



**PUBLIC WORKS COMMITTEE: ELLISTON TO LOCK ROAD  
29 May 1997**

**Mrs PENFOLD (Flinders):** This road is of particular interest to me, as most people would be aware. Our farm was on the Lock to Elliston road which, as I remembered it, it was very rough and bumpy. In 1986 a portion of it was sealed, which gave the local people a taste for what a sealed road was like. They have been waiting ever since—yes, I believe that some thanks must go to the Speaker for getting a few things happening. It has taken this Liberal Government to see the need and to acknowledge the importance of a rural community that is as remote and isolated as the one which I represent and which takes in Elliston and Lock. Elliston has the council—

*The Hon. Frank Blevins interjecting:*

**Mrs PENFOLD:** They are going to have a hard job—especially now that I am getting the Elliston to Lock road and the Kimba to Cleve road.

**Mr Atkinson:** You think voters are grateful, don't you? You are going to find out.

**Mrs PENFOLD:** I know that a lot of people will be grateful: I know that most of my relatives and friends in that district will be very grateful. Many of them are on the council or have been on the council. People have to commute to Elliston to the council chambers to be involved in their local government. It is a major commitment, especially when the road is so poor that often they cannot get through in the wet weather. It is very dangerous; there have been a lot of accidents on that road. The parents who send their children on the school buses will be very grateful because those roads, at both ends, have been incredibly dangerous, especially in the bad weather. Sport is very important to isolated communities like Lock and Elliston—it is an opportunity to socialise and to compare notes—and people will soon be able to travel between Lock and Elliston with at least the major part of the road, the worst part, being sealed. That is something that people in the city take for granted. But when you travel more than 100 kilometres to sporting fixtures, it would be nice to have at least most of the road sealed—and the sooner it is completed, the better.

The Lock to Elliston road is also the most direct link to Adelaide for the people of Elliston and districts, and that is where the tertiary education facilities are mostly to be found for students. If they are not in Adelaide, they may be in Whyalla. So, for tertiary education purposes in either Whyalla or Adelaide, the quickest way to get there is by the Elliston to Lock road. The same applies to access to hospitals and specialists. More is being done—especially under this Liberal Government—to provide specialist treatment at the Port Lincoln Hospital, but most of the specialist work is still done in Adelaide, although some is done in Whyalla. That also means that they can go across to Adelaide and Whyalla more quickly and more comfortably to get their education and health needs met. So, it is with great pleasure that I endorse the PublicWorks Committee's recommendation to continue the sealing of this road. I am hopeful that in today's budget we will hear that an amount has been set aside for the next stage of the completion of this project.

**PUBLIC WORKS COMMITTEE: KIMBA TO CLEVE ROAD  
29 May 1997**

**Mrs PENFOLD (Flinders):** I thank the Minister for all the support we have had for the development of, and extra expenditure provided for, roads on Eyre Peninsula. I also thank the member for Giles for his support. It is a pity that his Government was not the Government to spend a little bit of money on roads. I take issue with the fact that people do not use the roads as much as they might. The number of cars on the roads will double or triple as soon as the roads are worth

driving on. Presently they are so rough that most of the people who do not want to risk the lives of their family or risk damaging their cars avoid those roads like the plague whenever they go anywhere. You do not want to start a trip to Adelaide by going across the Lock to Elliston Road and irretrievably damaging your car.

I also take issue with the ghost towns comment. There is no way that the people—including myself—on Eyre Peninsula will allow any towns on the Eyre Peninsula to become ghost towns. The member for Giles cannot have been over there recently. He would have known that, in Elliston and in most of the coastal towns, with the oyster development, the development of fin fish farms, tuna farms and other aquaculture in sea and on land, industry is moving ahead apace. It will only get faster in future. I am sure the coastal towns will not be running into population problems but increasing their population. Already Streaky Bay's population is increasing. Its increase is mostly coming from the tourism industry which, when we spend more money—as the Liberal Government is doing—on the great number of parks we have on Eyre Peninsula, we will get more people into them. I understand that the Lincoln National Park on Eyre Peninsula has increased its visitor numbers by about 85 per cent. In addition, I refer to the minerals and the fact that the Yumberra National Park development is currently being blocked by Labor and Democrat people. There are hundreds of jobs in the Yumberra National Park.

*Members interjecting:*

**The SPEAKER:** Even though the matters the member for Flinders is raising are particularly near and dear to the Speaker's heart, she is now starting to spread somewhat wider than the motion before the Chair.

**Mrs PENFOLD:** Yes. However, the member for Giles said that we would have ghost towns and I do not think there will be a ghost town anywhere on the Eyre Peninsula. The Kimba to Cleve road, as with the Lock to Elliston road, will have a lot more traffic, and the towns will grow. For the social and economic well-being, health and education of the people in those areas, it will be a great boost. The Liberal Government has bitten the bullet regarding spending on such major roads left unsealed by a Labor Government and is putting in the money to seal them. I am proud to be part of that Liberal Government.

#### **PUBLIC WORKS COMMITTEE: KANGAROO ISLAND SOUTH COAST ROAD 7 November 1996**

**Mrs PENFOLD (Flinders):** I rise to support the motion. When I became the member for the island nearly three years ago, on the top of the wish list for the island's people was the sealing of the road system. Since that time, I have been lobbied considerably with all but one letter pointing out the dangerous state of the island's roads, particularly those covered in what is commonly called gunshot gravel. The lobbying reached a crescendo with the arrival of large numbers of additional tourists following the onset of the Superflyte ferry. Many of these tourists have rarely, if ever, been in charge of a motor vehicle off the bitumen. Except for the one constituent who most adamantly advised that bituminising the roads on Kangaroo Island would spoil the ambience of the island and lead to the killing of even more of the native animals, all contacts have been most concerned that the roads be sealed as soon as possible. A typical letter is as follows:

*Dear Liz,*

*I am writing to you about the state of our roads here on Kangaroo Island. They are nothing short of a disgrace. We need action taken now. Our main road, which includes the complete ring route around the island and the remainder of the Playford Highway to Cape Borda, must be sealed immediately. It is the tourists who are rolling over on our gravel roads, and it is the tourist that we are promoting to come to Kangaroo Island. So, we need provision for them to drive on the only type of road they know: a sealed road. It will not matter how many signs the council erects, they will still roll over on our roads. It is beyond a joke. We need funds now. How many lives will it take? We need help from higher up now. Your urgent action required.*

That is a typical letter. The sealing of the South Coast Road will go well towards sealing the remainder of the island's roads. It is with great pleasure that I support the motion.

Motion carried.

## **ROADS**

**24 February 1994**

**Mrs PENFOLD (Flinders):** I wish to inform members of the benefits that will come to my region from the Brown Liberal Government's plan to seal all arterial roads in South Australia over the next 10 years. The electorate of Flinders has two unsealed arterial roads and they both serve very important regional areas of Eyre Peninsula. The roads in question are the Elliston-Lock road, which is 52 kilometres long, and the Cleve-Kimba road, which is 55 kilometres long. Both these regions share sporting events, cultural contacts and commerce. The Romans recognised that, to improve the commerce and economy for a nation, you first had to provide it with an efficient means of doing business. The Romans were much better road-makers and had a stronger commitment to improving contact between regions than previous State Governments.

In the past 10 years of Labor Administration it milked the motorists, collecting \$669 million in petrol tax but allocating only 30 per cent of this to the roads. The rest was used to prop up the general revenue. Without good roads in the community we can never get the kind of economic activity that my electorate requires to keep our public infrastructure in place. Better access to adjoining communities via a sealed road will stimulate more economic activity.

The present Cleve to Kimba rubble road is at best a hazard to travel over and is at worst impassable. It is little better now than it was when at the age of 18 I was in a car that rolled over on it. The Cleve-Kimba road provides a connection between the Eyre and Lincoln Highways. Once sealed it will provide direct access for central Eyre Peninsula to the eastern seaboard of the peninsula. The eastern Eyre Peninsula is an important grain producing region. It produces in excess of 12 per cent of the State's wheat. Surely, this form of production deserves an adequate road system. School bus safety is another consideration and I would ask the House to note this when considering this important road.

The other unsealed arterial road within the electorate of Flinders is the Lock to Elliston road. This is another road that I know well, as our family farm was situated on it and as a child I travelled over it to school. The road connects two towns joined together with a common district council, and they have many other common interests. This road was given a priority for sealing as far back as 1960. This had the full support of Eyre Peninsula's local government bodies. The overall benefit of a sealed road network to this region has not been realised, owing to the failure to seal this section of road.

The need of these communities is great. There is no form of public transport to these areas, and it can be reasonably expected that this situation will change, should the road between Lock and Elliston be sealed. This road provides the only link for Elliston residents to specialists and medical and hospital facilities located at the Whyalla base hospital. Once again, schoolchildren are required to travel this deplorable road daily. We put their lives at risk every day because of the hazardous condition of the road. The township of Elliston was proclaimed in 1878, 116 years ago. Ten years later local government was established. I believe it is a disgrace that Elliston, the headquarters of its local government district, does not have a direct sealed road to the capital city here in Adelaide.

Every community deserves to be able to maintain contact with the capital city via sealed roads. As I said, the Romans recognised the need for roads to stimulate economic growth. Let me just outline some of the more recent history on the state of this road in question. In 1964 the roadway was flooded in July and August, and motorists detoured through paddocks. In 1971 the road was totally impassable for two weeks in May. After the floodwater subsided, detours through paddocks were again used. Again in 1974 the road was flooded, and the same happened again in 1975. Then in 1979 the road was totally closed to all traffic for six weeks during October and November. The Romans would not have tolerated this situation; why should my constituents in Flinders have to put up with it? The road transport system on Eyre Peninsula is considered to be at least 20 years behind other areas in this great State. Eyre Peninsula has been denied by successive Governments for far too long.

I wish to alert members to another road within the electorate of Flinders which should be considered for sealing. This is the Birchmore Road, South Coast Road, West End Highway and the Playford Highway from Parndana to the West End Highway, more commonly known as the ring route on Kangaroo Island. Comprising about 142 kilometres, only 56 kilometres of this road is sealed. This road serves the prime tourist attractions on Kangaroo Island. Seal Bay, Kelly Hill caves and the Flinders Chase National Park are all accessed by this road.

These attractions are the major reason why tourists visit Kangaroo Island. We have an investment in providing better road facilities to service these tourist spots. Numbers visiting Kangaroo Island are expected to climb sharply, and the presence of these people will impact on the State's economy, including here in Adelaide, where their journey to Kangaroo Island usually starts and finishes. Completing the sealing of the ring route on Kangaroo Island is an investment in the future for every South Australian.

Finally, back to the Romans: they are remembered as road builders. My hope is the Brown Liberal Government will be remembered for finally finishing the job of sealing the State's arterial and important tourist roads, especially those neglected for so long within the electorate of Flinders