



Australian Government  
Department of Defence  
Defence Support Group

Submission No. 1.3

(LAND 17)

Date: 18/01/2012

Brigadier Darren Naumann  
Director General  
Infrastructure Asset Development  
Brindabella Business Park (BP3-1-B100)  
PO Box 7925  
Department of Defence  
CANBERRA BC ACT 2610  
☎: (02) 6266 8101  
☎: (02) 6266 8103  
✉: darren.naumann@defence.gov.au

DGIAD-ID/OUT/2011/AF9582306

**Ms Janelle Saffin MP**

Chair  
Parliamentary Standing Committee on Public Works  
Parliament House  
CANBERRA ACT 2600

Dear Ms Saffin

## **LAND 17 PHASE 1A INFRASTRUCTURE PROJECT – TRAFFIC ISSUES AT GALLIPOLI BARRACKS**

The Parliamentary Standing Committee on Public Works (PWC) public hearing for the Land 17 Phase 1A Infrastructure Project was held in Brisbane on 7 December 2011. During the hearing, members of the PWC and the public detailed their concerns regarding traffic congestion around Gallipoli Barracks, and expressed frustration that Defence has not constructed a new entrance onto Samford Road. Although there was much discussion on this issue during the hearing, I believe it appropriate that I write to you to clarify and confirm the Defence position on the subject.

Local traffic around Gallipoli Barracks, Enoggera, has been an issue since 2001 when the Barracks was closed to the public as part of the upgraded security arrangements applied to Defence sites following the 11 September 2001 terrorist attacks in the USA.

There are three entry points to the Barracks at Lloyd Street, Wanimo Street and Frasers Road, as shown on the map at Attachment A. There is an existing convoy gate at the intersection of Lavarack Parade and Samford Road, which is used for large convoys to exit the base under police escort outside of peak times. There are also a number of permanently locked gates, including one located at Browns Dip Road, which can be opened on occasion for specific requirements.

Defence understands the primary traffic concern of local residents relates to the use of residential side streets between Lloyd Street and Samford Road as a means of avoiding the congestion at the intersection of Wardell Street and Samford Road. This practice is referred to colloquially as 'rat running', and in this case occurs along the three residential streets immediately outside the Lloyd Street entrance to Gallipoli Barracks: Norman Terrace, Ardentallen Road, and Douglas Street (to a lesser extent).

Defence understands that the continuing traffic congestion and associated rat running does have an adverse impact on amenity for local residents of these streets, and while personnel from Gallipoli Barracks may be undertaking the practice, we understand that the practice is commonplace, and not restricted to Defence personnel.

Samford Road and Wardell Street are major access roads connecting the northern and western suburbs of Brisbane with Brisbane city. Defence understands that the intersection of these two roads is presently subject to frequent traffic congestion and experiences traffic demand well in excess of its original design capacity. Traffic queuing from the intersection on Wardell Street will often back up past the Wardell Street / Lloyd Street intersection, south towards the suburb of Ashgrove, with a consequent back up effect on Lloyd Street towards the Barracks entry. Similarly, traffic queuing on Samford Road will back up for lengthy distances along that road.

During the recent PWC public hearing, reference was made to the PWC consideration of the Enhanced Land Force Stage 2 (ELF 2) project (PWC Report 07/2009 dated 23 November 2009) and it was stated that Defence had not complied with a recommendation from that report regarding easing of traffic congestion in the vicinity of the Barracks. Recommendation 7 of that report stated:

*“The Committee recommends that the Department of Defence consult with state and local governments in order to finalise plans for an entrance off Samford Road. Enoggera with Defence funding a fair and reasonable portion of the cost of the road works, in order to ease traffic congestion in the vicinity of Gallipoli Barracks.”*

I can assure the PWC that Defence has complied to the best of its ability with this recommendation, however a solution to the congestion is not dependent upon the actions of Defence alone. Defence has consulted frequently since April 2009 with representatives from the Queensland Department of Transport and Main Roads (DTMR) and the Brisbane City Council (BCC) in an effort to resolve the issue. A listing of these meetings is enclosed as Attachment B. However, from these consultations it has become evident that without substantial upgrade works on the Samford Road corridor to ease the congestion around the Wardell Street intersection, any move by Defence to create a new Barracks entry onto Samford Road would only further exacerbate the congestion already being experienced on that road.

We understand that DTMR agrees with this assessment and has recently commenced work on plans to upgrade the Samford Road corridor. Defence understands that this has become DTMR's highest priority, with the planning underway and works on the first stage anticipated to start by the end of 2012. A DTMR brochure describing the initial works planned for the Samford Road / Wardell Street intersection is provided at Enclosure 1.

Since this planning commenced, Defence has continued discussions to ensure that our plans are included in the corridor planning being undertaken by DTMR. This has involved meetings (generally on a fortnightly basis) with members from DTMR to ensure appropriate co-ordination and consideration of Defence's requirements. In parallel with these consultations, Defence has developed a preliminary option for a new Samford Road entrance for the Barracks and provided it to DTMR for information. Any further development of the option would be undertaken in consultation with DTMR, once the plan for Samford Road improvements has been confirmed.

Defence remains committed to meeting its obligations under Recommendation 7 of the PWC report. In addition to continuing to work with our state and local counterparts, Defence has developed a scope of work for the Wardell Street corridor, which involves minor road works and reconfiguration of the traffic signals at the Lloyd Street intersection. It is expected that this will provide some relief for local residents from the current rat running practice of road users, including members of the public. In addition, Defence has modified the Wanimo

Street entrance to the Barracks to allow two lanes of traffic to enter Gallipoli Barracks during peak times. I understand that this has greatly improved traffic flow through the Wanimo Street gate.

Although management of the traffic external to the Barracks is a matter for the Queensland police and the BCC, Defence has in place a Base Standing Order for Gallipoli Barracks regarding internal traffic management. This Standing Order was amended in June 2011 in light of the local residents' concerns to include the following order relating to the practice of rat running:

*"It has been brought to the attention of the Senior Australian Defence Officer and the Base Services Manager that Defence members and civilians, when exiting Gallipoli Barracks from the Lloyd Street exit gate, are either making an illegal left turn into Norman Terrace, Ardentallen Street and Douglas Street or conducting a technically legal but dangerous U-turn on Lloyd Street and then turning right into one of these streets. This practice has created tension with local residents and the ADF and has had a negative effect on public perception and relations between the military and the local community. The practice of conducting a U-turn on Lloyd Street has also resulted in a number of near miss vehicle accidents.*

*In order to maintain our enduring relationship with the local community and limit the potential for vehicle accidents occurring, both practices are now to cease. No Defence member or civilian member posted to, working on or visiting Gallipoli Barracks is to:*

- a) conduct a left turn in a vehicle onto Norman Terrace, Ardentallen Street or Douglas Street from Lloyd Street; or*
- b) conduct a U-turn on Lloyd Street with the purpose of conducting a right turn in a vehicle onto Norman Terrace, Ardentallen Street or Douglas Street.*

*Defence members failing to comply with this General Order will be subject to Disciplinary Action and may have their ability to drive on Gallipoli Barracks restricted. Civilian staff will have a formal complaint made to their supervisor and may have their ability to drive on Gallipoli Barracks restricted."*

In order to address the barracks construction traffic, Defence also required the ELF 2 construction contractor to develop a Traffic Management Plan to address construction workforce and delivery traffic issues on and around the base. This traffic management plan also specifically prohibits the use of Norman Terrace, Ardentallen Rd and Douglas Streets from Lloyd Street, with punitive measures such as removal from the project (i.e. non-continuation of contract).

Ultimately the compliance and adherence of all drivers to road traffic rules on public roads is a policing matter; however Defence welcomes any information provided to us from anyone to aide enforcement of these standing orders and traffic management plans. A complaints and enquiries telephone number has been established to receive community concerns regarding the ELF 2 works, including traffic management. This number has been made known to, and is used by, the affected residents.

Defence acknowledges that these management measures will need to be maintained as long as the congestion issue at the Samford Rd and Wardell St intersection exists. We believe that once the intersection has been upgraded and operates effectively, congestion will ease, and

consequently the incentive for rat running will cease. Until that time, while we continue to press the issue with both DTMR and BCC, it is not an issue that can be resolved by Defence alone. Nevertheless, Defence is continuing to consult with local authorities and residents to explore possible further interim measures to ease the impact of congestion in the area.

I would be pleased to provide further information if required.

Yours sincerely,



**D.S. Naumann**  
**Brigadier**  
Director General  
Infrastructure Asset Development Branch

18 January 2012

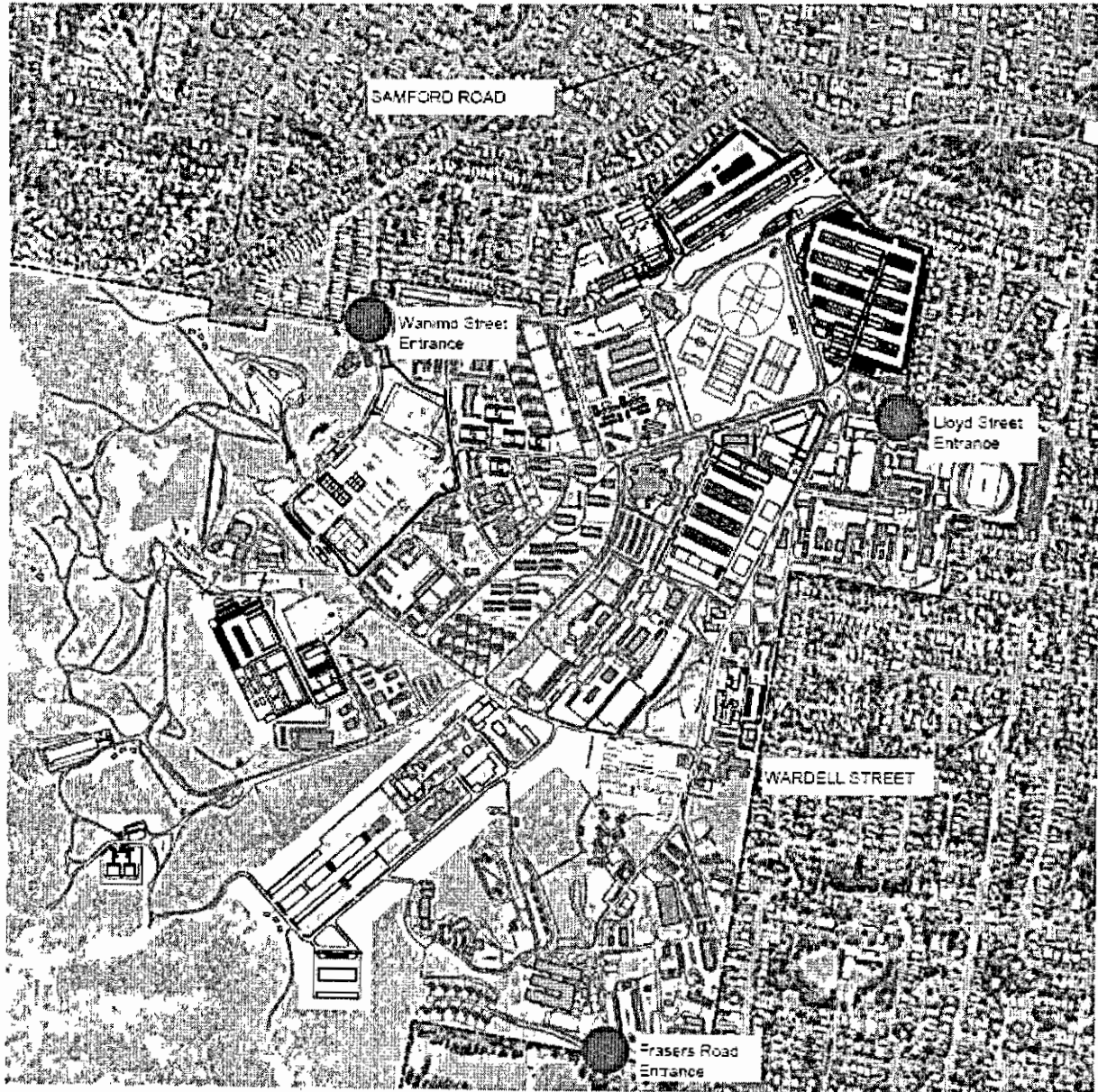
**Attachments:**

- A. Plan showing current Gallipoli Barracks entrance points
- B. Summary of Defence consultation with the Queensland Department of Transport and Main Roads and the Brisbane City Council

**Enclosure:**

- 1. Queensland Department of Transport and Main Roads Brochure – Proposed upgrades to Samford Road / Wardell Street intersection

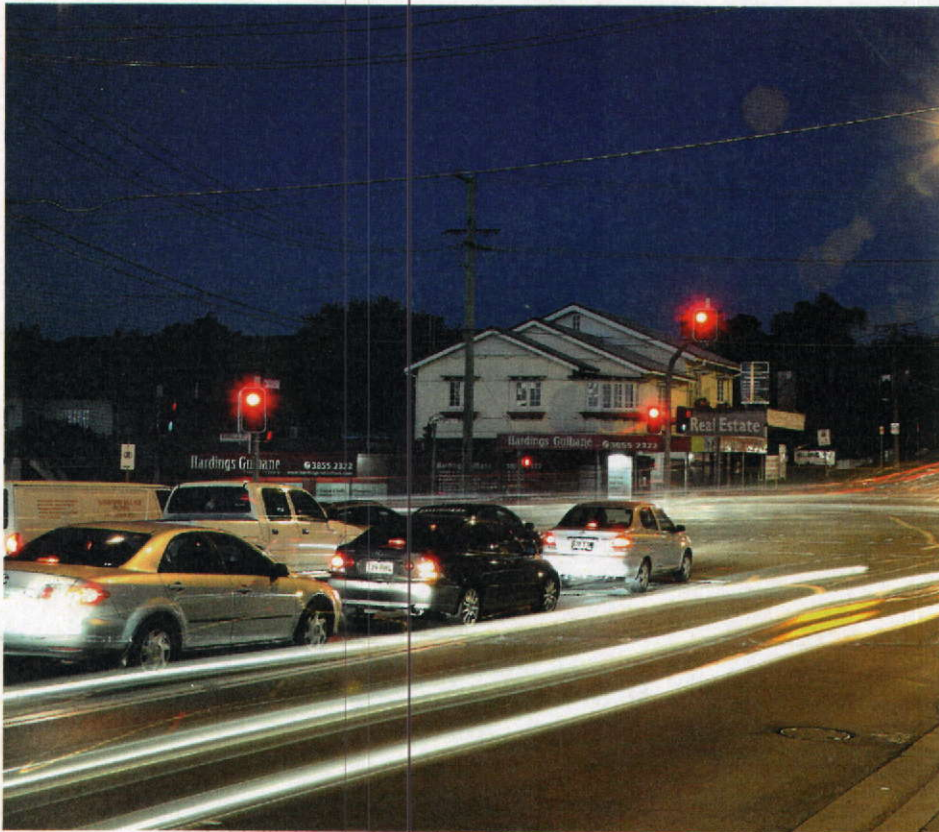
## CURRENT GALLIPOLI BARRACKS ENTRANCE POINTS



**SUMMARY OF DEFENCE CONSULTATION WITH THE  
QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS  
AND THE BRISBANE CITY COUNCIL**

DATE	MEETING WITH:	
	Queensland Department of Transport and Main Roads	Brisbane City Council
29 April 2009	X	
26 June 2009	X	
2 July 2009		X
18 August 2009	X	X
27 August 2009	X	
10 September 2009		X
15 September 2009	X	X
21 October 2009	X	X
20 November 2009	X	
30 November 2009	X	
17 December 2009		X
9 March 2009	X	
30 March 2010	X	
29 April 2010		X
20 July 2010	X	
21 July 2010	X	
22 September 2010		X
20 April 2011	X	
27 July 2011	X	
10 August 2011	X	
1 September 2011	X	
7 September 2011	X	
19 October 2011	X	
9 November 2011	X	
7 December 2011	X	

# Samford Road and Wardell Street intersection upgrade



## We are committed to improving your roads

### The Queensland Government recently announced funding for the upgrade of the intersection of Samford Road and Wardell Street in Enoggera.

The Department of Transport and Main Roads has developed a concept plan which is designed to improve traffic flow and road safety at the intersection and surrounding areas.

Planning for the upgrade began earlier this year in response to concerns raised by the local community. Initial investigations by the department are now complete and a concept plan has been developed based on these results. The focus is on improving the operation of this significant intersection and the surrounding local network.

The upgrade of this intersection is a key priority for the department and the community, and construction is scheduled to commence in 2013. The department is now seeking community feedback on the concept plan to help inform the next phase of planning.

To have your say on the concept plan you can complete the attached feedback form, attend one of our public displays, contact the department by phone or email, or visit [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au).

## See inside for information on:

Proposed intersection solutions .....	2
Interim works.....	2
Concept plan map .....	3-4
Feedback form .....	5
Public display information .....	7
Where to from here? .....	8

## Get involved

The Department of Transport and Main Roads is seeking your feedback on the concept plan. Your involvement will help shape the development of the upgrade proposal through the next stages of planning.

## How

- Visit the Samford Road and Wardell Street intersection planning study website at [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au) and search for 'Samford Wardell'. Project information and an online feedback form will be available.
- Fill in the feedback form and post it to the project team (a reply paid envelope can be made by folding and sealing the feedback form).
- Visit the project team at one of the staffed displays (see page seven for a list of public display dates and locations).
- Email your feedback to [samford.wardell@tmr.qld.gov.au](mailto:samford.wardell@tmr.qld.gov.au).
- Call the community enquiry line on 1800 045 348.\*

The first round of community consultation for the Samford Road and Wardell Street intersection project closes on Friday 2 September, 2011. Don't miss your chance to give feedback on the concept plan.

## Samford Road and Wardell Street intersection project

### Current intersection issues

- Congestion and long queues occur at peak times. These affect travel times and reduce the ease of access for the local community.
- 'Rat running' through the local community caused by vehicles using alternative routes to avoid queues at the intersection.
- Some existing bends and crests compromise road safety.
- Turning movements in/out of some properties and side roads create road safety problems.
- Position of bus bays impede traffic through the intersection. Waiting environments for bus passengers are poor.
- Right turners impact on the efficient operation of the traffic signals.

### Proposed solutions

- ➔ Road widening to improve traffic flow through the intersection. This will improve travel times and provide better access to local amenities and businesses.
- ➔ Modifying access to some streets will make 'rat running' less attractive.
- ➔ Realignment of Samford Road at Imbros Street to improve the bend and treatment of the crest near Malcolm Street to improve visibility.
- ➔ Managing side road accesses, providing road medians, improving slip lanes and signalling Imbros Street to improve safety for drivers.
- ➔ Indented bus stops and improved waiting environments. Wider footpaths and improved crossing points to bus stops and local rail stations.
- ➔ The plan considers banning the lesser used right turn from southern Wardell Street leg to the eastern Samford Road leg to allow more 'green time' for southbound traffic.

#### Inset 1



## Interim works: proposed construction Sept–Dec 2011

While the overall upgrade plans will take time to finalise, the department has identified interim works to achieve the first step in delivering the longer-term upgrade goal. These works will involve no property impacts and will be started and finished this year.

#### The proposed works include:

- extending the existing left-turn slip lane from Wardell Street onto Samford Road
- realigning the footpath along the western side of Wardell Street to connect to the left-turn slip lane
- pavement repair works and resurfacing
- relocating the existing street lights
- improving the visibility and safety by removing trees where necessary.



# Have your say

## Samford Road and Wardell Street intersection upgrade

We want your feedback on the concept plan for the upgrade of the Samford Road and Wardell Street intersection.

Have your say by completing this feedback form (you can attach additional pages if required). Cut off the page where marked, fold into thirds, seal the edge and post it back to us by Friday 2 September 2011 (no stamp required). Alternatively, call the project team on 1800 045 348\* or email [samford.wardell@tmr.qld.gov.au](mailto:samford.wardell@tmr.qld.gov.au) or visit [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au) (keyword search 'Samford Wardell').

1. What do you think about the plan to extend the Wardell Street northbound left-turn lane?

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

2. How often do you travel through the intersection?

Daily  Weekly  Monthly  Rarely

3. What is your regular mode of travel through the intersection?

Car  Bus  Walking  Cycling

Motorcycle  Commercial vehicle

4. What is your predominant purpose of travel through the intersection?

Travel to/from work  Shopping

Social/recreational  Commercial activities

Other (please specify): \_\_\_\_\_

5. What are your main concerns about the intersection and/or surrounding streets?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

6. What are your thoughts about the concept plan?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### Your contact details (optional)

First name: \_\_\_\_\_ Last name: \_\_\_\_\_

Address: \_\_\_\_\_ Postcode: \_\_\_\_\_

Telephone: \_\_\_\_\_ Mobile: \_\_\_\_\_

Email: \_\_\_\_\_

I would like to receive further updates about the planning study  Yes  No If yes,  Email  Post

Your privacy: any information collected as part of this project will be used solely for the purposes of the Samford Road and Wardell Street intersection upgrade. This information will be accessible only to Department of Transport and Main Roads project team members and consultants undertaking project activities on their behalf. This information will not be disclosed to any third party without your consent unless required by law.



