

GREAT EASTERN DRIVE ORFORD TO ST HELENS

Submission to the Parliamentary Standing
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Authorisation

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1 Introduction

1.1 Background

The Department of State Growth is undertaking upgrades of the Great Eastern Drive tourist route (Tasman Highway, A0113) to improve road user safety, travel time reliability and the driver experience. The upgrades are being undertaken due to increasing visitor numbers, through targeted investment in roads, visitor infrastructure and safety improvements.

Funding for the Great Eastern Drive is part of the Tasmanian Government's \$72 million investment in Tasmania's tourist roads through the 'Roads Package to Support Tasmania's Visitor Economy'. This funding package supports the Government's target of attracting 1.5 million visitors to the state by 2020. The funding will ensure that Tasmania's reputation as a premium destination is protected through investment in infrastructure in order to meet the needs and expectations of visitors and locals alike.

The total program for the Great Eastern Drive Tasman highway between Orford and St Helens includes:

- Passing lanes between St Helens and Diana's Basin
- Safety improvements along the Great Eastern Drive including provision of turning facilities at a number of junctions along the length of the Drive, provision of safe pull over areas and shoulder widening to improve safety.

1.2 Project Objectives

The main objectives for the upgrades to the Great Eastern Drive outlined above are to:

- Improve road user safety and travel time reliability along the Tasman Highway, to cater for future development in the area and increasing popularity and number of visitors to this region.
- Design solutions to improve the speed environment, narrow seal width, turn treatments and pull over bays, overtaking opportunities and areas of deficient sight distance.
- Establish and maintain clear and open communication with landowners and stakeholders.
- Achieve the above within the constraints of limited funding, a challenging road corridor, stakeholder and landowner risk and compliance with all relevant planning and preservation legislation.

1.3 Project Location



Figure 1 Locality Map Showing the Great Eastern Drive

Base image by TASMAP www.tasmap.tas.gov.au © State of Tasmania

1.4 Strategic Context of the Project

1.4.1 Alignment with Approved Strategies

East Coast Tourism (ECT) is the peak tourism body for the east coast of Tasmania and is responsible for the development of the region's tourism industry through product development, marketing, identifying infrastructure and investment opportunities, advocacy and tourism sustainability. Formed in 2012, ECT is jointly funded by Tourism Tasmania, Glamorgan Spring Bay Council (GSBC) and Break O'Day Council (BODC).

In 2014 the Tasmanian Government committed \$500,000 over two financial years to ECT for the development of the Great Eastern Drive experience and revitalisation of signage and marketing for the region. The Great Eastern Drive was formally launched by ECT at the beginning of the 2015-16 financial year and rapidly gained support and popularity amongst locals, tourists and businesses alike.

To build on the success of the Great Eastern Drive launch, further funding for the route was announced in 2018 as part of the Tasmanian Government's \$72 million 'Roads Package to Support Tasmania's Visitor Economy'. The funding package supported the Government's recognition of the visitor economy as a strategic economic growth opportunity and their target of attracting 1.5 million visitors to the state by 2020.

The Great Eastern Drive is one of Tasmania's iconic touring routes, with visitation to the East Coast continuing to build, including a growing number of slower vehicles such as cyclists, caravans, campers and motorhomes. In recognition of the growing popularity of the region, a total investment of \$21 million has been committed to the Great Eastern Drive to undertake improvements such as overtaking lanes and courtesy stopping bays to reduce driver frustration, as well as road widening and turning facilities to improve road user safety at entrances to popular tourism experiences. Overall, additional investment in the Great Eastern Drive is expected to:

- Enhance the brand of the East Coast and boost regional tourism through targeted investment in upgrading tourist infrastructure;
- Improve traffic flow and reduce driver frustration by providing increased opportunities to overtake and / or pass tourists and slow-moving vehicles;
- Improve road user safety through provision of safe turn treatments and road widening.

1.4.2 Alignment with Planning Policies and Themes

Road widening and safety improvement works along the Great Eastern Drive are expected to meet Limited Exemption under Clauses 6.2.3 and 6.2.4 of the *Glamorgan Spring Bay Interim Planning Scheme 2015* and the *Break O'Day Interim Planning Scheme 2013*. A number of other reports and studies were used to identify areas of priority and inform the multi-criteria analysis (MCA) used to select the areas proposed for works. These reports include the *Tasmanian Highway Transport Planning Study (2003)*, *Roadside Stops Presentation (2017)* by a collaboration between GSBC, Monash University, the Great Eastern Drive Committee and Gilby & Brewin Architecture, and the East Coast Tourism Annual Report (2016).

2 Project Details

2.1 Proposed Works

The proposed works target improvements to road user safety, travel time reliability, and enhancing driver experience for a growing number of visitors.

Following a detailed options analysis, the treatments that are included in the proposed works are:

- Improvements to the cross section from Basin Creek Bridge to St Helens Point Road, involving lane widths of 3.0 m, sealed shoulders of 1 m width, a 0.5 m wide verge to accommodate safety barrier where required, and cut and fill batter slopes of 1:2 (V:H).
- A northbound overtaking facility between St Helens and Dianas Basin (designated as T4) on a longitudinal uphill grade (nominally 4 to 5% max.) to allow for the noticeable speed difference of larger vehicles.
- A southbound overtaking facility between St Helens and Dianas Basin (designated as T5) on a longitudinal uphill grade (up to 6%) to allow for the noticeable speed difference of larger vehicles. Horizontal realignment to provide a straighter alignment for the overtaking facility with widening to allow for sealed shoulders and the new overtaking facility.
- A southbound overtaking facility between St Helens and Dianas Basin (designated as T7) on a longitudinal uphill grade (up to 6%) to allow for the noticeable speed difference of larger vehicles. It involves significant cut which allows for lane and shoulder widening.
- A reduction of the posted speed limit between St Helens and Dianas Basin to 80 km/hr.
- Turn treatments at entries to popular tourism experiences along the Great Eastern Drive, including Rural Basic Right & Left Turn Facilities (BAR & BAL), Rural Channelised Short Lane Right Turn Facility (CHR(S)) and Rural Auxiliary Short Lane Left Turn Facility (AUL(S)).
- Pull-over bays to reduce driver frustration and / or provide a scenic viewpoint.

2.1.1 Options analysis

A comprehensive Options Analysis was carried out to determine the program of works. 5 options were assessed for the overtaking lanes and road improvements between St Helens and Dianas Basin.

A total of 67 potential projects were identified to be considered in the options analysis for the turn treatments and pull-over bays along the length of the Great Eastern Drive. The potential project sites were determined from stakeholder engagement and public consultation, a site visit, and also a desktop assessment of key attractions and businesses along the Drive. The options analysis process resulted in a priority list of 30 turn treatment and pull-over bay projects sites which were determined to align with the allocated funding for the Great Eastern Drive program.

The key criteria used in the comparative assessment of the overtaking lanes and road improvements included:

- Improvements to road user safety through treatment of roadside hazards and improvements to the road cross section and corridor.
- Provision of formalised overtaking opportunities.
- Extent of social impact adjacent to the proposed options.

- Extent of environmental impact adjacent to the proposed options.
- Estimated cost of each option and the available funding.

The key criteria used in the assessment and prioritisation of the turn treatments and pull-over bays included:

- Acceptance by landowners directly affected.
- Acceptance by the broader community.
- Land use impacts including change of use, severance of land and impacts on future development potential.
- Community benefit.
- Impact on threatened flora and fauna species.
- Impact on sites of Aboriginal or European heritage significance.
- Impact on the visual amenity of surrounding properties.
- Improvements to transport efficiency.
- Anticipated road safety performance.
- Potential engineering or construction issues impacting the construction program and ongoing asset lifecycle.
- Whether the project provides value for money and a good return on the initial investment.
- Satisfying project objectives.

The preferred project sites identified from the options analysis are considered the most efficient and cost-effective means of satisfying the objectives of the Great Eastern Drive upgrades.

2.2 Design Speed

The highway is currently signposted at 100 km/hr within the project sites, however the speed limit reduces through regional townships to at least 60 km/hr. There are a number of sections where the existing horizontal geometry does not meet the design guidelines for a 100 km/hr speed environment. For example, there are a number of locations where horizontal and vertical curves which do not comply with minimum geometrical requirements, as well as minimum stopping sight distances, safe intersection sight distances and approach sight distances.

The projects sites were selected for targets improvements to the road cross section, treatments to improve turning movements at intersections and accesses, and also pull-over bays to reduce driver frustration and provide access to scenic activities.

2.3 Road Cross Section

The minimum required road cross section along the Great Eastern Drive is based on the Department of State Growth's *T3 – Road Design Standards*. The classification of the highway is Category 3 & 4 between Orford and Swansea and between Swansea and Scamander, respectively. The highway is Category 3 between St Helens and Diana's Basin.

2.4 Utilities

A Dial Before You Dig (DBYD) enquiry and site investigation revealed the following public utilities to be located within the existing road reservation between St Helens and Dianas Basin:

- Electrical supply services owned by TasNetworks are overhead.
- Underground telecommunication cables owned by Telstra run parallel to the highway.
- No underground electrical infrastructure is within the road reservation.
- No NBN infrastructure has been identified within the project area.
- No water or sewer infrastructure is within the project area.
- No gas infrastructure is within the project area.

Further investigation will be required to confirm the location impact on utility services for the remainder of the Project sites.

3 Social, Environmental Impacts and Stakeholder Engagement

3.1 Property Acquisition

The Projects are likely to require land acquisition in localised areas where turning lanes, pull-over bays and shoulder widening is proposed. The requirements for land acquisition have not been formally or exactly quantified as the Projects have yet to commence the Preliminary Design stage. However, it is expected that property acquisition will be required.

3.2 Noise

The Great Eastern Drive upgrades are improving the existing highway by targeting road user safety, travel time reliability and enhancing the driver experience for a growing number of visitors. Based on the Department of State Growth's Noise Management Guidelines, noise mitigation is generally not considered for safety upgrades of existing roads.

3.3 Flora

The Department of State Growth undertook an *Environment and Development Approvals Project Report* (EDA) and identified the likelihood of threatened flora and fauna occurring within the vicinity of proposed works. The full extent of the potential impact and implications for these threatened species will be determined during the Preliminary Design stage.

A *Natural Values Atlas Report* was also compiled to determine the potential impacts on threatened flora and fauna. The *Tasman Highway Transport Planning Study (2003)* also identified that there are several important native vegetation communities and habitats along the east coast that have conservation values. The full extent of the potential impact and implications for these threatened species will be determined during the next design stage.

The extent of declared weeds within the Project areas will also need to be determined during the Preliminary Design phase.

3.4 Fauna

The desktop assessments listed above also considered the likelihood of threatened fauna being present in the vicinity of the proposed works. It is considered unlikely that fauna species will be impacted as part of the works. However, the full extent of the potential impact and any requirement for a fauna habitat assessment for these threatened species will be determined during the Preliminary Design phase. At this stage, no referral under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC) is expected.

3.5 Aboriginal Heritage

A desktop search of the project corridor between St Helens and Dianas Basin has identified that numerous sites located at the northern end of Diana's Basin bear significance for Aboriginal Heritage.

A desktop assessment is yet to be undertaken for the remainder of the project corridor. It has been advised that the likelihood of encountering Aboriginal Heritage values is increased in the vicinity of freshwater sources and rocky headlands along the coastline.

Aboriginal Heritage Tasmania (AHT) will need to be contacted to undertake further desktop assessments during the Preliminary Design phase. As the proposed works are on a brownfield site and target improvements rather than re-construction or new construction, the risk of disturbing Aboriginal Heritage values is reduced to some degree.

Unanticipated Discovery Plans will be included with the tender documentation for construction.

3.6 Historic Heritage Assessment

A desktop heritage assessment indicated there were no properties listed within the project footprint subject to the *Historic Cultural Heritage Act 1995*.

A number of sites adjacent to the Tasman Highway are permanently listed on the Tasmanian Heritage Register and are subject to the *Historic Cultural Heritage Act 1995*. It is not anticipated that these sites will be impacted by the proposed works. However, consideration must be given to construction methodology to ensure any potential impact is mitigated or eliminated (e.g. non-vibratory compaction).

3.7 Landscape and Visual Impacts

No significant changes are proposed to the existing highway alignment between Orford and Scamander, and between St Helens and Diana's Basin. The works involve turning lane treatments at a number of intersections, shoulder widening to allow for a safer road cross-section, provision of pull-over bays, cross-section improvements and the provision of formalised overtaking opportunities. These works are expected to remain within the existing road reserve for much of the works. Therefore, these works are expected to have low landscape and visual impacts on the surrounding area.

3.8 Stakeholder Engagement

Public consultation and stakeholder engagement has been undertaken as part of the scoping phase. The key stakeholders for the Great Eastern Drive upgrades are:

- East Coast Tasmania
- Break O'Day Council
- Glamorgan Spring Bay Council
- Parks and Wildlife Service
- Directly affected businesses and property owners
- Tourism operators

The comments, feedback and issues identified during stakeholder engagements have been considered in the development of the options and subsequent analysis to determine the most appropriate options. One-on-one meetings with a number of business owners along the Great Eastern Drive were also undertaken to discuss the proposed junction treatments.

Social Pinpoint, an online engagement platform, was utilised to obtain feedback, ideas and concerns from the wider community along the Great Eastern Drive road corridor. Public users were able to provide general comments and suggestions for junction upgrades, pull-over areas and road widening. The site was open for feedback between November 2018 and February 2019. The comments received generally validated the issues raised by the stakeholders in the meetings previously mentioned. Social Pinpoint comments were considered in the development of, and subsequent analysis of, the options for this project.

It is expected that public displays of the proposed works will be set up at the GSBC and BODC offices during the Preliminary Design phase to provide the public with an opportunity to give feedback or request further information. Further public participation will be facilitated through the following means:

- One-on-one meetings with adjacent landowners
- Development and maintenance of web page content

3.9 Development Approvals

The proposed works are located within the municipality of the Break O'Day Council, and within the municipalities of the Break O'Day and Glamorgan Spring Bay Councils. As such, they are subject to the provisions of the *Break O'Day Interim Planning Scheme 2013* and the *Glamorgan Spring Bay Interim Planning Scheme 2015*.

Under the *Tasmanian Interim Planning Scheme*, the land along the Great Eastern Drive corridor is zoned as rural resource, and is predominantly a mix of private forestry, agricultural (grazing, cropping, vineyards etc.) and residual native cover.

Where the proposed works are widening only, such as cross-section improvements, shoulder widening and turning treatments, it is expected that they will meet 'Limited Exemption' under Clauses 6.2.3 and 6.2.3 of the above planning schemes (unless works are likely to impact a threatened vegetation community or an identified heritage site).

Any works proposed on areas of the highway that are managed by the Parks and Wildlife Services are likely to require a Reserve Activity Assessment to determine whether they are environmentally, socially and economically acceptable.

4 Project Program and Costs

4.1 Project Program

The critical paths for the Great Eastern Drive upgrades are based on the delivery of detailed design and tender documentation in mid to late 2019. Meeting these critical dates will ensure that construction works can begin in early 2020. The key dates are shown in Table 1 below.

Table 1: Key Project Dates

Project Task	Completion Date/Timing
Submission to the Parliamentary Standing Committee	August 2019
Request For Tender	September 2019
Award of contract	December 2019
Commencement of works	March 2020
Practical completion of works	June 2022

The key assumptions of the project schedule developed for the Great Eastern Drive projects include:

- Any required Development Applications are accepted by the Break O'Day Council and / or Glamorgan Spring Bay Council without any major representations or onerous conditions imposed.
- No environmental or heritage delays impact the Projects.
- Property acquisition negotiations are resolved during the Development phase (including any requirements agreed with landowners).

4.2 Costs

The allocated budget for the Great Eastern Drive road improvements is \$22.88 million. The Projects undertaken along the Great Eastern Drive will be completed within the allocated budget. Some revision to the number of project sites selected may be required in order to ensure the upgrades are completed within the allocated budget. The expected cash flow for the Great Eastern Drive upgrades are shown in Table 2 below.

Table 2: Expected Cash Flow

Financial Year	2019/2020	2020/2021	2021/2022
Budget	\$8.18 million	\$11.9 million	\$2.8 million

High-level cost estimates were undertaken during the options analysis phase. These costs estimates will be refined during Preliminary Design using probabilistic cost estimating practices, based on the following:

- Client costs are estimated, based on advice provided by the Department
- Construction costs are determined with quantities taken from the current design model and rates estimated from similar jobs and recent experience
- Inherent risk and contingent risk is estimated from recent experience and project specific, detailed risk analysis, with particular attention paid to higher value risks.

4.3 Risk Assessment

The Department of State Growth has established a Risk Assessment process which will be set up to support delivery of this project. The risk assessment will include impact, risk rating, mitigation strategies and revised risk rating, throughout the Planning, Scoping and Delivery Phases of the project. The rating system for the risk assessment is defined in Table 3. The risk assessment will be continually updated throughout the remaining project lifecycle as appropriate.

Table 3: Risk Ratings

Risk Rating	Risk Action Levels
VH – Very High	<ul style="list-style-type: none">• Minister/Secretary decision/direction may be required• Provide memorandum to Manager Project Services• Include in Project Monthly Report
H – High	<ul style="list-style-type: none">• Take immediate action to further control the risk• Include in Project Monthly Report• Consider providing supplementary advice to Manager Project Services
M – Medium	<ul style="list-style-type: none">• Proactively manage risks• Report to Project Steering Committee through risk register• Review for improvement opportunities
L – Low	<ul style="list-style-type: none">• Monitor risk, reduce if practicable

The risk assessment will consider the key areas such as scope, communication, design, approvals, construction and implementation. Mitigation strategies will be developed for all of the risk items identified within these general areas.

A summary of the key risks identified so far is provided in Table 4, along with proposed risk mitigation strategies. Project risks and mitigations will need to be revised during subsequent design phases following confirmation of impacts and project constraints.

Table 4: Identified Risks and Mitigation Strategies

Risk Event	Potential Risk Mitigation Strategy
Unforeseen ground condition, latent condition or landslide	<ul style="list-style-type: none"> Undertake geotechnical investigations early and incorporate findings into Preliminary and Detailed Design Allow for latent conditions within cost estimate contingencies Undertake landslide risk assessments, as required
Stakeholder dissatisfaction with the design	<ul style="list-style-type: none"> Continue to consult with key stakeholders in future design phases, particularly Glamorgan Spring Bay and Break O'Day Council, Great Eastern Drive Committee, Parks & Wildlife and landowners who are directly impacted, particularly those who could not be consulted during this phase of the project. Undertake further community consultation. Ensure multiple on-site meetings undertaken with landowners so that they are aware of the design process. Include cost contingencies in future estimates to deal with design changes, scope variations and delays resulting from stakeholder engagement.
Planning permit is challenged and is referred to the appeals tribunal	
Impact on threatened flora or fauna species, or heritage values	<ul style="list-style-type: none"> Undertake desktop reviews of proposed project sites to understand likelihood of threatened flora or fauna and Aboriginal / European heritage values within the project vicinity. Undertake field surveys to determine the exact extent of threatened species if impacts are likely.
Unexpected impact on Services	<ul style="list-style-type: none"> On-site location and potholing of affected and nearby services to be undertaken after the Concept Design phase. RFT documents to include requirement for contractor to physically locate and protect services.
Preliminary and Detailed Design phases are not completed on time	<ul style="list-style-type: none"> Project program to ensure adequate time allowance for future design phases. If possible, complete designs in the financial year prior to the proposed construction works.
Traffic disruption during construction	<ul style="list-style-type: none"> Early engagement with key stakeholders is required. Prospective contractors to detail their approach and methodology to managing traffic at the site during construction. A key consideration will be maintaining access for all adjacent properties, businesses and side roads. Key messages to be communicated effectively to ensure commuters are allowing for extra travel time to mitigate any delays.

5 Conclusion

The Great Eastern Drive is one of the most scenic drives in Tasmania, extending from Orford to St Helens on Tasmania's east coast through regions of forests, vineyards, farmland, open coast and small tourist towns. The projects discussed by this report are targeted at developing regional tourism and enhancing the brand of the East Coast by improving the safety of accessing these locations.

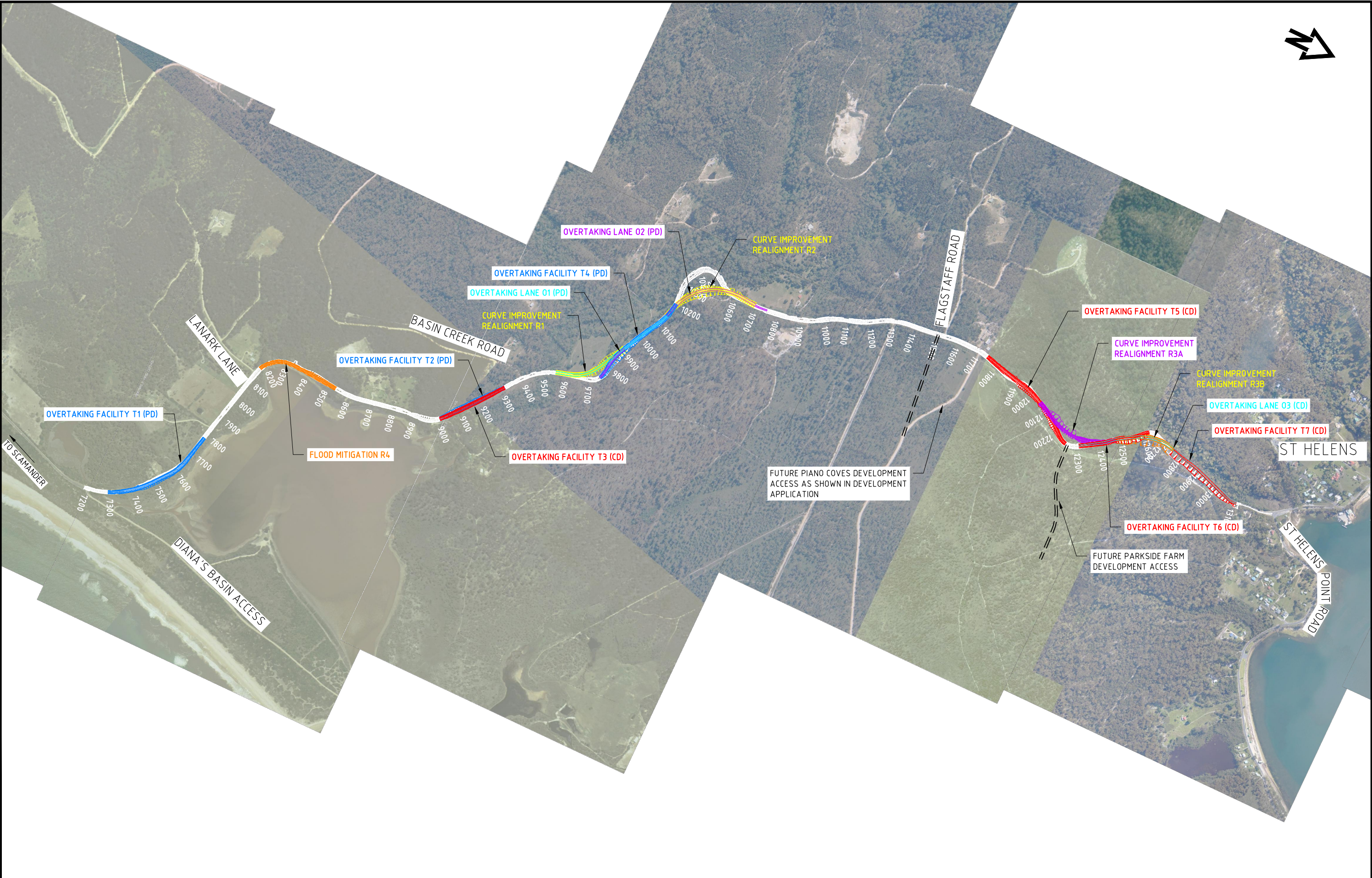
The upgrade projects proposed between Orford and Scamander, and between St Helens and Diana's Basin will improve road user safety, travel time reliability and the driver experience for an increasing number of visitors. These upgrades will target improvements to the highway cross-section and the provision of formalised overtaking opportunities between St Helens and Diana's Basin, and will provide improved turning facilities as well as pull-over bays to allow improvements to traffic efficiency.

Through the Preliminary and Detailed Design phases, further and more detailed assessments will be undertaken to ensure any impact on areas of heritage or environmental significance are mitigated where necessary and eliminated where possible, so as to minimise the overall impact of the Project.

Based on the stakeholder engagement undertaken to date, there is overwhelming support for the Project, with the issues and feedback raised from all input incorporated into the extensive options analysis undertaken.

It is recommended the Great Eastern Drive project be approved.

Appendix A. Concept Drawings of Upgrades






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CONCEPT ISSUE



GALA ESTATE VINEYARD

GALA ESTATE VINEYARD

RETAIN RECENTLY CONSTRUCTED
ACCESS TO GALA ESTATE
VINEYARD

EXISTING BAR WIDENING TO BE
UPGRADED TO CHR(S)

TASMAN HIGHWAY

← ORFORD

SWANSEA -->

PROPOSED CHANNELISED RIGHT
TURN (short) 3m wide 200m long

PROPOSED AUXILIARY LEFT
TURN (SHORT) AUL(S) 3m
wide 70m long

ROAD WORK TO BE ON EASTERN SIDE
TO MINIMISE PROPERTY ACQUISITION

PROPERTY ENTRANCE TO BE
MODIFIED AS REQUIRED

PIERMONT RETREAT ACCESS ROAD

PIERMONT SUBDIVISION
ACCESS ROAD

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CONCEPT ISSUE

16519 TASMAN HWY BICHENO TAS 7215
Owner Name(s)
JEFFREY GREEN
ROBERT GREEN



PLAN
1:1,000

NOTE:
- LANE WIDENING NOT SHOWN
Refer AUSTROADS GRD Part 3, Table 7.13 "Curve Widening"
eg: Radius 400m, 0.3m widening required for Semi-trailer
- Current horizontal curvature = 95kph

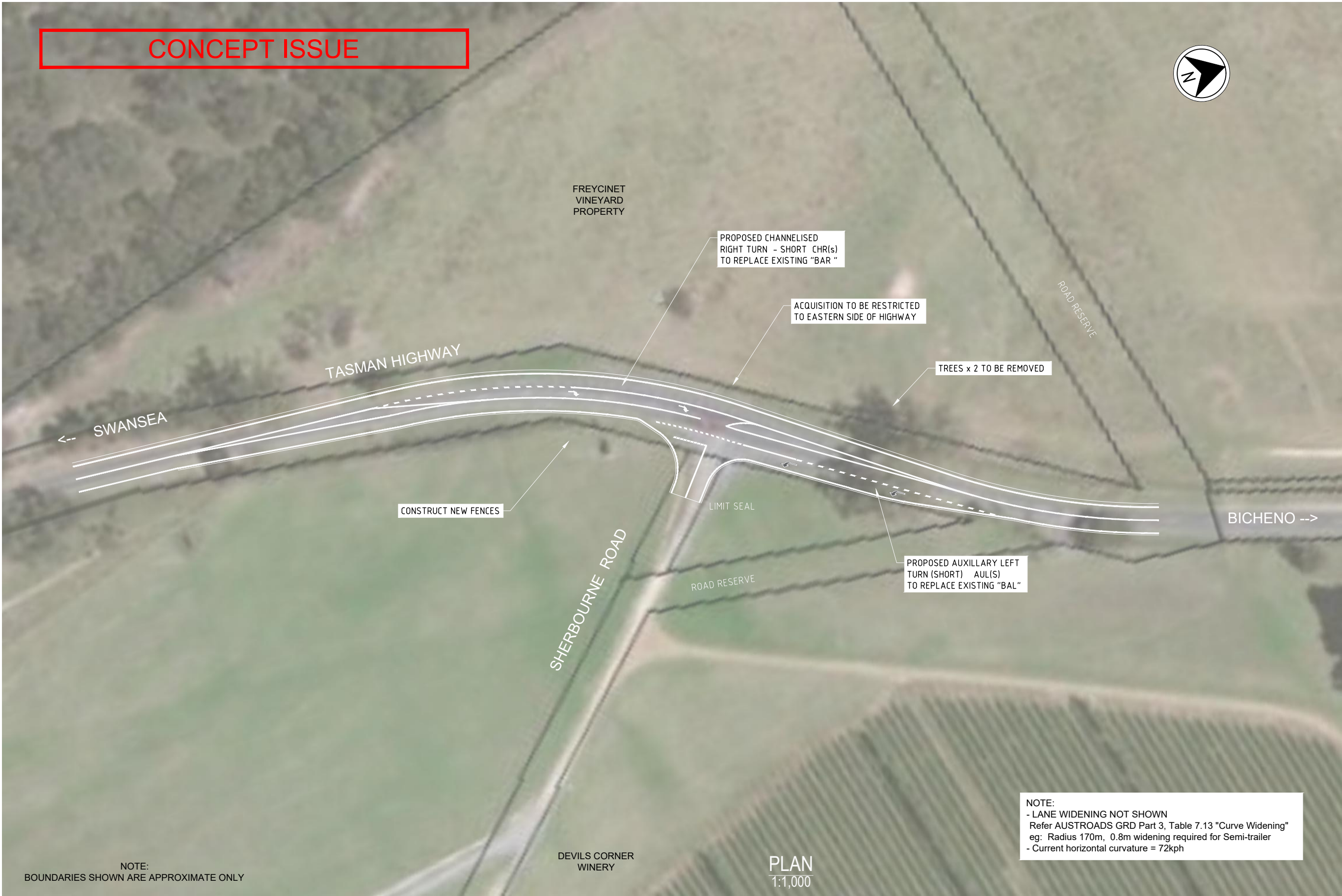
NOTE:
BOUNDARIES SHOWN ARE APPROXIMATE ONLY



										Department of State Growth			CONTRACT No.	DRAWING	PRINTED DATE	SHEET 1			
				SCALE 1:1000 (A3)						ID: 74 - TASMAN HIGHWAY PONDERING FROG LLANDAFF SOUTH COLES BAY RD JUNCTION GREAT EASTERN DRIVE - PRE-CONCEPT DESIGN GENERAL ARRANGEMENT SHEET 1 of 1				PRE-CONCEPT DESIGN (SET 1).dwg	05-Mar-19, 3:47 PM	1			
0	PRE-CONCEPT DESIGN SKETCH			AWL	28 Feb 19								REGISTRATION NUMBER						
No.	Amendment Description			Initials	Date			DESIGNED A. LOVIBOND					SKT-0074						
A3 original	This sheet may be prepared using colour and may be incomplete if copied					Co-ordinate System: GDA/MGA 55		Height Datum: AHD 83							REVISION 0				



				0 10 20 30 40 50m		JACOBS		Department of State Growth		CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
				SCALE 1:1000 (A3)		Tasmanian Government		ID: 77 - TASMAN HIGHWAY EAST COAST NATURE WORLD GREAT EASTERN DRIVE - PRE-CONCEPT DESIGN GENERAL ARRANGEMENT SHEET 1 of 1		PRE-CONCEPT DESIGN (SET 1).dwg	05-Mar-19, 3:47 PM		1
0	PRE-CONCEPT DESIGN SKETCH	AWL	28 Feb 19			DESIGNED A. LOVIBOND				REGISTRATION NUMBER			
No.	Amendment Description	Initials	Date			REVIEWED J. KONING				SKT-0077			
A3 original	This sheet may be prepared using colour and may be incomplete if copied			Co-ordinate System: GDA/MGA 55		Height Datum: AHD 83						REVISION 0	

CONCEPT ISSUE



			 SCALE 1:1000 (A3)		 <small>JACOBS 1000</small>	
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CONCEPT ISSUE






NOTE:
- LANE WIDENING NOT SHOWN
Refer AUSTROADS GRD Part 3, Table 7.13 "Curve Widening"
eg: Design Radius 170m, 0.8m widening required for Semi-trailer
- Current horizontal curvature = 61kph
- Concept design horizontal curvature = 72kph which is consistent with adjacent existing sub standard curves.

NOTE:
BOUNDARIES SHOWN ARE APPROXIMATE ONLY

PLAN
1:1,000

			 SCALE 1:1000 (A3)		 <small>JACOBS 100</small>	
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						 		Department of State Growth		CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
				SCALE 1:1000 (A3)		DESIGNED A. LOVIBOND		ID: 66 - TASMAN HIGHWAY KELVEDON BEACH GREAT EASTERN DRIVE - PRE-CONCEPT DESIGN GENERAL ARRANGEMENT SHEET 1 of 1			PRE-CONCEPT DESIGN (SET 1).dwg	05-Mar-19, 3:47 PM	1
				Co-ordinate System: GDA/MGA 55		REVIEWED J. KONING				REGISTRATION NUMBER			
A3 original				This sheet may be prepared using colour and may be incomplete if copied						SKT-0066			
												REVISION 0	

CONCEPT ISSUE

KELVEDON PROPERTY

TASMAN HIGHWAY

KELVEDON BEACH COASTAL RESERVE

PARKS AND WILDLIFE SERVICE

KELVEDON BEACH

GREAT OYSTER BAY

SWANSEA →

← ORFORD

VEGETATION TRIMMING TO IMPROVE SIGHT DISTANCE AT BEACH ACCESS JUNCTION - NORTH AND SOUTH

BEACH ACCESS CAR PARK

KELVEDON PROPERTY

138 m

Image © 2019 CNES / Airbus

PLAN 1:1,000

[illegible]

CONCEPT ISSUE



1789 COLES BAY RD COLES BAY TAS 7215

Owner Name(s)
DARYL PETER BUCKBY
CAROLYN MARIE BUCKBY

PROPOSED CHANNELISED
RIGHT TURN - SHORT CHR(s)

TREES TO BE REMOVED
TO PROVIDE SIGHT
DISTANCE (SISD)

FREYCINET
MARINE FARM

TREES TO BE REMOVED
NEW ENTRANCE
NEW CULVERT

TREES TO BE REMOVED
TO PROVIDE SIGHT
DISTANCE (SISD)

EXISTING INTERNAL
GRAVEL ROADS

PROPOSED AUXILIARY LEFT
TURN (SHORT) AUL(S)

Parks and Wildlife Service

NOTE:
- LANE WIDENING NOT SHOWN
Refer AUSTROADS GRD Part 3, Table 7.13 "Curve Widening"
eg: Radius 490m, 0.3m widening required for Semi-trailer
- Current horizontal curvature = 105kph

NOTE:
BOUNDARIES SHOWN ARE APPROXIMATE ONLY

PLAN
1:1,000

0	PRE-CONCEPT DESIGN SKETCH	AWL	28 Feb 19
No.	Amendment Description	Initials	Date
A3 original	This sheet may be prepared using colour and may be incomplete if copied		

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SCALE 1:1000 (A3)	
Co-ordinate System: GDA/MGA 55	Height Datum: AHD 83

JACOBS <small>JACOBS CONSULTING PTY LTD 100/101 STATION STREET SUITE 100/101 HOBART TAS 7000 PH: +61 8 5222 2000 WWW.JACOBS.COM.AU</small>	
DESIGNED	A. LOVIBOND
REVIEWED	J. KONING

Department of State Growth	
ID: 90 - COLES BAY ROAD FREYCINET MARINE FARM GREAT EASTERN DRIVE - PRE-CONCEPT DESIGN GENERAL ARRANGEMENT SHEET 1 of 1	

CONTRACT No.	DRAWING PRE-CONCEPT DESIGN (SET 1).dwg	PRINTED DATE 05-Mar-19, 3:47 PM
REGISTRATION NUMBER SKT-0090		

SHEET No. 1
REVISION 0



PLAN
1:1000

							 <small>JACOBS 1000 Lakeside Drive Suite 100 Melbourne, VIC 3000 Tel: +61 3 9592 9000 Fax: +61 3 9592 9001 www.jacobs.com.au</small>	 Tasmanian Government	Department of State Growth				CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.	
					SCALE 1:1000 (A3)				ID: 0 - TASMAN HIGHWAY MARIPOSA BEACH, SOUTH OF FALMOUTH GREAT EASTERN DRIVE - PRE-CONCEPT DESIGN GENERAL ARRANGEMENT SHEET 1 of 1				PRE-CONCEPT DESIGN (SET 2).dwg		05-Mar-19, 3:53 PM		1
0	PRE-CONCEPT DESIGN SKETCH		BMcG		28 Feb 19		DESIGNED B.MCGRATH				REGISTRATION NUMBER				SKT-0000		
No.	Amendment Description		Initials		Date		REVIEWED J. KONING										
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1:500

				 SCALE 1:500 (A3)		 <small>JACOBS 1000 South Street Suite 100 Melbourne, VIC 3006 Tel: +61 3 9592 9000 Fax: +61 3 9592 9001 www.jacobs.com.au</small>		 Tasmanian Government		Department of State Growth				CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
								ID: 27 - TASMAN HIGHWAY ROCKY HILLS GREAT EASTERN DRIVE - PRE-CONCEPT DESIGN GENERAL ARRANGEMENT SHEET 1 of 1				PRE-CONCEPT DESIGN (SET 2).dwg 05-Mar-19, 3:53 PM				1	
No.		Amendment Description		Initials		Date		DESIGNED		B.MCGRATH		REGISTRATION NUMBER					
A3 original		This sheet may be prepared using colour and may be incomplete if copied		Co-ordinate System: GDA/MGA 55		Height Datum:AHD 83		REVIEWED		J. KONING		SKT-0027					
																REVISION 0	

CONCEPT ISSUE

ORFORD

TASMAN HIGHWAY

SWANSEA -->

MAYFIELD BEACH

PROPOSED SEALED PULL OVER AREA
4m MIN WIDE, TOTAL LENGTH 60m
EXISTING LANDSCAPED ISLAND TO
BE RETAINED

PLAN
1:500

[illegible]



PLAN
1:1000

										Department of State Growth		CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
				SCALE 1:1000 (A3)						ID: 9 - TASMAN HIGHWAY ROSEDALE ROAD, NORTH OF BICHENO GREAT EASTERN DRIVE - PRE-CONCEPT DESIGN GENERAL ARRANGEMENT SHEET 1 of 1			PRE-CONCEPT DESIGN (SET 2).dwg	05-Mar-19, 3:53 PM	1
0	PRE-CONCEPT DESIGN SKETCH	BM	22-02-19			DESIGNED B.MCGRATH						REGISTRATION NUMBER			
No.	Amendment Description	Initials	Date			REVIEWED J. KONING						SKT-0009			
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													Department of State Growth				CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.	
													ID: 20 - TASMAN HIGHWAY CRESSY BEACH, SOUTH OF SWANSEA GREAT EASTERN DRIVE - PRE-CONCEPT DESIGN GENERAL ARRANGEMENT SHEET 1 of 1				PRE-CONCEPT DESIGN (SET 2).dwg	05-Mar-19, 3:53 PM		1	
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No.		Amendment Description			Initials		Date		SCALE 1:1000 (A3)				DESIGNED B.MCGRATH				SKT-0020				
A3 original		This sheet may be prepared using colour and may be incomplete if copied							Co-ordinate System: GDA/MGA 55		Height Datum: AHD 83		REVIEWED J. KONING								REVISION 0



'MAYFIELD' - 11610 TASMAN HWY LITTLE SWANPORT TAS 7190
Owner Name(s)
MAYFIELD FINE WOOL MERINO STUD PTY LTD

REMOVAL OF TREES & CUT EARTHWORKS
REQUIRED ON EDGE OF ROAD.
REINSTATE ROADSIDE SAFETY BARRIER

PROPOSED 'BAL' TURNING TREATMENT
3m WIDE, 50m LONG

PROPOSED 'BAR' TURNING TREATMENT
3m WIDE, 130m LONG.
ACQUISITION REQUIRED

SEAL EXISTING ACCESS
65m ACCESS WIDTH
30m LONG

REMOVAL OF TREES & CUT EARTHWORKS
REQUIRED ON EDGE OF ROAD



WORKS TO TIE IN PRIOR TO BRIDGE.
REINSTATE ROADSIDE BARRIER
AS REQUIRED

CONCEPT ISSUE

PLAN
1:1000

										Department of State Growth		CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
				SCALE 1:1000 (A3)						ID: 36 - TASMAN HIGHWAY MAYFIELD BEACH CAMPING AREA, SOUTH OF ROCKY HILLS GREAT EASTERN DRIVE - PRE-CONCEPT DESIGN GENERAL ARRANGEMENT SHEET 1 of 1			PRE-CONCEPT DESIGN (SET 2).dwg	05-Mar-19, 3:53 PM	1
0	PRE-CONCEPT DESIGN SKETCH	BM	22-02-19			DESIGNED B.MCGRATH						REGISTRATION NUMBER			
No.	Amendment Description	Initials	Date			REVIEWED J. KONING						SKT-0036			
A3 original		This sheet may be prepared using colour and may be incomplete if copied			Co-ordinate System: GDA/MGA 55	Height Datum: AHD 83									REVISION 0



											Department of State Growth			CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.	
											ID: 61B - TASMAN HIGHWAY RASPINS BEACH, ORFORD GREAT EASTERN DRIVE - PRE-CONCEPT DESIGN GENERAL ARRANGEMENT SHEET 2 of 2				PRE-CONCEPT DESIGN (SET 2).dwg	05-Mar-19, 3:53 PM	2	
0			PRE-CONCEPT DESIGN SKETCH		BM		22-02-19							REGISTRATION NUMBER				REVISION 0
No.			Amendment Description		Initials		Date							SKT-0061B				
A3 original			This sheet may be prepared using colour and may be incomplete if copied				Co-ordinate System: GDA/MGA 55		Height Datum: AHD 83									



PLAN
1:1000

													Department of State Growth			CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
							SCALE 1:1000 (A3)						ID: 69 - TASMAN HIGHWAY SPIKY BEACH, NORTH OF ROCKY HILLS GREAT EASTERN DRIVE - PRE-CONCEPT DESIGN GENERAL ARRANGEMENT SHEET 1 of 1				PRE-CONCEPT DESIGN (SET 2).dwg	05-Mar-19, 3:53 PM	1
0	PRE-CONCEPT DESIGN SKETCH				BM	22-02-19				DESIGNED		B.MCGRATH				REGISTRATION NUMBER			
No.	Amendment Description				Initials	Date				REVIEWED		J. KONING				SKT-0069			
A3 original		This sheet may be prepared using colour and may be incomplete if copied				Co-ordinate System: GDA/MGA 55		Height Datum:AHD 83								REVISION 0			






PLAN
1:1000

										Department of State Growth		CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
				SCALE 1:1000 (A3)						ID: 82 - TASMAN HIGHWAY ELEPHANT PASS ROAD, CHAIN OF LAGOONS GREAT EASTERN DRIVE - PRE-CONCEPT DESIGN GENERAL ARRANGEMENT SHEET 1 of 1			PRE-CONCEPT DESIGN (SET 2).dwg	05-Mar-19, 3:53 PM	1
0	PRE-CONCEPT DESIGN SKETCH	BM	22-02-19			DESIGNED B.MCGRATH						REGISTRATION NUMBER			
No.	Amendment Description	Initials	Date			REVIEWED J. KONING						SKT-0082			
A3 original		This sheet may be prepared using colour and may be incomplete if copied		Co-ordinate System: GDA/MGA 55		Height Datum: AHD 83								REVISION 0	






PLAN
1:500

						 <small>JACOBS ANALYST OF 2017-2018 AND 2019-2020 TRENDS ANALYST OF 2017-2018 AND 2019-2020 TRENDS ANALYST OF 2017-2018 AND 2019-2020 TRENDS ANALYST OF 2017-2018 AND 2019-2020 TRENDS</small>				Department of State Growth			CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.	
				SCALE 1:500 (A3)						ID: 28A - TASMAN HIGHWAY AT ROCKY HILLS / ROCKY HILLS DRIVE GREAT EASTERN DRIVE - PRE-CONCEPT DESIGN GENERAL ARRANGEMENT SHEET 1 of 2			PRE-CONCEPT DESIGN (SET 2).dwg		05-Mar-19, 3:53 PM	1	
0	PRE-CONCEPT DESIGN SKETCH	BM	22-02-19			DESIGNED		B.MCGRATH					REGISTRATION NUMBER				
No.	Amendment Description	Initials	Date			REVIEWED		J. KONING					SKT-0028A				
A3 original		This sheet may be prepared using colour and may be incomplete if copied		Co-ordinate System: GDA/MGA 55		Height Datum: AHD 83										REVISION 0	



PLAN
1:500

						 		Department of State Growth		CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
				SCALE 1:500 (A3)				ID: 28B - TASMAN HIGHWAY AT ROCKY HILLS / AVALON RETREAT GREAT EASTERN DRIVE - PRE-CONCEPT DESIGN GENERAL ARRANGEMENT SHEET 2 of 2			PRE-CONCEPT DESIGN (SET 2).dwg	05-Mar-19, 3:53 PM	2
0	PRE-CONCEPT DESIGN SKETCH	BM	22-02-19			DESIGNED B.MCGRATH				REGISTRATION NUMBER			
No.	Amendment Description	Initials	Date			REVIEWED J. KONING				SKT-0028B			
A3 original				This sheet may be prepared using colour and may be incomplete if copied		Co-ordinate System: GDA/MGA 55		Height Datum: AHD 83				REVISION 0	

CONCEPT ISSUE



0	PRE-CONCEPT DESIGN SKETCH	AWL	28 Feb 19
No.	Amendment Description	Initials	Date
A3 original	This sheet may be prepared using colour and may be incomplete if copied		

0	10	20	30	40	50m
SCALE 1:1000 (A3)					
Co-ordinate System: GDA/MGA 55			Height Datum: AHD 83		

JACOBS			
DESIGNED	A. LOVIBOND	REVIEWED	J. KONING

Department of State Growth	
ID: 75 - TASMAN HIGHWAY BURGESS STREET - BICHENO LINEMARKING GREAT EASTERN DRIVE - PRE-CONCEPT DESIGN GENERAL ARRANGEMENT SHEET 1 of 1	

CONTRACT No.	DRAWING	PRINTED DATE
	PRE-CONCEPT DESIGN (SET 1).dwg	07-Mar-19, 11:10 AM
REGISTRATION NUMBER		
SKT-0075		

SHEET No.
1
REVISION 0

Appendix B. Stakeholder Concerns

Summary of Concerns from East Coast Tasmania / the Great Eastern Drive Committee

Issue	Comments
Kelvedon Beach Car Park, south of Swansea	The existing Kelvedon Beach carpark is poorly signed and has deficient sight distances. An iconic view towards the historic farm shed at the southern end of the beach causes a number of tourists to pull over informally south of the existing carpark. Consideration should be given to formalisation of a carpark in this location, in addition to future-proofing views and access to the shed.
Spiky Bridge and Spiky Beach, south of Swansea	The informal carpark and turning bay at the northern end of Spiky Bridge is often busy with cars and buses. The southern access point to the bridge is narrow and has poor sight distances. Closure of this access should be considered. The access to Spiky Beach is also difficult and poorly signed, particularly for northbound vehicles. Local traffic frequently overtake slow moving vehicles in this area.
Devil's Corner Cellar Door intersection, Apaslawn	People still stop at the decommissioned roadside Great Oyster Bay lookout on Cherry Tree Hill which has been fenced off and closed, particularly after the dedicated lookout at Devil's Corner has been closed after hours. This is a safety issue due to the poor geometry and sight distances. A Road Safety Audit undertaken in the vicinity identified deficiencies at the turn off into the Devil's Corner Vineyard.
Freycinet Vineyard intersection, Apaslawn	The current junction to Freycinet Vineyard is deficient and would benefit from a turn treatment. A turning facility was previously designed at this junction but was excluded from scope after the extent of the overtaking lane was reduced.
Deficient road geometry, Piccaninny Point	There is a sub-standard compound curve in vicinity to Piccaninny Point in an otherwise straight alignment, 100 km/h speed zone. As significant geometric realignments are outside the scope of this project, explore advisory signage improvements.
White Sands Estate and Ironhouse Brewery intersection, Four Mile Creek	White Sands Estate is increasing in popularity and would benefit from a turn treatment as a result of the increased traffic volumes.
Lake Leake Highway intersection, Cranbrook	The intersection of the Tasman Highway and Lake Leake Highway has high turning volumes (perhaps locals more than tourists). There are currently no turn treatments for this intersection.
Freycinet Marine Farm intersection, Coles Bay Road	Freycinet Marine Farm is becoming an increasing popular destination and would benefit from a turn treatment.

Issue	Comments
Roadside Signage	Ruth mentioned that targeted, consistent signage for pull-over bays promoting the Great Eastern Drive journey would support ECT's ongoing vision for the Great Eastern Drive journey. The temporary signs that the East Coast Tourism Board organised for the One Night Stand were successfully received by the community.

Summary of Concerns from the Glamorgan Spring Bay Council

Issue	Comments
Spiky Bridge and Spiky Beach, south of Swansea	Tony agreed with Ruth's comments that the accesses to Spiky Bridge and Spiky Beach could be improved.
Devil's Corner Cellar Door intersection, Apslawn	Tony agreed that the access into Devil's Corner Cellar Door would benefit from improvements.
Lake Leake Highway intersection, Cranbrook	Tony agreed that an upgrade of the Lake Leake Rd junction is warranted, however he thought that this may be less of a tourist route and more appropriate for a State Growth safety upgrade project.
Freycinet Marine Farm intersection, Coles Bay Road	Tony questioned whether a turn treatment for Freycinet Marine Farm is warranted as part of this project given the business is not on the Tasman Highway / main Great Eastern Drive touring route.
Prosser River bridge intersection, Orford	The junction on the southern end of Prosser River bridge is dangerous, particularly for tourists who may be confused by the staggered arrangement to access Charles St or the Esplanade. This junction marks the beginning of the Great Eastern Drive and could be improved from a safety perspective. Tony suggested a roundabout may be an appropriate treatment in this location.
Louisville Road intersection, Orford	The Louisville Road intersection with the Tasman Highway, which leads to the Eastcoaster resort and a large subdivision development, currently has deficient sight lines. Due to the poor sight lines and increased traffic volumes, a turn treatment could be warranted in this location. GSBC have put forward a roundabout as a potential solution with the developer. Exclude this junction from the scope due to work completed to date.
Raspins Beach shoulder sealing, Orford	Tourists and bus tour groups often pull over on the northbound gravel shoulder adjacent to the Highway at Raspins Beach as there is a good view from here across to Maria Island. Passengers currently cross the highway haphazardly. Safety improvements for tourists in this area would be of benefit.

Issue	Comments
Vicary Street intersection, Triabunna	Pitt and Sherry have completed some design work on a roundabout for the junction of Vicary Street and the Tasman Highway as part of the Triabunna Tomorrow project. The intersection currently has a short channelised right-turn facility. Exclude this junction from the scope due to work completed to date.
Narrow lane width, Bicheno	In the Bicheno township between Morrison Street and Burgess Street, line marking along the Highway is heavily biased towards the west, resulting in a very narrow lane width for northbound vehicles. The narrow lane width often means that northbound vehicles (particularly large trucks) have to deviate out into oncoming traffic, particularly if there are parked vehicles on the side of the road. A crown and line-marking adjustment would likely alleviate this issue as the road appears to be sufficient wide overall.

Summary of Concerns from the Break O'Day Council

Issue	Comments
Upper Scamander Road intersection, Scamander	John and David mentioned that Eureka Farm off Upper Scamander Rd is one of their most significant secondary roads off the highway.
White Sands Estate and Ironhouse Brewery intersection, Four Mile Creek	John and David reiterated that the White Sands / Ironhouse Brewery Estate has high visitation and would benefit from a turn treatment.
Pull-over bays, various locations	A few locations that may be suitable for scenic pull-over bays include the roadside overlooking the coastline just prior to Falmouth and an area just before the Elephant Pass Road intersection (near Little Beach). There are also some good locations further south, with views over Bicheno and where locals pull over to surf. John also mentioned that there are some additional view experiences along Elephant Pass and St Marys Pass which offer a different landscape for tourists.
Overtaking opportunities	There are limited safe informal / formal overtaking opportunities between Four Mile Creek and Elephant Pass (only two opportunities within a distance of 15 km).
Elephant Pass Road intersection, Chain of Lagoons	The existing intersection of the highway and Elephant Pass Road is sub-standard and would benefit from an upgrade, including provision of a channelised right-turn lane.
Mt Elephant Pancakes intersection, Elephant Pass Road	The turn off to Mt Elephant pancakes is concealed and surrounded by substandard geometry, all the speed environment is relatively low.

Issue	Comments
St Marys Pass deficient road geometry	There is a hair pin bend at the northern end of St Mary's pass, one of the first southbound bends along the route. Many drivers (particularly tourists) have near misses or accidents in this area as they are travelling too fast and underestimate the difficulty of the road geometry.
Road user profile	Based on Council's experiences, the Great Eastern Drive touring route is very popular with international tourists and "grey nomads" in motorhomes. The area is also a popular cycling route, particularly for those heading south in their municipal area.
Upper Scamander Road intersection, Scamander	John and David mentioned that Eureka Farm off Upper Scamander Rd is one of their most significant secondary roads off the highway.

Summary of Concerns from Bus and Tour Operators

Issue	Comments
Little Swanport	The highway is narrow and windy through Rocky Hills and could be widened in some sections, particularly on the western side of the highway
Mayfield	The highway is narrow from Thirty Acre Creek through to Kelvedon Creek Bridge
Spiky Bridge	The highway would benefit from widening or a turn lane for vehicles turning into Spiky Bridge as the through lane is often blocked by turning vehicles
North of Rocky Waterhole Creek bridge (Little Swanport)	Location identified for pull-over bay
Swanston Road (Little Swanport)	Location identified for pull-over bay
South of Boomer Creek bridge (Little Swanport)	Location identified for pull-over bay
South of Sandy Creek bridge (Mayfield Beach)	Location identified for pull-over bay
South of Trehawke bridge (Little Swanport)	Location identified for pull-over bay
South of Mayfield Jetty Road (Mayfield Beach)	Location identified for pull-over bay

Issue	Comments
South of Ravensdale Rivulet bridge (Little Swanport)	Location identified for pull-over bay
North of Strip Road (Triabunna)	Location identified for pull-over bay
Kelvedon Beach (southern end)	Location identified for scenic pull-over bay
Rocky Hills	Location identified for scenic pull-over bay
Spiky Bridge	Location identified for scenic pull-over bay
Coles Bay Road	Tourists often stop near the start of the 60 km/hr speed zone on Coles Bay Road to take photos of the Hazards. A safe pull-over area should be provided, or the area marked with parking restrictions
Rocky Hills	More pull-over bays through Rocky Hills would capitalise on the excellent views down the coast to Maria Island. There is a small existing gravel pull-over area, however it is unsafe for the tour buses to currently stop there and let passengers out to take photos.
Kelvedon Beach	The section of the highway between Kelvedon Beach and the turn off to Kate's Berry Farm would benefit from pull-over bays for slow vehicles to the traffic past. There is plenty of road reservation to do this and the road is very narrow
Pontypool	The road near the turn off to Pontypool is very narrow and windy and would benefit significantly from realignment and widening.

Summary of Concerns from Ministerial Correspondence

Issue	Comments
Freycinet Marine Farm	The Freycinet Marine Farm owners cited safety issues at their access being as a result of increased visitation to the Freycinet region, in addition to traffic congestion and sight line issues experienced by vehicles trying to turn into and out of the access. It is also understood a number of tour buses visit the farm. The owners requested that consideration be given to road widening and provision of a turn-off lane for the entrance of the Marine Farm sales outlet onto Coles Bay Road.

Issue	Comments
Kelvedon Beach Car Park	Historically, there has been ministerial support for construction of an alternate car park location at Kelvedon Beach, south of the existing car park, as discussed during previous stakeholder meetings. Tourists and locals already use an informal car park to access the southern end of the beach and take photos of the famous historic farm shed on the headland.
Swan River Road, Dolphin Sands	A resident reached out to request safety improvements at the intersection of Swan River Road and the Tasman Highway at Dolphin Sands, including a right turn lane for northbound vehicles and a left turn lane for southbound vehicles. The current intersection has limited sight lines in a 100 km/hr speed zone. A channelised right turn lane was constructed in 2016 as a result of the correspondence, with a left-turn lane identified as being eligible for future funding. The need for a left-turn lane was not raised by the Great Eastern Drive Committee or GSBC, however, a number of tourism businesses have grown recently resulting in an increase in traffic on Swan River Road.