



Appendix J  
**Traffic and  
Transportation**



## EIS Appendix J

The respondent comments provided in this section have been collated from all stakeholder submission comments relating to EIS Appendix J Traffic and Transportation. Please refer to **Attachment A** for copies of all submissions received.

### Appendix J Traffic and Transport

#### Respondent Comment

*Queensland Department of Transport and Main Roads state that the comments provided by the former Department of Main Roads on the Draft ToR for the Gladstone Santos LNG project requested that the proponent and their consultants work closely with the department in the development of the EIS. Unfortunately no contact was made by these parties to the department which has resulted in some significant issues in regards to the traffic reports methodologies and resultant assumptions. Therefore the proponent and their consultants are strongly encouraged to meet with the Main Roads contacts to discuss the level of detail necessary in the further assessment of traffic impacts and negotiation of impact mitigation strategies, and to present the Supplementary (S/EIS) prior to submitting the final S/EIS for assessment. The applicant should also provide details of any proposed upgrading including timing of upgrades etc.*

#### Santos Response

Santos has since met with the DTMR to discuss DTMR's submission and concerns. Santos will maintain this relationship and work closely with DTMR as the project develops. The result of the assessment is in **Attachment C** and additional base data is available if required.

### Existing Road Network

#### Respondent Comment

*Queensland Department of Transport and Main Roads state that whilst there may well be some deficiencies on the existing road network, the applicant has made no attempt to quantify the impacts the proposed development will have with respect to road crashes. Given the volume of traffic the proposed development will add to the existing road network and in particular the volume of heavy vehicles, the applicant should carry out a comprehensive road safety review and submit it as part of the S/EIS.*

#### Santos Response

When Santos consulted with DTMR on 15 September 2009, DTMR agreed that rural area crashes are more likely due to fatigue as opposed to heavy vehicle use. As a result of this consultation, Santos did not attempt to quantify the impacts the proposed GLNG Project would have on rural area crashes.

Instead DTMR requested that the EIS Supplement provide more focus on intersections, concentrating on crash rate areas of 0.5 and above. To this end, further crash data has been sourced from DTMR (as previously supplied Queensland Transport data was insufficient for analysis purposes). The crash analysis has been incorporated into the main traffic report, contained in **Attachment C**.

### Intersection Analysis

#### Respondent Comment

*Queensland Department of Transport and Main Roads requested Santos to identify and analyse upgrading options for all failed intersections that bring the operational performance of the intersections*

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back to acceptable standards. These further details and analysis should be included in a supplementary EIS.

### Santos Response

A number of intersections around the Gladstone area have been shown to fail by 2012 irrespective of the GLNG Project (i.e. even without the GLNG Project), the analyses indicate that these intersections will operate above practical capacity. When Santos consulted with DTMR on 15 September 2009, it was explained that the impact of the GLNG Project on several intersections was minor, as defined by being within 1 % of Degree of Saturation of the "without development" scenario and being within acceptable operating levels in the "with development" scenario.

It was recognised and agreed with DTMR that EIS Supplement investigations would focus on three intersections, namely:

- Hanson Road/Red Rover Road;
- Hanson Road/Blain Drive/Alf O'Rourke Drive; and
- Dawson Highway/Blain Drive/Herbertson Street.

**Attachment C** details updated traffic impacts and mitigations for the above intersections, along with other intersections which may be impacted as a result of project design as described in the EIS and the refinements made to the project design since the EIS was prepared in March 2009.

### Respondent Comment

*Queensland Department of Transport and Main Roads requested conceptual or preliminary layouts of the proposed/required upgrades, demonstrating how the required/proposed upgrades "fit in" with current and future layouts.*

### Santos Response

When Santos consulted with DTMR on 15 September 2009 it was agreed that conceptual upgrade layouts would be required for three intersections and that these should "fit in" with current DTMR proposals. The three intersections identified were:

- Hanson Road/Red Rover Road;
- Hanson Road/Blain Drive/Alf O'Rourke Drive; and
- Dawson Highway/Blain Drive/Herbertson Street.

DTMR provided its current long term planning for two of the intersections but was not able to confirm by correspondence or verbally the nature of the planning for Dawson Highway/Blain Drive/Herbertson Street.

Santos has developed upgrade concepts and cost estimates for the three intersections above and, where available, overlain the DTMR concepts to show compatibility. Santos considers that all three are compatible with either the concepts provided by DTMR or the reasonable expectation of long term upgrading.

Since consulting with DMTR, Santos has further modified and refined the project design and construction. As a result Santos considers that two intersections in addition to those referred to in the EIS now require conceptual upgrade layouts, namely:

- Gladstone-Mount Larcom Road/Hanson Road/Landing Road; and
- Gladstone-Mount Larcom Road/Calliope River Road/Targinie Road.

Details of all conceptual upgrade layouts and cost estimates are provided in **Attachment C**.

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### Respondent Comment

*Queensland Department of Transport and Main Roads state to propose a methodology and/or monetary contributions to mitigate the impacts of the proposed development on the relevant intersections. This Methodology and/or any monetary contributions should be negotiated with DTMR prior to submission of the S/EIS.*

*Queensland Department of Transport and Main Roads state to propose an alternative strategy to deal with those required upgrades that are not on the current RIP, such as construction of the proposed works or a monetary contribution in lieu of works.*

### Santos Response

Santos has committed to indicative monetary contributions or works within the EIS Supplement, as agreed during consultations with DTMR on 15 September 2009. These contributions or works consider further design and construction refinements which have been made to the project since the EIS was submitted in March 2009.

Each scenario tested represents an element of “worst case” to ensure that, where necessary, the impacts of the GLNG Project are fully considered and mitigated. Final contributions will be assessed based on the extent of the impact and determined in consultation with DTMR.

## Roadway Link Capacity Impact

### Respondent Comment

*Queensland Department of Transport and Main Roads requested to reassess the existing roadway link capacities for individual affected sections based on available data rather than nominal capacities based solely on Urban or Rural designation and number of lanes. These details should be included in the S/EIS.*

*Propose a methodology and/or monetary contributions to mitigate the impacts of the proposed developments on the relevant roadway links. This methodology and/or any monetary contributions should be negotiated with DTMR prior to submission of the S/EIS.*

*Queensland Department of Transport and Main Roads state that the applicant should propose an alternative strategy to deal with those required upgrades that are not on the current RIP, such as construction of the proposed works or a monetary contribution in lieu of works.*

### Santos Response

Santos explained the methodology of determining roadway link capacities and presented the relative scale of the task and impacts when it consulted with DTMR on 15 September 2009.

The approach adopted within the EIS was accepted by DTMR, and it was agreed that contributions by the GLNG Project should be calculated indicatively from EIS Appendix J (Table 7.1). The information within this table refers to the roadway links. Impacts of the GLNG Project on these links “bring forward” the need for upgrades by more than 1 year. Final contributions will be assessed based on the extent of the impact and determined in consultation with DTMR.

Please refer to **Attachment C** which assesses the roadway link capacity of each option.