



CityLink Tulla Widening

Minimising noise Bulla Road to Power Street

The CityLink-Tullamarine Freeway corridor is one of Melbourne's busiest roads. It carries 210,000 vehicles per day on nine lanes in its busiest section and provides a connection between the CBD and Airport that is essential to Victoria's economy and liveability.

The CityLink-Tulla Widening project will add an extra lane on the freeway in each direction, between Power Street and Melbourne Airport, providing more capacity for the 25,000 additional vehicles expected to be using the freeway by 2031.

CityLink noise requirements

Noise reduction measures being put in place as part of the CityLink Tulla Widening project will be in accordance with:

- VicRoads Traffic Noise Reduction Policy (for roads managed by VicRoads such as the West Gate Freeway and Tullamarine Freeway)
- requirements of the CityLink Concession Deed (for CityLink from the Bolte Bridge to Bulla Road)

On CityLink, the existing noise limit is 63 dB(A) L_{A10} (18 Hour) - which is generally referred to as 63 decibels. This noise limit will continue to apply when the upgrade is completed. This means that even though traffic volumes are forecast to increase over time, the requirement to keep traffic noise at or below 63 decibels on CityLink will not change, ensuring that residents are afforded the same protection in the future as they are now, regardless of how many more vehicles may be on the road.

What is in the CityLink Concession Deed?

The Melbourne CityLink Concession Deed is the principal contract between the State of Victoria and Transurban. It is a legal document which sets out Transurban's obligations as the operator of CityLink, including specific requirements relating to traffic noise.

- It requires CityLink to attenuate noise to 63 dB(A) L_{A10} (18 Hour) decibels for

the lowest habitable floor of certain buildings abutting the freeway. This includes homes built before CityLink, schools, aged care and child care centres and other sensitive uses.

- It does not require attenuation of public open space as it is not considered a sensitive use.

The Concession Deed and related documents are published on the Victorian Government website legislation.vic.gov.au.

What is noise?

Noise is generally defined as unwanted sound. We all experience noise differently. Noise is measured on a scale of units called decibels, or dB for short. Noise measurements are usually adjusted to reflect how noise is perceived by the human ear, giving a noise unit called 'A' weighted decibels, or dB(A).

Noise from traffic varies over time, both from second to second, and from day to night. The term L_{A10} is used to describe the noise level which is exceeded for 10% of a measurement period, which for CityLink is 18 hours.

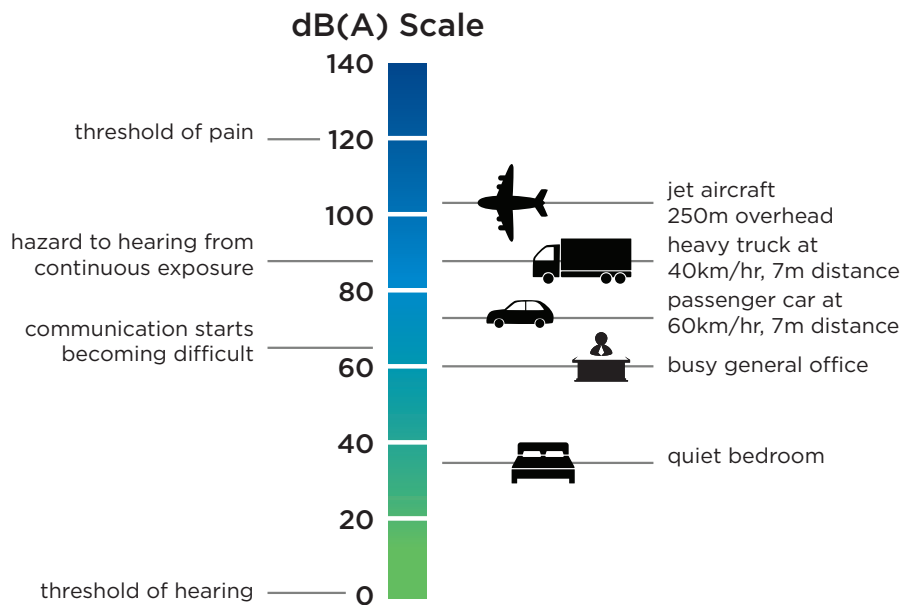
Traffic noise

A variety of factors are taken into consideration when measuring and modelling noise:

- traffic volume, speed and number of trucks
- gradient of the road
- surrounding terrain - hills or valleys
- soft soil or hard pavement between the road and the receiver
- distance from the road
- shielding by structures such as noise barriers or buildings.



How loud is a decibel?



Source: VicRoads

Modelling future noise

VicRoads completed a noise modelling study for the CityLink Tulla Widening project as part of the planning approvals process. The study report is available on the project website citylinktullawidening.vic.gov.au.

In general, the modelled noise levels for 2035 will be similar to 2014 levels. However, in some locations VicRoads noise modelling found that changes to existing noise barriers will be needed.

We will make sure noise does not exceed the set limit now or into the future. This means that some noise walls will be upgraded, and in some locations, new noise walls will be built.

When measuring traffic noise we use professional acoustic consultants who follow best practice methodology and guidance provided by VicRoads.

How we're minimising traffic noise

There are existing noise walls on CityLink which are designed to deflect noise before it reaches people's homes.

Some of these walls will remain as they are, while others will be extended or replaced in order to meet the noise requirements or because they need to be moved for construction purposes. In some areas, new walls will be built where there is currently no wall.

The design of noise walls, including the height and building material, is informed by detailed noise modelling. The appearance of new or modified walls will be in keeping with those already in place along the freeway.

In addition to noise walls, we're investing in traffic management technology and systems to improve traffic flow and reduce stop-start traffic that can cause noise.

Managing construction noise

We understand that reducing traffic and construction noise over the two year construction period is important to people living near the freeway.

In order to keep noise to a minimum, we are:

- building temporary noise walls in areas where existing noise walls are being removed, to provide protection until the new, permanent noise walls are built
- working during normal construction hours of 7am to 6pm, Monday to Saturday, except when it is necessary to work at night to reduce traffic disruption and for the safety of our workers
- using noise suppressors on noisy machinery
- using quieter construction techniques where possible, such as non-disruptive drilling techniques to build bridge piers
- keeping our construction vehicles serviced and fitted with the latest and quietest safety equipment.

More information about what to expect during construction is available in the project's *construction* fact sheet.

Contact Details

For further information
Call **1300 783 947**
Monday to Friday, 9am to 5pm

Email citylinktullawidening@roads.vic.gov.au
Visit citylinktullawidening.vic.gov.au
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