

Indian Ocean Drive (Yanchep to Lancelin) Planning Study



Main Roads is undertaking a planning study for the Indian Ocean Drive between Breakwater Drive, Yanchep and Seaview Drive, Lancelin.

The planning study aims to identify what the long-term requirements are for Indian Ocean Drive, expected requirement for a dual carriageway and intersection treatments. This comprehensive investigation will inform and guide the future of Indian Ocean Drive within the regional transport network and surrounding community.

Once the ultimate road requirement and location is agreed, we will identify and protect a nominal road reserve boundary. This will help provide certainty for landholders.

While these road upgrades will have some impact on adjoining and nearby land and communities, we will minimise this as much as possible by working collaboratively with landowners.

Direct lot accesses and local road connections introduce potential conflict points for traffic on the road network. To optimise safety and efficiency on the network, we need to minimise the

number of connection points, while allowing for appropriate levels of lot and network access.

It is important to understand that this is a planning study only. No funding is currently available for construction works.

WHAT HAVE WE DONE SO FAR?

In December 2019, we started discussions with several key stakeholders, including the Department of Planning, Lands and Heritage, Shire of Gingin, Wheatbelt Development Commission and the Department of Biodiversity, Conservation and Attractions.

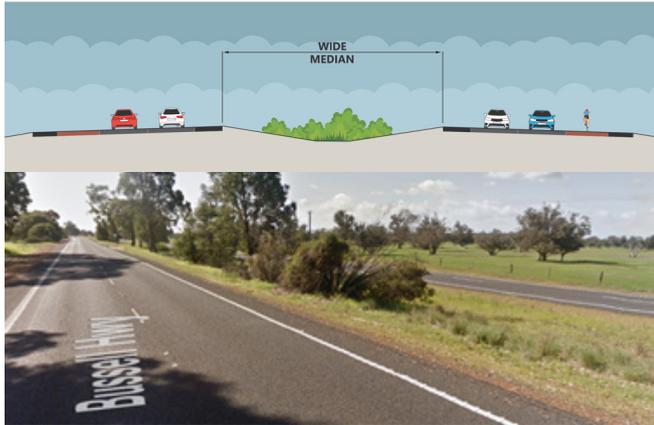
The focus was on providing an overview of the study, and seeking input from each stakeholder on planning considerations and expectations. In late 2020, in addition to the above, we met with the Office of Road Safety, the Department of Fire and Emergency Services, the Gravity Discovery Centre and Observatory, and Local Government Authorities.

Some of the key points raised so far include consideration of:

- Potential future residential, industrial, agricultural and tourism developments;
- Environmental constraints;
- Emergency access and egress (bushfire, traffic incidents etc);
- Dark Sky and Astro-tourism surrounding the Gingin Gravity Discovery Centre and Observatory
- Road safety initiatives;
- Access requirements, and future intersection designs along Indian Ocean Drive); and
- Ag-lime routes and heavy vehicle access requirements.

Based on projected land-use changes and traffic growth, we have identified that a dual carriageway is likely to be required in the future. We have developed a preliminary access strategy, which identifies future intersection treatments and upgrades at key locations that will improve safety and efficiency along the route.

PRELIMINARY ACCESS STRATEGY



A future Indian Ocean Drive dual carriageway would have a 14 metre wide, vegetated median.
This type of carriageway is similar to Bussell Highway in Capel.

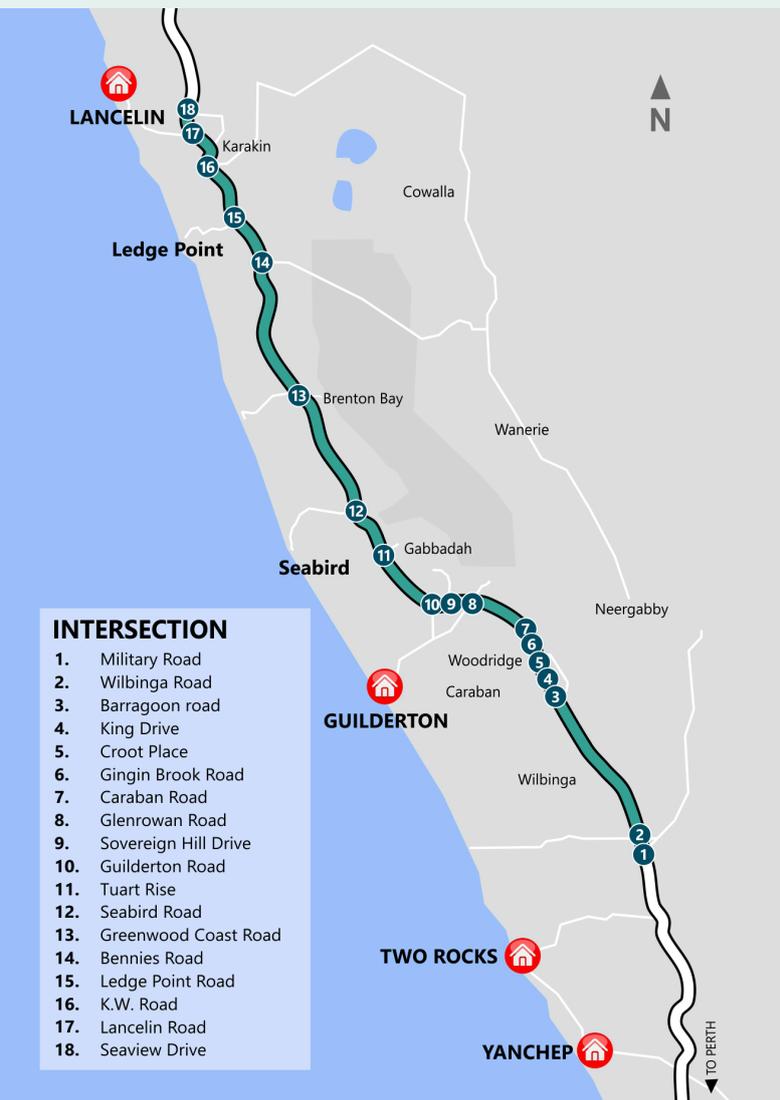


In locations where there are constraints on both sides, such as development or environmental issues, a narrow median with concrete barrier would minimise impacts.
This type of reduced median width with central barrier is similar to Tonkin Highway.

INTERSECTIONS

There are 18 intersections along the route which will require upgrading or modification to improve safety as traffic volumes grow.

Based on analysis and consultation to date, Main Roads has identified the following intersection types for consideration

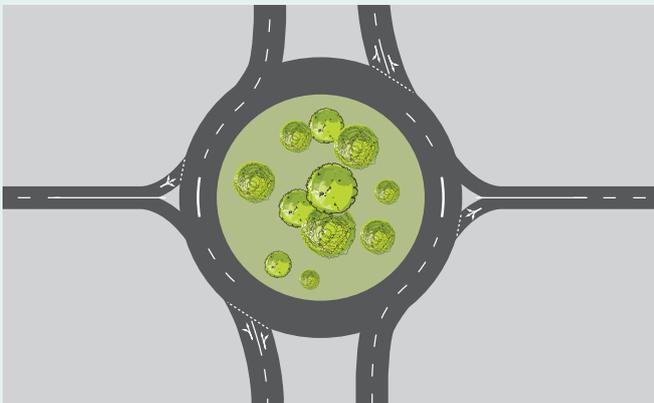


Intersection	Proposed Access Treatment and Intersection
Military Rd	Reduced access, no connection (Military Rd connecting south of Indian Ocean Dr, to Wanneroo Rd)
Wilbinga Rd	Relocate t-intersection north improving sightlines and safety
Barragoon Rd	Install roundabout
King Dr	Reduced access, to left-in/left-out
Croot Pl	Reduced access, to left-in/left-out
Gingin Brook Rd	Upgrade to roundabout (realign eastern end of Caraban Rd south, to tie-in with Gingin Brook Rd)
Caraban Rd	
Glenrowan Rd	Retain t-intersection
Sovereign Hill Dr	Install seagull
Guilderton Rd	Install seagull
Tuart Rise	Install seagull
Seabird Dr	Install seagull
Greenwood Coast Rd	Retain current t-intersection
Bennies Rd	Retain current t-intersection
Ledge point Rd	Install seagull
K.W. Rd	Install seagull
Lancelin Rd	Install roundabout
Seaview Dr	Reduced access to Left-in / Left-out
Direct property accesses	Consolidate where feasible To be investigated



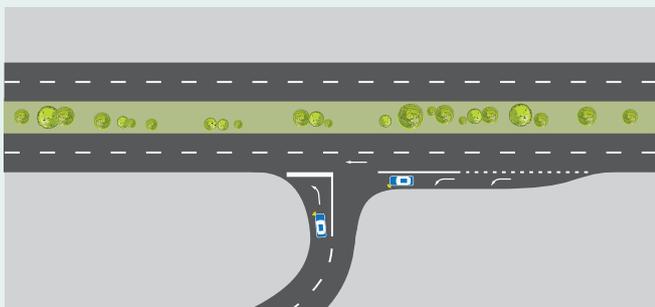
Roundabouts

Roundabouts are proposed at side roads where surrounding land use is expected to build up in the future, including Gingin Brook Road, Lancelin and Guilderton. Traffic volumes turning to and from these roads are already significant, and are expected to continue to grow. Roundabouts improve safety by slowing vehicles through the intersection, and eliminating the risk of right-angle crashes.



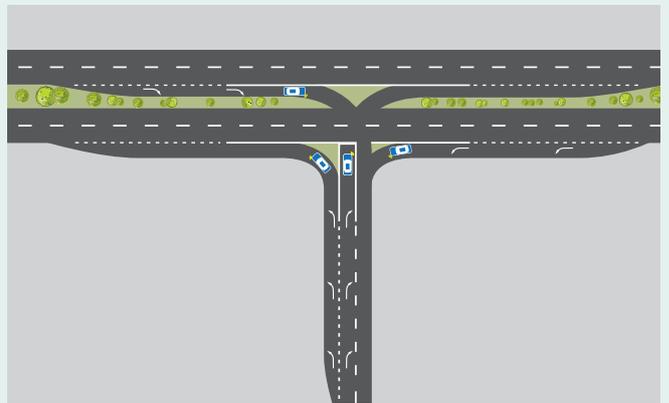
Left-in / Left-out

Three locations have been identified for potential conversion to left-in / left-out turning movements only, based on existing concerns and safety risks for right turning vehicles. Right turning vehicles will still have access via nearby intersections on Indian Ocean Drive, and parallel local roads that retain access but at lower speeds. This reduces possible conflict on Indian Ocean Drive, while improving efficiency and safety for all road users.



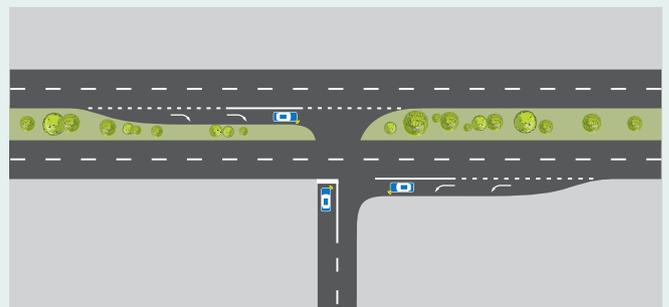
Seagull intersection (turning and acceleration lanes)

Seagull intersections provide deceleration and acceleration lanes for left and right turning vehicles. These are used on medium volume side roads, particularly where there are high proportions of heavy vehicles (e.g lime trucks), as it allows slower moving vehicles to reach the operating speed before merging with traffic on Indian Ocean Drive.



T-intersection

Side roads that have low traffic volumes will remain as T-intersections. However safety will be improved by adding turn pockets for vehicles turning into the side road, as well as including a wide central median to allow vehicles turning right from the side road to stop in the median and wait for a gap in traffic.



COMMUNITY ENGAGEMENT PROCESS

As a priority, we started meeting with potentially impacted landowners adjacent to Indian Ocean Drive in late April 2021 to seek their feedback, including those whose properties may be impacted by a dual carriageway.

From the wider community, we would like to understand what you think the future Indian Ocean Drive might look like. You can have your say in one of the following ways:



Online consultation

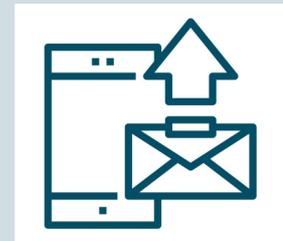
Once you have reviewed the fact sheet, Main Roads will be undertaking some online consultation on the MySay platform mysaytransport.wa.gov.au. A link will be available on our webpage mainroads.wa.gov.au/indian-ocean-dr



Community Drop In sessions

Main Roads will be holding some local community Drop in Sessions. Details of these sessions will be available on our webpage mainroads.wa.gov.au/indian-ocean-dr.

You can also register your interest via indianoceandrive@mainroads.wa.gov.au



Email, phone or post

You can email us via indianoceandrive@mainroads.wa.gov.au

Call us on 138 138 and ask to speak with our Community Engagement Representative for the Indian Ocean Drive Planning Study.

Please phone or email us if you wish to register your preference to receive updates via Australia post.

HOW YOUR FEEDBACK IS USED

All feedback will be reviewed to determine any changes that may be required, and how these might inform further changes to the preferred design. We will then provide the outcomes of this engagement process to landowners and the Indian Ocean Drive communities.

HOW WILL I RECEIVE FEEDBACK?

Our email subscriber database is the quickest way you can be updated as the study progresses.

To ensure you receive information, please subscribe for project updates at mainroads.wa.gov.au/indian-ocean-dr

Alternatively, you can contact us via email at indianoceandrive@mainroads.wa.gov.au

This document can be provided in alternative formats upon request

www.mainroads.wa.gov.au



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