



Comment on suggestion 28

Helen Ronson

7 pages

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From: Helen Ronson [REDACTED]
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To: FedRedistribution - SA
Subject: Submission to the South Australian Federal Redistribution Committee
Attachments: 2017 12 15 Comments on suggestions received on SA Federal Redistribution.pdf

To the South Australian Federal Redistribution Committee

COMMENTS ON SUBMISSIONS RECEIVED

Please find attached my comments on suggestions received by the Committee on the current South Australian Federal Redistribution for the federation seat of Boothby.

My suggestions for redistribution regarding Boothby include the following:

- Community interests, including economic, social and regional interests,
- Means of communication and travel,
- Physical features encompassing the division, and
- The existing boundary of Boothby.

I trust the Committee finds my comments useful in redrawing South Australia's federal electorate boundaries.

Yours Sincerely

Helen Ronson
President
Boothby FEC
Liberal Party of Australia (SA Division)

COMMENTS ON SUBMISSIONS TO THE SA FEDERAL REDISTRIBUTION

Boothby is a metropolitan seat in Adelaide's south covering inner southern and southwestern coastal suburbs.

As at 20 January 2022, Boothby's projected enrolment is 109,835 meaning Boothby must gain at least 8,601 electors but could gain up to 17,191 electors.

I submit that Boothby's boundaries should remain identical but for moving the remainder the Holdfast Bay Local Government Area from Hindmarsh into Boothby. This will ensure the required minimal elector disruption and satisfy elector quotas with a current enrolment of 121,505 and a projected enrolment of 123,345.

INCLUDING THE ENTIRETY OF HOLDFAST BAY COUNCIL IN BOOTHBY

I submit that aligning Boothby's northern and coastal boundary with the Holdfast Bay Local Government Area (LGA) will bring the coastal community south of Adelaide Airport into one federal electorate. The suburbs of Somerton Park (part), Glenelg South, Glenelg, Glenelg East, and Glenelg North should be incorporated into Boothby to join the neighbouring suburbs to the immediate south in this federal electorate.

The beach lifestyle enjoyed by constituents in the entire Holdfast Bay LGA is a unifying factor creating an irrefutably strong community of interest encompassing many economic and social factors.

COMMUNITY OF INTEREST

Economic

The beachside retail precincts of Brighton and Glenelg share many similarities including services offered, clientele serviced and atmosphere offered for intrastate and interstate visitors. These retail precincts – which both share the name Jetty Road – offer food, beverage, retail and entertainment services in proximity to the beach. I submit that coupling these like industries and business communities in the one federal electorate would ensure they receive adequate representation and policy advocacy of their shared interests.

Beach focused tourism is another industry shared by both localities with the region drawing many visitors from South Australia and beyond. The inclusion of remaining sections of the Holdfast Bay LGA in Boothby would align the work of the federal parliamentarian with the advocacy work undertaken by the Holdfast Bay Council's business development branch, enhancing opportunities for new and existing businesses through building extensive local partnerships.

Employment

Employees in the Brighton and Glenelg areas share many occupation types and also work in similar industries. 'Professionals' ranks as the highest occupation type in the 2016 census for both areas at rates high above the South Australian average with 28.1% and 27.6% for Glenelg and Brighton respectively. This compares with 20.3% for the South Australian average. Also in the top three responses for occupation are 'Managers' and 'Clerical and Administrative Workers', both of which are prevalent in these localities above the state average.

The Glenelg and Brighton localities also share 'Hospitals' as the top industry of employment. Also featuring in the top five for both areas is 'Aged Care Residential Services'.

Given the many shared economic and employment interests of constituents throughout the Holdfast Bay LGA it is paramount for the effective parliamentary representation of these constituents that they are represented by the same federal parliamentarian.

Social

The coastal communities south of Adelaide Airport stretching from Glenelg North through Brighton, South Brighton and down to Kingston Park and Marino all share an active beach lifestyle. This sense of community is no better exemplified than by reference to the many popular and highly active Surf Life Saving Clubs feature prominently along this stretch of coastline.

These community hubs form the bedrock of Boothby's coastal community with clubs having anywhere from 500 to over 1000 members. This level of community participation in a service club shows the importance of the beach lifestyle and the need for this entire community to be situated in the one federal electorate.

The shared social activities and public events instigated and run by the various Surf Life Saving Clubs of Glenelg, Somerton, Brighton and Seacliff are a unifying factor for these constituents and their effects stretch inland to weave a strong community fabric in these southwest suburbs.

Boothby's current northern boundary which slices the Holdfast Bay LGA almost in half also splits the suburb of Somerton Park. This disadvantages community-minded constituents along this section of coastline who participate in the Somerton Surf Life Saving Club, which has over 500 members, and also the highly active Somerton Yacht Club.

MEANS OF COMMUNICATION & TRANSPORT

Transport

One corridor that links Boothby's entire current coastline with the Glenelg area is the walking and cycling track which follows the coastline and runs for most of the length of the Holdfast Bay LGA. Use of the track is popular among locals and visitors alike and as such it also bears relevance to the social community of interest.

Constituents who commute by public transport in the current and proposed inclusions in Boothby share similar public transport concerns.

These areas demand an interest in public transport from their federal parliamentarian. Both localities are serviced by rail with the tram going to Glenelg and the Seaford Rail Line servicing Brighton and further inland parts of Boothby.

Residents and those who commute by road and rail currently face similar challenges and over the coming years will expect level crossings of rail and road to be remedied with infrastructure solutions. In light of this these areas would be best represented by one parliamentarian who can advocate across the board for like solutions to shared problems.

The length of the Holdfast Bay LGA is also connected by one road corridor. Brighton Road, runs north-south through Boothby up to Anzac Highway before becoming Tapleys Hill Road. Constituents who commute by car in these areas have collective concern over congestion

along Brighton Road which is an ongoing issue for residents. There is also a strong desire for level crossing solutions as mentioned above and maintenance of the road corridor.

Most main roads that connect the constituents to the Adelaide CBD run north-south. This distinguishes the transport needs of these constituents from those north of Boothby's current boundary, and east of the Holdfast Bay LGA, who use east-west transport corridors to travel to the Adelaide CBD. Boothby is a thoroughfare for commuters further south.

Communication

The Glenelg section of the Holdfast Bay LGA shares a means of communication with the area being serviced by the local newspaper, the 'CoastCity Weekly'. The name and community focus of this newspaper speak to the joint community of interest between the proposed and current coastline of the electorate but also demonstrates the region shares a common means of communication for news, local stories and community activities.

Summary

Including the entire Holdfast Bay LGA in the one federal electorate would enhance parliamentary representation of the region. The beach communities south of Adelaide Airport share a strong community of interest through their likeness in economic and social factors that they should be joined in one federal electorate.

RETENTION OF BOOTHBY'S SOUTH EASTERN BOUNDARY

I oppose the submissions made to the Australian Electoral Commission that suggest moving the suburbs of Happy Valley, Aberfoyle Park and Flagstaff Hill, into the federal electorates of Mayo and Kingston which stretch down to Kangaroo Island and Noarlunga, Christie's Beach and Sellicks Beach respectively.

The federal electorates of Mayo and Kingston have little in common with Happy Valley, Aberfoyle Park and Flagstaff Hill.

Natural boundaries

There is a clear natural boundary between these suburbs and the southern boundary of the electorate of Boothby and the electorates of Mayo and Kingston. The natural boundary includes the areas of Happy Valley Reservoir, Glenthorne Farm and O'Halloran Hill Recreation Park and the foothills.

Communities of interest

To separate Happy Valley, Aberfoyle Park and Flagstaff Hill from the rest of Boothby, in particular the areas of Blackwood, Craighburn Farm, Eden Hills and Bellevue Heights makes little sense. These suburbs share significant communities of interest.

All these areas are at significant risk of bushfires during the summer months. The suburbs of Belair, Glenalta, Hawthorndene, Blackwood, Craighburn Farm, Eden Hills and Bellevue Heights, Pasadena and those of Flagstaff Hill, Aberfoyle Park and Happy Valley share very real concerns on bushfire policy and management. These suburbs, at the base of the Mount Lofty Ranges, are all leafy foothills areas with a high bushfire risk.

As part of this bushfire concern, residents in these suburbs are all concerned about roads leading to and from the area which, in the event of a bushfire, would present a grave risk for these constituents.

Roads and transport

Residents in the suburbs of Happy Valley, Aberfoyle Park and Flagstaff Hill share very similar transport interests along with residents around Belair, Glenalta, Hawthorndene, Blackwood, Craighburn Farm, Eden Hills and Bellevue Heights. There are very few main roads in and out of the area. This is a serious problem and concern for residents during bushfire season.

As many residents commute for study or work or to shop roads are also a daily concern. Residents in Happy Valley, Aberfoyle Park and Flagstaff Hill can travel to Blackwood and along Main Road towards the city or they can travel to Flagstaff Road and then along Marion Road or South Road to the city.

All routes are congested and struggle to cope with the traffic load.

Residents in Happy Valley, Aberfoyle Park and Flagstaff Hill have limited public transport options. The only current option is by bus. Residents may benefit from the extension of the train line from Tonsley to Flinders University and the federal Member and state Liberal representative are working hard to see a transport hub created for residents to take advantage of the close by transport option.

There is significant, long-term traffic pressure on Marion Road and South Road. For these reasons the federal government and the former and current Members for Boothby fought for and secured significant federal funding to address serious traffic bottlenecks.

The current Member for Boothby secured \$2 million for a study into Marion Road. The federal government is also investing \$496 million of federal funding for the Darlington Upgrade to fix the South Road-Sturt Road bottleneck, including an additional \$42 million announced during the federal election campaign to extend the train line from Tonsley to Flinders Medical Centre.

Shopping

Most residents of Flagstaff Hill, Aberfoyle Park and Happy Valley shop locally at the Aberfoyle Hub shops. Many also shop at the Flagstaff shops, Blackwood shops and Westfield Marion.

Previous submissions

I note that in the 2003 and 2011 redistribution submissions by the Liberal Party to the Australian Electoral Commission Redistribution process it was noted that:

“Strong communities of interest are scattered throughout the hills face zone, particularly around the suburbs of Flagstaff Hill and Blackwood. Both are well serviced by local recreational, commercial and community facilities and have direct access to the Adelaide CBD by public transport and road networks.

The Liberal Party suggests that in order to bring the division of Boothby within the tolerances of the projected enrolment criteria, the best solution is to transfer electors from the division of Mayo to the division of Boothby.

In giving consideration to preparing a redistribution which keeps changes for electors to a minimum, the Liberal Party suggests that the Committee consider transferring the suburb of Aberfoyle Park from Mayo to Boothby.

It is worth mentioning that in 2003, both the Liberal Party and the ALP in their submissions made suggestions that Aberfoyle Park had a common community of interest with Flagstaff Hill and the metropolitan division of Boothby and that the transfer of electors in Aberfoyle Park from the division of Mayo to the division of Boothby could be well supported on community of interest grounds. The Liberal Party believes these arguments still apply.

It is also worth observing that in comments on the metropolitan part of Mayo the 2003 Redistribution Committee accepted "the desirability of uniting the Aberfoyle Park/Flagstaff Hill areas".

Summary

I believe that these proposed changes would substantially disrupt our community in Boothby.

The current southern boundary is ideal in maintaining the federal electorate of Boothby as one centred on the southern and inner southern suburbs of Adelaide.

The suburbs of Flagstaff Hill, Aberfoyle Park and Happy Valley belong in Boothby.

RETENTION OF BOOTHBY'S SOUTH WESTERN BOUNDARY

I oppose the submissions made to the Australian Electoral Commission that suggest moving the suburbs of Marino, Kingston Park, Seacombe Heights, Seaview Downs, Seacliff and Seacliff Heights into the neighbouring federal electorate of Kingston.

The federal electorate of Kingston stretches through Noarlunga, Christies Beach and down to Sellicks Beach. These areas have little in common with Marino, Kingston Park, Seacombe Heights, Seaview Downs, Seacliff and Seacliff Park.

Natural boundary

There is a clear natural boundary between these suburbs and the southern boundary of the electorate of Boothby and the electorate of Kingston. The natural boundary includes the areas of the Boral Linwood Quarry, Marino Conservation Park, Glenthorne Farm and O'Halloran Hill Recreation Park.

Communities of interest

To separate Marino, Kingston Park and Seacliff from the rest of Boothby particularly makes little sense. These suburbs share significant communities of interest links with the rest of the Boothby coastline.

These areas are connected by completed or soon to be completed walking and cycling trails that stretch along the coastline from Somerton Park to Marino (and in fact from Glenelg to Marino were Glenelg to also be included in Boothby). Use of the track is popular among locals and visitors alike and as such it bears relevance to the social community of interest.

The coastal communities south of Adelaide Airport stretching from Glenelg North through Brighton, South Brighton and down to Seacliff, Kingston Park and Marino all have an active beach lifestyle in common. This sense of community is no better exemplified than by

reference to the many popular and active Surf Life Saving Clubs whose presence features heavily along this stretch of coastline.

These community hubs form the bedrock of Boothby's coastal communities with clubs having anywhere from 500 to over 1000 members. This level of community participation in a service club is unmatched in modern times and it speaks to the importance of the beach lifestyle and the need for these communities to be situated in the one federal electorate.

The shared social activities and public events instigated and run by the various Surf Life Saving Clubs of Glenelg, Somerton, Brighton and Seacliff are a unifying factor for these constituents and their effects stretch slightly inland to weave a strong community fabric.

Roads and transport

Residents in the suburbs of Marino, Kingston Park, Seacombe Heights, Seaview Downs, Seacliff and Seacliff Park share very similar transport interests.

Residents commute by bus or by train in the area.

There is significant, long-term traffic pressure on Brighton Road, Morphett Road, Diagonal Road, Marion Road and South Road. For these reasons the federal government and the former and current Members for Boothby fought for and secured significant federal funding to address serious traffic bottlenecks.

The current Member for Boothby secured \$95 million of federal funding to fix the Oaklands Rail Crossing bottleneck at Diagonal and Morphett Roads that has been a serious problem for residents in Marino, Kingston Park, Seacombe Heights, Seaview Downs, Seacliff and Seacliff Park because of the delays incurred each day at the Oaklands Crossing.

Additional pressure has been put on Brighton Road and seaside residential roads as many commuters avoid Oaklands Crossing altogether. Many residents choose to use Marion Road instead and may use South Road once the Darlington Upgrade is complete thanks to \$496 million of federal funding.

Shopping

Most residents shop locally along Brighton Road, Seacombe Road or at Westfield Marion.

Summary

I believe that the changes proposed in the Liberal Party and Labor Party submissions would substantially disrupt our community in Boothby.

I submit that Boothby's boundaries should remain identical but for moving the remainder the Holdfast Bay Local Government Area from Hindmarsh into Boothby. This will ensure the required minimal elector disruption and satisfy elector quotas with a current enrolment of 121,505 and a projected enrolment of 123,345.

Finally, as the seat of Boothby was one of the first seats created in South Australia in 1903 (along with Adelaide, Barker, Grey, Hindmarsh and Wakefield) it should be retained.