

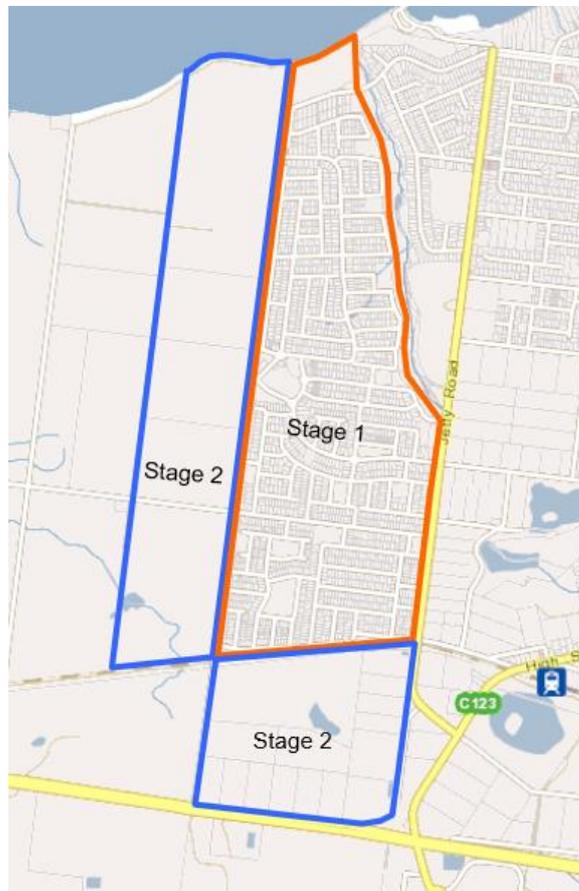
TRAFFIC CONCERNS TIVOLI DRIVE, CURLEWIS

BACKGROUND

The current cross section of Tivoli/Greenvale Drive was constructed by developers during Stage 1 of the Jetty Road Urban Growth Plan (JRUGP) in 2019. In line with the requirements outlined in the JRUGP, the City opened the Tivoli Drive extension (from Stanley Avenue to Portarlinton Road) in August 2020 which connected Tivoli Drive to Portarlinton Road. Based on the JRUGP Stage 2 development, it is anticipated that Tivoli Drive will be duplicated to a boulevard style road in 2025/26.

Since opening the extension, the City has received feedback from some members of the community in relation to traffic volume, speeding drivers, noise, and road width. The City has since implemented a variety of traffic calming measures to mitigate the concerns including speed humps, line marking, parking restrictions, speed limit reductions and speed detection devices. The Coriyule Road intersection was also upgraded to slow drivers entering Tivoli Drive.

While the complaints have reduced, several concerns with the interim arrangement of Tivoli Drive have been raised. Following a Notice of Motion in August 2021, Council resolved to undertake an acoustic assessment and explore additional traffic calming measures, including the potential to partially close Tivoli Drive, as interim solutions until the road is duplicated.



ACOUSTIC ASSESSMENT

In response to community concerns with speeding vehicles, in 2020-2021 the City installed speed humps along Tivoli Drive. Installing the speed humps and speed detection devices have caused drivers to slow down however, speeding drivers are still a concern.

The location of the speed humps was designed to maximise the distance from nearby homes. However, reports have been made that the noise is disruptive. The City engaged a specialist consultant to quantify the noise level from traffic travelling over the speed humps monitoring for one week from 12-19 November 2021.

There are currently no legislated policies or guidelines in Victoria for the control or assessment of noise from local traffic travelling over speed humps. However, to provide an amenity benchmark, the consultant referred to the *VicRoads Traffic Noise Reduction Policy 2005* as a guide.

Figure 1: Acoustic assessment site overview



The table below shows measured noise at three locations along Tivoli Drive.

LOCATION	MEASURED FAÇADE NOISE LEVEL, $L_{10(18HR)}$	COMPLIES WITH VICROADS BENCHMARK 63DB(A)
L1 – 1 STANLEY AVENUE, CURLEWIS	61 db(A)	Yes
L2 – 7 TIVOLI DRIVE, CURLEWIS	61 db(A)	Yes
L3 – 8 SEABATH DRIVE, CURLEWIS	57 db(A)	Yes

By way of comparison, 50dB noise is equivalent to the noise approximately 1 metre from a typical condenser for a single split system and 60dB is equivalent to the noise of a busy mall at lunch time/approximate noise level of a normal conversation.

Due to ongoing concerns with drivers speeding and the feedback from the acoustic assessments being in line with the VicRoads benchmark data, the City will not be removing the speed humps at this time. The City will continue to work with Victoria Police and the Transport Accident Commission to target drivers speeding on Tivoli Drive.

INVESTIGATION - FULL OR PARTIAL CLOSURE AT THE TIVOLI DRIVE EXTENSION

Tivoli Drive is a single carriage way that is 7.3 metres wide with a 50km/hr limit. It is designed to accommodate two-way traffic flow. Vehicles parked on the street may cause drivers to slow further or pull over to allow oncoming traffic to pass which is leading to the perception that the road is not wide enough.

The image below shows the existing daily traffic volumes on key roads in the area.

Figure 2: Daily traffic volumes for Tivoli Drive and surrounding roads.



To address concerns shared by some residents with traffic volumes and speeding drivers the City was asked to consider a partial road closure. A specialist consultant investigated three scenarios, see Figure 3.

Figure 3: Options for closing Tivoli Drive



1. Full closure



2. Partial closure – northbound traffic restricted



3. Partial closure – southbound traffic restricted

Consultant Findings

The consultant's report identified the following traffic impacts from a full or partial road closure

- General Impacts
 - Increased travel time and distance for drivers
 - Increased response time from emergency services
 - Delays at intersections due to increased volume of traffic
 - Traffic would be redistributed onto adjacent roads (see Figure 4 and Figure 5) which could result in
 - Poor performance for existing users including delays at Hermsley Road, longer travel times and distance.
 - Impacts to access and response times for emergency services.
 - Significant increase to the volume of vehicles travelling Coriyule Road which is unsealed.
- Impacts from a Partial Closure
 - Increased speeds along Tivoli Drive where there is no opposing traffic
 - Confusion for motorists. The disproportion of vehicles traveling in one direction may create an expectation of one-directional traffic flow and complacency at intersections.

Traffic volume impacts from both full and partial road closure scenarios have been identified

Figure 4: Scenario 1 – Full road closure traffic redistribution



Figure 5: Scenario 2 – Partial road closure traffic redistribution



Table 2: Summary of adjacent road impacts of a full or partial closure

	1. FULL CLOSURE	2. NORTHBOUND RESTRICTED	3. SOUTHBOUND RESTRICTED
TRAFFIC VOLUMES TIVOLI DRIVE	Reduction in traffic to near 0 vehicles per day (vpd). Local traffic only.	Reduction in traffic volume to approximately 2000-2500 vpd	Reduction in traffic volume to approximately 2000-2500 vpd
CORIYULE ROAD (WEST OF TIVOLI DRIVE)	<ul style="list-style-type: none"> Increase in traffic volume from 250vpd to 2300vpd (partial closure) or 4300 vpd (full closure). 	<ul style="list-style-type: none"> Coriyule Road is unsealed and would need to be upgraded to a sealed road. This would be temporary as the road design will change to 'local traffic' from McDermott Road to Hermisley Road as part of Stage 2 JRUGP. The intersections at Coriyule Road/Tivoli Drive, Coriyule Road/Hermisley Road and Appleby Road/Jetty Road would need to be upgraded to accommodate increased traffic. 	
COST	<ul style="list-style-type: none"> \$2.5 million+ including <ul style="list-style-type: none"> Upgrading Coriyule Road to a sealed road Upgrades to the intersections at Hermisley/Coriyule Road, Coriyule Road/Tivoli Drive, Hermisley/Portarlington Road, Jetty Road/Appleby Road Installation of infrastructure to close or partially close Tivoli Drive Cost to remove the infrastructure once the road is duplicated 		

CORIYULE ROAD

The City also received a petition to seal Coriyule Road which was presented at the Council meeting in November 2021.

The section of Coriyule Road from Tivoli Drive to McDermott Road (approximately 400m) will be sealed as part of the delivery of Stage 2 of the JRUGP. There are no plans to seal the remaining 2km of Coriyule Road between McDermott Road and Hermisley Road as there is no development planned outside of the JRUGP boundary.

The JRUGP sets the strategic objectives of the growth area including the road network. The JRUGP notes that Coriyule Road is not intended as an east-west connector road and the new alignment for Coriyule Road should be designed to deter it being used as a main thoroughfare.

While Coriyule Road may be an appealing short cut for some drivers, the neighbouring sealed roads including Tivoli Drive, Jetty Road, Centennial Boulevard and Portarlinton Road act as the primary roads into the Jetty Road growth area.

SUMMARY

- In response to concerns raised by some members of the community, the City investigated noise levels on Tivoli Drive and a potential closure to limit traffic volumes.
- There are no legislated policies or guidelines for the control or assessment of noise from local traffic travelling over speed humps. However, the acoustic assessment conducted indicates the noise on Tivoli Drive falls under the 63dB referred to in the *VicRoads Traffic Noise Reduction Policy 2005*.
- A full or partial closure of Tivoli Drive would be in contravention of the JRUGP which property owners based their purchase on.
- Closing Tivoli Drive would not provide an adequate resolution to the concerns identified and will create confusion and travel delays for drivers and residents. Vehicle movements would be redirected onto neighbouring roads and intersections that may not be able to carry increased volumes.
- Closing Tivoli Drive as the default road connection to the arterial road network would impact emergency service response times.
- Tivoli and Greenvale Drive is planned to be duplicated to a boulevard style road during Stage 2 of the JRUGP. This is expected to occur in 2025/26.
- Based on this information the City will not proceed with closing Tivoli Drive. We will continue to work with Victoria Police and the Transport Accident Commission to target speeding on Tivoli Drive.