




Speech By
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MEMBER FOR THEODORE

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TRANSPORT AND RESOURCES COMMITTEE

Report, Motion to Take Note

 **Mr BOOTHMAN** (Theodore—LNP) (3.23 pm): I too rise to make a contribution to the report titled *Public works inquiry into the Sumners Road Interchange Upgrade project*. As I will be experiencing some major roadworks in my region in the very near future, this report was of great interest to me. I thank the committee, its chair and deputy chair for all of their hard work on the inquiry into this project and the report.

On 29 November 2021 the committee resolved to conduct a public works inquiry into the Sumners Road Interchange Upgrade project. I was interested to note the numerous references in the committee's report to sound barriers. It is an issue I am very passionate about for not only my region but also other areas. Traffic noise has health repercussions for local residents. Governments must do everything they can to mitigate the negative effects of sound from roadways.

A World Health Organization report outlines the serious health repercussions for local residents of sound leaving roadways. It can cause sleep deprivation, affect human health, be an annoyance and cause learning impairments, especially for students at schools located close to these areas. When it comes to sound barriers, there is world's best practice in terms of placing caps on top of sound barriers. Scientific research proves that caps on sound barriers make a meaningful difference. There can be a difference of up to 14 decibels between a properly designed, capped sound barrier and a conventional sound barrier. It is something that the department needs to take into consideration when it comes to all future road projects. We need to get on board with best practice. The report titled *Traffic noise mitigation using single and double barrier caps of different shapes for an extended frequency range* outlines best practice. I table the report.

Tabled paper: Article from *Applied Sciences*, dated 19 August 2020, titled 'Traffic noise mitigation using single and double barrier caps of different shapes for an extended frequency range' [525](#).

This report is very detailed in terms of what can be done on our road systems to alleviate noise coming from roadways. Down my way, the Coomera Connector is being built. Not only would I love to see these types of sound barriers installed at the Coomera Connector; I would also like to see existing sound barriers updated and fixed. The further alleviation of noise from roadways could be considered in other areas. I say to the minister that this report is very good. The departmental officers I met with recently were certainly aware of it. Noise is an issue we need to seriously consider going forward in terms of other roadways. The Coomera Connector could be a great example of world's best practice in terms of alleviating the impact of road noise to make the lives of nearby residents much more bearable. We need to move into the 21st century and think outside the box. If there is something that is working in other countries, the Department of Transport and Main Roads needs to seriously consider it for future road projects to make sure roads have the lowest possible impact on local residents.