

Statement to PWC  
Defence Development – ELF2B – Enoggera

**The Queensland Department of Transport and Main Roads (DTMR) is able to facilitate the proposed enhancement of the Army base at Enoggera by the Department of Defence (Defence), provided the works include improvements to maintain the safety and performance of the road network.**

**DTMR requests further discussions with Defence to progress the assessment and proposals in order to achieve a mutually acceptable and beneficial solution.**

The Defence team and DTMR staff have only met once at the technical level, on 27 August 2009. DTMR received the Traffic Impact Assessment report on 28 October 2009, but has not yet received the Construction Traffic Management Plan and the traffic surveys being conducted by Defence of its staff and contractors. All are required to enable the proper assessment of the impact of the proposed project on the community and road network to be carried out. There has been insufficient consultation to date for the traffic and transport engineers to consider the project impacts.

DTMR prime concern is that there is no downgrading of the efficiency and performance of the overall road network, particularly in the area surrounding the base, with no decrease in safety standards. The safety of the community, which includes the personnel on base, is the prime concern for the department.

The expansion of the base over time, particularly to the conclusion of the current project, including construction needs, is expected to require works to upgrade the road intersections in the vicinity of the base. Though previously the operating hours of the base may have allowed their staff and personnel to travel to and from the base outside of peak hour traffic, this is no longer the situation. The peak period both morning and afternoon has spread to now include those times when Defence personnel would need to access the road network, both contributing to and being delayed in any resultant congestion. It is requested that Defence funds any road upgrade works directly attributed to the base traffic, and provides a contribution in proportion to the effect of the traffic it generates at other locations in the vicinity, as would occur for any other development.

Defence has advised that the primary access to the base will continue to be through the Lloyd St gate. An expected upgrade requirement is the intersection of Lloyd St and Wardell St, at the main entrance to the base, but upgrades may also be necessary at other intersections such as the nearby Wardell St / Samford Rd intersection. To improve the efficiency and safety for the community, closure of minor residential streets that currently directly access these major arterial roads may be required. Any proposed change to the current road network and its effects would be presented to the community in accordance with the normal departmental process, together with the reasons why it is believed that the changes are necessary. This could possibly occur jointly in conjunction with any further public consultation conducted by Defence.

The future assessment of the changes in traffic flow, both during construction and after the project is complete, may determine that a better outcome may be to provide different or additional solutions than what Defence has initially proposed. Until that full assessment has occurred, after receipt of all traffic data from Defence, then any future proposed solution and potential contribution by Defence cannot be fully progressed.

In addition, DTMR accepts the concept of a future direct connection to Samford Rd at the northern side of the base, that has been sought by Defence. Generally the requirements have been discussed. A proposed solution was provided on 28 October 2009 and has yet to be assessed by DTMR and discussed. Any solution will require a full signalized T intersection, which includes turning and acceleration lanes in both directions on Samford Rd. The design will need to provide two uninterrupted through lanes in each direction as currently exists, and satisfy the design standards at the time it is approved. There is insufficient capacity within the existing road corridor for the turning lanes that are required or to re-align the through lanes. In addition, vehicle storage and turn-around capacity within Defence land, will be required as there is no available land within the road corridor for this purpose. Improved cycle access is considered necessary as well. The location of a new intersection and any effects on local residential streets has not yet been negotiated nor agreed. The safest and most efficient location for the community may not be the preferred location as proposed by Defence, which may have an impact on the proposed new base master plan as prepared by Defence.

The proposed access to Samford Rd has been expressed by the Defence team as a future potential and not a requirement of this current project. DTMR is seeking the development and approval of a concept design of the future intersection now, to ensure that sufficient land is reserved as part of the current project for such an intersection, rather than insufficient land being reserved and then access to Samford Rd being refused in the future, as either unsafe or reducing the performance of the network and causing congestion to the community. As the new intersection is purely to support Defence needs, it is expected that the full cost of the intersection will be funded by Defence when it is required.



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