

# **A Liberal Vision and Master Plan for Adelaide**

February 2008



**Strength, security and stability**

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## 1.1 Introduction

Adelaide is the capital of South Australia and belongs to all South Australians.

The Adelaide Central Business District and the Parklands are vital to the business and community life of all South Australians and should not be the play thing of any particular local council or those who reside within the City precincts alone.

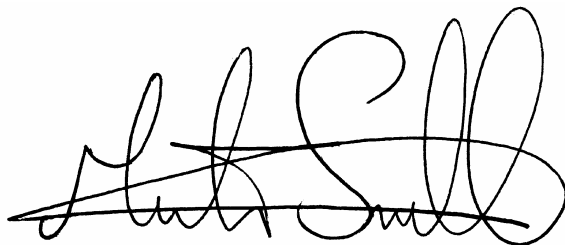
For six years the City, along with the State Labor Government, has been “tied up in knots”. Political deadlock between State and Local Government has delivered inaction. Vocal minorities have dictated the agenda.

We need a completely new approach.

Adelaide is a symbol of South Australia’s progress and national standing. The City is the intellectual, business and cultural heart of this great State. It is a reflection of our journey so far and of all that is to come. The New State Liberals believe the State Government must take the lead and set the State agenda in the best interests of all South Australians. This is particularly so in building the infrastructure needed to shape the future of this great City of Adelaide.

When elected in March 2010 the State Liberal Government will reinvent and reinvigorate the City of Adelaide as part of a 20 year program of work.

***It is time for action – South Australians deserve better!***

A handwritten signature in black ink, appearing to read 'Martin Hamilton-Smith', with a large, stylized 'S' at the end.

Martin Hamilton-Smith  
**Leader of the Opposition**



## **2.1    The Central Business District**

The Central Business District (CBD) of the City of Adelaide belongs to all South Australians. State Government must assume planning responsibility of the CBD from the Adelaide City Council so that a State capital of which we can be proud grows into the future.

The Adelaide City Council would retain planning powers in residential City precincts such as North Adelaide, the south eastern corner of the city and in residential streets and localities, but the Adelaide City Council should not be determining, on behalf of all South Australians, whether major office towers and business construction proceeds or not.

To ensure that we have a vibrant and progressive City, the State Government should control major non-residential development and public transport infrastructure in the City including iconic, cultural, sporting and community developments used by all South Australians

And the State Government must ensure that the quality and character of CBD buildings is improved. Boston, Chicago, a range of European cities and even Dubai in the United Arab Emirates are examples of places where intelligent design has been used to capture either the historic or architectural themes of existing buildings and street scapes. We need designs that match Adelaide's heritage character and which match our image as a centre for arts, tourism and culture and as a hub of science and innovation. The State Government must put in place planning laws to promote growth in stylish, appropriate major developments in the CBD.

### **3.1 City West to the River Torrens**

#### **Introduction**

The area between North Terrace and the River Torrens from west of the Morphett Street Bridge to the site of the Thebarton Police Barracks should be one of the most exciting pieces of real estate in Adelaide. This precinct is the undeveloped jewel in Adelaide's crown, blighted by ugly rail yards.

Victoria Square is no longer the centre of Adelaide. Increasingly community events and focus have moved to the banks of the Torrens. We must "look to the river" for the future.

#### **The Health Precinct**

That is why slapping a large concrete hospital, the Marjorie Jackson-Nelson Hospital, at this prime site cannot proceed. Labor's hospital, if it goes ahead, will block out any hope for an alternative vision for this site that brings the Torrens to North Terrace and which creates a space like Federation Square in Melbourne or the Riverbank precincts in Brisbane and Melbourne.

The proposal to blight this site with a new hospital in lieu of the previous health plan, which was to re-build the Royal Adelaide Hospital (RAH), has never been put to an election. It was dreamt up within months of the March 2006 election as an after thought.

The RAH, on its current site provides the centre piece for our health and research precinct. The site already contains the Adelaide University, medical facilities and Institute of Medical and Veterinary Science (IMVS). Moving our major teaching and research hospital away from this precinct will remove significant synergies co-location of research and training facilities provides.

The plan for the Marjorie Jackson-Nelson Hospital must be put to an election. The New State Liberals believe the people should decide in March 2010 whether they want the RAH bulldozed or rebuilt into a hospital we can be proud of at a saving, according to the State Labor Government's own figures, of almost \$500 million. Any complex and expensive Public Private Partnership (PPP) financing deal should not be signed before the next election. There are far more exciting uses for this City West precinct.

The rail yards should be removed, but for more appropriate and exciting opportunities. The Convention Centre urgently needs to expand west of Morphett Street Bridge if our tourism industry is to compete and if our convention city is to flourish. The idea supported by the “Adelaide 2050 Group” of Architects for a plaza linking North Terrace to the Torrens edge with cafes and associated facilities is sensible.<sup>1</sup>

The Torrens Riverside walk must be continued as part of a new linear park beside the Torrens which opens this wonderful space to the City. Hyde Park in Sydney is a guide. It has cafes and park developments that ensure that it is used by City workers, shoppers and residents. The rail yards and the dilapidated scrub of City West cannot remain a barrier between the City and the river.

This precinct, if opened up for cultural development as we have seen with the State Library the Art Gallery and the SA Museum, could provide new iconic attractions for tourism and for all South Australians to enjoy. The historic Adelaide Gaol will fit well within this precinct of historic significance and cultural attractions. Additional attractions should be created to include a SA Science and Technology Museum incorporating a Children’s Museum. The Investigator Science Centre was progressively destroyed by the current SA Labor Government. A modern art gallery incorporating an Aboriginal artefacts museum could provide a showcase for our world class indigenous collection and help brand South Australia as the tourism gateway to the Outback.

The concept of a community music bowl beside the Torrens in City West, akin to Melbourne’s Sidney Myer Music Bowl, would provide an alternative gathering place to Elder Park with a larger expanse of river and better space and facilities.

Alongside this precinct, Adelaide needs a new world class 5 star or 6 star hotel. Compared to other States Adelaide has too few international standard hotels. To complement a good array of boutique hotels prime city heritage buildings should be promoted as boutique hotels. The Medina Grand Adelaide Treasury development by the Toga Group provides the right example for the future.

And the City West site offers the prospect of a nationally significant sporting precinct.

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<sup>1</sup> Adelaide 2050 Group, Burton, Dreosti and Schulz, 2007

## **4.1 A Nationally Significant Sporting Precinct.**

Adelaide should aim to co-host the Soccer World Cup in 2018 as part of an Australian bid. Australia needs 10 world class stadiums to host the World Cup. Currently the nation has four, one in Sydney, one in Brisbane and two in Melbourne.

The State Liberals believe that it is within our wit and ability to attract both the World Cup and the Commonwealth Games in 2022. South Australia is the only mainland State not to host the Commonwealth Games.

Victorian Premier Brumby is wrong. We are not a backwater. We can do these things, but we must grasp the mantle and seize the moment.

But first the State Government must take the lead. An action group must be formed without delay, led by the Premier and comprising Sports SA, the South Australian National Football League (SANFL), South Australian Cricket Association (SACA), the Soccer Federation, the Adelaide City Council, the Local Government Association and key stakeholders in business and tourism to ensure that South Australia has the facilities to stage these major events.

We will need a world class stadium if we are to win these major opportunities. A stadium which meets the crowd capacity requirements, safety and security criteria set out by FIFA and other international bodies. Neither AAMI Stadium nor Adelaide Oval fit the bill at present.

Adelaide must have a world class stadium. It must either be a completely refurbished, expanded and rebuilt AAMI Stadium at West Lakes or a new stadium that meets the needs of the Australian Football League (AFL), soccer, rugby and other sports at the international level.

The question we must ask, is whether AAMI stadium is a solution for 50 -100 years. If it is, let's get behind it, but if it is not we need to look elsewhere. We must consider what is best for the entire State. Federal and State Governments must be prepared to contribute to the cost of construction.

If we are to build a new stadium, City West is the place. The opportunity to create a sporting precinct linked by footbridges from the new stadium to Adelaide Oval,

Memorial Drive Tennis precinct and to other ovals and sporting facilities in the Parklands is compelling.

Have a look at what has been achieved in Western Australia where a new 60,000 seat stadium is to be built. The Western Australian Government, the AFL and the Western Australian Football League (WAFL) have agreed to building the new \$850 million multi-purpose stadium, giving Australian Football priority use. The WAFL has agreed to relinquish its lease on Subiaco Oval, clearing the way for the new development.<sup>2</sup>

Our SANFL in conjunction with the AFL as the main user would need to have practical ownership and prime control of any new stadium.

The City West area is superbly serviced by rail, trams and buses, so the need to extend new rail or light rail infrastructure to the area is unnecessary.

The State Liberal's are not advocating that a new stadium be built at City West just yet. We recognise that the SANFL wants to stay at present at West Lakes. The reality is this is a decision that involves not only AFL but soccer, rugby and other sports, but which reflects on our ability as a State to attract major events such as the World Cup Soccer and the Commonwealth Games. It is an important strategic decision and a major investment in infrastructure for the entire state and the City of Adelaide. The State Government and the organisations mentioned earlier need to come together to work out which is the best pathway forward. Is it to be West Lakes or City West?

City West is a special part of the Parklands. It is unique. But the broader Parklands present perhaps the next great opportunity; if we get it right.

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<sup>2</sup> Adelaide Now, Perth gets 60,000 seat stadium, 19 December 2007.



## 5.1 A Future for the Parklands

The Parklands belong to all South Australians. They reach beyond the City of Adelaide in their appeal. They are important for tourism, for major events such as Carnevale, Glendi and Schutzenfest - they are a place where the whole of Adelaide gathers.

It flows that the State Government should develop a master plan for the parklands and should have control over them in close consultation with City residents and the Adelaide City Council. On reflection, the current State Labor Governments decision to propose the *Adelaide Parklands Bill 2005* was a mistake. The Parklands are best protected if the planning powers which do so are retained at the highest level by the State Government.

The New State Liberals believe appropriate uses for the Parklands include: sport and recreational use, cultural use, heritage uses like the botanic gardens, statues and memorials and importantly major events.

That is why horse racing is an appropriate use. That is why motor sport, in particular the Clipsal 500 is appropriate. That is why Premier Mike Rann and the State Labor Government are so wrong to abandon the redevelopment of Victoria Park. The new State Liberals will introduce the *Adelaide Parklands (Facilitation of Development of Victoria Park) Amendment Bill 2007* into parliament during the first sitting week of 2008 to allow a lease to be secured for the construction of a new facility at Victoria Park for joint use by the South Australian Jockey Club and the Motor Sport Board. It is not too late to save Victoria Park. Labor must reverse its decision.

For decades successive governments have gone weak at the knees in the face of the mildest criticism. The fact is the uses mentioned above for the Parklands are appropriate, so let's just get on with ensuring that the Parklands are user friendly parklands and are well maintained. Let's ensure that there are facilities in the Parklands for people to use and to enjoy the environment.

Central Park in New York and Hyde Park in Sydney together with innumerable parks in Europe provide a guide as to what could be. A Liberal State Government will invest in getting the right advice so that a master plan for the

Parklands, which protects the space, can be developed and overtime brought to life. Currently most of the parklands are neglected and not optimised.

State Government needs to listen carefully to all South Australians, including vocal minorities but must act in the best interests of all South Australians.

“Can’t do people” have driven the agenda on a range of issues including the Parklands. We “can do” and we “must do.” State Government must set the example and lead from the front.

We cannot undo the mistakes of the past but we can avoid repeating them. The Parklands must be preserved from inappropriate developments for future generations, but common sense must apply. Police Barracks, SA Water Depots and some other inappropriate developments must eventually go and like developments never allowed again, but sport and recreation, cultural and heritage uses and major events are exactly what Colonel Light envisaged – let’s get on with it.

## 6.1 Roads and infrastructure

### Introduction

We need to get serious about growing the City of Adelaide while enabling ease of movement within it.

About 84 percent of people in South Australia commute by road in private vehicles. In 2003 only 15.3 percent of the population in South Australia used public transport.<sup>3</sup> A 2006 Australian Bureau of Statistics survey claimed that 75 percent of people opt for private vehicles to commute.<sup>4</sup> The truth of private vehicle use is probably somewhere in between.

The fact is we have a transport culture based on the motor vehicle and with this comes the need to park our cars. Consequently we have created adequate inner City parking. Thinker in Residence, Charles Landry stated in his report *Rethinking Adelaide – capturing imagination* "Big box developers claim they need swathes of car-parking. That's fine, but how come we in Europe manage with less than half as much and complaints are few."<sup>5</sup> We need to improve Adelaide's Roads.

### Ring Roads

As traffic movements slow on Adelaide's roads we need to review and build infrastructure which not only supports our lifestyle but reduces congestion by diverting non-essential traffic away from the CBD.

There have been advocates for inner and outer ring roads around our City. The RAA in its publication *Backwater to Benchmark* supports the concept.<sup>6</sup>

The inner ring road would include Fullarton Road, Dequetteville Terrace, Robe Terrace, Park Terrace, Port Road, East Terrace (near the Bakewell Bridge) and Greenhill Road. The basic infrastructure already exists but work needs to be undertaken on The Britannia Roundabout and Greenhill Road to ensure connectivity.

The outer ring road would include, what is essentially the freight route from the South Eastern Freeway, Portrush Road, Cross Roads and linked to Ascot Ave, Hampstead Road and Grand Junction Road connecting the Gepps Cross intersection.

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<sup>3</sup> Adelaide metro website: <http://www.adelaidemetro.com.au/guides/pocketguide.html>

<sup>4</sup> Australian Bureau of Statistics. [www.abs.gov.au](http://www.abs.gov.au)

<sup>5</sup> "Rethinking Adelaide – capturing imagination" Charles Landry page 28

<sup>6</sup> RAA Backwater to Benchmark, 2005, page 58

In consultation with transport industry representatives and the RAA a State Liberal Government will develop an inner ring road around the City and an outer ring road which will assist in the movement of vehicular traffic and freight. The concept of ring roads is supported by the RAA.<sup>7</sup>

### *The North South Corridor*

A State Liberal Government will focus on a North/South Corridor that runs from Wingfield to Victor Harbor, as part of a 20 year infrastructure program and plan.

The Federal Labor Government has committed only \$500 million between 2007 and 2014 for the North South Corridor. It is not enough. The funding is needed to construct flyovers at the major bottleneck intersections on South Road, including Grand Junction Road, Cormack Road and the Wingfield Rail Line and Sturt Road.

The difference between the State Labor Government and a State Liberal Government is that we will commit to a North/South Corridor from Wingfield to Victor Harbor as part of a 20 year infrastructure plan. The RAA supports this position.<sup>8</sup>

The cost of duplicating the Victor Harbor Road from South Road junction to Victor Harbor including grade separation at the South Road junction was costed by the RAA in 2005 at \$250 million.<sup>9</sup> The longer we wait the more the cost will grow.

### *The Southern Expressway*

The Southern Expressway was built at a cost of around \$170 million between 1997 and 2001, at a time when the Liberal Government was still paying off the State Bank debt created by the Bannon/Rann Labor Government - a \$11.5 billion burden which crippled our State. It was always intended, from the outset, that the Expressway be duplicated – when the State could afford it. Land was purchased at the beginning to ensure that in the years to come, (when the State had recovered from the State Bank collapse) the Government would be able to duplicate the freeway.

The South had been neglected for years in the 1980s by the Bannon/Rann Labor Governments. Whilst the post-State Bank Liberal Governments have been widely criticised for the phasing of the expressway, it has taken congestion from the South Road Corridor and has delivered enormous benefit to a South, which State Labor has

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<sup>7</sup> RAA Backwater to Benchmark, 2005.page 58

<sup>8</sup> RAA Backwater to Benchmark, 2005 page 10

<sup>9</sup> RAA Backwater to Benchmark, 2005 page 6

forgotten and abandoned. There are now calls for the duplication of the road<sup>10</sup>, calls which have been flatly rejected by the current State and Federal Labor Governments. With the State Bank debt retired, Labor has the money, but will not invest it.

A State Liberal Government will duplicate the Southern Expressway as part of its 20 year infrastructure plan. The people of the South will not be forgotten by the New State Liberals.

### Road Maintenance

In 2003 it was estimated that South Australia had a road maintenance backlog of \$160 million<sup>11</sup>. This is growing by the day and interest groups conservatively estimate the current backlog at \$200 million. A program of works needs to be completed to reduce the backlog and bring South Australian roads back to a good condition.

The South Australian Road Transport Association (SARTA) has accused the State Government of ignoring the maintenance backlog.

In the report on ABC Radio on 25 September 2005 Steve Shearer of the SARTA called for the Government to "come up with a plan and show us how they're going to do it - to get rid of the road maintenance backlog within 15 years."<sup>12</sup>

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<sup>10</sup> RAA Backwater to Benchmark, 2005 page 61

<sup>11</sup> RAA submission to the State Draft Transport Plan , August 2003, page 2

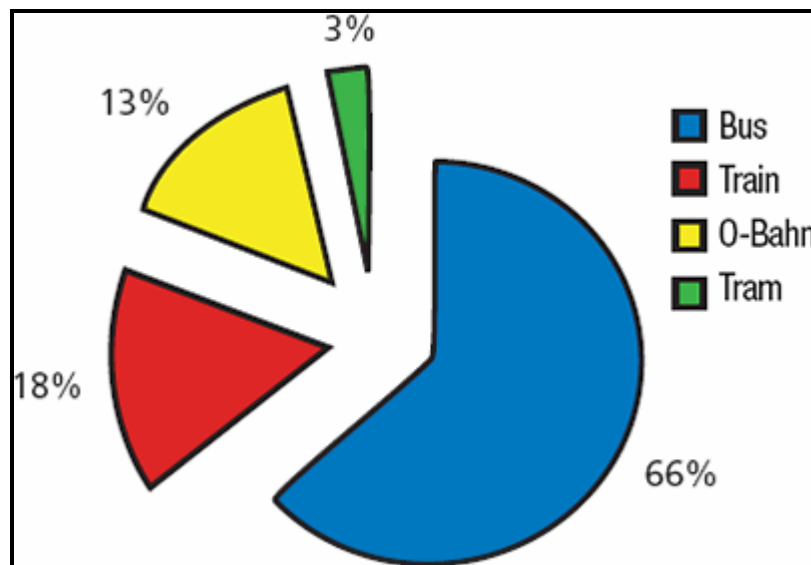
<sup>12</sup> Steve Shearer, South Australian Road Transport Association, 25 September 2006. 17:07pm ABC News

## 7.1 Public Transport

### Introduction

The facts are that of the small number of South Australians who use public transport the majority (66 percent) use the bus services.

In 2005-06 the average number of trips taken on the public transport system was 175,123 a day. Of these 66 percent use the bus, 18 percent use the train, 13 percent use the O-bahn and 3 percent use the tram. The chart below shows the patronage of the passenger transport network by type.<sup>13</sup>



During his 8 years as opposition Leader Mike Rann and the Labor Party took every opportunity to criticise the outsourcing of the bus contracts. Mr Rann's 2002 Election Pledge stated that

*"Privatisations in South Australia will end from day one of a Labor Government.*

*Not one public hospital will be privatised or closed under Labor in the country or City.*

*There will be no sale of our TAFEs, our Lotteries Commission, our Housing Trust, our prisons, our forests.*

*A Labor Government will review all of the Liberals' privatisation and outsourcing contracts."*<sup>14</sup>

<sup>13</sup> Adelaide metro website: <http://www.adelaidemetro.com.au/guides/pocketguide.html>

<sup>14</sup> Media Release Mike Rann, 3 February 2002 ALP Campaign Launch

### Buses

But in February 2005 the then Labor Minister for Transport, Trish White, announced new metropolitan bus contracts for another 5 years.<sup>15</sup>

The contracts are due to expire in 2010 it will be interesting to see if the “Prince of Privatisation”, Mike Rann, will take his “no privatisation” policy to the 2010 election.

Clearly the privatised bus system is working to the Rann Government’s satisfaction, but more capital in real terms is needed to improve and diversify bus services. Detailed plans for our bus services will be announced at a later time.

### Trains

Our trains are in a state of disrepair. We are the only State with an obsolete diesel train fleet. Extensive plans for modernising our rail fleet will be detailed in the future. South Australia needs interstate train services which come into the city of Adelaide and which do not leave travellers on the outskirts of the city far from accommodation and accessible public transport.

The Ghan and Overland Train would be better serviced from City West rather than Keswick. As part of a major reinvention of the City West site we should build a new railway station underneath the City west precinct connected to Adelaide. The train station could service the sports stadium, cultural precinct, major events as well as City West.

Labor’s plans for a new railway station for the Marjorie Jackson-Nelson Hospital – but under a Liberal Government this will be extended to provide for a modern new station for The Ghan and interstate rail traffic at the City West site. Keswick is not a long-term vision for the future of trans-national Adelaide rail.

### Trams

According to the Government’s own figures only 3 percent of passenger transport patronage involves trams<sup>16</sup>. It is therefore curious that the Rann Labor Government’s first priority has been to invest \$31 million in a tram. How many bus and train services could have been enhanced with \$31 million? The tram is now here to stay, the money has been spent – but let’s not make anymore mistakes, let’s get our passenger transport priorities correct. Buses, then trains, then trams.

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<sup>15</sup> Media Release Trish White, 17 February 2005 New Metropolitan Bus Contracts for Adelaide

<sup>16</sup> Adelaide Metro Website <http://www.adelaidemetro.com.au/guides/pocketguide.html>

The Liberal's plan to develop City West as a cultural hub gives the tram a purpose. Although an extended role for trams should not be ruled out. It is very difficult to justify further expenditure on trams when so many other things need to be done first.

#### Bus/Rail/Road Interchanges

The reputation of Adelaide being the 20 minute city has been lost.

We need to optimise the use of passenger transport and in doing so we need to make it easy for people to use. At a time of growing climate change uncertainty, an increase in patronage on public transport can result in both environmental benefits and decongestion of our roads.

Whilst we are encouraging industrial and economic growth in the North, South and West of Adelaide we need to think more strategically about how people move around. Bus, rail and road interchanges provide new options for commuters.

A small portion of the Mitsubishi site at Tonsley could be the site of an interchange as part of a multiple purpose redevelopment. The site is considerable and the Tonsley rail line already exists at the site. An interchange would only need a small portion of the land which could then be further developed as a multi-use industrial or residential site. The public transport interchange would not only provide public transport services to workers at the site but also to commuters from the Southern suburbs and the Hills bound for the City and other destinations.



## **8.1 The Suburbs of Adelaide**

### **Streetscapes and Heritage Homes**

Adelaide has many beautiful and local heritage homes and suburbs, but the City is changing. Historic character suburbs are being eroded by development which is not sensitive to the substance and history of our City.

Working with Local Government, the State Government must extend the use of “no demolition” orders for selected local heritage homes, but must concurrently make it easier for people to renovate their homes, in character, without too much planning red tape. We must make the upkeep and improvement of our historic character homes a worthwhile proposition and stop the bulldozing of our heritage.

Slowly our suburbs are changing character because of demolition and unsympathetic extensions. One morning we will wake up and see that the beautiful homes and streetscapes of the older parts of Adelaide which we all love have gone. Some houses should and must be replaced by new buildings but we need to protect our historic streetscapes without going overboard. We must restore the balance.

### **Stobie Poles**

One of the most unsightly things about our Adelaide suburbs is the Stobie poles. Sooner or later all stobie poles must be replaced with underground infrastructure. The Power Line Undergrounding Committee (PLEC) has done some tremendous work with ETSA Utilities and local councils undergrounding many of our overhead wires. Unfortunately the program is languishing.

The State Government must reinvigorate and focus this program to ensure that undergrounding remains a priority. Removing eyesores should be a priority. We need to ensure that we protect our open space and project Adelaide to the nation and the world as a green and clean City in which to live.

### **The Hills Face Zone**

A Liberal Government will protect Hills Face Zone. Further work will be completed on the need to develop precincts which encourage the development of national parks and provide special places for tourism such as Cleland Conservation Park and Wildlife Park as unique attractions in the Adelaide Hills.

## **9.1 A City of Seaside Villages**

The Adelaide metropolitan area sits astride some excellent beaches. Ours is a coastline worth protecting and restoring. We do not want to see our coastline turned into another high rise Gold Coast. The developments at Glenelg and at Port Adelaide, New Port Quays have been good for South Australia and they have their place. But the niche village at Henley Beach is also something of which we can be proud. This small seaside “village within a city” model is one to follow along the Adelaide coast.

The New State Liberals will protect the coastline and work with Local Government to create a city of small beachside villages. Suitable locations may include Brighton, West Beach, Marino, Hallett Cove, Noarlunga and Aldinga and others. This may mean, in consultation with local communities, blocking of streets and the acquisition of land to protect and preserve the coastline and our beaches.

We will work with coastal councils to ensure that our coastline and beaches are protected and in some cases restituted and to ensure that the city foreshore is appropriately developed.

The State Government needs to work with local councils and communities to ensure that yet to be fully developed coastal land is put to best use. An interest must be taken in the future of the Glenelg Sewage Works site and to ensure that the land occupied and managed by the West Beach Trust is developed appropriately in the future. The South Australian Government needs to take the lead on our coast in co-operation with communities and Local Government.

The outcome must be a benefit for local quality of life, local tourism and for the city’s sense of place.

## 10.1 **Making it Happen**

### Introduction

The development of our City cannot be left to chance or to the vagaries of the vocal minority.

### Planning

Under a State Liberal Government, we will assume control of the planning and development for the Adelaide Parklands and the CBD from the Adelaide City Council. Decisive leadership and certainty are required if there is to be renewal and improvement.

The Adelaide City Council will remain the development authority for the residential precincts of North Adelaide, the east of the City and residential streets. The development authority for all other development will be the Minister for the City of Adelaide.

With City wide community and business support we will put Adelaide back on the map as a savvy, exciting and happening city. Adelaide will be reconfirmed as a centre for the Arts, Culture and Tourism; as a unique and special Australian destination. We will create a City with appeal of which our children will be proud and one in which there will be opportunities for them and their children for the future.

### Funding

Labor excuses its inaction and its failure to build infrastructure for the future by claiming it is short of funds. If so, it is because of Labor's mismanagement. The fact is State Labor has had plenty of income. The problem; expenses are out of control, rescued as the Auditor-General has observed by "substantial windfall property taxation revenue and from higher than budgeted Commonwealth current grants, particularly from GST revenues".<sup>17</sup>

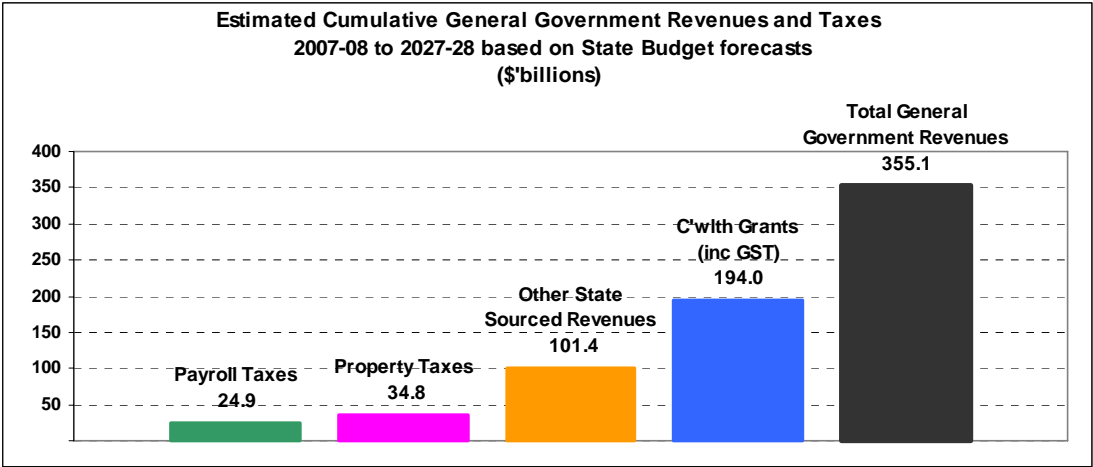
Since the Rann Labor Government came into office the State's budget revenues from extraordinary taxation has increased by \$4 billion to an annual \$12.4 billion as at the mid year budget review on 22 December 2007. Between handing down the 2007-08 budget and the mid-year budget review Treasurer Kevin Foley has announced a revenue windfall gain of \$1.9 billion over four years due to unforeseen GST and

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<sup>17</sup> Auditor-General's Supplementary Report for the year ended 30 June 2006, page 3

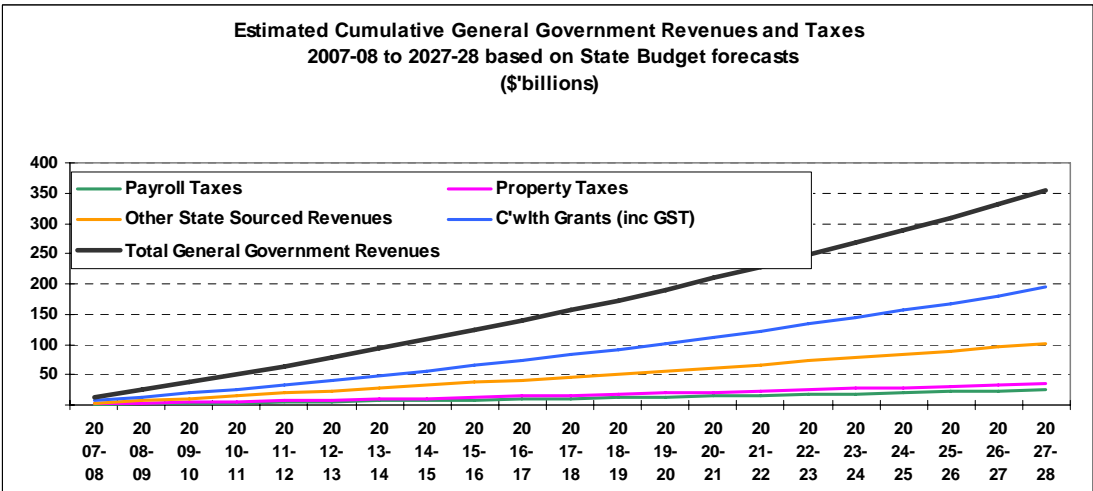
property taxes. The tables following show estimated cumulative General Government Revenues and Taxes 2007-08 to 2027-28 based on State Government Budget forecasts and past performance<sup>18</sup>. A projected \$355.1 billion of revenue will rush into government coffers over the next 21 years. Within 21 years the State Budget is likely to be \$22.7 billion.

**Rann Labor Government “Tax-o-meter”**



State Labor claims it has a “spend-o-meter” on the State Liberal’s plans for the future. From the above it is clear State Labor’s “tax-o-meter” over 20 years dwarfs the spending challenges before us, without even considering substantial investment by the Federal Government and the private sector through PPP’s. The New State Liberals look forward to the debate with the failing Labor Party on costings and budgets.

**Rann Labor Government “Tax-o-meter”**



<sup>18</sup> Actuals / Estimates per State Budget Papers

The fact is we have the money for infrastructure if we manage our expenses and our budget competently and if we ensure the Commonwealth Government pays its way. This is one of State Labor's greatest failures. Premier Rann and Treasurer Foley cannot argue about a lack of revenue. Based on the Government's own figures the money is there, but it is not being spent wisely. Labor cannot build meaningful surpluses and manage the State's books of account. We just need leadership and vision. A State Liberal Government can and will run the business of Government and the State economy responsibly and with one eye on the future; not just the next election.