

# Priority Projects

## Federal Election 2025



Version: 1 – Date: November 2024

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Photo Credit: Flow MTB. Scamander River Mouth Surf School

# Break O'Day Council Snapshot

## Region



- Municipal area: 3809 km<sup>2</sup>
- Rated Properties: 6386
- Region: North East Tasmania
- Peak Tourism Body: East Coast Regional Tourism Organisation
- State and Federal Government Electorate: Lyons
- Legislative Council Division: McIntyre

## Demographics

\*Based on 2021 Census Data



**MEDIAN AGE 56**

**TOTAL: 6770**

**Male:** 3,453 (51%)

**Female:** 3,312 (49%)

Persons	%
0-14 years	13
15-24 years	6.5
25-34 years	7.2
35-44 years	9.5
45-54 years	12.2
55-64 years	15.8
65-74 years	20.1
75-84 years	9.5
85 years and over	2.3

## Household Profile



	BODC %	TAS %	AUS %
<b>Couples with children</b>	26.8	36.8	43.7
<b>Couples without children</b>	58.4	44.5	38.8
<b>Single parent families</b>	13.9	17.3	15.9

**TOTAL FAMILIES** 1876  
**AVERAGE CHILDREN PER FAMILY** 1.7

## Executive Summary

The Break O'Day Council would like the parties contesting the 2025 Federal Election to consider making commitments to support the following Priority Projects which will bring substantial benefit to the communities of Break O'Day Projects are listed in no particular priority order.

### Georges Bay Multi-User Foreshore Track – Parnella Linkage

#### **SUMMARY:**

The extension of the Georges Bay Multi-User Track will complete a long-awaited project connecting the townships of Akaroa and Stieglitz to St Helens, offering a scenic, safe route for pedestrians and cyclists. This final section will also address safety concerns and provide tidal erosion protection for the Parnella area, which faces landslip risks.

The project has secured \$1 million from the State Government, with Break O'Day Council committing \$560,000. Once complete, the track will span approximately 7km, promoting health, safety, and connectivity while enhancing local tourism and economic growth.

The region has seen rapid population growth and increased tourism, further highlighting the importance of completing this infrastructure. The new path will encourage greater use by locals and visitors, contributing to the area's social, economic, and environmental sustainability.

#### **REQUEST:**

\$3.3 million in funding to extend and complete the Georges Bay Multi-User track.

### St Helens Community Square

#### **SUMMARY:**

Break O'Day Council plans to transform an underutilised carpark at 18 Cecilia Street, St Helens, into a vibrant community square. This centrally located space would support community events while still providing parking when needed.

The site is currently a gravel parking lot that holds significant potential due to its strategic position and proximity to local businesses and easy access. The project aligns with broader strategic plans for St Helens, promoting connectivity to the foreshore and enhancing town liveability.

The space would support local businesses, encourage tourism, and foster social interaction through events, markets, and cultural activities. Easy Tiger Brewery, adjacent to the carpark, already envisions using the area for large events, drawing thousands of visitors. This transformation would revitalise the town's economy, enhance community well-being, and promote sustainable, people-centered urban design.

#### **REQUEST:**

\$495,000 funding for the development of the Community Square in St Helens.

## Bowling Green improvements Scamander Sports Complex

### **SUMMARY:**

The Scamander Sports Complex Committee and Council are collaborating to upgrade the facility, with a focus on inclusivity and enhancing community connection. A key priority is replacing the natural turf bowling green with a synthetic surface, which would allow year-round use, increased use, reduce maintenance costs, and make the green more accessible to people of all abilities.

Consultation with local sporting groups and the community identified three main priorities: a disability-compliant toilet block, accessible pathways, and upgrading the green.

Despite an unsuccessful grant application, Council has funded some improvements, including the toilet block and pathways. The synthetic green is expected to increase membership, attract major tournaments, and boost the local economy, especially during the off-season.

These upgrades would support Scamander's active and growing community, fostering connections between different generations and offering more recreational options to both locals and visitors.

### **REQUEST:**

\$250,000 funding for the installation of a synthetic surface at the Scamander Bowls Club

## St Marys to Cornwall Multi-user Trail

### **SUMMARY**

Break O'Day Council plans to transform an unused railway between St Marys and Cornwall into a multi-user rail trail. This 3.7km trail will connect St Marys to Cornwall, offering a safe off-road path for walkers and cyclists through agricultural land and forest.

This project emerged from the community's priorities during the 2022 Recreational Trails Strategy consultation, with the Cornwall section identified as a logical starting point. Preliminary progress includes an ecological report, drone footage, and infrastructure planning, such as car parks, bridge replacements, and fencing. The trail will enhance connectivity between the two townships, reduce car dependency, and support active transport.

It is expected to boost local tourism and the economy, drawing visitors to St Marys and benefiting local businesses. Similar rail trails have proven successful in rural regions, promoting health, well-being, and economic growth. The project enjoys strong community support and aligns with Break O'Day's goals for improved liveability.

### **REQUEST:**

\$1.1 million in funding for the development of a multi-user rail trail between the townships of Cornwall and St Marys.

## Purpose built Early Learning Centre for St Marys

### **SUMMARY:**

The St Marys community is experiencing a significant shortage in childcare and the current centre is not fit-for-purpose, a new Centre is required. The current centre is at full capacity limiting access to childcare and employment opportunities in the area. The new centre would increase childcare spaces, enable before and after school care, and support workforce participation, essential for the region's economic growth.

Co-locating the facility with the school would create an integrated hub for early education and care, improving learning outcomes and convenience for families. With population growth and demand for childcare rising, the new centre would also align with State Government initiatives like the Early Learning for Three-Year-Olds program. This project is critical for supporting young families, boosting employment, and future-proofing the region's childcare needs.

**REQUEST:**

Commitment to funding the construction of a new Early Learning Centre on vacant land which is available at the St Marys District School grounds.

## St Marys Pass Alternative Route

**SUMMARY**

The construction of an alternative route from St Marys to the East Coast is desperately needed to address issues with the current St Marys Pass. This road is narrow, windy, and frequently closed due to landslips and pavement failures. The alternative Elephant Pass is similarly unsuitable for large vehicles, impacting access to the region.

With increasing traffic, including heavy vehicles and tourists, St Marys Pass is becoming unfit for purpose, affecting both local residents and the economy. Closures force long detours, disrupting travel, employment, and services. With population growth and rising tourism, a safe and efficient route to the East Coast is vital.

**REQUEST**

Commitment to providing funding to the State Government to construct an alternate route to the East Coast.

## Sealing of Ansons Bay Road through to Ansons Bay

**SUMMARY**

The 28km road between St Helens and Ansons Bay is a significant road along the northern part of Tasmania's East Coast which is currently unsealed, and which needs to be upgraded to a sealed road. This road serves as the primary link between the rural community of Ansons Bay and the larger township of St Helens, providing access to essential services and amenities.

The Bay of Fires, a popular tourist destination, draws thousands of visitors annually, and sealing this road would boost tourism and improve safety to the northern bays of this internationally acclaimed natural attraction. It would also increase the flow of traffic and provide a viable alternative route into north-east Tasmania.

Currently, gravel road conditions limit access, particularly for hire cars and heavy vehicles. Sealing would also reduce maintenance costs, support agricultural growth, enhance safety, and improve connectivity between these key towns.

**REQUEST**

\$37.5 million over four years to seal Ansons Bay Road.

# Georges Bay Multi-User Foreshore Track- Parnella Linkage

## Project Overview

The extension of the Georges Bay Multi-User Track will see the completion of a project the community has wanted Council to deliver for more than 30 years. Not only will the construction of this missing link provide a scenic walkway that connects the townships of Akaroa and Stieglitz to the main town of St Helens, it will provide tidal erosion protection to an area with landslip issues, Parnella.

Break O'Day Council would like both parties contesting the next Federal Election to provide funding to construct the final extension to the Georges Bay Multi-User track. The State Government, through its Strategic Regional Partnership (SRP) agreements has already agreed to provide \$1 million in funding for the project with Council also committing \$560,000 plus in-kind project management costs in our 24-25 Budget.

This funding will allow a connection with the existing path at O'Connors Beach through to Stieglitz including the designated landslip zone at Parnella. This project will have three major benefits:

1. The project will protect this known landslip area from current as well as future coastal erosion currently impacting the residential area.
2. Connect the township of St Helens to the rapidly growing Stieglitz area which will have health, social and economic benefits for the area.
3. Provide a safe, off-road track for pedestrian and cyclists from Stieglitz to the centre of St Helens.

Once this is completed the multi-user track will stretch approximately 7 km around Georges Bay.

## Background

The township of St Helens is bordered by Georges Bay with locals and visitors alike utilising the bay for a range of recreational activities both on and off the water. The Bay is a family friendly area that offers access to six jetties, five barbecue areas, five public toilets, three playgrounds, skate park and recreational space as well as numerous beaches.

Council's vision is to create a cycle path/walkway linking the various residential areas around Georges Bay goes back 30 years or more. In November 2020, Break O'Day Council opened the latest stage of the extension to the Georges Bay Multi-User track. This work connected the existing track to the wharf area and therefore provides an off-road connection from the centre of St Helens to Lions Park, on the corner of St Helens Point Road as well as to the Flagstaff Mountain Bike (MTB) trailhead. This project would not have been possible without previous Federal Government funding received in 2019.

For decades Break O'Day Council has been asked by the community to establish an off-road walkway in the Parnella area. This correspondence commonly references safety concerns around walkers and cyclists using the road to walk in to town. With an increase in cyclists, visitors and residents in the Stieglitz area, these concerns are being more frequently raised with both Councillors and the General Manager.

Safety and connectivity aside, the residential area of Parnella, which borders Georges Bay and St Helens Point Road, has been declared a landslip area since 1981. Council, Mineral Resources Tasmania and Parks and Wildlife Service have examined ways to mitigate and contain further deterioration of this

already developed residential area which has included the completion in the last five years of comprehensive stormwater works that seek to channel run-off water away from the area. However, these works will not protect the area from coastal erosion as a result of wave action.

Despite the disconnection, the track is heavily utilised by locals and visitors. From July 2023 to June 2024, the trail counter on the multi-user track recorded more than 84,500 movements. Now that the extension through to the St Helens Wharf has been completed, the track is getting even more use by locals and visitors alike from children and workers commuting to and from work and school each morning and evening to visitors accessing the trailhead from the centre of town and vice versa.

## Discussion

Council believes that the completion of this track will have significant benefits for our community including:

- Healthy lifestyle – by facilitating residents and visitors to walk/ride all the way from Stieglitz to the centre of the St Helens Township or the St Helens MTB Flagstaff Trailhead.
- Safety – Will allow riders and walkers to get off the main road, which is narrow with poor visibility in some areas, particularly Aerodrome hill.
- Connectivity – connecting not just the locals with the township and MTB trails but tourists staying at one of the several caravan parks and accommodation providers in this area.
- Economic – allowing easy access to the centre of the St Helens township attracting visitors to spend more time enjoying the diversity of the Bay.
- Environmental Sustainability – by future proofing and mitigating further landslip from ongoing erosion, climate change and consequential tidal and coastal inundation.

## Demand for Infrastructure – Visitation and Population Growth

Since the introduction of the St Helens MTB Network in 2019 we have seen a rapid and significant increase in visitation to our area. This increase in visitation is putting pressure on our road network as we are not only seeing a general increase in visitation, but an increase in heavy vehicles like caravans and vehicles towing boats. We are also seeing an increased number of cyclists and walkers on our roads, particularly in the Stieglitz area, this has raised concerns for safety from locals and visitors alike.

According to the Tourism Tasmania Visitor Information Survey for the year ending June 2024 quarter, St Helens achieved an impressive 31% growth in visitor numbers when compared to 2019, setting a new visitation record. The latest figures from the year ending June 2024 saw St Helens experiencing more than 202,000 visitors. This is evidence of the significant visitation growth the area is continuing to experience.

According to the Tasmanian Visitor Survey, approximately 48% of the 29,000 visitors that came to mountain bike in Tasmania, did so on the East Coast. This equated to more than 50,000 nights.

Further to an increase in visitation, the Break O’Day region has experienced almost an 11% increase in population from 2016 – 2021. The townships of Stieglitz and Akaroa that will be connected to the main township of St Helens once the multi-user track is completed, have a significantly high median age (58 years) than the rest of our municipality. This demographic characteristic highlights the importance of addressing the accessibility and mobility needs of our local residents. The proposed linkage promises immeasurable social and physical benefits to our community.



Stieglitz has been identified as a key area that could be expanded to accommodate population growth, with a substantial amount of available land already designated for residential development. The expansion of the multi-user track would allow existing and new residents pedestrian and cycle access right to the St Helens CBD, local school, Doctor Surgery etc.

Due to the construction of the St Helens Mountain Bike Network, Stieglitz has experienced development growth including the construction of a large holiday accommodation complex valued at more than \$10M with plans to expand in the near future. The holiday park includes 26 family friendly cabins, 45 powered camp sites as well as a restaurant catering for up to 200 guests.

Having witnessed the success of the recently completed extension to the multi-user track as well as the community's desire to see a safe, off-road path suitable for cyclists and walkers from Stieglitz to St this project is a priority for Break O'Day Council and our community.

## Landslip Mitigation

The Parnella area was declared a landslip area in 1981, unfortunately there had already been residential development in the area. Since then, there have been numerous reports and examinations of the area to determine the main causes for landslip and how best to mitigate landslip.

In 2013, Mineral Resources Tasmania undertook a Geomorphological mapping and a review of past investigations. This report concluded that the slips in the area were largely related to 'weather and other climatic fluctuations'. The report examined the effect of the following factors on the land;

- Vegetation clearing – this has largely ceased since the 1980s once the area was officially declared a landslip area.
- Drainage Methods – Council has undertaken significant work in this space to ensure stormwater is diverted away from affected areas. This was at a cost of approx. \$4 Million.
- Weather – This related specifically to significant rain events, which has been largely mitigated by Council's storm water works.
- Shoreline erosion – This was attributed to tidal fluctuations and wave scouring. It was indicated by the report that land stability could be achieved with the implementation of a rock wall.

In 2016, Burbury Consulting undertook an engineering review of Coastal Erosion and Mitigation Measures for Parnella Landslip confirming that shoreline erosion was a contributing factor to the landslip.

Through their findings, Burbury presented seven options for mitigating coastal erosion with the construction of a rock wall the preferred option for several reasons:

- Provides good protection.
- Cost effective.
- Access to material – there is suitable rock material available in our area (This was used to construct the recently completed sections of the Georges Bay Multi-User Track.)
- Multi-use – could also be used as a shared pathway.
- Can be accessed easily.
- Can be built upon if required.

## Conclusion

Having considered these reports as well as our experience in building the extension to the Multi-User track, Council has determined that a rock wall would be the best solution to mitigating landslip as well as provide pedestrian and bike access to the Stieglitz area. Moreover, the new track would complete a networked trail from Stieglitz to the centre of the main township for active and passive transport. The existing topography of Georges Bay, the extraordinary growth in vehicle traffic on the road network and constraints in creating a footpath network around the bay, support a more considered approach to future infrastructure provision. The fully connected multi-user trail would provide the community and visitors a separate and considered option to walk, ride and travel around the bay.

## Construction

Construction methods to be utilised will be similar to those used to construct the Multi-User Track extension completed in 2020. This involved placement of crushed rock material, a geofabric barrier and rock armouring topped with a compacted gravel surface. The constructed pathway has an approximate width of 2.5 metres as well as a locally designed and constructed elevated walkway and bridge. Over summer the existing track was highly utilised by locals, visitors, walkers and cyclists alike.

## Methodology

The project construction will involve five different construction methods to ensure the validity and success of the project. These methods take into consideration the goals of; 1. Mitigating landslip and, 2. creating a multi-user track that connects St Helens with the township of Stieglitz. Each one will be applied as appropriate to existing natural or previously modified landforms. The methods are as follows.

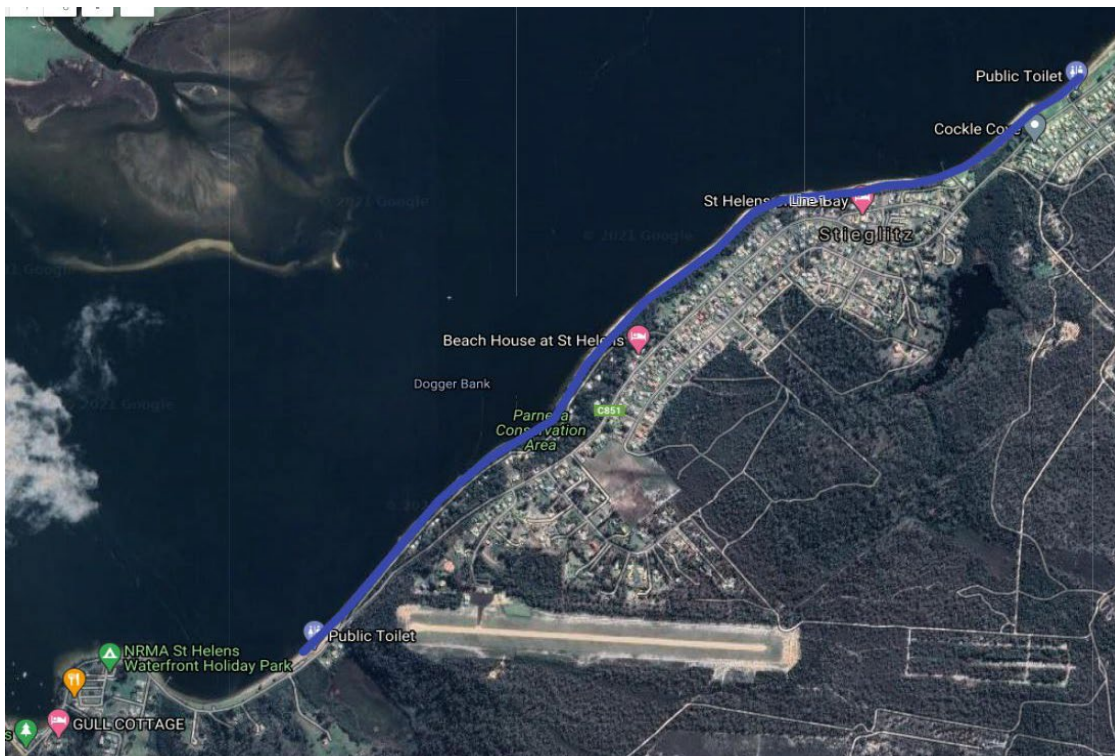
Approx. Location	Method
<b>Section 1.</b> O'Connors Beach area	Removal of vegetation Rehabilitation of the existing structure
<b>Section 2.</b> Aerodrome Hill area	Partial reconstruction of the existing gravel pathway and wave protection
<b>Section 3.</b> Parnella beach area	Construction of a boardwalk at top of beach Localised erosion treatment – geofabric and rock armouring
<b>Section 4.</b> Parnella Landslip area	Construction of gravel walkway – similar to the new section Erosion treatment – geofabric, rock armouring
<b>Section 5.</b> Stieglitz jetty area	Rehabilitation of existing pathway Extension of existing pathway

## Costing

The cost estimates detailed below are based on recent construction activity unit rates from the extension project completed in November 2020 and other projects. As we are finding, cost estimates are increasing substantially due to the current levels of projects under construction around Tasmania.

Preliminary Costs		Cost \$
Design & Approvals		75,000
Section 1.	400	120,000
Section 2.	940	1,800,000
Section 3.	970	1,390,000
Section 4.	250	1,025,000
Section 5.	380	75,000
Contingency		375,000
<b>TOTAL</b>	<b>2,940</b>	<b>4,860,000</b>

Pictured below, Area of the proposed works.



## Funding Model

The proposed funding model relies on securing funding from the State Government to supplement the funds which Council have made available to this stage and likely future commitments.

FUNDING	fy 2025/26	fy 2026/27	fy 2027/28	Total
<b>Federal Government</b>		2,500,000	800,000	3,300,000
<b>State Government</b>	560,000	440,000		1,000,000
<b>Break O’Day Council</b>	260,000	300,000		560,000
<b>Total Funding</b>	<b>820,000</b>	<b>3,240,000</b>	<b>800,000</b>	<b>4,860,000</b>
<b>EXPENDITURE</b>				
<b>Design &amp; Approvals</b>	100,000			75,000
<b>Construction</b>	720,000	3,240,000	800,000	4,785,000
<b>Total Expenditure</b>	<b>820,000</b>	<b>3,240,000</b>	<b>800,000</b>	<b>4,860,000</b>

## Election Request:

The Break O’Day Council is seeking the following commitments from major parties through the forthcoming Federal Election process to provide \$3.3million in funding to extend the Georges Bay Multi-User track.

# St Helens Community Square

## Project Overview

Break O'Day Council would like to repurpose an underutilised, centrally located carpark and transform it into a vibrant, multi-purpose community square as part of its focus on improving the liveability of St Helens.

The Commonwealth Bank carpark is located in the centre of St Helens at 18 Cecilia Street. This makes it the ideal location to establish a community space that would not only facilitate community connection events and activities but remain connected to the main business centre whilst providing valuable car parking when not required for other purposes.

## Background

The Commonwealth Bank carpark located at 18 Cecilia Street, St Helens comprises approximately 1855sqm over two separate lots and is part of a Staged Strata Scheme. The carpark is gravel with no delineated parking areas or any other markings. It is centrally located but set back from the main street meaning it has a low traffic profile and is not often used by the public. It is situated on a relatively flat site that is easily accessible with two entry points, one off Cecilia Street and the second off Pendrigh Place.

It is Council's view that this piece of land will be central to improving the liveability and vibrancy of the St Helens town centre. Council has already done some high-level assessment on how this project would fit in with our broader strategic planning and we have found this project supports the St Helens Township Car Parking Strategy, Future Structure plans and connectivity to the St Helens Foreshore from the central business district. Council's Municipal Management plan already includes actions associated with this parcel of land, including establishing connectivity to the St Helens foreshore.

On the following page you will find a site map indicating the two lots.



## Discussion

St Helens is the largest township on the East Coast of Tasmania and is therefore a major service centre for many of the region's townships. It is also a popular holiday destination that experiences a tripling of the population during the summer months.

The Break O'Day area continues to grow in popularity as a holiday destination as a result of the development of the St Helens MTB Network which offers over 110km of MTB trail in the area. The MTB destination tag has also seen a range of new businesses establish in the area. This includes the refurbishment and development of the local theatre which sat dormant and un-used for more than 10 years.

Council recently invited Steven Burgess, the director of Complete Streets and an expert on how to foster economic and social outcomes through good urban design and development to deliver his presentation, People, Parking and Places.

In very brief terms, Mr Burgess' philosophy is that we should be designing towns for people not cars. When discussing carparking, Mr Burgess said "Public authorities have an obligation to ensure land is used for maximum community benefit." He also stated, "People only spend money once they get out of their car, town centres with less parking make more money." This has led Council to ask ourselves how can vacant land, including carparking provide the most value to our community?

Considering the availability of parking in St Helens against the availability of public spaces where community can relax, connect and participate in events, there is very little public space and ample parking.

Transforming parking spaces into multi-use community spaces in regional areas can have a profound impact on the local economy and community well-being. When parking lots are developed to incorporate vibrant public spaces, they attract more foot traffic and engagement, encouraging people to spend more time in the area. This can lead to increased patronage of nearby businesses such as cafes, restaurants, and shops. By creating attractive, multifunctional spaces, regional towns can draw both locals and tourists to spend time and money in the community.

From a community perspective, turning underused parking areas into public spaces fosters social interaction and a sense of belonging. These new spaces can host events, markets, and cultural activities, helping to strengthen social bonds within the community. In regional areas, where opportunities for social isolation is a real issue, these transformed spaces become essential hubs for gathering and engagement which enhances the quality of life for locals.

A town with well-designed, appealing public spaces tends to attract new residents and entrepreneurs looking for a vibrant place to live and work. This can lead to revitalisation efforts in regional areas that might otherwise struggle to attract investment. Small businesses can take advantage of increased foot traffic and visibility in areas near transformed parking spaces. In many cases, this can encourage business innovation, where the community comes together to utilise these spaces creatively and collaboratively.

In regional towns where car dependency is often high, this can be a step toward promoting more eco-friendly transportation options. For instance, offering bike racks and walkable public spaces encourages people to explore the town without needing to drive, which contributes to healthier lifestyles and more environmentally friendly habits.

Easy Tiger Brewery & Cinema is situated at the rear of the Commonwealth carpark and the establishment of the business has seen a real reinvigoration of the area. Aside from a cinema, the business also provides dining, live music and an onsite craft brewery. Easy Tiger's owners' vision for their business includes the development of the carpark space to allow for everything from weekly markets to large music events. The owners of Easy Tiger believe that they would utilise the carpark area for large events at least 4-6 times a year and anticipate that these events would attract approximately 2,000 people per event.

Easy Tiger has already run several events where they have utilised parts of the carpark to set up a temporary stage etc. These events were held during the off-season and still attracted a large turn-out of visitors and locals.

Below are two examples of regional communities that have successfully transformed parking spaces into thriving community spaces, leading to economic revitalisation and stronger community engagement.

### **1. Bright, Victoria (Australia)**

The town of Bright, in Victoria's Alpine region, transformed some of its parking spaces in the town centre into outdoor dining and communal areas. During the COVID-19 pandemic, the local council supported businesses by creating "parklets," where parking bays were repurposed into outdoor

seating for cafes and restaurants. This not only allowed businesses to continue operating within social distancing guidelines but also created a more inviting and vibrant streetscape. The success of the parklets led to a permanent rethinking of public space usage. Increased foot traffic, more time spent in the town centre, and a more attractive environment helped boost sales for local businesses, making Bright an appealing destination for both residents and tourists.

## 2. Dunsborough, Western Australia

In Dunsborough, a coastal town in the South West region of Western Australia, a public parking lot was transformed into a popular community space called the Dunsborough Town Square. The square hosts regular farmers' markets, outdoor concerts, and community events. By replacing the parking lot with a vibrant, multifunctional space, the local council created a hub for social interaction that has attracted more visitors to the town. Local businesses, particularly cafes and retail shops, have benefited from the increased foot traffic. The space has become an integral part of Dunsborough's identity, contributing to both economic activity and the town's appeal as a regional tourism destination.

These examples show how transforming parking spaces into community-oriented areas can have a wide range of economic and social benefits for regional towns. By creating appealing public spaces, towns can attract more visitors, increase foot traffic, and encourage longer stays, which directly supports local businesses. These spaces also foster a sense of community by providing residents with venues for socializing, events, and relaxation. Ultimately, these projects contribute to economic revitalization and create a stronger, more connected community, transforming once underutilized areas into vibrant, multi-use spaces that benefit everyone.

Below is an image taken at an Easy Tiger event showing how it spilled over into the carpark area.



In order to realise Council and Easy Tiger's vision for this space we have proved a basic methodology with estimated associated costs:



<b>Construction Activity</b>	<b>Estimated Costs</b>
Underground Power & Lighting	\$30,000
Stormwater & Drainage	\$125,000
Landscaping & Site Beautification	\$55,000
Carpark formation and related works	\$230,000
Street Furniture	\$10,000
Contingency (10%)	\$45,000
Construction Estimate	\$495,000

## Funding Model

The proposed funding model relies on securing funding from the Federal Government to supplement the funds which Council would have available.

<b>FUNDING</b>	<b>fy 2024/25</b>	<b>fy 2025/26</b>	<b>Total</b>
<b>Federal Government</b>		495,000	495,000
<b>Break O'Day Council</b>	565,000		560,000
<b>Total Funding</b>	<b>565,000</b>	<b>495,000</b>	<b>1,060,000</b>
<b>EXPENDITURE</b>			
<b>Land Purchase</b>	530,000		530,000
<b>Design &amp; Approvals</b>	35,000		35,000
<b>Construction</b>		495,000	495,000
<b>Total Expenditure</b>	<b>565,000</b>	<b>495,000</b>	<b>1,060,000</b>

## Election Request

The Break O'Day Council is seeking a commitment from both parties that should they form Government at the next Federal Election they will commit to providing \$495,000 funding for the development of the Community Square in St Helens.

# Bowling Green improvements Scamander Sports Complex

## Project Overview

The Scamander Sports Complex Committee and Council are working together to develop and ensure this important community infrastructure is inclusive and fit-for for the future. Together, we have identified priority areas that need to be addressed including replacing the Bowls Green with a synthetic surface.

Upgrading the surface would, for a small investment, greatly increase the use of the green and therefore community connection, turning it into a year-round facility capable of running competitions and major tournaments. The green would become more accessible for people of all abilities and would also reduce the maintenance costs incurred by the volunteer organisation.

## Background

Scamander is Break O’Day’s second largest township and one of the fastest growing towns in our area. Interestingly, it is the only township on Tasmania’s East Coast where the median age is reducing. It is a vibrant coastal community known for its surf breaks, beach access, the Scamander River mouth and Bream fishing.

The Scamander Sports Complex provides vital community infrastructure to the Scamander and surrounding townships including providing facilities for five sporting groups, Cricket, Golf, Tennis, Eight Ball and Bowls. The Complex also runs a restaurant and bar from the facility which is popular with locals and visitors alike.

Over the years the use of the Complex facilities has been growing which led the Committee to undertake consultation around the immediate priorities for the Complex. These priorities included upgrading of the bowls green to a synthetic green.

The below images are an aerial of the Complex site showing the Bowling Green, golf course, cricket oval, tennis court and main building.



## Discussion

The Scamander Sports Complex Committee undertook consultation with each of the four sporting groups, casual users of the facility, our local community and ensured the next generation of users were also consulted through a “youth forum” in July 2023.

The consultation gave the committee a clear set of objectives and activities to ensure the Complex is accessible for all and encourage and support an active and healthy lifestyle. The three top priorities identified were:

1. Establishment of a toilet block that is disability compliant and accessible from the outside.
2. Establishment of pathway connections that facilities all abilities and connect the various elements and amenities of the Complex.
3. Upgrading the bowling green to a synthetic surface to allow all year-round use.

The Complex Committee lodged a grant submission through the Active Tasmania Infrastructure Program in 2023-2024 asking for \$335,000 to address the three items above. This application was unsuccessful.

Through discussions with Council regarding these priorities, we have supported and funded some of these activities ourselves including:

1. The design and construction of toilet block
2. The establishment of pathways throughout the complex.

This work is valued at approximately \$80,000 and shows a commitment from the Council, the property owners, that we value and support the Complex Committee, the users and the community’s vision for the Complex.

The image below shows the Bowling green as it currently stands.



Lawn bowls is a low impact sport that is known to support both physical and social wellbeing outcomes. Considering Break O’Day has an ageing population and a median age of 56, low impact sports that also foster social connections such as bowls, are ideal for our community. The Club has also reported a rise in younger membership, which will ultimately foster connections between the

younger and older demographics. A wonderful outcome when we understand that over a third of our aged residents live alone. It therefore comes as no surprise that the Scamander Bowls Club has seen an increase in membership over recent years.

The Committee’s research clearly demonstrated that changing the turf of our bowling green to a “Synthetic Green” would enable the Club to operate the “green” all year round. This would in turn attract even more new members as well as facilitating a more cost-effective maintenance schedule for the green. It would also enable major tournaments to be held in the area using this green and the synthetic bowling green at St Helens during the quieter months attracting competitors and their families to the area providing an economic boost.

Already the Club has reported an increase in young members looking for alternate sporting options over the summer months. Currently the Club has not been able to capitalise on the interest of both barefoot and twilight bowling due to the demands placed on a natural surface while meeting the competition roster. A synthetic turf is more robust and will allow the Club to introduce other types of bowling e.g. twilight and barefoot bowling, which are more appealing to younger members and women.

Scamander is the second largest community in Break O’Day and is a popular holiday destination. With many ‘shacks’ in the area, Scamander’s population drastically rises during the summer months and school holidays with many of these part-time residents but still ratepayers, wanting to access community recreational facilities such as those available at the Scamander Sports Complex.

Currently more than \$12,000 is spent annually on maintenance activities to ensure the green is fit-for purpose. These costs do not include the time of the Bowling Club’s volunteers. Provision of synthetic turf will greatly reduce these costs. Any maintenance savings can then be used by the Club to fund any other future upgrades required.

The table below shows the project costs:

ITEM	COST
Preparation and removal of old green and installation of new synthetic surface	\$220,000
Surrounding surface	\$24,000
Contingency @5%	\$12,000
<b>Total excluding GST</b>	<b>\$256,000</b>

## Election Request

**The Break O’Day Council is seeking a commitment from both parties that should they form Government at the next Federal Election they will commit to providing \$250,000 funding for the installation of a synthetic surface at the Scamander Bowls Club**

# St Marys to Cornwall Multi-user Trail

## Project Overview

An unused railway is still in place between the rural townships of St Marys, Cornwall and Fingal. Council and the Break O’Day community would like to see this rail line transformed into a multi-user trail. Rather than tackling the full 20 km at once, Council would like to stage the project with the first step connecting the St Marys township with Cornwall.

This first section is approximately 3.7 km in length and passes through agricultural land and plantation forest.

## Background

When developing our Recreational Trails Strategy in 2022, Council’s consultants undertook community consultation to understand what trail projects were important to them and what projects they would like to see us prioritise. A rail trail from St Marys to Fingal was high on the community’s wish list with the Cornwall section deemed the most logical and important first step. You can find a copy of the Recreational Trails Strategy on our website under My Council, Council Strategies and Documents.

The townships of Cornwall and St Marys are only approximately 4km apart and as they are situated on the Esk Hwy, walking and cycling between the communities is not supported. The development of a rail trail between these townships would not only allow community members to traverse, safely, off-road between the townships, but would also provide an attraction for visitors.

Council officers have already begun preliminary investigations to understand what would be required to develop the rail trail. Progress to date includes:

1. Completed Ecological Report
2. Drone footage of the trail for visual reference
3. Identified infrastructure that will need to be incorporated including.
  - a. Establishment of carparking at both ends of the trail.
  - b. Replacement of several bridges
  - c. Fencing – the entire trail will have to be fenced as it passes through agricultural land.

## Discussion

This project has significant community support with several residents already having written to Council, the State and Federal ministers regarding their interest in seeing this project progress.

The construction of the multi-user rail trail would foster active transport between the two townships, meaning that community members would be able to walk or ride between the two townships. Cornwall does not have shops etc, so the community at the moment must drive the 4km to St Marys to access shops, school, health services etc. Increasing opportunities to facilitate better health is very important to Council and our community as our communities are aging, with a median age of 56 and higher incidence of long-term health conditions.

As it passes through scenic landscapes, the trail will also be a drawcard for visitors and give them a reason to visit and stop in St Marys. The township of St Marys offers a range of businesses that would benefit from this increased visitation.

The below image shows the proposed trail alignment.



Rail trails have risen in popularity with many regional areas utilising un-used rail lines for this purpose, many have brought not just social but economic benefits to the communities where they are located.

Rail trails often traverse scenic landscapes and connect rural towns, making them valuable assets for tourism, recreation, and transportation. One of the primary benefits of rail trails is their ability to boost local economies by attracting tourists, including cyclists, hikers, and outdoor enthusiasts. Visitors can then spend money at nearby businesses such as cafes, restaurants, accommodation, and bike rental shops, which stimulates economic growth in areas that may otherwise struggle to attract outside investment. For example, the Wataru Rail Trail is a 4 km trail located in the small regional town of Wataru, South Australia. It follows the old Wataru to Mount Gambier railway line and passes through scenic countryside. Despite its short length, the trail attracts cyclists, walkers, and local tourists looking for an outdoor escape. This steady flow of visitors has provided a boost to the local economy, especially for small businesses like cafes and shops in the town centre. The trail has helped Wataru become a quick stop for tourists exploring the broader Limestone Coast region.

For regional communities, rail trails provide opportunities for health and well-being through accessible outdoor recreation. They offer safe, car-free environments where people of all ages can engage in physical activities like walking, running, or cycling. This can help reduce health costs by encouraging more active lifestyles. Rail trails are also accessible to a wide demographic, including families, older adults, and individuals with disabilities, making them inclusive recreational spaces that bring communities together. There are several similar, short distance rail trail examples that have facilitated active communities.

**1. Wulkuraka to Brassall Rail Trail, Brisbane** is a 3.8 km rail trail runs through the suburbs of Ipswich, following the route of the former Brisbane Valley railway line. Although short, it serves as a crucial connection between neighbourhoods and is popular among walkers and cyclists. It encourages daily exercise for locals and can serve as a safe commuting route, reducing reliance on cars.

**2. The Hornby Rail Trail, Canterbury, New Zealand** spans about 4 km, and follows part of the former Little River Branch railway. The Hornby Rail Trail is a safe, shared path for walking and cycling, connecting suburban areas to local amenities like schools and parks. It's a great example of a short rail trail that integrates into daily life, providing a practical transportation option while encouraging outdoor activity.

Rail trails often serve as tools for preserving local history and culture and the township of St Marys is home to the Cranks and Tinkerers museum which is housed at the old Railway Station. The museum is a celebration of times past including the history of the areas rail. This connection to heritage can instil pride within the community and offer additional educational and tourism opportunities.

Environmentally, rail trails promote sustainability by encouraging non-motorized forms of transportation. This reduces traffic congestion, lowers carbon emissions, and fosters a connection to nature. By revitalizing disused railway corridors, these trails transform what was once industrial infrastructure into recreational spaces, contributing to conservation efforts. The Munda Biddi Trail in Western Australia not only promotes eco-tourism but also plays a role in environmental awareness and conservation by showcasing the natural beauty of the region and encouraging low-impact tourism practices.

Rail trails are multi-faceted assets that can enhance regional economies, improve public health, promote heritage and environmental sustainability, and create inclusive spaces for recreation. The economic, social, and environmental benefits they provide make them a valuable resource for regional communities looking to grow and prosper.

## Funding Model

The proposed funding model relies on securing funding from the Federal Government to supplement the funds which Council would have available.

<b>FUNDING</b>	<b>fy 2025/26</b>	<b>fy 2026/27</b>	<b>Total</b>
<b>Federal Government</b>		1,100,000	1,100,000
<b>Break O'Day Council</b>	25,000	125,000	150,000
<b>Total Funding</b>	<b>25,000</b>	<b>1,225,000</b>	<b>1,250,000</b>
<b>EXPENDITURE</b>			
<b>Design &amp; Approvals</b>	25,000		35,000
<b>Construction</b>		1,225,000	1,225,000
<b>Total Expenditure</b>	<b>25,000</b>	<b>1,225,000</b>	<b>1,250,000</b>

## Election Request

The Break O'Day Council is seeking a commitment from both parties that should they form Government at the next Federal Election they will commit to providing \$1.1 million in funding for the development of a rail trail between the townships of Cornwall and St Marys.



# Purpose built Early Learning Centre for St Marys

## Project Overview

Break O'Day Council would like both parties contesting the next Federal Election to provide a commitment that should they form Government, they will construct a new St Marys Early Learning Centre on vacant land available at the St Marys District School grounds.

This is an innovative and unique opportunity that can bring significant benefits to the St Marys and surrounding communities through provision of a dedicated Early Learning Hub where Kindergarten and long day care can co-exist with school-based programs. This is important in ensuring we can facilitate new families moving to and working in our community.

This new Centre will address the highly deficient facilities of the current Early Learning Centre and the increasing demand for childcare services whilst offering a space for children of the community with benefits of shared resources, increased participation, and maximised utilisation.

## Background

As part of the Tasmanian Government's Eastern Strategic Regional Partnership (SRP) Agreement, funding of \$200,000 has been secured to undertake a needs analysis and site investigation for a new, purpose built St Marys Child Care Facility. This, along with our commitment, driven at a community level, indicates strong support for this project at a State and Local Government, as well as community level.

Childcare has been identified through population and economic analysis to be a significant barrier to employment in the Break O'Day area and particularly the Fingal Valley. For a Local Government area like ours who must grow our working age population to survive economically – this is a serious concern. Council repeatedly hears stories of people being unable to take up employment opportunities in the area as they are unable to find care for their children. Also, because the Centre is unable to offer existing clients more days of childcare, there are families wanting to work more but are unable to. This is affecting workforce participation creating a compounding problem for our area whose population is ageing but also increasing.

Currently the St Marys Early Learning Centre is housed in the old Matron's house located adjacent to the St Marys Community Health Centre. This is a small building that the centre has tried to retro-fit to create a suitable childcare space. While the staff at the centre should be commended on their efforts to make the most of what little they have, this space, simply put is not-fit-for-purpose now, and certainly cannot facilitate the growth our population is currently experiencing.

The implementation of Tasmania's Child and Youth Safety Framework places a heightened focus on creating safe spaces within Childcare Centres. This will involve not only stringent safety protocols but also the design and layout of the Centre. Childcare facilities will be required to prioritise safe environments that reduce risks, with features like secure fencing, child-proofed areas, and well-trained staff to monitor and ensure child safety. The framework will prompt Childcare Centres to allocate resources to create spaces that are physically and emotionally secure, fostering an atmosphere where children can learn and play without fear, thereby ensuring their overall well-being and development. Given the requirement to comply with this Framework and the problems that have been identified with the current Centre, there is no doubt that the current facility will not be suitable.

The St Marys Early Learning Centre is currently at full capacity and offers 10 places for children. It has a staff of three on at all times, as dictated by legislation, and a total staffing of nine people to provide care to these children throughout the week. Due to the small number of spaces staff are repeatedly having to turn down new and existing families who would like to increase their days of care.

## Discussion

### **SOCIO-ECONOMIC SITUATION**

As shown by the 2021 Census results, the Break O’Day region has had an 11% increase in population. An unprecedented amount of these new residents are in the prime working age group including parents with young children. As such, the requirement of spaces within child education and care facilities has increased exponentially.

Our area is one of the most isolated and lowest SEIFA index (911) areas in Tasmania and is experiencing a low median income per household, \$836 (ABS 2021). Ensuring that parents in the area seeking or taking up employment have the opportunity to access childcare is fundamental in their ability to remain in the area. This in turn is crucial to ensuring economic growth as well as population retention. As recognised by the Federal Government, a barrier to parents accessing childcare is its cost to families. In St Marys, access to childcare is not inhibited by cost but by access to adequate facilities and space.

The exponential increase of demand on early learning services is demonstrated by Childcare provider, the Thrive Group’s 2018 request to increase St Marys Early Learning Service space from 10 per day. Three years after this request, the desired space has increased to 35 children per day. This demonstrates the incapability of the current facilities to service the increase of working age groups in the area including the provision of after and before school care.

### **STATE GOVERNMENT ALIGNMENT – EARLY LEARNING FOR THREE YEAR OLDS**

The Tasmanian Government has committed to a new Early Learning for Three-Year-Old Project which will offer up to 15 hours a week of quality, age appropriate, play based learning. The program will be place based and flexible to community needs.

Five communities across Tasmania have been selected to work together to establish the trial. Townships in our area including St Helens, St Marys, Beaumaris, Scamander and Fingal are in this pilot cohort.

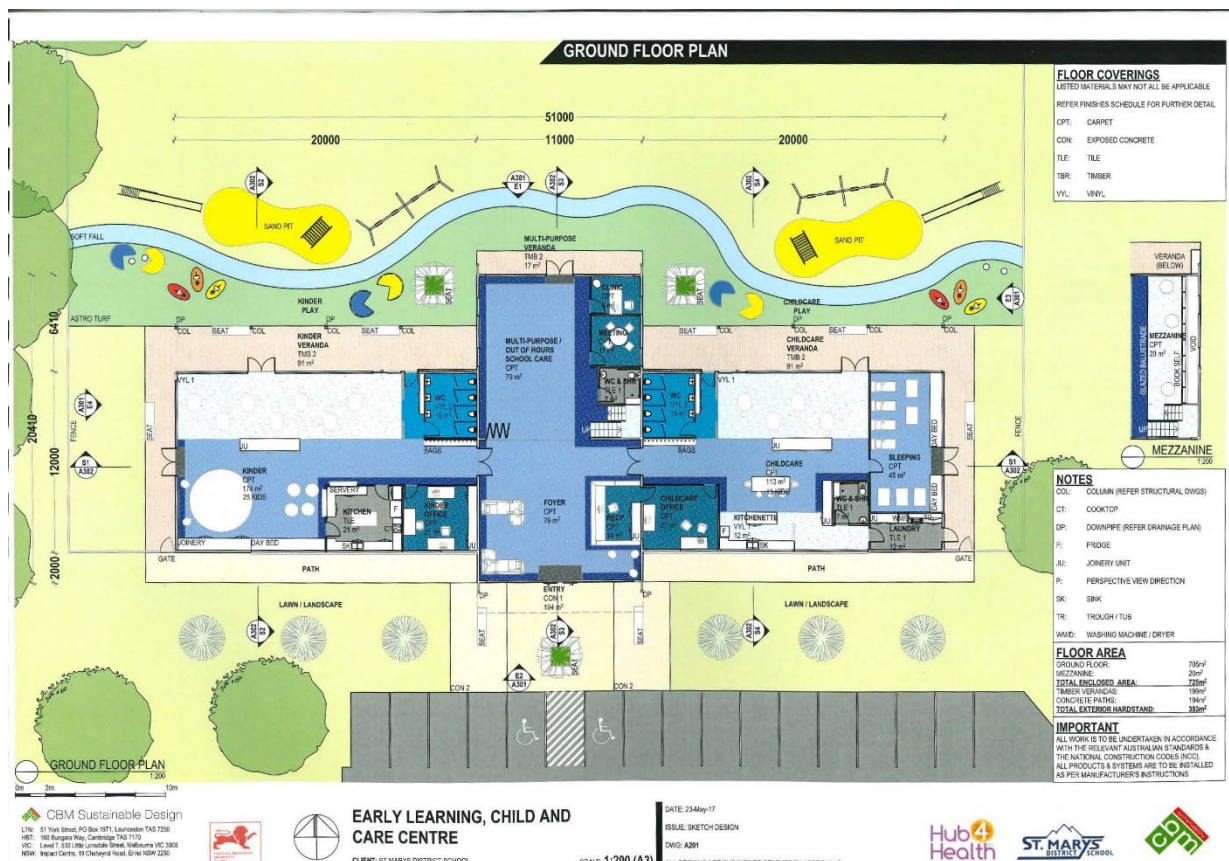
Given the current supply constraints in St Marys and the wider Fingal Valley area, it is imperative that a new Early Childhood Education and Care (ECEC) facility be developed so local families can have an opportunity to participate in this great initiative.

### **RELOCATION TO ST MARYS DISTRICT SCHOOL WILL FOSTER IMPROVED LEARNING OUTCOMES**

In 2018, a collaboration of community groups identified the unique and innovative opportunity to relocate the St Marys Early Learning Service to the St Marys District School. This relocation was supported by the Launching into Learning program, St Marys District School Association Inc, local playgroup organisation Building Blocks, Hub4Health and the Thrive Group.

This collaboration resulted in the development of a concept plan which is included in this submission. This proposed facility design and relocation would fill not only the existing need, but ensure the area is prepared for the future in terms of Early Learning and Education.





## Summation

The current St Marys Early Learning Centre is not-fit-for-purpose, is at capacity and is unable to facilitate the needs of the community now or into the future.

Break O'Day Council believes the most suitable location for the new facility would be on the St Marys District School land which would facilitate increased educational and access outcomes for the community.

The development and relocation of a new facility would have many benefits for our community including.

- Increased access to childcare and early learning services
- Increased learning opportunities
- Facilitation of more services including after and before school care
- Facilitation of employment opportunities for new and existing residents requiring child care to enter the work force
- Increased number of children that can access childcare in the area.

## Election Request

The Break O'Day Council is seeking a commitment from both parties that should they form Government at the next Federal Election they will commit to funding the construction of a new Early Learning Centre on vacant land which is available at the St Marys District School grounds.

# St Marys Pass Alternative Route

## Project Overview

The Council would like the parties contesting the next Federal Election to provide a commitment to help fund the construction of an alternative route from St Marys to the townships of the East Coast.

Currently the main access route to the townships of the East Coast is via St Marys Pass. This Road is narrow and windy and consistently experiences rock falls, landslips and road pavement failures. The other alternative route to the East Coast if there are any issues on the St Marys Pass – which there frequently are, is via the Elephant Pass. This road experiences many of the same issues to St Marys Pass and is not suitable for large vehicles or vehicles towing boats or caravans.

The only other two access route to the East Coast is via Lake Leake or the Scottsdale Sideling– both of these routes add significant travel time and in the case of the route via Scottsdale – the Sideling and the Weldborough Pass often experience similar issues to St Marys Pass.

With the use of this road increasing, including an increase of heavy vehicles as well as the general size of vehicles on the road, it is Council's position that St Marys Pass is becoming unfit for purpose.

## Background

St Marys Pass is 176 years old this year and has not changed much since it was first constructed, except for some modernisation in certain areas.

The use of the road has however changed from a minimally used road for horse and cart and draught horse teams to a highly used main access road that services large trucks through to recreational vehicles and bicycles.

The Tasmanian Government have engaged consultants to consider a range of options to find the most suitable alternate route. To date this includes stakeholder and large-scale community engagement. This commitment from the State shows their understanding of the importance of this major transport route from economic, social and visitation perspectives.

## Discussion

St Helens and the Break O'Day Region are experiencing population growth, the 2021 census data showed that our population had grown by almost 11%. Many of these new residents are in the prime working age bracket and may live in Fingal and St Marys but be travelling to St Helens for work or vice versa. Our visitation has also continued to grow with the popularity of the St Helens MTB trails as well as growing interest from mainlanders wanting to experience and holiday in our area. For the year ending June 2024, St Helens experienced more than 202,000 visitors. A large proportion of visitors to our area are caravaners or boaties – this means that they are driving large vehicles and/or towing heavy vehicles.

The Tasmanian Government's T30 Visitor Economy Strategy shows a significant shift in how Tasmania should be promoted and the visitor economy maintained. One areas of focus is the distribution of visitors to regional areas as well as enhancing self-drive experiences. The East Coast of Tasmania is already a hot spot for self-drive tourists especially caravaners. The State's promotion of the Great

Eastern Drive has already seen this number increase and we expect that these numbers will increase again when the new Spirits of Tasmania with their increased capacity come on-line.

The promotion and essentially, scale-up, of self-drive holidays means that more visitors are hiring cars, caravans or bringing their own vehicles and camper vans or trailers with them. This means that our roads are therefore experiencing not just an increase in traffic but an increase in heavy vehicles. Factors such as the narrowness of St Marys Pass, an increase in large vehicles using the pass and, vehicles in general becoming larger, there is a significant decrease in the safety on this main access road to the East Coast.

Every time St Marys Pass closes it affects the local economy. It means that many large vehicles transporting to the Coast must go the long way round – this can incur increased transport costs. It also means that many residents are cut-off from their places of employment and children cannot get to school. It also means that visitors are not able to travel to the coast and our business miss out.

This also works in reverse – Coastal residents are cut-off from the major service centre of Launceston which means residents are unable to access certain services not found on the coast – this means Launceston is also impacted economically.

When the St Marys Pass is closed traffic must be via the Elephant Pass or Lake Leake Roads, this has a significant impact on travel times.

- Launceston to St Helens via St Marys Pass – 166kms – 2 hrs 2mins
- Launceston to St Helens via Elephant Pass – 195kms – 2hrs 30mins
- Launceston to St Helens via Lake Leake Road – 237kms – 3hrs 1min

## Summation

- St Marys Pass is not-fit-for-purpose. It is narrow and windy and regularly experiences landslips and rock slides as well as failing pavement.
- The Tasmanian Government has already committed to finding an alternate route and is currently undertaking engagement on the project.
- There is an increase in heavy vehicles on the Pass. Many visitors to our area come to camp and fish and therefore are driving heavy vehicles and towing– they are unable to use Elephant Pass and so must add significant travel time to get to the Coast.
- Regular closing of the pass has economic impacts – both for the coast and Launceston.
- The East Coast is growing – with population and visitation on the increase it is important that fit-for-purpose access to the coast is provided.

## Election Request:

**The Break O’Day Council is seeking a commitment from both parties that should they form Government at the next Federal Election they would commit to providing funding to the State Government to construct an alternate route to the East Coast.**

# Sealing of Ansons Bay Road through to Ansons Bay

## Project Overview

Council and the community would like to see approximately 28km of dirt road between the Break O'Day townships of St Helens and Ansons Bay upgraded to a bitumen seal.

This road is the main access route from the rural and isolated community of Ansons Bay to the main township on the East Coast of St Helens. Sealing this road would have many benefits for our community as well as the increasing amount of interstate and international visitors our area is currently experiencing.

## Discussion

While only 28kms long, this section of road is an integral piece of infrastructure that connects all the facilities and amenities of St Helens with the small rural community of Ansons Bay. It is a gravel road signed with an 80km speed limit.

The Ansons Bay township is situated in the internationally acclaimed Bay of Fires which is a highly visited natural attraction comprising a series of scenic beaches and bays. For the year ending June 2024, more than 196,000 interstate tourists visited the Bay of Fires. Ansons Bay is home to popular tourist attractions such as Eddystone Point Lighthouse, the Bay of Fires Lodge walk and Mount William National Park. It is also where Wukalina Walk is located, a nationally award winning First Nations Guided tour of this cultural heartland.

Currently, the hire car policy in Tasmania is that those hiring cars are unable to take them on gravel roads. This results in stifled visitation to the area, or an additional cost being incurred by the customer.

The latest census data states that there are 62 permanent residents of Ansons Bay however there are more than 220 dwellings. This indicates the area's popularity locally as a holiday home destination. This means that during the summer and holiday periods, Ansons Bay Road is highly used by tourists, 'shackies' and locals. Many of these people are traveling in a heavy vehicle and towing a boat or caravan.

There are no shops or other commercial facilities available in Ansons Bay with the closest shop the Gladstone General Store which is approximately 26km away and is not suitable for weekly grocery shopping etc. This means that residents of Ansons Bay travel to St Helens not only to do their shopping but to access other services such as health, education and recreational.

The land tenure between St Helens and Ansons Bay includes a large portion of agricultural land, predominantly dairy and beef cattle. Sealing Ansons Bay Road would provide increased opportunity to the agricultural industry in this area as they would have increased access to markets. Provision of increased access to markets would facilitate potential agricultural expansion.

Managed by Council, this road, due to its popularity and importance, must be regularly maintained to a fairly high standard. This sees Council grade the road a minimum of twice a year at a cost of more than \$191,378. This work equates to approximately 4% of Council's overall Road and Footpaths budget annually which occupies a large portion of Council's total road maintenance budget.

Due to climate change and the wetter summers, Council is finding it increasingly difficult to find the right time to grade the road to ensure driver safety. The increase in wet weather and weather events in general is seeing the maintenance costs of this road also increase.

Due to its use and status, there have been a number of accidents on this road and Council also receives regular complaints about the condition of the road as due to the heavy vehicle use and any wet conditions, it deteriorates quickly.

A report for the Department of State Growth found that between January 2019 and February there had been 33 accidents on Ansons Bay Road, 28 of these were on the unsealed section of the road, six of these were serious or required first aid. It is also worth noting that the majority of these accidents occurred during daylight hours. The biggest cause of accidents recorded at 22 of the 33 were related to running off a corner or coming around a corner into another car. If the road was to be sealed it would provide an opportunity to examine the alignment and make changes to enhance safety.

Council has surveyed the traffic using Ansons Bay Road via a traffic counter and can report the following findings:

- 70% of the vehicles using the road were Sedan, Wagon, 4WD, Utility, Light van, motor cycle classes. Just over 6% of vehicles were towing a boat, trailer or caravan.
- 19% were two axle buses
- The remaining 5% is made up of heavy vehicles with three or more axles.

Sealing the road would not only increase access to Ansons Bay which is the northernmost home of the Bay of Fires, it would also significantly increase safety on the road as it would provide Council with the opportunity to reconsider the alignment.

## Summation

Sealing Ansons Bay Road will provide significant benefits across a range of economic and social indicators.

Some of the benefits of sealing this section of Ansons Bay Road will:

- Stimulate economic growth by facilitating increased connectivity between the towns.
- Facilitate increased visitation to the area.
- Allow for agricultural expansion.
- Provide increased market access for the existing dairying and beef cattle farmers.
- Substantially increase road safety
- Substantially reduce maintenance costs
- Reduce travel time as well as vehicle maintenance.

## Election Request

**The Break O’Day Council is seeking a commitment from both parties that should they form Government at the next Federal Election they will commit to providing \$37.5 million over four years to seal Ansons Bay Road.**