



## FRANKSTON LINE

# Rail Noise

We are undertaking a range of technical and non-technical investigations, including rail noise assessments at each site.

Rail noise impact must be considered for modifications to the rail network, such as the level crossing removals. There is no current requirement to protect residents against existing rail noise.

### WHY IT MATTERS

Rail operation noise can have a significant impact on adjacent residents, with (V/Line diesel) engines and (Metro) brakes and wheels being the main source of noise. Warning bells and trains operating their horns are also noisy, but as they are essential safety precautions when trains cross roads or pedestrian paths, they are not considered when assessing the impact of noise on adjacent properties.

Once level crossings are removed, noise from horns and bells will be reduced or eliminated.



Removing 50 dangerous and congested level crossings will transform the way people live, work and travel across metropolitan Melbourne and improve safety for drivers and pedestrians.

### CONTACT US

- [levelcrossings.vic.gov.au](http://levelcrossings.vic.gov.au)
- [contact@levelcrossings.vic.gov.au](mailto:contact@levelcrossings.vic.gov.au)
- 1800 762 667
- Level Crossing Removal Authority  
GPO Box 4509  
Melbourne VIC 3001

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# PASSENGER RAIL INFRASTRUCTURE NOISE POLICY

Noise levels, after the removal of the level crossing, must be assessed in accordance with the Victorian Passenger Rail Infrastructure Noise Policy (PRINP). For more information on this policy, visit [www.transport.vic.gov.au](http://www.transport.vic.gov.au)

PRINP requires rail noise to be considered during the day (6am – 10pm) and night (10pm to 6am). During the day rail noise is considered at residential buildings: buildings where people sleep including aged persons homes, hospitals, motels and caravan parks; and noise sensitive buildings including schools, kindergartens and libraries. During the night only residential dwellings and other buildings where people sleep are considered.

The PRINP considers the average and maximum noise levels after the project is constructed, and the increase in noise level resulting from the project for both the day and night.

The noise requirements from PRINP are summarised in the table below.

Time	Minimum noise level	Minimum noise level increase
<b>Day (6 am to 10 pm)</b>	Average noise level = 65 dB	3 dB increase in average noise
	Maximum noise level = 85 dB	3 dB increase in maximum noise
<b>Night (10 pm to 6 am)</b>	Average noise level = 60 dB	3 dB increase in average noise
	Maximum noise level = 85 dB	3 dB increase in maximum noise

## EVALUATION OF EXISTING CONDITIONS

Acoustic specialists create a 3D computer model of each area, including the rail and surrounding buildings. This model is used to calculate the existing noise levels. The results of the model are then checked against recorded on-site noise measurements to confirm that the modelled and actual noise levels are consistent.

The model is then modified to include changes from the level crossing removal and predicted average and maximum noise levels are then calculated.

The difference between the existing and predicted average and maximum noise levels gives the increase in noise level resulting from the project.

The results are then assessed in accordance with the PRINP to determine if noise mitigation measures need to be considered. A report detailing the results of the noise modelling will be made public.

Construction noise is considered separate from rail operation noise and will be managed in accordance with Environment Protection Agency (EPA) guidelines.

**For more information on the project, please contact the Frankston Project Team on 1800 762 667 or email [contact@levelcrossings.vic.gov.au](mailto:contact@levelcrossings.vic.gov.au)**