

Minutes

Waverton Wollstonecraft Rail Noise Update

Chair	Radek Kochanowski, RK, TfNSW Specialist (Noise)
Attendees	<p>Rod Barber, RBA, TfNSW Dir Env & Sustainability (Sydney) Rory Burke, RBU, Office of Member for Lane Cove Grant Burton, GB, Sydney Trains Deputy Exc Dir Asset Management Robert David, RD, Waverton Wollstonecraft Rail Noise Action Group (WWRNAG) Lisa Forest, LF, Office of Member for North Shore David Gathercole, DG, NSW EPA Louise Law, LL, TfNSW Dir Env & Sust (Sydney Assets & Operations) Ian Links, IL, WWRNAG Brian McGlynn, BM, WWRNAG Mark O'Reilly, MO, WWRNAG Danielle Playford, DP, EPA Ken Shaw, KS, WWRNAG Chris Stevens, CS, Sydney Trains Assc Dir Asset Planning & Performance</p>
Apologies	Felicity Wilson, FW, Member for North Shore
Conflict of Interest Declarations	N/A
Endorsement of minutes from previous meeting	N/A
Items	
<p>Item 1: Waverton Wollstonecraft Rail Noise Update Presentation (attached)</p>	<p>Presentation by RK outlining the following topics:</p> <ul style="list-style-type: none"> – 2021 GHD Wollstonecraft Wheel Rail Interface Study – Subsequent works to date – April 2022 Noise Measurement Study – Current work and next steps – Wheel Rail Template Review by Monash IRT
<p>Item 2: Group discussion – Sydney Trains questions</p>	<p>Request by IL for copy of Wheel Rail Template Review to carry out an independent peer review on behalf of WWRNAG</p> <ul style="list-style-type: none"> – GB outlined that the report cannot be shared as it encompasses a review of the whole Sydney Trains network.

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- Once Sydney Trains has reviewed the report, GB committed to provide the outcomes and finding of this report applicable to Waverton Wollstonecraft

Continuous noise monitoring

- RK outlined that noise monitoring has been performed in April 2022 after a series of track works. Next set of measurements currently planned to be carried out after next set of track works during the same period of the year to be done in approximately April 2024.
- GB described that continuous noise monitoring would not change planned noise mitigating works for the area. In addition, it is not feasible for Sydney Trains to deploy maintenance teams in direct response to changes in noise levels.

Trial of ELPA lubrication

- GB outlined that based on the technical advice in the GHD and Monash IRT reports, none of the recommendations relate to major changes in the rail lubrication systems
- GB outlined that Sydney Trains will review alternate technologies prior any renewals of the existing rail lubrication contract as per standard procurement procedures
- GB explained government procurement rules restrict single source procurement
- In response to previous approaches by ELPA to trial their products, Sydney Trains provided a response requesting additional technical data which has not been provided to date

WWRNAG general observations (RB, RG, IL and MO)

- Acknowledgement that there has been a lot of work done by Sydney Trains but cannot see a marked improvement
- Noise typically worsened following milling/grinding
- No consistency with noise following implementation of mitigation measures
- If flanging is removed, will the costs of wear of the track be reduced?
 - GB responded that the magnitude of flanging noise does not correlate to wear rates. Some of the highest curve rail wear rates on the network are experienced where flanging noise does not occur.
- Questions regarding correct positioning of some rail lubrication applicators
- What can be done differently to get an improved outcome?
- Generally, the community would be happy with 10-15 dBA reduction in train noise levels

Request for live Train ID data

- IL request for live Train ID data including set numbers to be provided to the group so that they can link their own noise monitoring to individual trains
- RBA outline that this request was denied by TfNSW in the past to the group through the Ministerial Correspondence process. The previous response will be provided.

Request for more frequent meetings between WWRNAG and Sydney Trains

- BM noted that the last meeting between Sydney Trains and WWRNAG occurred in 2019. More frequent meetings should be carried out at approximately 6 month frequency.
 - RBA agreed
- Mutually agreed for the next meeting to be organised for June 2024

Item 3: Group discussion – EPA questions

WWRNAG Questions and comments to EPA (RB and IL)

- The EPA provided a letter to WWRNAG that they will require Sydney Trains to trial ELPA lubrication systems. Why hasn't this been enforced?
- EPA should carry out its own noise monitoring in the area to quantify the effectiveness of the noise mitigation measures carried out by Sydney Trains.
 - DP responded that the EPA carried out its own independent noise rail noise review of the area. Sydney Trains' proposed actions aligned with the recommendations from its own report. Any noise monitoring by the EPA would be carried out after any remaining rerailling works and rail profile changes are completed. The scope of the noise monitoring would need to be determined by the EPA's technical noise team.
 - Unlike other licenced premises, there are safety and access restrictions for the rail corridor to carry out noise monitoring which need to be addressed. RB and IL provided an invitation for the EPA to measure noise at their respective properties.
- Why were the noise limits removed from Sydney Trains' EPL12208 as part of the new licence issued in August 2020?
 - DP to review the reasoning for removing these limits

Next Steps

Sydney Trains to provide the following:

- Outcomes of Wheel Rail Template Review findings applicable to Waverton Wollstonecraft
- Previous response regarding the request for live Train ID

Next meeting

Meeting to be organised for June 2024
