Once completed, we will identify a preferred corridor for endorsement by Local and State Government. More detailed planning work will then be undertaken to prepare a planning design concept. This will include: direct landowner consultation, aerial survey, environmental and heritage field work and assessments, hydrological and surface water studies, geotechnical and groundwater survey and concept design.

Planning rationale
Brand Highway and North West Coastal Highway currently form the primary coastal freight route between Perth and the North West of Western Australia, linking the major population centres of Perth, Geraldton, Carnarvon, and Kununurra.

It is recognised there needs to be a high standard route for regional and freight traffic that bypasses Geraldton city. This study co-ordinates previous planning activities around Geraldton.

The section of Brand Highway between Dongara and Geraldton will carry an average of 3,300 vehicles per day, while North West Coastal Highway currently carries an average of 3,700 vehicles per day, restricting the flow of critical supplies which causes road closures and delays for heavy vehicle operators and fjordcoastal communities in the area.

Traffic modelling shows that volumes are expected to increase by 65% to around 6,000 vehicles per day by 2031. Between Geraldton and Northampton, North West Coastal Highway currently carries an average of 1,500 vehicles per day, while Brand Highway carries an average of 1,100 vehicles per day.

It is recognised there needs to be a high standard route for regional and freight traffic that bypasses Geraldton city. This study co-ordinates previous planning activities around Geraldton.

Between Dongara and Geraldton, North West Coastal Highway carries an average of 1,500 vehicles per day, while Brand Highway carries an average of 1,100 vehicles per day. Traffic modelling shows that volumes are expected to increase by 65% to around 6,000 vehicles per day by 2031.

Both highways are subject to flooding, which causes road closures and restricts the flow of critical supplies to the towns of Geraldton and Northampton and the busy North West Coastal Highway. As the Mid West region and Geraldton grows, traffic volumes will increase and safety will continue to be a key concern for future road users.

A high standard, four-laning coastal route, would avoid built up areas and provide for a more efficient alternative for oversized, over mass vehicles as well as local, regional and tourist traffic.

It would be designed to minimise impacts on environmental and heritage areas and avoid:

- Support the growth and expansion of the Mid West region and surrounding mining and agricultural areas.
- Link to existing and future industrial areas and support land use planning.
- Absorb pressure on existing road networks surrounding the Geraldton airport and existing industrial areas.
- Improve traffic flow by removing all heavy vehicle operators and fjordcoastal communities in the area. We have now identified three options for the southern section of the corridor between Dongara and Geraldton and three options for the northern section between Geraldton and Northampton. We are currently considering all feedback on these options.

We are currently considering all options for the coastal corridor between Geraldton and Northampton. The study is supported by the Mid West Development Commission, which secured Royalties for Regions funding for the detailed planning phase.

As part of the early planning process for a future Dongara to Northampton coastal route, Main Roads considered several options for a new inland route as well as upgrading the existing Brand highway between Dongara and Geraldton and North West Coastal Highway (NWCH) between Geraldton and Northampton.

This assessment considered all known environmental, social, economic and economic constraints. For planning purposes, we assumed that the road component of the DORC, which will provide an inland bypass road of Geraldton, would form the central part of the long term route.
The map shows the three feasible options between Dongara and Geraldton.

**Option Key features** | **Benefits** | **Considerations**
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1. Shortest inland route which then follows Arthur Road. New two-lane road. | Significantly improves freight efficiency. Avoids majority of flood prone areas. | Cannot be staged given entire length requires a new alignment. Very large upfront investment required funding in one go.
2. Follows Brand Highway then a new alignment north to Arthur Road. Brand Highway section upgraded to four-lane dual carriageway. Remaining alignment is a two-lane road. | Significantly improves freight efficiency. Avoids majority of flood prone areas. Can be staged if new section is constructed first | Initial construction stage is longer than for option 3.
3. Follows Brand Highway then Walter Road and Arthur Road. Brand Highway section upgraded to four-lane dual carriageway. Remaining alignment is a two-lane road. | Significantly improves freight efficiency. Can be staged if new section is constructed first. | Two areas remain impacted by flood prone areas.
4. Follows Brand Highway on a new alignment. New two-lane road. | Significantly improves freight efficiency. Avoids sensitive environmental area. | Cannot be staged as the entire length requires a new alignment. Very large upfront financial investment required (funding in one go) impacts a number of large properties.
5. Follows Option 4 then diverts north west to the North West Coastal Highway section, which would be upgraded initially to a two-lane and ultimately to a four-lane dual carriageway. Remaining alignment is a two-lane road. | Significantly improves freight efficiency. Can be staged if new section is constructed first. Avoids sensitive environmental area | Initial construction stage is longer than for option 6. Impacts a number of small and large properties.
6. North West Coastal Highway upgraded initially to a two-lane road and ultimately to a four-lane dual carriageway. | Significantly improves freight efficiency. Can easily be staged, with North West Coastal Highway progressively upgraded. Utilises existing road reserve where possible. | Impacts a greater number of smaller properties abutting North West Coastal Highway. Impacts some environmentally sensitive area. 

**The options**

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**Legend**

- 100 year flood risk area

Dongara to Northampton Coastal Route Corridor alignment options - South

Dongara to Northampton Coastal Route Corridor alignment options - North