

## APPENDIX 2

### Table of Findings and Recommendations

Audit Findings	Recommendations	Priority	Project Manager - Accept or decline with comments
<b>GEELONG-PORTARLINGTON ROAD / TIVOLI DRIVE TRAFFIC SIGNALS</b>			
1. The advance flashing warning sign on the north side, west approach, only had 1 aspect working. The east approach signs had different flash rates.	Replace or reset the faulty west side signal aspect. Check the east side flasher units and replace or adjust if found to be faulty.	Note	<i>Accept – Contractor to rectify.</i>
2. The proposed 'No U Turn' sign on Pedestal 10 has not yet been installed.	Install a No U Turn sign at Pedestal 10.	Note	<i>Accept – Contractor to rectify.</i>
<b>GEELONG-PORTARLINGTON ROAD / TIVOLI DRIVE INTERSECTION</b>			
3. There is a culvert outlet in the central median, west side, that has batters sloping up to 1to1 (45 deg.) close to the intersection without barrier shielding.	Extend the culvert to a point where the outlet is in a flatter and more driveable location	Note	<i>Accept – Variation to scope required. Drain is quite flat at this location. Will extend pipe as required.</i>
4. On the south side, east approach, there is a culvert inlet that is close to the back of the kerb. It has a driveable endwall, however, it has a steep batter dropping to the invert (up to 60 deg.).	Either set back the culvert inlet further from the kerb and/or provide a type of drop inlet to minimise the batter slopes.	Note	<i>Accept – Variation to scope required. Install grated pit at current endwall location, extend pipe, place endwall and backfill.</i>
5. For traffic heading east, after the intersection, there are a few power poles along the north side at approx. 4.5m min offset from the edge line.	These poles are providing service to individual properties. Either remove, relocate, or shield these hazardous poles.	Note	<i>Decline – These poles are located outside the limit of works and were a pre-existing hazard prior to commencing these works.</i>
<b>TIVOLI DRIVE</b>			
6. The new access road and traffic signals at the Geelong-Portarlington Road will significantly increase the traffic volume on Tivoli Drive. The current 7.5m wide carriageway is sub-standard for this collector street.	Widen the carriageway to provide a minimum of 2x3m traffic lanes and a 2.4m parking lane. OR Ban parking along Tivoli Drive. OR fast track the proposed future installation of a duplicated carriageway.	Important	<i>Accept option 2 – Ban parking along new section of Tivoli Drive. Plans are underway to restrict parking along this section to Stanley Avenue.</i>

<p>7. Between the Geelong-Portarlinton Road and the Rail Trail crossing (600m length) the formal bike lanes at the south end are terminated. There is no formal facility for cyclists to connect to and they will need to share with all traffic in a 3.75m wide kerb side lane.</p>	<p>3.75m is at the lower end of an acceptable width for a shared lane (desirable 4.2m). Consider providing an off road cycling facility.</p>	<p>Note</p>	<p><i>Accept comment that 3.75m is the lower end width of a shared lane. The road has been designed for one-way traffic with a dedicated parking, bicycle and traffic lane. An off-road cycling facility will not be easily accommodated within the current road reserve. CoGG to consider removing the formal bike lanes at the south end until such time the road is duplicated.</i></p>
<p>8. North of the Rail Trail, Tivoli Drive has a vertical curve cresting at approx. 60m north of the crossing point. Sight distance over the crest is average to poor. Queuing at the Rail Trail Traffic Signals will be partially hidden over the crest with a risk of tail end accidents.</p>	<p>The high Mast Arm signal Outreach lantern, along with the 50km/h speed limit will help to reduce the crash risk. Consider adding a 'Prepare to Stop' panel to the existing Signals warning sign.</p>	<p>Note</p>	<p><i>Accept – CoGG to arrange a (W8-27) Prepare to Stop panel beneath signal warning sign W3-3.</i></p>
<p>9. Stanley Avenue intersects Tivoli Drive at the crest of the hill (T-intersection to east) and is partly hidden due to the crest and with the parking in Tivoli Drive</p>	<p>Ban parking from close to the intersection. Install intersection warning signs (W2-4).</p>	<p>Note</p>	<p><i>Accept – Parking restrictions are being investigated at present. A W2-4 intersection warning sign can be installed on southern approach.</i></p>
<p>10. North of Stanley Avenue significant numbers of parked vehicles clutter the roadway and restrict the free flow of the increasing volume of collecting traffic.</p>	<p>Ideally ban parking along Tivoli Drive. At least restrict parking to the east side of Tivoli Drive. Provide an off-road cyclist option if parking is to remain. Proposed future widening /duplication of Tivoli Drive should be constructed as soon as possible.</p>	<p>Important</p>	<p><i>Accept ban parking along west side of Tivoli Drive north of Pedestrian signals to Coriyule Road. There is limited space available to provide an off-road bicycle lane. Same comment as item 7. CoGG will monitor parking on east side.</i></p>

ACTION BY: Responsible Officer: **MICHAEL STOTT**  
Principal Delivery Engineer  
Project Manager

Agency: **CITY OF GREATER GEELONG (CoGG)**

Signed:  .....

Date: 7<sup>th</sup> August 2020