

# Pacific Motorway (M1) – VL2T upgrade

## Road traffic noise

The Department of Transport and Main Roads is aware of the impact road traffic noise has on members of the community living and/or working near major arterial roads. This is why TMR follows its code of practice to ensure concerted efforts are made to minimise disruption created from road traffic noise.

As part of the Varsity Lakes to Tugun (VL2T) upgrade, a detailed road traffic noise assessment has been completed to ensure noise is managed appropriately into the future. The assessment was carried out in accordance with the Department of Transport and Main Roads' Transport Noise Management: Code of Practice – November 2013. The code of practice establishes a standard process for dealing with the effects of road traffic noise.

### Noise monitoring

Acoustic engineers external to TMR, conducted noise monitoring between May and November 2018 at various locations along the 10km upgrade route to determine current road traffic noise levels. Monitoring equipment was installed at properties that were considered to best represent those most exposed to road traffic noise in that particular area.

### Noise modelling

A VL2T noise model has been developed to predict future noise levels and the need for treatments, such as noise barriers.

The model considers and incorporates existing and future traffic volumes and speed, road gradient and road surface, height and location of residential dwellings and other buildings, and the noise reducing effects of natural and constructed noise attenuation.

If any properties along the alignment require treatments, TMR will contact those landowners.



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### Vehicle noise

TMR acknowledges there can be a perceived increase in the overall noise level generated by intermittent truck engine braking, motorbikes, modified vehicles and emergency sirens. Noise barriers are not capable of addressing this type of intermittent noise, which is usually due to driver behaviour or vehicle maintenance. When it comes to heavy vehicles, engine braking processes significantly reduce brake wear and prevent heat induced brake fade or failure, it is also a safety mechanism to help heavy trucks slow down. Due to safety implications, engine braking cannot be prohibited and signs requesting drivers to limit engine braking are not legally enforceable. TMR will not be installing such signage as part of the VL2T upgrade.

### Construction noise

TMR is mindful of the impacts of construction noise on residents and does everything reasonably practicable to minimise noisy works. TMR will keep residents up-to-date and informed of noisy works with timely and accurate information. Advanced notice will be provided via flyers, face-to-face meetings, SMS and email.

### Keep up-to-date

To receive project updates via email or SMS, please register your details.

Email: [VL2T@tmr.qld.gov.au](mailto:VL2T@tmr.qld.gov.au)  
 Freecall: 1800 799 824 (during business hours, 9am–5pm, Monday to Friday)  
 Post: Department of Transport and Main Roads  
 PO Box 442, Nerang Qld 4211

For general information visit the TMR website: [www.tmr.qld.gov.au/projects](http://www.tmr.qld.gov.au/projects) and search for, Pacific Motorway M1 Varsity Lakes to Tugun upgrade.

[Internet relay users](https://internet-relay.nrscall.gov.au/) (<https://internet-relay.nrscall.gov.au/>) connect to the National Relay Service and then ask for 1800 799 824.

Check with your service provider for call costs.



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