Late last year a girl, not a member of the college, was fatally injured while attempting to cross the South Road outside the college. On the evening of April 19 a senior member of the staff was injured as he tried to cross the road. This member of staff has been associated with the efforts to gain a pedestrian crossing, and was therefore aware of the dangers. Students and staff have to cross this road every hour of the working day to attend lectures at the Walter Street section of the college, and to catch buses to the Currie Street section. (Signed) D. Blackwell, I. Chester, A. W. Sachs, R. Rogers. Students and graduates of Western Teachers College.

Can the Minister say what progress has been made to prevent further death and injury at this crossing?

The Hon. C. M. HILL: Considerable progress has been made. The Road Traffic Board as far back as 1967 approved of the installation of lights at this pedestrian crossing. The installation of such lights is the sole responsibility of the local council which, in this

instance, has been very concerned about the crossing because of its interest in road safety generally. On the other hand, the council, whose rate revenue the honourable member will appreciate is not particularly high in comparison with the revenue of other municipal councils, considers that in the main the people who use the crossing come from the teachers college.

As a pedestrian crossing, this one is perhaps unique because investigation and research there have indicated that most people who use it are staff and students of the college. In other words, the college and buildings are on either side of a main road and it would appear that it was a responsibility of the Education Department to assist financially in the installation of lights.

I have been discussing this matter with the Minister of Education over the last few days and I am pleased to report that he has indicated to me this morning that he proposes to recommend that his department pay for the capital cost involved. It would appear now to be simply a matter of the official advice coming through and negotiations being finalized with the local council. I believe that in the very near future agreement will be reached and the necessary installation made.

### YORKE PENINSULA WATER SUPPLY

The Hon. M. B. DAWKINS: Has the Chief Secretary, representing the Minister of Works, a reply to my question of Tuesday last about the Yorke Peninsula water supply, particularly in regard to underground supplies in the lower end of the peninsula?

The Hon. R. C. DeGARIS: The Mines Department has investigated the Carribee Basin and has reported on it. In this report it was stated that the basin is of small extent and carefully controlled development would be necessary to prevent the ingress of sea water. It was difficult to determine the annual intake which reaches the aquifer and in an endeavour to determine this it was proposed that the Mines Department would seek the help of the Bureau of Meteorology in regard to the installation of a pluviograph in the area. Inquiries from the Mines Department today reveal that, owing to staff shortages and having in consequence to replan its total programme, the department has had to defer work on this investigation for the time being.

It is estimated that the safe yield from this basin is only about 20,000 gallons an hour, which in itself is not a very significant quantity of water for augmenting the lower parts of the Yorke Peninsula scheme or for supplying

new areas not now supplied. This yield of only 20,000 gallons an hour may well be fully consumed by a few landholders with their own bores and pumps. Present studies within the Engineering and Water Supply Department to investigate improvements and possible extensions to the Yorke Peninsula scheme are being concentrated on determining the necessary works to increase the capacity of the Yorke Peninsula trunk main.

The most urgent matter requiring attention revealed by the studies so far is the necessity to be able to supply additional water to parts of the peninsula south of Maitland. To achieve this, approval has been obtained for the installation of a permanent pumping station on the trunk main about five miles south of Maitland. Arrangements for this station are well in hand and it should be available for use by October, 1970.

#### PORT WAKEFIELD CROSSING

The Hon. L. R. HART: I understand the Minister of Roads and Transport has an answer to my question of Tuesday last about the Port Wakefield crossing.

The Hon. C. M. HILL: It is not proposed, as part of the present work being carried out on the Port Wakefield Road, to construct a bypass for Port Wakefield. It is expected that such a bypass will be considered at such time as it becomes necessary to duplicate the road. It is not proposed, in conjunction with the present works, to make any significant change to the warning and safety measures at the crossing referred to.

#### SALISBURY INTERSECTION

The Hon. M. B. DAWKINS: Has the Minister of Roads and Transport an answer to my recent question about the Salisbury intersection?

The Hon. C. M. HILL: Redesign of the intersection referred to cannot proceed until certain matters concerning the arterial road network in the area are resolved. The planning work is being conducted in close collaboration with the city of Salisbury. It may be some time before finality is achieved as the road arrangements in this area may be influenced by possible extensions of the Edinburgh Airfield.

#### BARMERA HOSPITAL

The Hon. A. J. SHARD: I direct my question to the Chief Secretary and seek leave to make a brief explanation before doing so.

Leave granted.

The Hon. A. J. SHARD: During my time as Chief Secretary we had a difficult problem with the Government hospital at Barmera, which was in a bad state of repair. The Government of the day decided not to repair the hospital—that it should not be a public hospital in the first place, and, secondly, that to spend money on repairing it would be pouring good money after bad. During my time as Chief Secretary, we offered to put up a new community hospital for Barmera and to demolish the present public hospital, the new hospital to be erected as a community hospital. I understand that the present Chief Secretary met the people of Barmera and discussed with them the difficulty of the problem, of which we had had some experience. I understand that, on behalf of the Government, he offered a new subsidized hospital. Can the Chief Secretary inform me whether the people of Barmera have decided to accept his proposition and, if so, what stage the proposed work has reached?

The Hon. R. C. DeGARIS: The information provided by the Leader is correct. I attended a meeting in Barmera 18 months ago in relation to the hospital there, and I agree with his view that the present hospital is only suitable for bulldozing and is not capable of being repaired. It is a Government hospital. I believe that if a Government hospital is to be established in that area Barmera is not the correct locality for it.

The Hon. A. J. Shard: I agree with that.

The Hon. R. C. DeGARIS: The Leader offered the people of Barmera a community hospital without subsidies. I looked at the problem and considered that Barmera warranted a subsidized hospital to place the district on exactly the same basis as Renmark, Waikerie, Loxton, and other places in the Upper Murray area. This was accepted at a public meeting, and the board has presented to me plans for the construction of a new hospital in Barmera. This proposal has been approved by the Government. Final plans will be drawn up and tenders called for the construction of the hospital.

#### ADDRESS IN REPLY

Adjourned debate on motion for adoption.

(Continued from April 29. Page 67.)

Address in Reply, as read, adopted.

The PRESIDENT: I have to inform honourable members that His Excellency the Governor's Deputy will be pleased to receive them

for the presentation of the Address in Reply at 2.50 o'clock this afternoon. As the time approaches, I invite honourable members to accompany me to Government House to present the Address in Reply to His Excellency the Governor's Deputy.

*[Sitting suspended from 2.40 to 2.57 p.m.]*

The PRESIDENT: I have to inform the Council that, accompanied by the mover and seconder of the Address in Reply to His Excellency the Governor's Opening Speech and by other honourable members, I attended at Government House and there presented to His Excellency the Governor's Deputy the Address adopted by the Council this afternoon to which His Excellency the Governor's Deputy was pleased to make the following reply:

I thank you for your Address in Reply to the Speech with which His Excellency the Governor opened the fourth session of the Thirty-ninth Parliament. I am confident that you will give your best attention to all matters

placed before you. I pray for God's blessing upon your deliberations.

#### JOINT COMMITTEE ON CONSOLIDATION BILLS

A message was received from the House of Assembly requesting the concurrence of the Legislative Council in the appointment of a Joint Committee on Consolidation Bills.

The Hon. R. C. DeGARIS (Chief Secretary) moved:

That the Assembly's request be agreed to and that the members of the Legislative Council to be members of the Joint Committee be the Chief Secretary, the Hon. Sir Arthur Rymill, and the Hon. A. J. Shard, of whom two shall form the quorum of Council members necessary to be present at all sittings of the committee.

Motion carried.

*[Sitting suspended from 3.3 to 5.16 p.m.]*

#### ADJOURNMENT

At 5.17 p.m. the Council adjourned until Tuesday, May 5, at 2.15 p.m.