



The Hon. Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports



Councillor Genia McCaffery
Mayor
North Sydney Council
PO Box 12
NORTH SYDNEY NSW 2059

Dear Councillor McCaffery

Thank you for your letter about plans towards installing a noise wall along the Warringah Freeway, Cammeray.

On 1 November 2011 a new organisation called Roads and Maritime Services (RMS) replaced the Roads and Traffic Authority and NSW Maritime. RMS will focus on service delivery, concentrating on delivering the key tasks of building and maintaining road infrastructure and the day-to-day compliance and safety for roads and waterways.

Noise Walls

RMS advises me that there are a few locations that are to be assessed dependent on their position on the Noise Abatement Program list and funding availability. These include:

- Adjacent to Jenkins Street and Massey Street, Cammeray.
- Adjacent to Metcalfe Street, Cammeray.
- Adjacent to Bellevue Street, Cammeray.
- Adjacent to Chandos Street, Crows Nest.

RMS also advises that funding for the program has been significantly increased to \$15 million per annum from 2012-13. The aim of this increase is to address the extensive backlog in noise treatments for eligible properties.

Heavy Vehicle Compression Brake Noise

RMS is mindful of the problems associated with excessively noisy heavy vehicle compression brakes in the vicinity of residential areas. The issues relating to exhaust brake noise are being addressed as follows:

Inspections

RMS checks heavy vehicles for faulty noise emission control equipment at periodic inspections or following complaint and issues defect notices where warranted.

Compression Brake Sign Education Strategy

An education program is providing information to encourage long-term behavioural changes among heavy vehicle operators travelling along the entire RMS road network to encourage the appropriate use of compression brakes.

Installing signs on all major truck routes at strategic locations around Sydney advising truck drivers to limit the use of compression brakes in the vicinity of residential areas. The vast majority of heavy vehicle operators now see at least one sign on any given journey.

RMS has found that installing additional compression brake signs in response to individual complaints has not provided long-term benefits in reducing the incidence of compression braking. Installing signs along every section of arterial road where compression braking is an issue could also detract from other road safety sign messages.

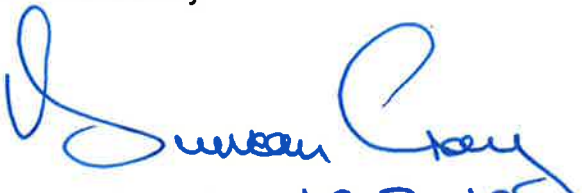
Low noise asphalt

RMS also advises me that noise reduction is achieved through using low noise asphalt or noise walls. The choice of asphalt or noise walls is based on which system achieves the desired noise reduction.

Low noise asphalt requires more frequent replacement, usually about every 7 to 10 years, as the open texture surface deteriorates more rapidly than conventional asphalt. This low noise asphalt therefore requires ongoing replacement at significant cost to the community. RMS prefers the use of barriers, where possible, but this is subject to the site conditions and whole of life cost.

I hope this has been of assistance. If you require more information, you can contact Mr Peter Crosby, Regional Manager, Sydney, at RMS on (02) 8849 2120.

Yours sincerely



Duncan Gay MLC 18-7-12
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cc. Jillian Skinner MP & Gladys Berejiklian MP