



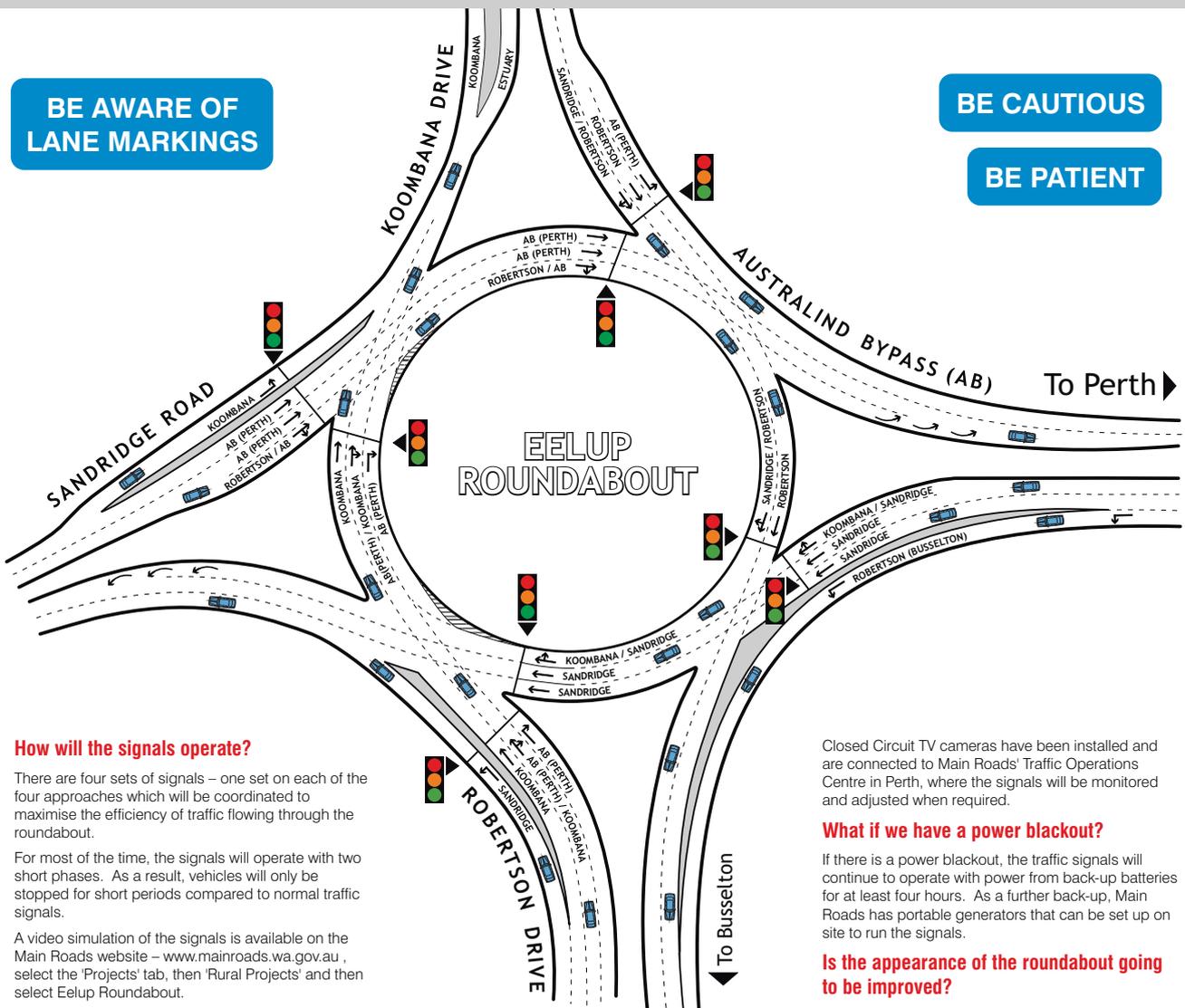
Important Information for Drivers

New Traffic Signals at Eelup Roundabout

The installation of traffic signals at the Eelup roundabout is nearing completion

As you may be aware, the layout of the roundabout is being changed in conjunction with the traffic signal installation. Additional lanes have been added both inside the roundabout and on the roundabout legs. These are required to increase the capacity of the roundabout. It is important that drivers select the correct lane before entering the signalised roundabout.

We encourage you to take the time to study the diagram below so that you understand how the lanes work.



How will the signals operate?

There are four sets of signals – one set on each of the four approaches which will be coordinated to maximise the efficiency of traffic flowing through the roundabout.

For most of the time, the signals will operate with two short phases. As a result, vehicles will only be stopped for short periods compared to normal traffic signals.

A video simulation of the signals is available on the Main Roads website – www.mainroads.wa.gov.au, select the 'Projects' tab, then 'Rural Projects' and then select Eelup Roundabout.

Why can't the signals be turned off during the off peak times so that the roundabout just operates like a normal roundabout?

This has been tried in other parts of the world and has not worked, mainly because it confuses drivers and leads to increased accidents. It would also be complicated at Eelup by the extra lanes that have been added which would make it more difficult to negotiate than the existing two lane roundabout.

Why have free left slips not been provided on all corners of the roundabout?

This was investigated, but was only feasible on the Australind Bypass / Robertson Drive corner. A certain length of acceleration lane is required on the exit leg to allow turning traffic to merge safely. On the Koombana Drive and Sandridge Road exits, this length was

compromised by the closeness of other intersections which would make the merge unsafe. On the Australind Bypass exit, the Preston River bridge was too close to achieve a safe merge.

Left slips under "Give Way" control were also not possible because the acute angle of entry on all three approaches would be unsafe.

How will the new signals cope on long weekends when traffic volumes from the south are high?

A special traffic signal phase has been designed for the very high traffic volumes that occur when people travel back to Perth after long weekends. This phase will increase the flow of traffic from Robertson Drive to Australind Bypass.

Closed Circuit TV cameras have been installed and are connected to Main Roads' Traffic Operations Centre in Perth, where the signals will be monitored and adjusted when required.

What if we have a power blackout?

If there is a power blackout, the traffic signals will continue to operate with power from back-up batteries for at least four hours. As a further back-up, Main Roads has portable generators that can be set up on site to run the signals.

Is the appearance of the roundabout going to be improved?

Main Roads is aware of the importance of the appearance of the roundabout because of its location on the entry to the City. The roundabout is being renovated with new kerbing, asphalt, decorative concrete mow strips, new lighting and new signs. In addition, Main Roads is working with the City of Bunbury on a landscape plan to further enhance the appearance of the roundabout and its surrounds.

Further information

Please contact Main Roads Customer Information Centre on 138 138 or see our website www.mainroads.wa.gov.au

