**Indian Ocean Drive is the Gateway North**

The only mode of transport to get north of Perth is to self-drive, unless you are an international tourist, you would use one of our tourist buses to see the Pinnacles in Cervantes. There are flights to Geraldton, but this submission covers the coastal settlements of Indian Ocean Drive between Yanchep to Dongara. The growth of the coastal settlement is expected to expand greatly.

The IOD is one of Western Australia’s Principal tourist routes linking Perth with the Pinnacles and beyond and this is where we need to invest in our roads to create that enjoyable experience as buses and flying to the Gingin Shire and beyond is out of the question. We will be able to dramatically increase our self-drive awareness to the north of Western Australia if we can create a “Gateway to the North” experience through an enhanced more user friendly IOD.

We are happy that we have finally got our first upgrade on IOD in 2010, however we have found it is still short of being a principal tourist road for Western Australia. When I experience the drive to Dawesville / Mandurah one hour south of Perth, the one hour north of Perth in the Shire of Gingin is a very poor cousin in terms of the class of road.

Western Australia is the Outdoor capital of Australia. Queensland is the Playground Capital, Sydney is the Events and Entertainment Capital, Victoria is the Fashion Capital, but with our title of the Outdoor capital our roads to get us there are not in keeping with this excitement and experience that W.A. has to offer.

The IOD we have affectionately named it the “Perfect Pinnacles Route” The reason for this is that visitor’s only need to use one road to get from Perth to the Pinnacles and beyond. The making of the IOD has truly opened up the entire northern coastal corridor of Western Australia and we are very thankful for Mainroads work in creating this.

**Perfect Pinnacles Route Google Map:** <https://maps.google.com.au/maps/ms?client=safari&oe=UTF8&ie=UTF8&msa=0&msid=111380731616083899325.000496456095fa8fcec09>

**AGREE WITH GUIDELINES**

I agree with no mining or limestone extraction buffer zone along IOD.

I agree with keeping the naturescape natural as this is what attracts people.

**ADD TO THE GUIDELINES**

I have enjoyed the strategic signage in the Swan Valley Tourist Route and the IOD should have the similar tourism signage that enhances the natural beauty and the turquoise coast of the IOD. As the IOD is one of Western Australia’s Principal roads I would like to see the sign represent the meaning of a Principal road that you refer to. Being a member of Turquoise Coast Tourism in Dandaragan and the Gingin Coast Tourism Association in Gingin, my vision is to help create an iconic tourist route that the locals and visitors enjoy to use. According to the locals, there are a few issues that need to be addressed, and being in the middle of a downturn in the economy, now is the time to add innovation into our Mainroads Guidelines for the creation of this principal tourist road.

**As the IOD stands now, we have a route without adequate signage** that allows the commuter to pass through the Gingin Shire without a second thought. We have waited 20 years for this road to open up along the coast and the delays in doing so have really stifled growth, jobs, community and tourism productivity.

Adequate Signage needs to start in the Gingin Shires first, Park and Rest bay on right hand side heading north. This Park and Rest Bay is located prior to Military Rd. Military Road is used as a short cut to the Gingin Town, to the Gravity Discovery Centre, Gingin Observatory and to other local tourist attractions and activities. The adequate signage that I am requesting here is the similar use of the Mainroads map, (see link below) however the Guilderton Town is missing from this map and so is our main short cut to Gingin road, called, Military Road.

**Mainroads Perth to Geraldton Map:**  <https://www.mainroads.wa.gov.au/Documents/Map%20-%20Perth%20to%20Geraldton%20via%20Indian%20Ocean%20Drive.u_2910261r_1n_D10%5E23218580.PDF>

We need to use this same styled map as posted road signage at designated Park and Rest points along IOD to keep the traveller uniformly informed along IOD and easy to navigate. As well as the Mainroads IOD map on sign posts; each shire is to have its own map next to it and hopefully we could make an allowance for a posted sign of advertisers.

Addition to Mainroads Perth to Geraldton Map and Shires maps on sign posts at Park Bays, we need to show what Parking Bays have “existing and approved services” such as water, toilets, disability services (see page 38 of the Mainroads Planning Guidelines) All major Park and Rest spots should have water access, as most people who self-drive, under estimate the distance and lack of shops open for food and drinks. Notice on this existing and approved services diagram, page 38, that zero rest areas directly on or 1km off IOD in the first shire, Gingin, have Nil water provisions? And the lack of water provisions directly on or 1km to IOD is very limited; you have to pass the Pinnacles to get water. An over sight that needs to be addressed. I love this Mainroads diagram on page 38, found it very useful for myself, therefore it would be useful for our visitors, and it should definitely be used as the IOD develops into a well-informed principal tourist road.

**Fire and Evacuation Emergency:** We would like to see an alternative route added to your Perth to Geraldton map, by adding the Great Northern Hwy for visitors to be able to safely evacuate the region they are in and to offer an alternative route option around Western Australia.

**Provision for additional tourism signage is required.** We have waiting 20 years and because the state of the economy is in a downturn, we should look at an initial 15-20 year planner of additional signage to assist the growth of this precinct.

**Lancelin:** has an access road south from IOD. Lancelin does require an access road to and from the IOD at the northern end of the town.

**Wilbinga Park and Rest** Stop has become increasingly popular as a tourist and 4x4WD stopping and meeting point and we need to address adequate recourses in this area also.

**Woodridge:** Due to proximity of these residential houses being close to IOD we need to look at first stage planting for a buffer and if we still get complaints, we may need to add a limestone buffer wall strategically placed so it remains hidden from IOD. I want IOD to become a sought after tourist route, but we need to look after residents in the areas affected by IOD.

I do not agree with a decrease in speed around Woodridge Estate; however double lanes going both ways and their own access slip lane into the estate.

**Overtaking lanes:** As the traffic builds up along the IOD, the overtaking lanes are starting to become too short to eventually over take the hordes of cars that have banked up, therefore it is creating a lot of frustration on IOD, as there is a definite lack of single lane roads to overtake on. The entire IOD should be double lane north and south initially from Yanchep to IOD Lancelin north.

**Access Roads directly off IOD:** I would like to see regulated entrance signage’s to roads that come directly off IOD, that promote what is down the street. Needs to be size regulated signs and readable at 110km per hour and some signage is not readable at this speed. The limestone sign at Caraban Rd entrance is readable. The sign heading towards Perth about Yanchep National Park is not clearly readable and is a shiny finish.

**Tourist Principal Road Statement:** I want to see a strategically placed limestone and Corten styled sculpture that will showcase the IOD as the Gateway North and be pleasing to the natural surroundings. To be placed at the first Park and Rest Bay prior to Military road. I want it to become a photographic moment that can be shared on the internet and all around the world and promote self-drive north from this point. The Route 66 in America and our own Great Ocean Road in Victoria has used fantastically large entrance pieces as art to commemorate their great tourists’ roads.

**Need to make more use of the numbers of our roads.** With the internet and the more international we become, and the use of GPS, the numbers of our roads are becoming more relevant. Route 60, therefore all maps and points of interest require road numbers as well as names.

Due to our FIFO work personnel, the seasonal influx of visitors to our regions has increased to visitors coming most weekends. We now struggle to have a week end free at our accommodation premises, therefore seasonal influences and the opening of the IOD has sent us welcomed traffic.

**There is a need to create designated walk paths and tracks** off IOD like they have created at the Great Ocean Road in Victoria. We have some panoramic scenic travel sections of the IOD that will require some additional walking paths and tracks.

**Pager 18 and 19: Mainroads comment states**, “Tourists need to be aware of the existence of accommodation and commercial attractions, therefore additional and strategic signage need to be added to designated Park and Rest points and immediate roads directly off IOD. Signage may be visible from IOD but not dominate the view, but must be large enough to read at 110km per hour

**We are thankful for Mainroads** providing a safer and shorter route travelling to the north of Western Australia. The Freedom, flexibility and get the real feel for our region in the comfort and privacy of your own vehicle is fantastic for our visitors and locals. Over time we will see increased activities and accommodation options and hot spots for enthusiasts that love outdoor activities. I would like to participate in all future strategic developments of the IOD to ensure it becomes a premier tourist route. With the help of the Turquoise Coast Tourism in Dandaragan, Gingin Coast Tourism Association in Gingin, our collective shires and Small Business Central Coastal Centres input, we will ensure we will make it a premier destination road for all to enjoy.

**I am thankful to the following contributors to my IOD submission:**

Indian Ocean Drive Public Comment was tabled at the Gingin Coast Tourism Association on 14/10/2013 contributors was: Kerry Fewster of West Coast Honey, Bella Wunderlin of Gingin Observatory, Mike Jeffery of Brookside Accommodation, June Reith of Amirage B&B, Dianne Miller of Mungala Alpaca Stud, and Denise Kowald of 1300 Trail Rides.

Norm Skoglund of the Small Business Centre Central Coastal in Lancelin’s contribution was via phone as he was in Sydney on a conference.

Regards,

Rona Chiera

Moore River Holidays

Lot 201 Caraban Road, Caraban

 Shire of Gingin

Postal: PO Box 1626

Osborne Park WA 6916

Mobile: 0419 909 167

[www.mooreriverholidays.com.au](http://www.mooreriverholidays.com.au)

rona@mooreriverholidays.com.au

