

# Tollaust Pty Ltd - Lane Cove Tunnel

## CO In Tunnel Air Quality Monitoring Validated Data Report

1 July 2023 to 31 July 2023

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Report prepared by: Tim Allfrey

**Norditech Pty Ltd**  
Unit 2/87 Station Road  
Seven Hills NSW 2147

1300 572 822

[info@norditech.com.au](mailto:info@norditech.com.au)

[www.norditech.com.au](http://www.norditech.com.au)

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Prepared by



Tim Allfrey  
8 August 2023

Approved by



Bruno Nouridine  
8 August 2023

## Distribution

Format	Recipient	Details
PDF	Liam O'Grady	logrady@transurban.com
PDF	Matt Sullivan	MSullivan@transurban.com
PDF	Scott Tinsley	STinsley@transurban.com
PDF	James Kao	JKao@transurban.com

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# 1 Executive Summary

The Lane Cove Tunnel runs for 3.6km between North Ryde and Artarmon, linking the M2 Motorway and the Gore Hill Freeway and forms part of Sydney's motorway network. The tunnel commenced operation in March 2007.

To ensure that carbon monoxide levels within the tunnel are kept within acceptable levels, a network of 28 air quality sensors are installed in strategic locations throughout the tunnel. Data from these sensors are recorded, validated and reported on a monthly basis.

This report presents the monthly validated data for July 2023 to Tollaust Pty Ltd for the Lane Cove Tunnel.

## 1.1 Compliance to limits

The Minister's Conditions of Approval (MCoA) designates limits to which air quality inside the tunnel must meet. These limits relate to the maximum concentration of carbon monoxide in the air inside the tunnel.

There were no measured exceedances of the carbon monoxide limits during the reporting period of July 2023

For further information relating to exceedance reporting please refer to sections Compliance Limits, and Exceedances.

## 2 Introduction

Norditech were contracted by Tollaust Pty Ltd in December 2018 to provide in tunnel data validation and reporting services for Lane Cove Tunnel.

Addresses of relevant parties:

**Norditech Pty Ltd**  
 2/87 Station Rd  
 Seven Hills NSW 2147

**Tollaust Pty Ltd**  
 5 Sirius Rd  
 Lane Cove West NSW 2066

This report presents the validated in tunnel CO data for July 2023.

- Describes air quality measurements.
- Reports any readings above the LCT Limits.
- Compares monitoring results.
- Has been quality assured.

## 3 Compliance Limits

Air quality goals provided are provided in Condition 160 and 161 of the Minister's Conditions of Approval issued by the Director-General for the Lane Cove Tunnel project. The air quality goals are shown in the table below.

Parameter	Averaging Period	Goal Limit	Units	Applicable MCoA
Carbon Monoxide (CO)	3 minute rolling average	200	ppm	MCoA 161
	15 minute rolling average	87	ppm	MCoA 160
	30 minute rolling average	50	ppm	MCoA 160

Table 1: MCoA Compliance Goals

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## 4 Explanation of Monitoring

### 4.1 Methodology

Carbon monoxide (CO) levels are measured inside the tunnel using a network of 28 separate CO monitors attached to the walls of both eastbound and westbound tunnels. The monitors measure CO using an analytical method known as non-dispersive infra red absorption with gas filter correlation. Basically, this involves projecting an infra-red beam across a 3 metre section of the tunnel and measuring the amount of infra-red light absorbed by CO molecules in the path of the beam. The quantity of infrared light absorbed is proportional to the concentration of CO in the path of the beam. The monitors used were specially designed for use in road tunnels where access for routine essential maintenance is restricted by the need to minimise traffic disruption. Similar monitors are widely used in other road tunnels in Australia and worldwide.

This method of analysis is similar to the standard method AM-6 outlined in “NSW EPA 2001, Approved Methods for Sampling and Analysis of Pollutants in New South Wales.” However the method differs from the standard principally by the use of the open beam type instrument as described above in place of a closed analytical cell and sample delivery pump as typically used in ambient air monitoring stations. This deviation from the standard method has been approved by the Department of Planning on the advice of an independent consultant with specialist expertise in the field of air quality monitoring.

The number and locations of the CO monitors has been selected using computer generated modelling to provide a representative profile of CO levels inside the tunnel.

The instruments being used for in tunnel CO monitoring are Codel TunnelCraft III Open Path Infra-red gas cell correlation instruments.

## 4.2 Monitoring Locations

The 28 CO monitors are located strategically in portal and tunnel wall locations. Specific monitor locations and identifiers are detailed in the table and schematic Figure 1 below.

Monitoring Location	Equipment Identification
A	AQS101
B	AQS501
C	AQS502
F	AQS503
G	ACO101
H	AQS504
I	AQS505
J	AQS102
M	ACO102
N	ACO501
Q	AQS103
R	AQS506
S	ACO103
T	ACO502
U	AQS104
V	AQS507
W	ACO401
X	ACO104
Y	AQS401
Z	AQS402
AA	AQS105
AB	ACO801
AC	AQS403
AG	AQS106
AH	ACO503
AI	AQS801
AJ	AQS107
AK	AQS508

Portal Monitor	
Tunnel Wall Monitor	

Table 2: Location and identification of CO in tunnel monitors

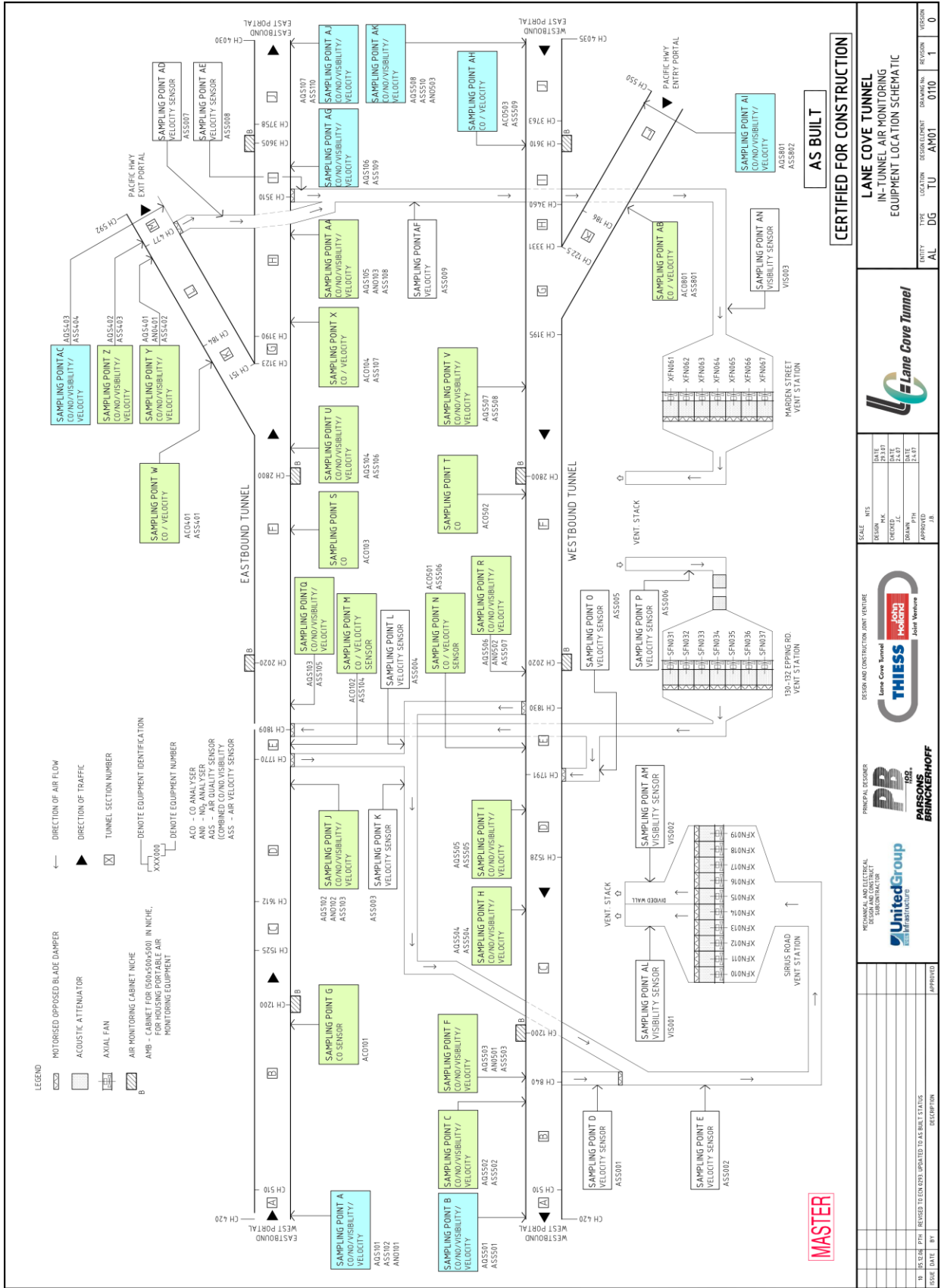


Figure 1: Lane Cove Tunnel CO in tunnel monitoring locations



## 4.3 Data Collection

Data is collected on the Lane Cove Tunnel PMCS, and is provided to Norditech on a weekly basis via email. Data is then imported into a SQL database. Data is logged in 1 minute average periods. All calculations are based on this 1 minute average data.

## 4.4 Data Validation

Data validation is performed as per Norditech’s data validation procedure. The data validation process identifies any data that is deemed not to be valid. This data is flagged as invalid in the database and is removed from the reported data.

Data may be deemed invalid for several reasons, including but not limited to:

- Instrument fault
- Instrument calibration out of tolerance
- Maintenance activities

Initial visual inspection of data is performed by inspection of graphs to identify any anomalies in the data set.

Site visit logs and maintenance and calibration certificates are cross referenced to the data set and any data affected by maintenance activities are flagged.

Instrument drift and calibration tolerances are checked and data flagged in the database as necessary.

## 4.5 Reporting

This report presents the validated in tunnel CO data for July 2023.

All calculations are based on 1 minute average data and are reported as ‘end time’. IE the average data for 01:03 is the data from 01:00 through to 01:03.

Data availability refers to the amount of available data for the reporting period. Data availability is calculated using the following formula:

$$Data\ availability = \frac{sum\ of\ available\ data\ points}{sum\ of\ possible\ data\ points} * 100$$

Where:

- Sum of available data points is the number of validated 3 minute rolling average data points for the reporting period
- Sum of possible data points is the number of theoretically available data points for the reporting period

Data is presented in the format of an Excel workbook named “202307 LCT In Tunnel Validated CO data.xlsx”.

The workbook consists of the following sheets:

1. Cover
2. Max Single Point 3, 15 and 30m averages
3. Data Validation

## 5 Instrumentation units and accuracy

Instrumentation details are provided in the table below

Location ID	Last Calibration Date	Units	Resolution	Uncertainty	Measurement Range
East Bound		ppm	0.1 ppm	± 1.0 ppm or 2% of span value	0 ppm to 200 ppm
AQS101	25/05/2023				
AQS102	8/03/2023				
AQS103	8/03/2023				
AQS104	8/03/2023				
AQS105	25/05/2023				
AQS106	19/04/2023				
AQS107	26/05/2023				
AQS401	26/05/2023				
AQS402	26/05/2023				
AQS403	26/05/2023				
ACO101	7/03/2023				
ACO102	20/04/2023				
ACO103	8/03/2023				
ACO104	25/05/2023				
ACO401	26/05/2023				
West Bound					
AQS501	25/05/2023				
AQS502	7/03/2023				
AQS503	7/03/2023				
AQS504	7/03/2023				
AQS505	7/03/2023				
AQS506	25/05/2023				
AQS507	26/05/2023				
AQS508	24/11/2022				
AQS801	26/05/2023				
ACO501	10/03/2022				
ACO502	25/05/2023				
ACO503	25/05/2023				
ACO801	26/05/2023				

Table 3: Instrument details and calibration dates

## 6 Results

### 6.1 Data Availability

Data availability for the in tunnel CO sensors are provided in the table below. Locations with data availability less than 75% are indicated in red italics. Please refer to the Data Validation Table in the accompanying data file for further details regarding missing or removed data.

Data availability for the reporting period is summarized below:

Lane Cove Tunnel In Tunnel CO Data Availability July 2023			
Monitoring Location	Equipment Identification	Data Availability (%)	Comment
East Bound			
A	AQS101	<i>0.0</i>	Instrument replaced 25/05/2023. Data flatline since. Further investigation to be undertaken at next closure.
J	AQS102	99.7	
Q	AQS103	99.7	
U	AQS104	100.0	
AA	AQS105	98.9	
AG	AQS106	99.9	
AJ	AQS107	100.0	
Y	AQS401	100.0	
Z	AQS402	100.0	
AC	AQS403	<i>0.0</i>	No data available since maintenance on 26/05/2023. Further investigation to be undertaken at next closure
G	ACO101	100.0	
M	ACO102	99.7	
S	ACO103	99.3	
X	ACO104	100.0	
W	ACO401	100.0	
West Bound			
B	AQS501	100.0	
C	AQS502	100.0	
F	AQS503	100.0	
H	AQS504	93.0	
I	AQS505	99.7	
R	AQS506	99.7	
V	AQS507	100.0	
AK	AQS508	<i>0.0</i>	Vehicle strike on instrument
AI	AQS801	<i>0.0</i>	Instrument providing unrealistic data. No faults found during March 2023 closure. Further investigation to be undertaken.
N	ACO501	<i>0.0</i>	Instrument requires replacement, currently inoperable.
T	ACO502	100.0	
AH	ACO503	98.9	
AB	ACO801	<i>0.0</i>	Data is unrealistic. Instrument checks pass as expected.

Table 4: In tunnel CO data availability

## 6.2 Exceedances

If any instances of the in tunnel CO levels exceeded the MCoA goals during the reporting period, they will be presented in the table below

Lane Cove Tunnel In Tunnel CO Exceedances July 2023						
Parameter	Averaging Period	Goal Limit	Units	Value of exceedance	Date and time of exceedance	Station
Carbon Monoxide (CO)	3 minute rolling average	200	ppm	-	-	-
	15 minute rolling average	87	ppm	-	-	-
	30 minute rolling average	50	ppm	-	-	-

Table 5: Exceedances of MCoA Goals

## 6.3 Graphical Representations

The graphical representations are constructed from 1 minute average data, re-averaged to the 3 minute, 15 minute, and 30 minute rolling averages.

### 6.3.1 Monthly CO maximum 3 minute rolling averages

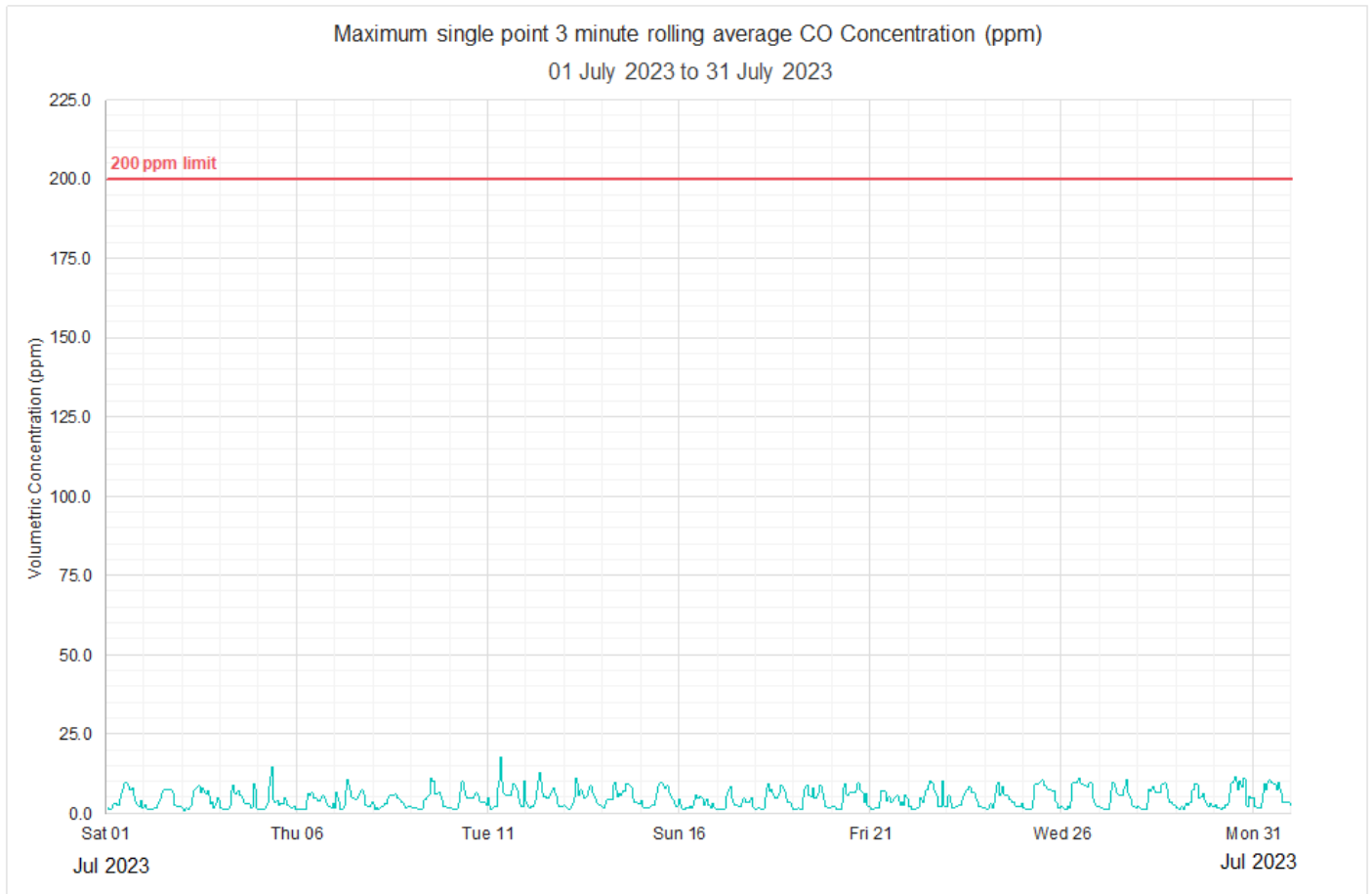


Figure 2: Monthly CO maximum hourly 3 minute rolling averages

### 6.3.2 Monthly CO maximum 15 minute rolling averages

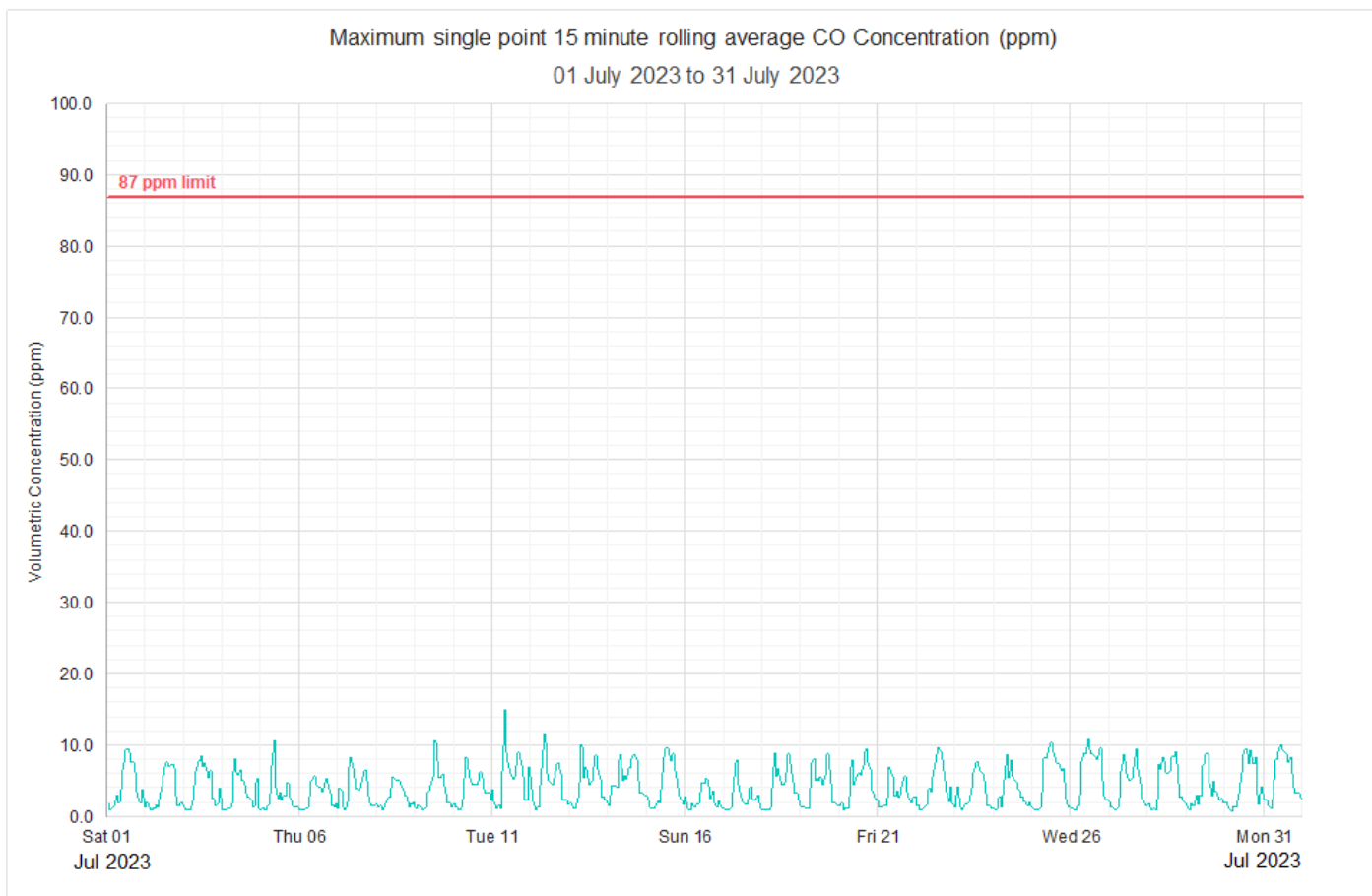


Figure 3: Monthly CO maximum hourly 15 minute rolling averages

### 6.3.3 Monthly CO maximum 30 minute rolling averages

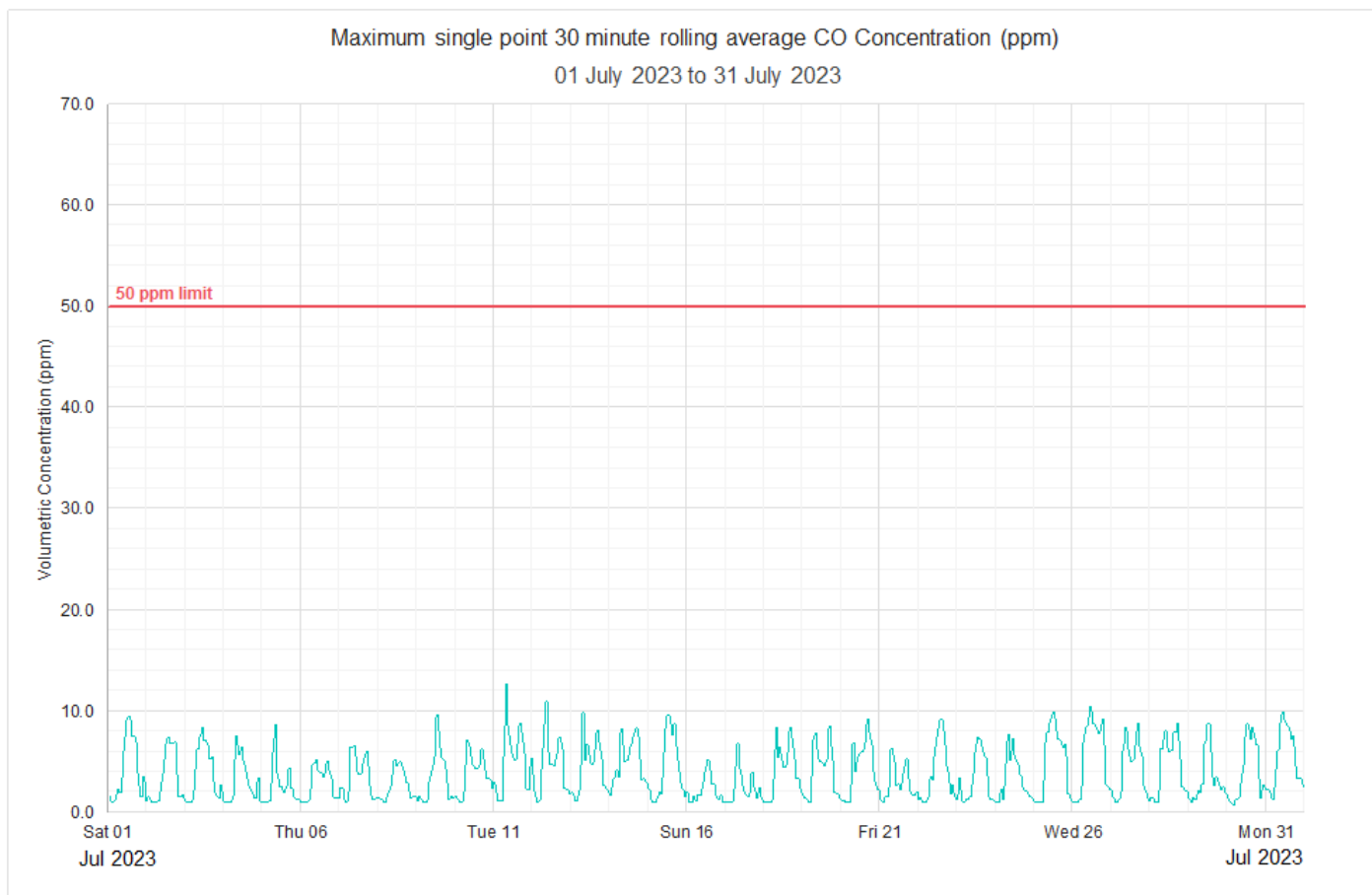


Figure 4: Monthly CO maximum hourly 30 minute rolling averages

### 6.3.4 Three Monthly Trend CO maximum 3 minute rolling averages

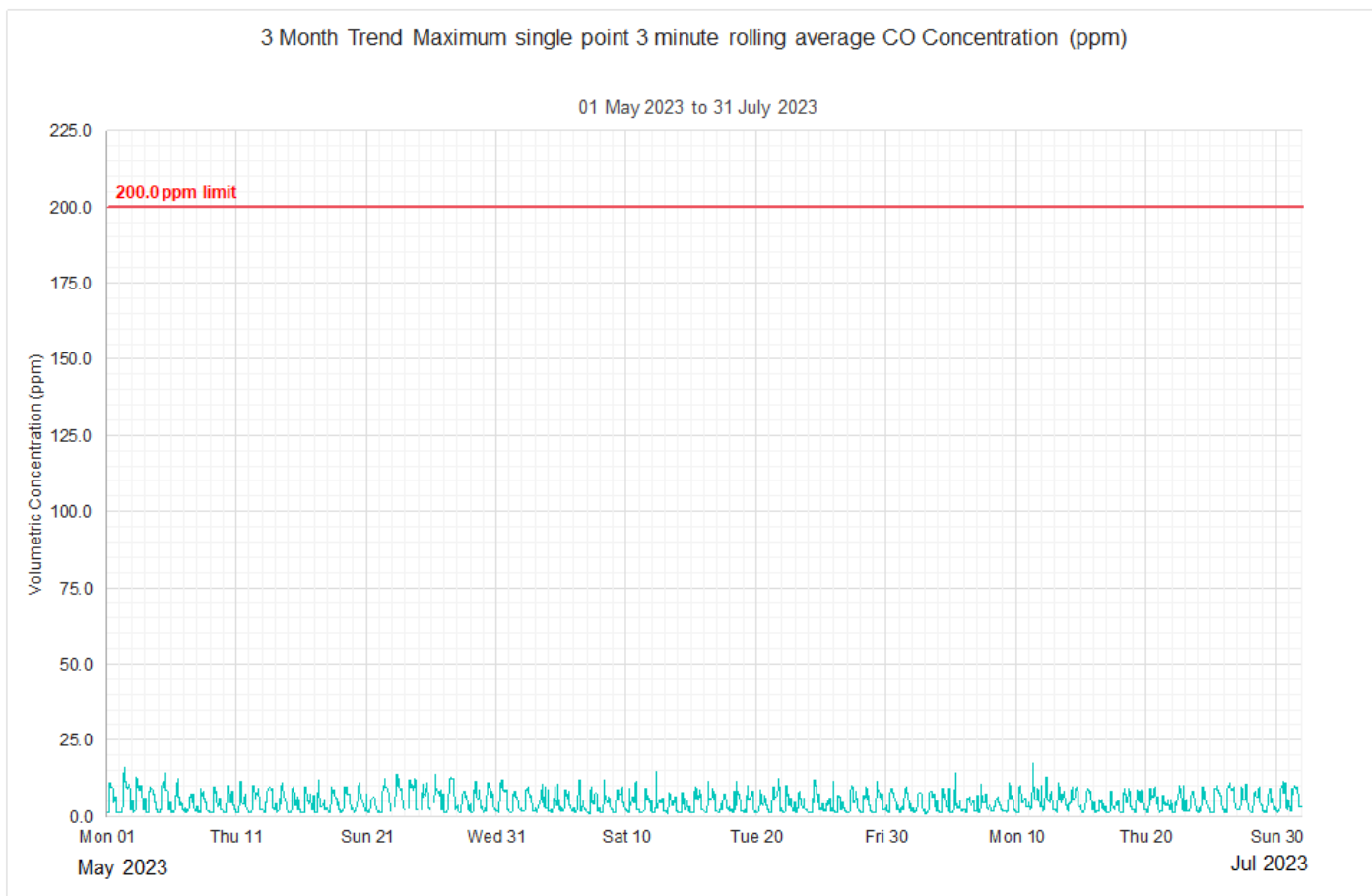


Figure 5: 3 Monthly CO maximum hourly 3 minute rolling averages



### 6.3.5 Three Monthly Trend CO maximum 15 minute rolling averages

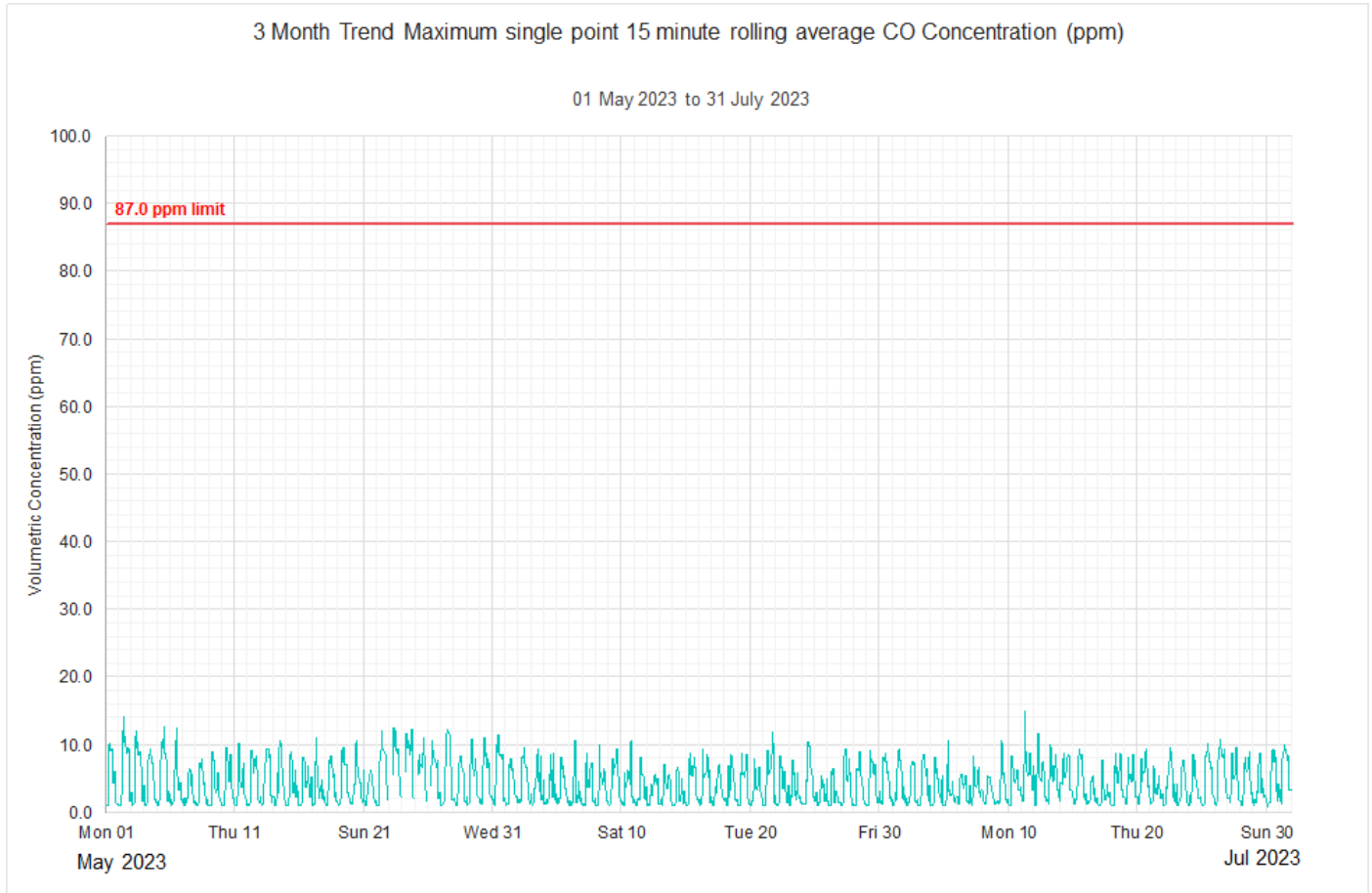


Figure 6: 3 Monthly CO maximum hourly 15 minute rolling averages

### 6.3.6 Three Monthly Trend CO maximum 30 minute rolling averages

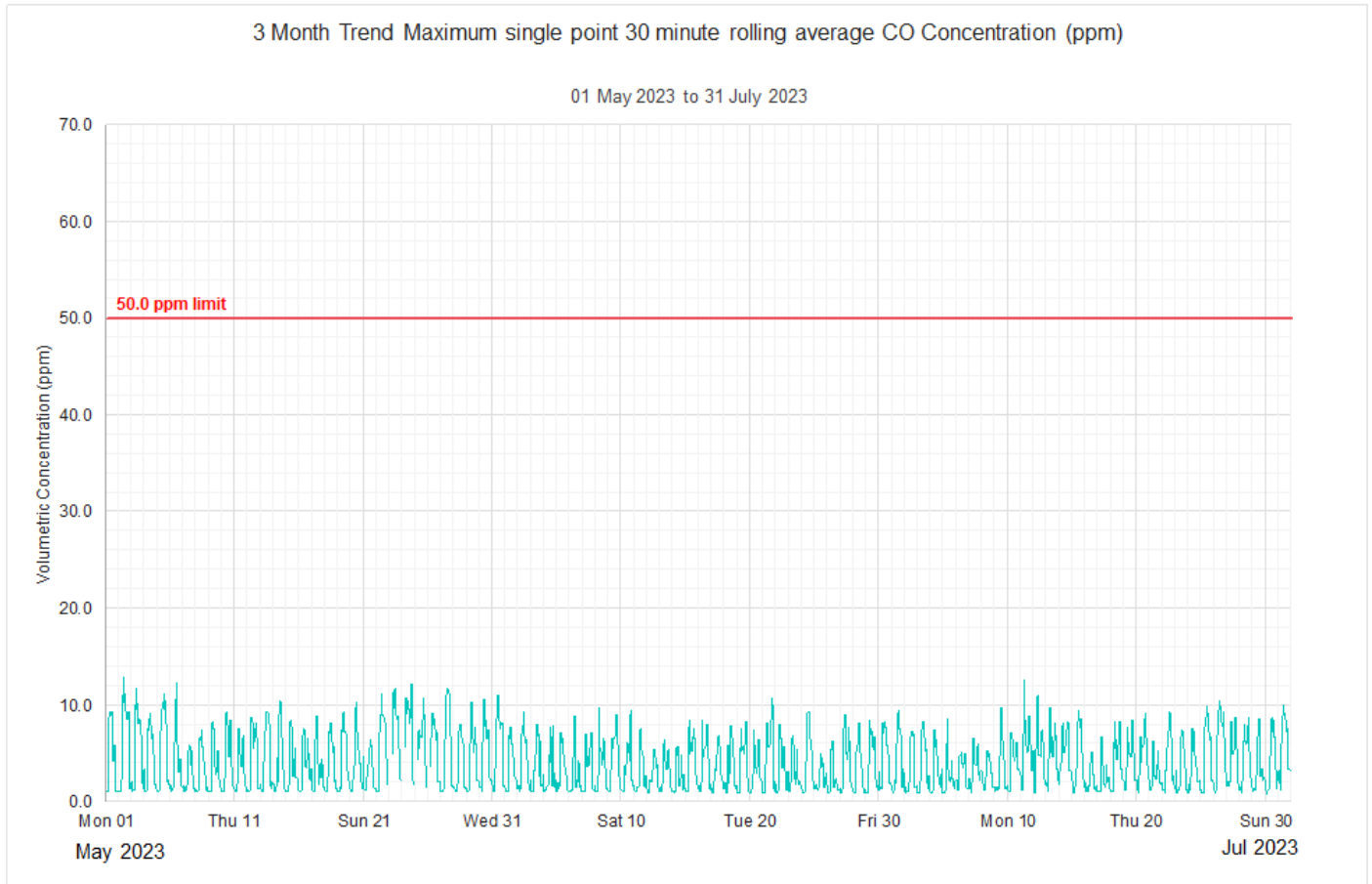


Figure 7: 3 Monthly CO maximum hourly 30 minute rolling averages

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## 7 Glossary

The following terms and abbreviations are used in this report

CO	Carbon Monoxide
LCT	Lane Cove Tunnel
MCoA	Ministers Conditions of Approval
ppm	parts per million