

OFFICIAL



mainroads
WESTERN AUSTRALIA

ROADS 2040

Mid West

*We're working for
Western Australia.*

Regional Strategies for Significant Local Government Roads

2022 (Amended 2026)



Document Control

Owner	ROAD CLASSIFICATION WORKING GROUP
Custodian	ROAD CLASSIFICATION MANAGER
Document Number	D21#1034469
Issue Date	October 2021
Review Frequency	5 years maximum

Amendments

Revision Number	Revision Date	Description of Key Changes	Section / Page No.
1	February 2022	Updated year to reflect year of publication 2022	All
2	September 2022	Updated to reflect minor changes and updates	Various
3	May 2024	Addition of roads in the Shire of Northampton, Shire of Murchison and City of Greater Geraldton	Various
4	May 2025	Addition of roads in the Shire of Mingenew, Northampton, Chapman Valley, Meekatharra and Morawa	Various
5	May 2026	Addition of roads in the Shire of Irwin, Mingenew and Morawa	Various

Contents

GLOSSARY	6
SIGNIFICANT LOCAL GOVERNMENT ROADS DEVELOPMENT STRATEGY.....	11
CHANGES AND AMENDMENTS.....	11
THE MID WEST REGION.....	11
AJANA – KALBARRI ROUTE.....	14
ARRINO SOUTH ROAD.....	15
ASHBURTON DOWNS – MEEKATHARRA ROAD.....	16
AUSTIN DOWNS – DALGARANGA ROAD.....	17
BALLA – WHELARRA ROAD.....	18
BINNU EAST AND WEST ROUTE.....	19
BLENHEIM ROAD.....	20
BOOKARA EAST ROAD.....	21
BOOLARDY – KALLI ROAD.....	22
BUNJIL – CARNAMAH ROUTE.....	23
BUNTINE – MARCHAGEE ROAD.....	24
BURMA ROAD.....	25
BUTCHERS TRACK.....	26
BYRO – WOODLEIGH ROAD.....	27
CARNAMAH – ENEABBA ROAD.....	28
CARNAMAH – MORAWA ROUTE.....	29
CARNAMAH – PERENJORI ROAD.....	30
CARNARVON – MULLEWA ROAD.....	31
CASUARINAS ROAD.....	32
CHAPMAN VALLEY ROAD.....	33
CHILIMONY ROAD.....	34
COALSEAM ROAD.....	36
COOROW – GREEN HEAD ROAD.....	37
COOROW – LATHAM ROAD.....	38
CORONATION BEACH ROAD.....	39
CUE – MURCHISON ROUTE.....	40
CUE – NORTH WEST COASTAL HIGHWAY ROUTE.....	41

CUE - WONDINONG - PAYNESVILLE ROUTE.....	42
DARTMOOR & DARTMOOR - LAKE NERRAMYNE ROUTE.....	43
DEEPDALE ROAD	44
DEPOT HILL ROAD	45
DUDAWA ROAD	47
DURAWAH – STATION – VALENTINE ROUTE.....	48
EAST BOWES ROAD.....	49
EAST CHAPMAN ROAD.....	50
EAST NABAWA ROAD.....	51
ELLERY ROAD	52
ENEABBA - COOLIMBA ROAD.....	54
FRANCO ROAD.....	55
GEORGINA ROAD	56
GERALDTON CITY DISTRIBUTOR ROADS.....	57
GERALDTON TO MINGENEW	60
GOODLANDS ROAD	61
GREENOUGH RIVER ROAD	62
GUTHA EAST ROAD.....	63
GUTHA WEST ROAD.....	64
HORROCKS ROAD.....	65
HORWOOD ROAD / MASTERS ROAD	66
HUNT – WALDECK STREET.....	67
INERINING ROAD	68
KAILIS DRIVE.....	69
KALBARRI NATIONAL PARK ROUTE.....	70
LANDOR – MEEKATHARRA ROAD	71
LATHAM – KARARA ROUTE.....	72
MEEKATHARRA AIRPORT ROUTE.....	74
MEEKATHARRA – MT CLERE ROAD	75
MEEKATHARRA – SANDSTONE ROUTE	76
MENZIES – SANDSTONE ROAD	77
MILO ROAD	78
MINGENEW – MULLEWA ROAD	80
MOONYOONOOKA - NARNGULU ROAD.....	81
MORAWA – YALGOO ROAD	82

MORETON TERRACE	83
MT ADAMS ROAD	84
MT HORNER WEST ROAD	85
MT MAGNET - MURCHISON ROUTE	87
(INCLUDING HILL50 HAULAGE ROUTE)	87
NABAWA – YETNA ROAD	89
NANEKINE ROAD	90
NANSON – HOWATHARRA ROAD	91
NARRA TARRA ROAD	92
NORTHAMPTON – NABAWA ROAD	93
NORTHAMPTON – PORT GREGORY ROAD	94
OCEAN DRIVE	95
OFFSZANKA ROAD	96
OGILVIE EAST – NOLBA STOCK ROUTE	97
PAYNES FIND – SANDSTONE ROAD	99
PERENJORI - GREAT NORTHERN HIGHWAY ROUTE	100
PINTHARUKA WEST ROAD	101
POINT LEANDER DRIVE	102
PYE ROAD	103
RUDDS GULLY – GOULDS ROAD ROUTE	105
TABLETOP ROAD	106
TARDUN PINDAR ROAD	107
THREE SPRINGS – ENEABBA ROAD	108
THREE SPRINGS – MORAWA ROAD	109
THREE SPRINGS – PERENJORI ROAD	110
TROPIANO ROAD	111
TWIN PEAKS - WOOLEEN ROAD	112
VALENTINE ROAD	113
WALKAWAY – NANGETTY ROAD	114
WEBBERTON ROAD EXTENSION	115
WHEAT ROAD	116
WHITE CLIFFS ROAD	117
WILUNA NORTH ROAD	118
WINCHESTER WEST ROAD	119
WUBIN – GUNYIDI ROAD	120

YALGOO – NINGHAN ROAD	121
YALGOO NORTH ROAD	122
YANDANOOKA NORTH-EAST ROAD.....	123
YANDANOOKA WEST / WARRADONG SPRING ROUTE.....	125
YOUANMI ROAD	126
YUNA – TENINDEWA ROAD.....	127
SERVICE LEVELS	128
ROAD NUMBERING SYSTEM.....	129
RESTRICTED ACCESS VEHICLE (RAV) NETWORKS	129
APPENDIX 1: TABLE OF ROUTES WITH SLKS	130
APPENDIX 2: GUIDELINES AND CRITERIA FOR THE IDENTIFICATION OF SIGNIFICANT LOCAL GOVERNMENT ROADS WITH REGIONAL IMPORTANCE	136

Glossary

Abraham Street	57
Airport Access Road	74
Allanooka Springs Road.....	60
Anderson Street	57
Arrino South Road.....	15
Ashburton Downs – Meekatharra Road.....	16
Austin Downs – Dalgaranga Road.....	17
Balla – Whelarra Road.....	18
Bayly Street	57
Beringarra - Byro Road.....	41
Beringarra - Cue Road (Cue)	41
Beringarra - Cue Road (Murchison).....	41
Binnu East Road	19
Binnu West Road	19
Blenheim Road.....	20
Bookara East Road	21
Boolardy – Kalli Road	22
Boundary Road.....	29
Bowman Street	23
Brede Street	57
Bunjil – Carnamah Road.....	23
Buntine – Marchagee Road	24
Burma Road	25
Butchers Track.....	26
Byro – Woodleigh Road	27
Carnamah – Eneabba Road.....	28

Carnamah – Perenjori Road	30
Carnarvon – Mullewa Road	31
Casuarinas Road	32
Cathedral Avenue	57
Chapman Road	57
Chapman Valley Road	33
Checker Plant Road	87
Chilimony Road	34
Clotworthy Street	14
Coalseam Road	36
Connolly Street	57
Coorow – Green Head Road	37
Coorow – Latham Road	38
Coronation Beach Road	39
Cue – Kalli Road	40
Cue – Wondinong Road	42
Dalgaranga - Mt Magnet Road	87
Dalgaranga Road	87
Dartmoor – Lake Nerramyne Road	43
Dartmoor Road	43
Deepdale Road	44
Depot Hill Road	60
Depot Hill Road	45
Dudawa Road	47
Durawah Road	48
Durlacher Street	57
East Bowes Road	49
East Chapman Road	50
East Nabawa Road	51
Eastern Road	57
Eastward Road	57
Edward Road	57
Eighth Street	57
Ellery Road	52
Eneabba - Coolimba Road	54
Fitzgerald Street	57
Flores Road	57
Franco Road	55
George Grey Drive	70
George Road	57
Georgina Road	56
Glenview Street	57
Goodlands Road	61
Goulds Road	105
Green Street	57
Greenough River Road	62
Gutha East Road	63

Gutha West Road.....	64
Haigh Street.....	57
High Street.....	74
Highbury Street.....	57
Hill Road.....	29
Horrocks Road	65
Horwood Road	57, 66
Horwood Road / Masters Road.....	66
Hosken Street.....	57
Hunt – Waldeck Street.....	67
Inering Road	68
Johnston Street.....	57
Kailis Drive	69
Kalbarri Road.....	14
Kalli Road	40
Karara Road	72
Landor – Meekatharra Road.....	71
Lester Avenue.....	57
Marine Terrace.....	57
Masters Road	66
Meeberrie - Mt Wittenoom Road.....	87
Meeberrie - Wooleen Road	87
Meekatharra – Mt Clere Road.....	75
Meekatharra – Sandstone Road.....	76
Meka - Mt Wittenoom Road	87
Menzies – Sandstone Road.....	77
Milo Road	78
Mingenew – Mullewa Road	80
Moonyoonooka - Narngulu Road.....	81
Morawa – Yalgoo Road	82
Morawa South Road.....	29
Moreton Terrace	83
Mt Adams Road.....	84
Mt Farmer Road	87
Mt Horner West Road.....	85
Mt Magnet Hill 50 Road.....	87
Mt Wittenoom Road.....	87
Murchison Downs Road	74
Nabawa – Yetna Road.....	89
Nanekine Road	90
Nanson – Howatharra Road	91
Narra Tarra Road.....	92
Nolba Road	97
Nolba Stock Route	97
Nolba Stock Route Road.....	97
Northampton – Nabawa Road	93
Northampton – Port Gregory Road.....	94

Ocean Drive	95
Offszanka Road	96
Ogilvie East Road	97
Pass Street	57
Paynes Find – Sandstone Road	99
Perenjori - Rothsay Road	72, 100
Phelps Street	57
Pintharuka West Road	101
Place Road	57
Point Leander Drive	102
Point Street	57
Portway	57
Pye Road	103
Queen Road	74
Red Bluff Road	70
Richardson Street	87
Rifle Range Road	57
Rudds Gully Road	105
Sandstone – Wiluna Road	76
Shenton Street	57
Station – Valentine Road	48
Station Road	48
Summers Road	72
Syson Road	72
Tabletop Road	106
Tardun Pindar Road	107
Three Springs – Eneabba Road	108
Three Springs – Morawa Road	109
Three Springs – Perenjori Road	110
Tropiano Road	111
Twin Peaks - Wooleen Road	112
Twin Peaks Wooleen Road	87
Utakarra Road	57
Valentine Road	113
Verita Road	57
Waldeck Street	57
Walkaway – Nangetty Road	114
Wanarra East Road	100
Wanarra Road	100
Warradong Spring Road	125
Warriedar Coppermine Road	72
Webborton Road	57
Webborton Road Extension	115
Wheat Road	116
White Cliffs Road	117
Wiluna North Road	118
Winchester West Road	119

OFFICIAL

Wondinong – Cue Road.....	42
Wondinong – Paynesville Road.....	42
Wubin – Gunyidi Road.....	120
Yalgoo – Ninghan Road.....	121
Yalgoo North Road.....	87, 122
Yandanooka North-East Road	123
Yandanooka West Road.....	125
Youanmi Road.....	126
Yuna – Tenindewa Road.....	127

Significant Local Government Roads Development Strategy

The Roads 2020 Regional Road Development Strategies, released during 1997 and 1998, were an initiative of the 1992 Memorandum of Understanding between the State Government and the Western Australian Local Government Association, then known as the Western Australian Municipal Association. The Memorandum of Understanding requires that the road development strategies be reviewed at five yearly intervals to assess the effects of changing circumstances.

The Roads 2025 Regional Road Development Strategy, for all regions constituted the first review of Roads 2020 Regional Road Development Strategy. Local Governments within the Regions were consulted and engaged in the process of reviewing and defining the Roads 2025 road network. Local Governments reviewed and updated the Roads 2025 documents to produce Roads 2030 in 2013.

The latest iteration *Regional Strategies for Significant Local Government Roads (Roads 2040)* are live documents which allow amendments from the Regional Road Groups. An overall review will take place approximately every five years.

Only projects on local roads in the *Roads 2040* will be eligible for *Road Project Grant* funding under the *State Road Funds to Local Government Agreement*.

CHANGES AND AMENDMENTS

Should a Regional Road Group agree to seek an amendment to the endorsed road development strategy this should be documented and endorsed by the *State Road Funds to Local Government Advisory Committee*. If an affected road crosses into another Region, agreement should be reached with the adjoining Regional Road Group on the proposed change.

All roads submitted to be added to *Roads 2040* should meet the criteria specified within the *GUIDELINES AND CRITERIA for the Identification of Significant Local Government Roads with Regional Importance*.

Note - A separate Main Roads WA process is required to amend the [WA Road Hierarchy](#) category.

THE MID WEST REGION

The Mid West Region covers approximately 293,021 square kilometres (including offshore islands). The Region extends along the coast from Greenhead in the south, where it borders the Wheatbelt North Region, to beyond Kalbarri in the north where it is bordered by the Gascoyne Region. The region also extends more than 600 km east into the mineral rich hinterland where it is bordered by the Pilbara Region (north-east) and the Goldfields-Esperance Region (east and south-east). With an area well over the size of the United Kingdom, the Mid West Region embraces a wide range of landscapes and land uses.

Land uses range from the rich fishing and agricultural areas along and near the coast to the valuable pastoral and mining areas inland. The Mid West Region comprises 16 local government authorities,

following the amalgamation of the Shires of Greenough and Mullewa into the City of Greater Geraldton, which is the Region's major commercial, administrative and service centre.

The economy of the Mid West is predominantly based on the mining, agriculture, and fishing and tourism industries and is an important contributor to the Western Australian economy. Continued diversification and value adding across all sectors, combined with a further strengthening of the Region's strategic infrastructure and further development of its tourism potential, will ensure the Mid West's continued growth.

The Mid West Region had a resident population of 55 127 in 2016. Currently, the population makes up 10.5 per cent of the people living in regional Western Australia and 2.3 per cent of the State's population. The City of Greater Geraldton remains the predominant population centre, with 37 432 people in 2016. The coastal Shires of Irwin, Chapman Valley and Northampton have a large share of the remainder (14.5 per cent).

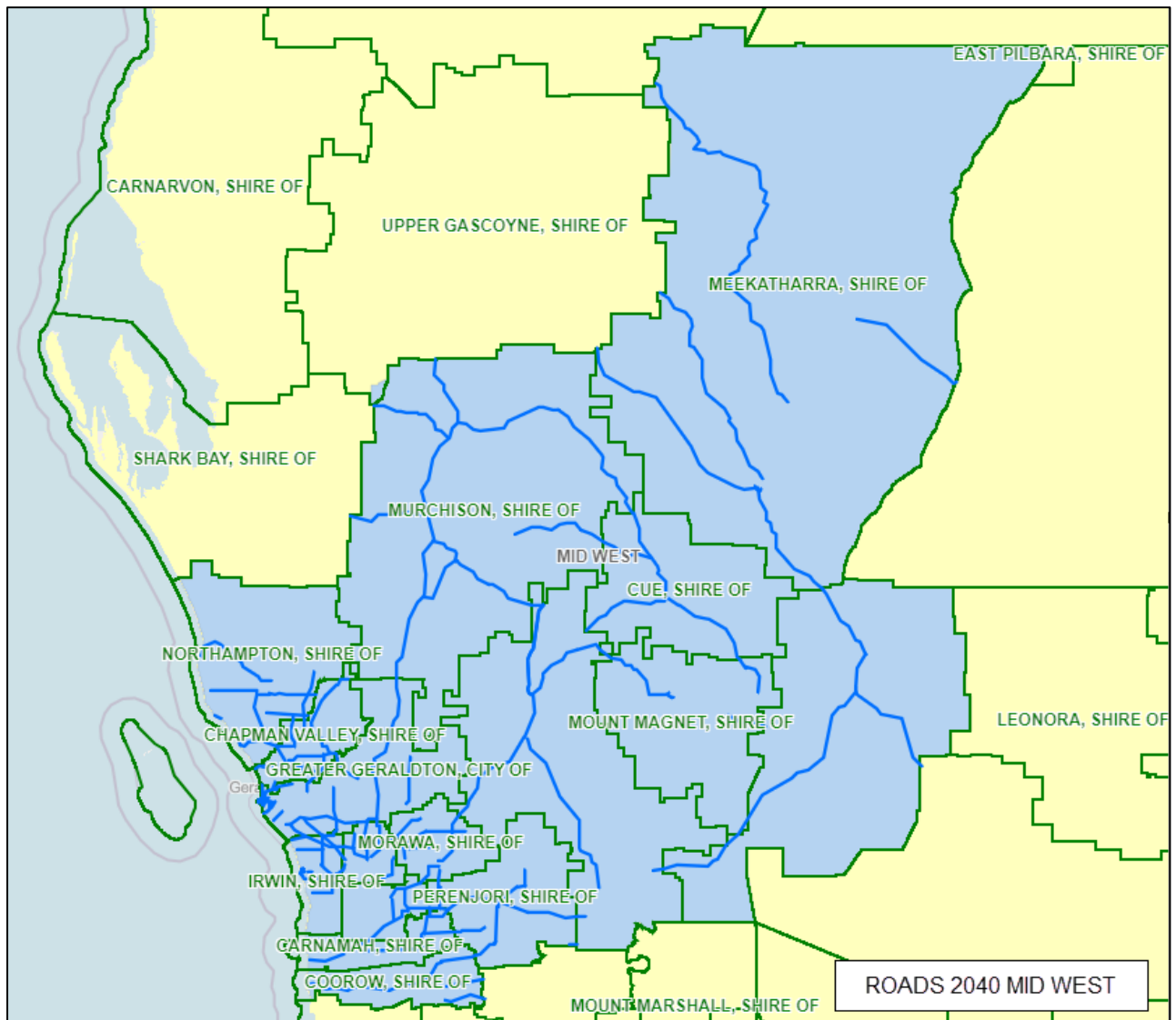
The Mid West is well serviced with a network of major sealed roads connecting Geraldton to Perth, the North West and the hinterland, which provides extensive use of double and triple road trains. Major arterial roads include: Brand Highway linking Perth to Geraldton; North West Coastal Highway from Geraldton to the North West via Northampton, Carnarvon, Karratha and Port Hedland; Midlands Road between Moora and Dongara; and the eastern connection from Geraldton to Leinster via Mullewa, Yalgoo, Mt Magnet and Sandstone.

The upgrade and sealing of the Meekatharra to Wiluna section of Goldfields Highway is a priority for the Region as is the upgrade of Indian Ocean Drive. These works will play a vital role in opening and further developing the mining, pastoral and tourist sectors, as well as serving the needs of Mid West communities. 125 km of the 180 km section remains unsealed. Construction is scheduled to begin in late 2021 until 2025 to seal a 17km section of the road.

Strong growth in the mining sector is placing extra demands on the Region's road network, with most of the activity being located in the Murchison Goldfields. The agricultural sector continues to place demands on the network, especially on the Wubin-Mullewa Road.

Tourism developments along the coastal strip from Greenhead to Kalbarri and steady growth in population centres such as Geraldton are also driving the need for quality road infrastructure.

The major demands listed above are being felt by the State Network, however, the significant network of Local Roads that are the subject of the *Regional Strategies for Significant Local Government Roads*, also play a major role in dealing with the increased demand throughout the region.



AJANA – KALBARRI ROUTE

Clotworthy Street (5130251)
Kalbarri Road (5130250)
Regional Distributors

Northampton Shire

Last Reviewed: April 2021

FUNCTION

This road is the northern route into Kalbarri and the Murchison Gorges within the Kalbarri National Park. In addition, it provides an alternative coastal route from Ajana through to Northampton via Kalbarri, Port Gregory and Horrocks.

It is a major tourism route and carries all goods to Kalbarri.

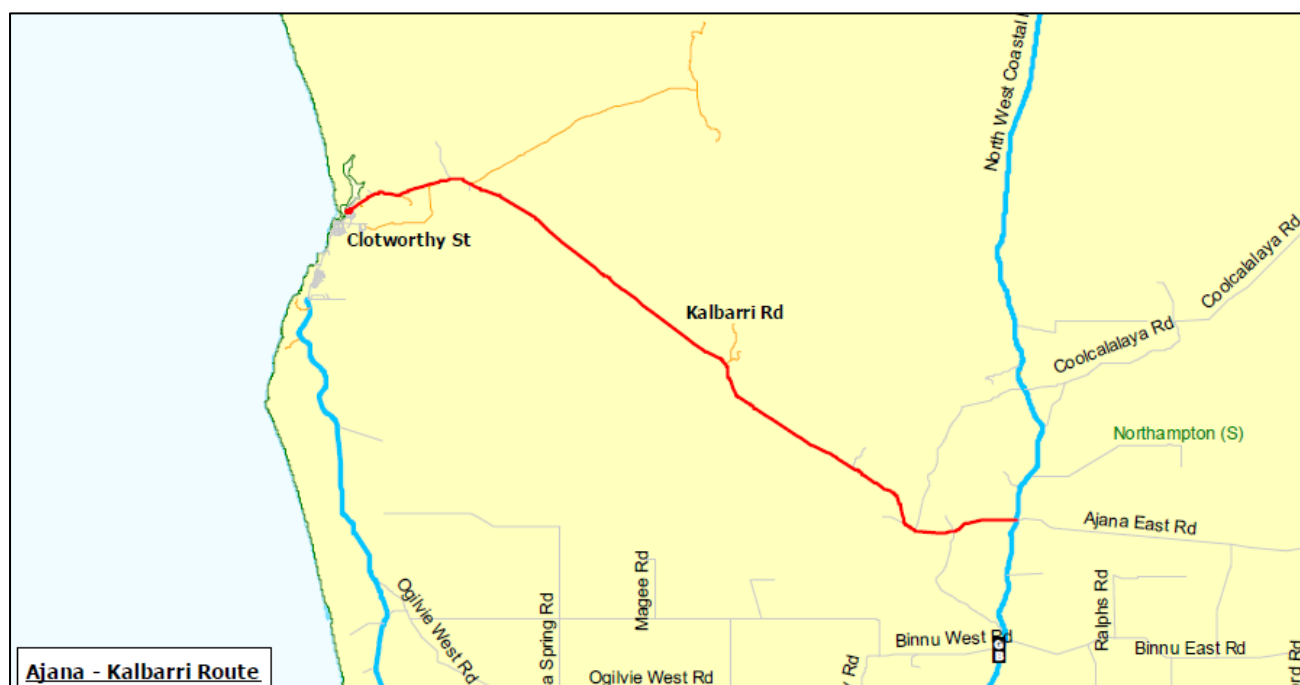
Kalbarri Road is a RAV Network 8 road.

DEVELOPMENT NEED

The road is a significant regional tourism link and service provider to Kalbarri. The road is constructed to a Type 5 standard.

DEVELOPMENT STRATEGY

Maintain the road to a Type 5 standard.



ARRINO SOUTH ROAD

Road No. 5150006

Local Distributor

Three Springs Shire

Last Reviewed: April 2021

FUNCTION

The road carries seasonal grain and fertilizer traffic, general freight and tourist traffic. It accommodates Oversize loads for the Mining, Energy and Agricultural sectors.

Arrino South Road is a Restricted Access Vehicle (RAV) Network 7 road (Conditional).

DEVELOPMENT NEED

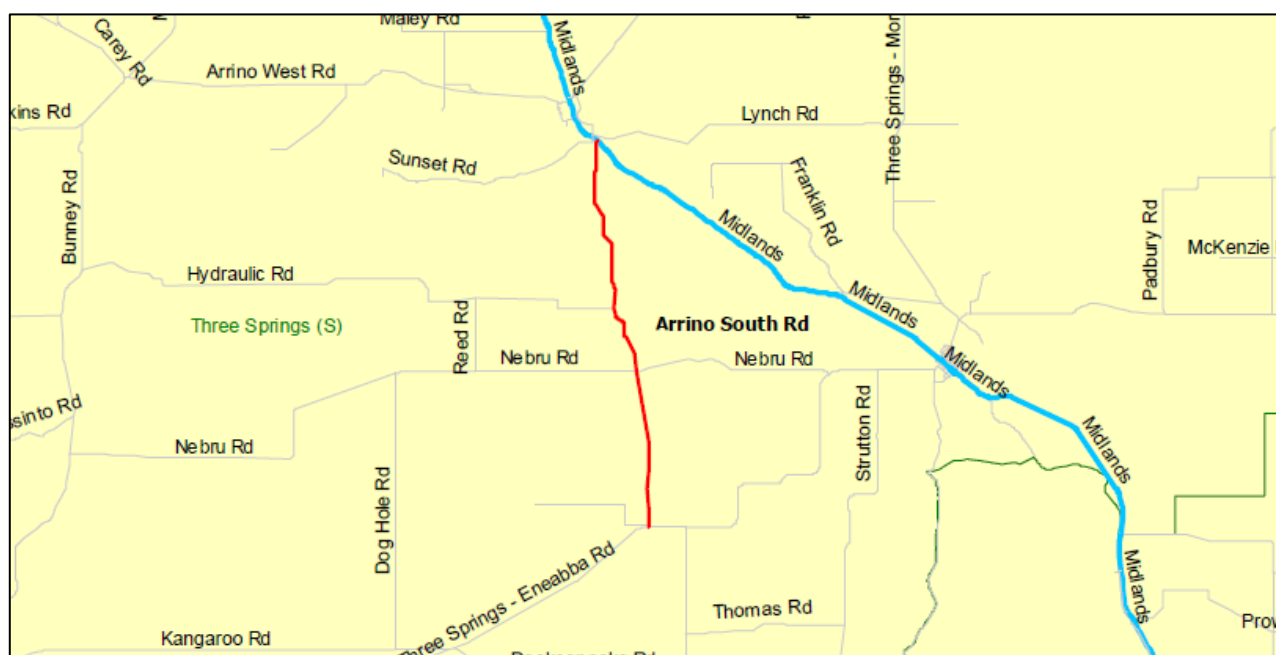
The fifteen-kilometre section from SLK 0.00 to 15.72 is now a type 5 road.

From SLK 6.50 to 11.10 apply second coat seal over primer seal in 2012/13.

From SLK 12.00 to 15.72 apply second coat seal over primer seal in 2013/14.

DEVELOPMENT STRATEGY

Apply second coat seal over primer seal on previous years' work.



ASHBURTON DOWNS – MEEKATHARRA ROAD**Road No. 7030067****Local Distributor****Meekatharra Shire****Last Reviewed: April 2021****FUNCTION**

Ashburton Downs – Meekatharra Road is a connection from Paraburdoo and the western Pilbara through Meekatharra to Perth. The road services large operational mine sites as well as significant areas of exploration. It carries mining and tourist traffic in addition to serving the needs of Aboriginal communities and pastoral stations.

Ashburton Downs – Meekatharra Road is a RAV Network 10 road (conditional).

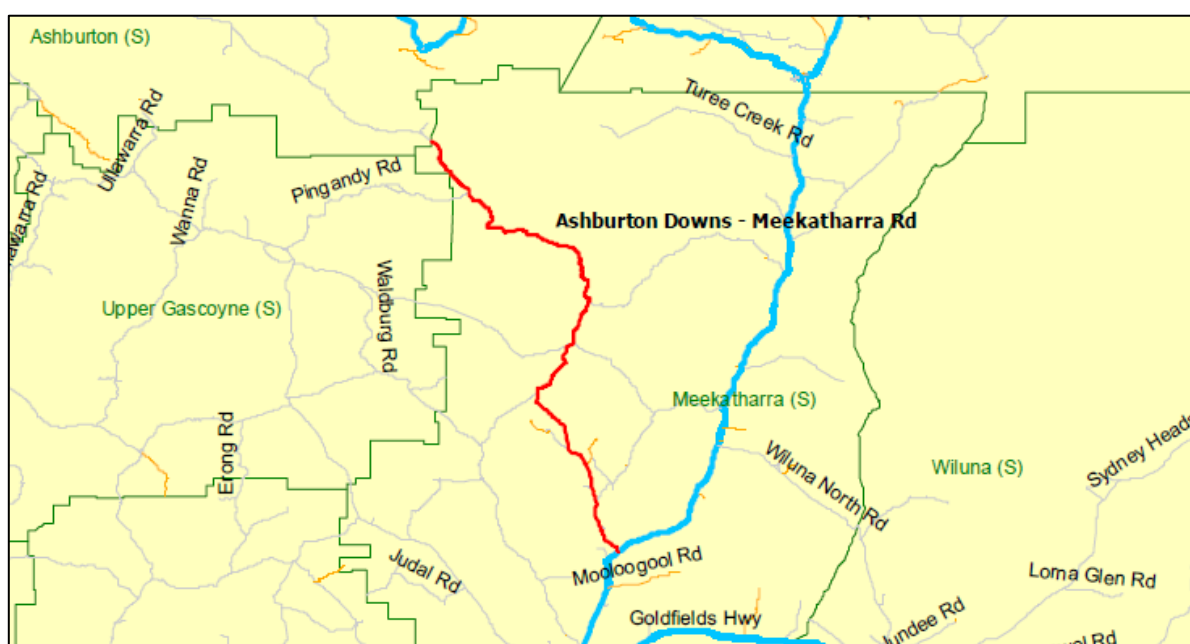
DEVELOPMENT NEED

There is a need for more direct access between Paraburdoo and Meekatharra to service a proportion of the Pilbara workforce, tourist travel, livestock agistment to southern pastures and general mining traffic. An improved standard of road is required for the proportionally high number of heavy mining and livestock transport vehicles.

The road is subject to periods of closure at the Gascoyne River during only moderate rainfall. While seasonal, it affects the serviceability. This crossing requires hard surfacing to minimise disruption to traffic.

DEVELOPMENT STRATEGY

Ultimately, develop the entire length of the road to a Type 3 standard to the shire boundary. Cement stabilise all flood ways.



AUSTIN DOWNS – DALGARANGA ROAD

Road No.
Local Distributor

Cue Shire

Last Reviewed: May 2021

FUNCTION

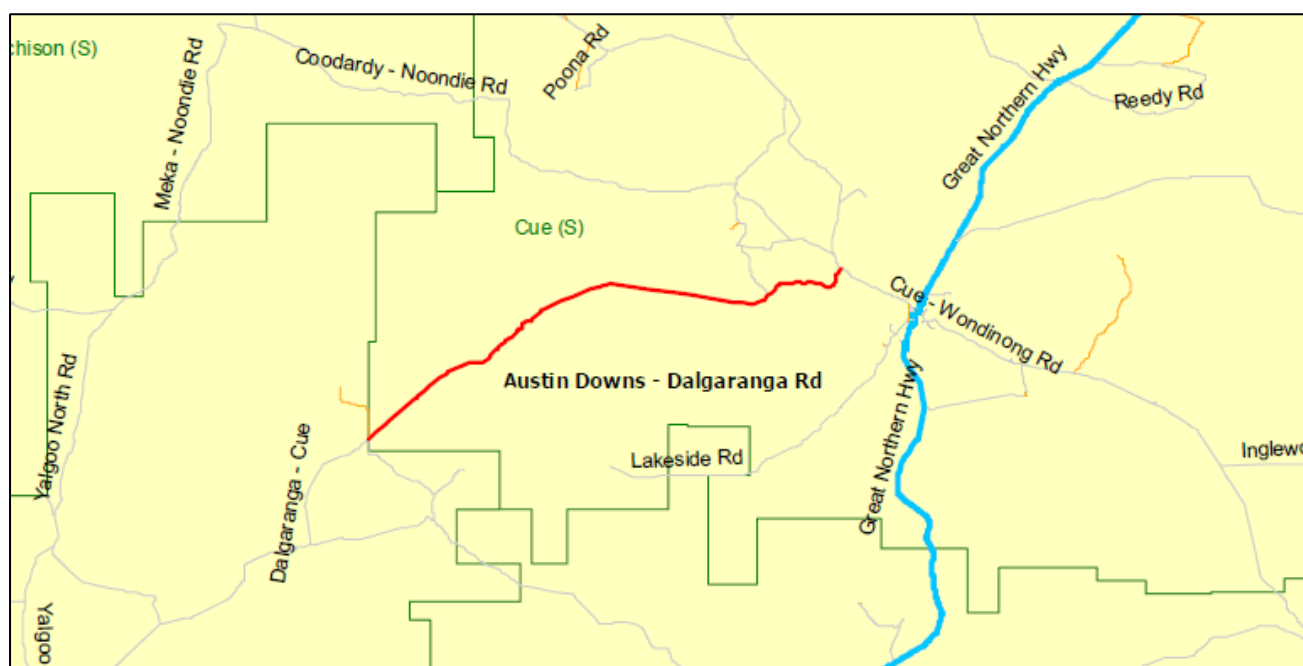
Dalgaranga Road is an essential regional link between Cue and Yalgoo. It is the only access road to the significant tourist destination, WALGA Rock. It provides access for pastoral properties, including transport of livestock.

DEVELOPMENT NEED

The existing road is unsealed. It needs to be maintained regularly to maintain safe access.

DEVELOPMENT STRATEGY

Shire of Cue proposes to maintain road as Type 3 unsealed.



BALLA – WHELARRA ROAD

Road No. 5160019 and 5130025
Local Distributor and Access Road

Chapman Valley and Northampton Shires

Last Reviewed: April 2021

FUNCTION

Balla – Whelarra Road forms part of the Binu – Tenindewa Route. This route includes the following roads:

Yuna – Tenindewa Road (in the Shires of Chapman Valley and City of Greater Geraldton);

Chapman Valley Road (under State responsibility);

Balla – Whelarra Road (in the Shires of Chapman Valley and Northampton); and

Binu East Road.

This forms part of a route through to North West Coastal Highway from the Geraldton-Mt Magnet Road. Balla – Whelarra Road is primarily a link to transfer grain, livestock, fuel and fertilizer products. It provides access to the CBH site at Yuna. This route carries a significant proportion of heavy vehicles.

Balla – Whelarra Road in Chapman Valley Shire is a RAV Network 7 road (conditional).

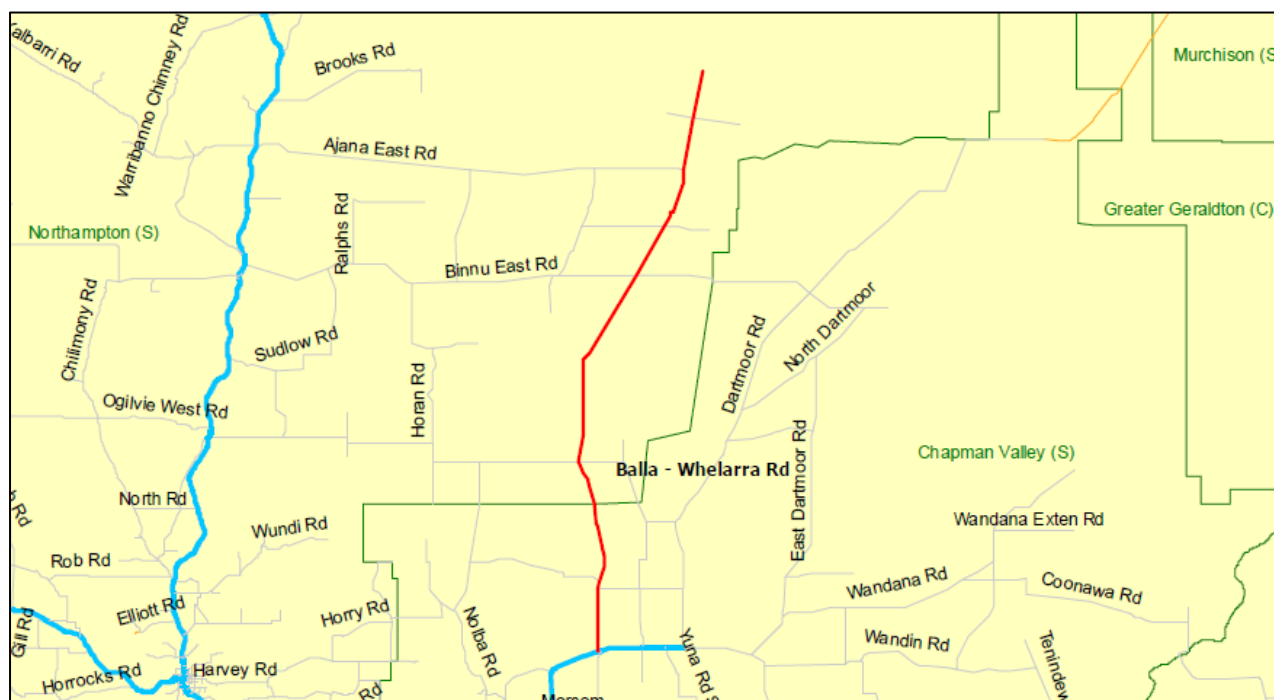
Balla – Whelarra Road in Northampton Shire is a RAV Network 7 road.

DEVELOPMENT NEED

The road is currently of a Type 5 standard.

DEVELOPMENT STRATEGY

Continue to maintain the road to a Type 5 standard.



BINNU EAST AND WEST ROUTE

Binnu East Road (5130003) – Local Distributor and Access Road

Binnu West Road (5130011) – Access Road

Northampton Shire

Last Reviewed: April 2021

FUNCTION

These roads are feeder routes to the grain receival facility at Binnu. They carry a high proportion of heavy vehicles associated with the cartage of grain, fuel, fertilizer and general supplies. The roads form part of school bus routes and accommodate tourist traffic visiting the area. With Yuna-Tenindewa Road, they provide an alternative link between the north-eastern Wheatbelt and the coast.

Binnu East Road is a RAV Network 7 road (conditional).

Binnu West Road is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

The road is currently of a Type 5 standard to SLK 31.00

DEVELOPMENT STRATEGY

Continue to maintain the road to a Type 5 standard.



BLenheim ROAD**Road No. 5080060****Access Road****Irwin Shire****Last Reviewed: April 2021****FUNCTION**

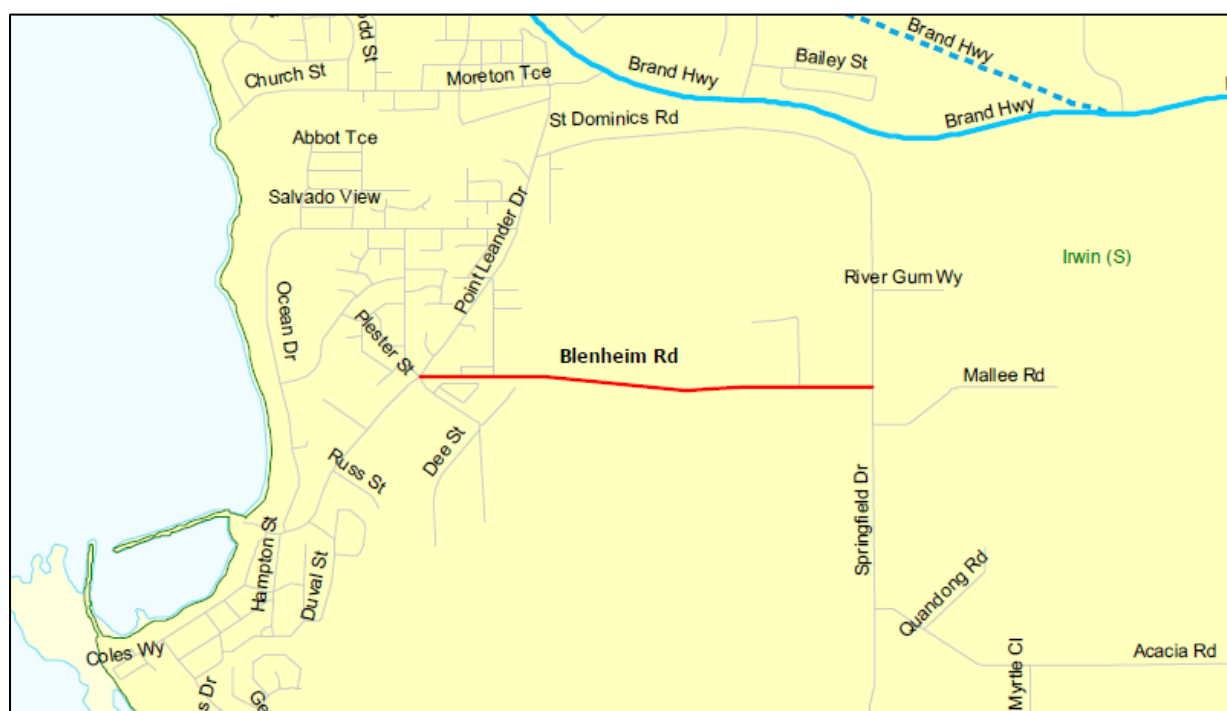
This road provides the main access from Dongara and Port Denison to the Medical Centre and Springfield residential area. The road also extends east from Point Leander Drive to Springfield Road. The Springfield subdivision contains approximately 80 separate land parcels and 250 residents. The road was built in the mid-1990s to replace St Dominic's Road as the main access road to the area, due to that road being frequently cut by flooding of the Irwin River.

DEVELOPMENT NEED

The road is currently developed to a two-lane Type 5 standard, which is considered sufficient to cater for the current and expected future needs. This road must be well maintained, to ensure current and expected future traffic forecasts are met. Currently, there is a major hazard at the Medical Centre with traffic ingress and egress at the peak of a crest.

DEVELOPMENT STRATEGY

Maintain/upgrade road to a two-lane sealed standard suitable for heavy vehicle/ passenger vehicle mix with upgrades through channelization at the medical centre and line marking and kerbing. The traffic hazard at the medical centre was altered under a Blackspot grant in 2011/12, the road has had a second coat seal applied on the 5th of February 2013. There are no other planned works in the foreseeable future.



BOOKARA EAST ROAD**Road No. 5080006****Access Road****Irwin Shire****Last Reviewed: April 2021****FUNCTION**

This road contributes by means of access for vehicles travelling to and from the Windimurra Wind Farm. It maintains an access between the Brand Highway and Allanooka Springs Road and the road has also been used on numerous occasions for a detour in emergency situations such as vehicle crashes and flooding.

Bookara East Road is not currently on the RAV Network.

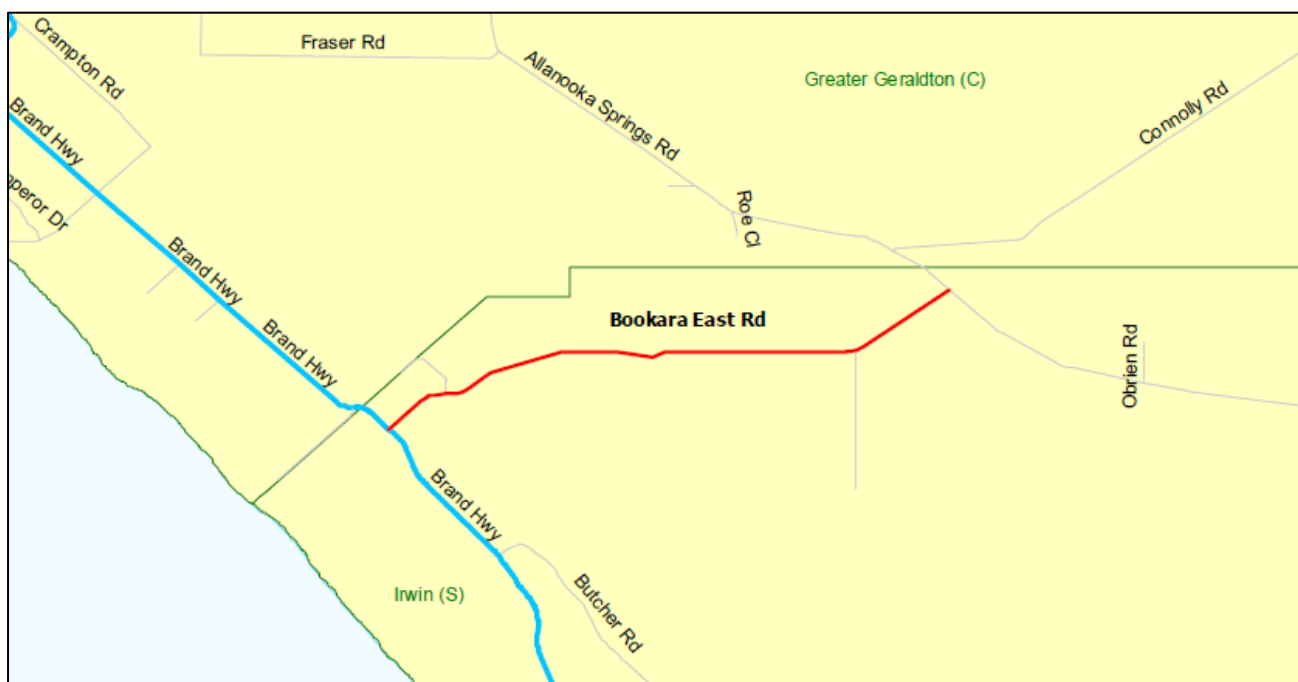
DEVELOPMENT NEED

Future use would include the continued access for the wind farm, other access from and to Brand Highway and Allanooka Springs Road and the continued use as a detour route for emergencies which may occur north of the road routes.

DEVELOPMENT STRATEGY

Future development would include the widening of the road, straightening sections of unsafe curves, intersection treatments at both ends of the road (Brand Highway, Allanooka Springs Road) and possibly an upgrade to a bitumen seal to accommodate larger vehicles, possibly to RAV category.

Black Spot grants may be a source of funding for the intersections and possibly the curves. Road Project Grants would be looked at if it is possible to upgrade the road as a road of regional significance.



BOOLARDY – KALLI ROAD**Road No. 7050005****Local Distributor****Murchison Shire****Last Reviewed: April 2021****FUNCTION**

The road currently provides access between Murchison Settlement and Cue and is increasingly being used by tourists and travellers who are looking for an alternative and direct route across to Great Northern Highway without having to travel down to Mullewa. It is already included as a road of regional significance by Cue and Murchison Shire which had resolved to apply to have it included as a Road of Regional Significance at the November 2012 meeting of council.

Development of the ASKAP/MRO site has seen increased traffic to this part of the shire and therefore this road is getting more use and is now of a higher significance than prior to the development.

Traffic counts are not available and due to the tourist season being April – October, cannot be obtained until later in the year. Counts are projected to increase significantly from the current 20 vehicles per day, mainly non heavy vehicles.

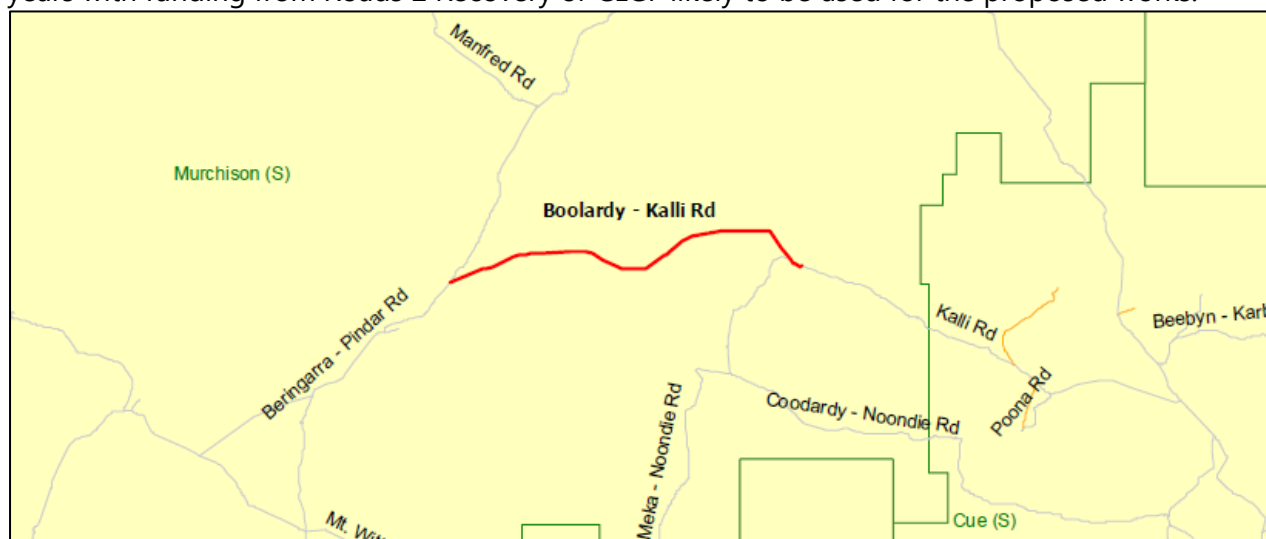
DEVELOPMENT NEED

The Creek crossing over the Roderick Rover has been recently completed. The road is unsealed and will need to be improved and maintained to a Type 3 Gravel standard capable of providing reliable access in all but exceptionally wet weather in order to adequately service the SKA/MRO.

DEVELOPMENT STRATEGY

The importance of this road as an east-west link will be monitored. Initially, weak points should be improved with better drainage, filling, forming and gravel sheeting problem sections. The creek crossing area just before the shire boundary with Cue needs some upgrade work to improve its resilience to flooding.

The shire will factor these works into its capital and maintenance road program over the coming years with funding from Roads 2 Recovery or CLGF likely to be used for the proposed works.



BUNJIL – CARNAMAH ROUTE

Bowman Street (5010065) – Regional Distributor
Bunjil – Carnamah Road (5010002, 5140081) – Local Distributor

Carnamah and Perenjori Shires

Last Reviewed: April 2021

FUNCTION

The route connects Bunjil to Carnamah. It has recently received funding through the ASIF Program to upgrade the route to enable it to accommodate RAV Network 7 vehicles.

The upgrade of this route has been brought about due to the impending closure of the rail line between Maya and Perenjori which will result in significant tonnages of grain from Maya, Latham and Bunjil being transported by road to the Carnamah CBH primary receival point. Bowman Street also sustains large volumes of heavy haulage grain traffic from the Carnamah Perenjori Road and as such, plays a significant economic role for the region and the State.

Bowman Street (5010065) is a RAV Network 7 road (conditional).

Bunjil – Carnamah Road (5010002, 5140081) is a RAV Network 7 road.

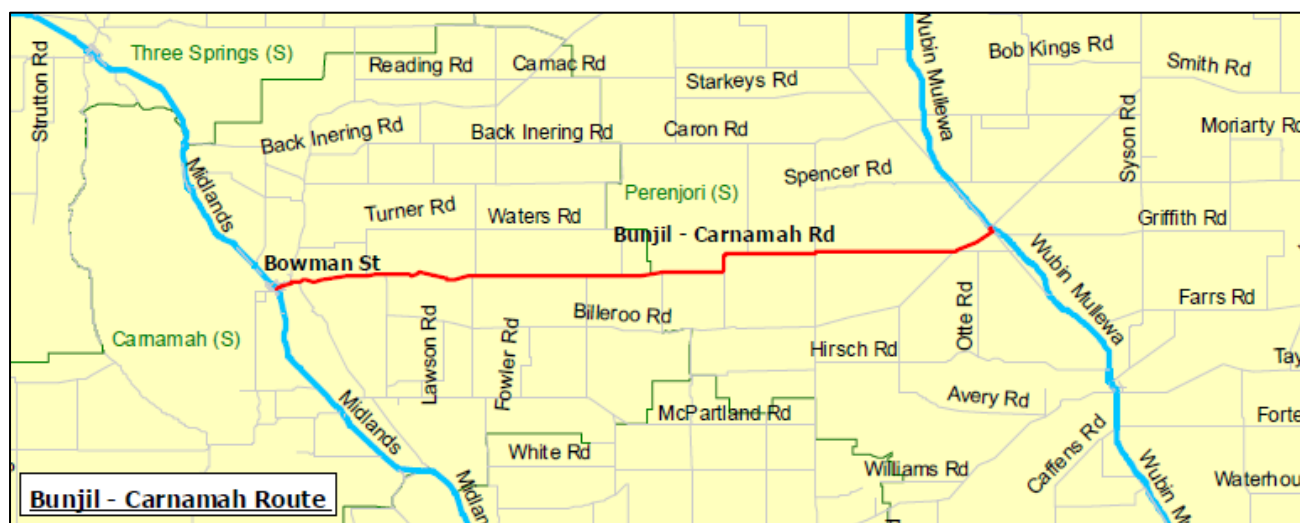
DEVELOPMENT NEED

Widening and sealing to a two-lane uniform standard to tie in with the Carnamah – Perenjori and Bunjil – Carnamah heavy haulage (grain) routes. Road is now a Type 5 standard. Requirement is to maintain road to this standard.

DEVELOPMENT STRATEGY

Develop the road to a minimum standard of Type 5 planning for a possible upgrade to Type 6 when warranted.

Proposed funding sources are Country Local Government, Roads to Recovery and Road Project funding.



BUNTINE – MARCHAGEE ROAD

Road No. 5190002

Local Distributor

Coorow Shire

Last Reviewed: April 2021

FUNCTION

Buntine – Marchagee Road provides a direct link from Wubin – Mullewa Road to the CBH receival point at Marchagee. It also forms part of a haulage route for lime sands and livestock as well as being a school bus route.

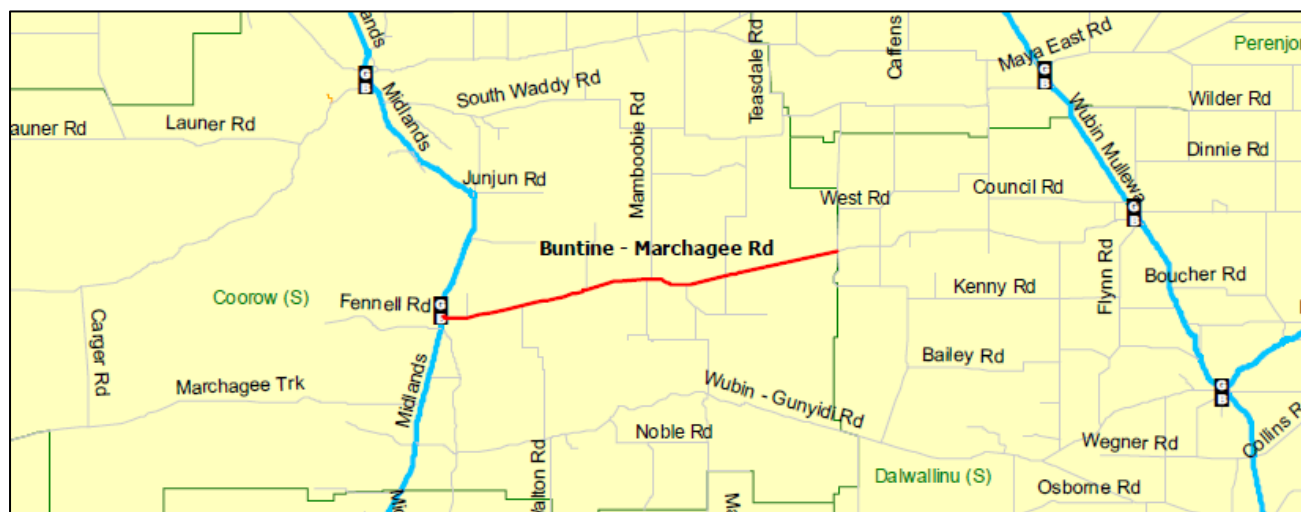
The Buntine – Marchagee Road in the Coorow Shire is a RAV Network 4 road.

DEVELOPMENT NEED

The current status with this road is that it has a 7 m seal that over time will be inadequate for the growing traffic needs within the local and surrounding areas.

DEVELOPMENT STRATEGY

Over the next 5 to 10 years major resealing works are planned to Type 5 standard as usage increases.



BURMA ROAD**Road No. 5080005, 5090007 and 5051003****Access Road****Irwin, Mingenew Shires and City of Greater Geraldton****Last Reviewed: April 2021****FUNCTION**

Burma Road extends north-west from Strawberry North East Road on Midlands Road through Allanooka Springs then onto Walkaway – Nangetty Road. It provides access for local farms for the transport of grain, fertilizer and livestock to Geraldton via Allanooka Springs Road. Burma Road also acts as a bus route.

Burma Road in the City of Greater Geraldton is a RAV Network 4 road.

Burma Road in Irwin Shire is a RAV Network 5 road.

Burma Road in Mingenew Shire is a RAV Network 2 road.

DEVELOPMENT NEED

The volume and type of traffic on this road warrants maintaining the section from the Midlands Road to Walkaway – Nangetty Road as a minimum Type 3 standard.

DEVELOPMENT STRATEGY

The section from Midlands Road to Walkaway – Nangetty Road needs to be maintained as a Type 3 standard.

Gravel re-sheeting works were completed for the remaining section of Burma Road in 2009/10 with assistance from Roads to Recovery funding.

There are no plans in the foreseeable future for anymore works on this road.

The whole of Burma has now been re-gravelled.



BUTCHERS TRACK**Road No. 7050035****Local Distributor****Murchison Shire****Last Reviewed: April 2021****FUNCTION**

The road is an east-west connection between Carnarvon – Mullewa Road and North West Coastal Highway. When the Murchison River is in flood this road is the only means of access for the Murchison Settlement and pastoral properties located north of the river. It links Monkey Mia with the wildflower country of the Murchison and several "station stay" destinations. It is a link for the transport of livestock to the Carnarvon abattoir.

The route then continues from the Murchison Settlement across via Meeberrie – Wooleen Road and Meeberrie – Mt Wittenoom Road to connect with Yalgoo North Road down to the junction with Dalgara/Mt Magnet Road across to Mt Magnet. This gives access from North West Coastal Highway to Great Northern Highway providing an alternative route for tourists and travellers that wish to cut inland from the coast across to the central Murchison area. When the Murchison River is in flood this road is the only means of access for the Murchison Settlement and pastoral properties located north of the river

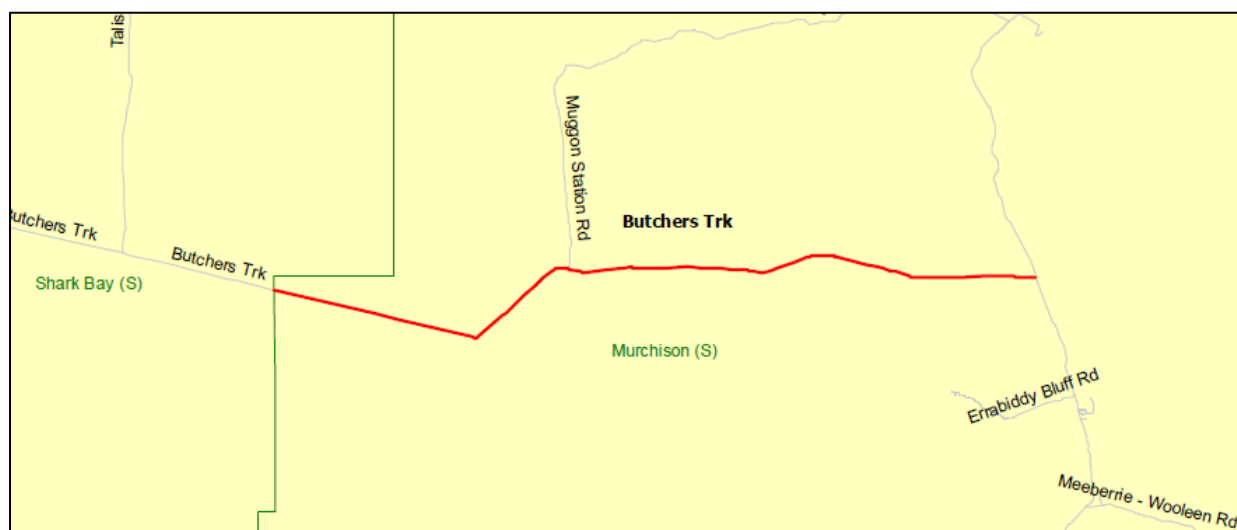
DEVELOPMENT NEED

The road has been upgraded to a uniform Type 2 standard.

There is a need to improve the road and maintain it to a Type 2 standard capable of providing reliable access in all but exceptionally wet weather.

DEVELOPMENT STRATEGY

The relative importance of this road as an east-west link should be monitored. Initially, weak points should be upgraded by draining, filling and forming, with the ultimate aim to upgrade the whole road to a Type 2 standard.



BYRO – WOODLEIGH ROAD

Road No. 7050006

Local Distributor

Murchison Shire

Last Reviewed: April 2021

FUNCTION

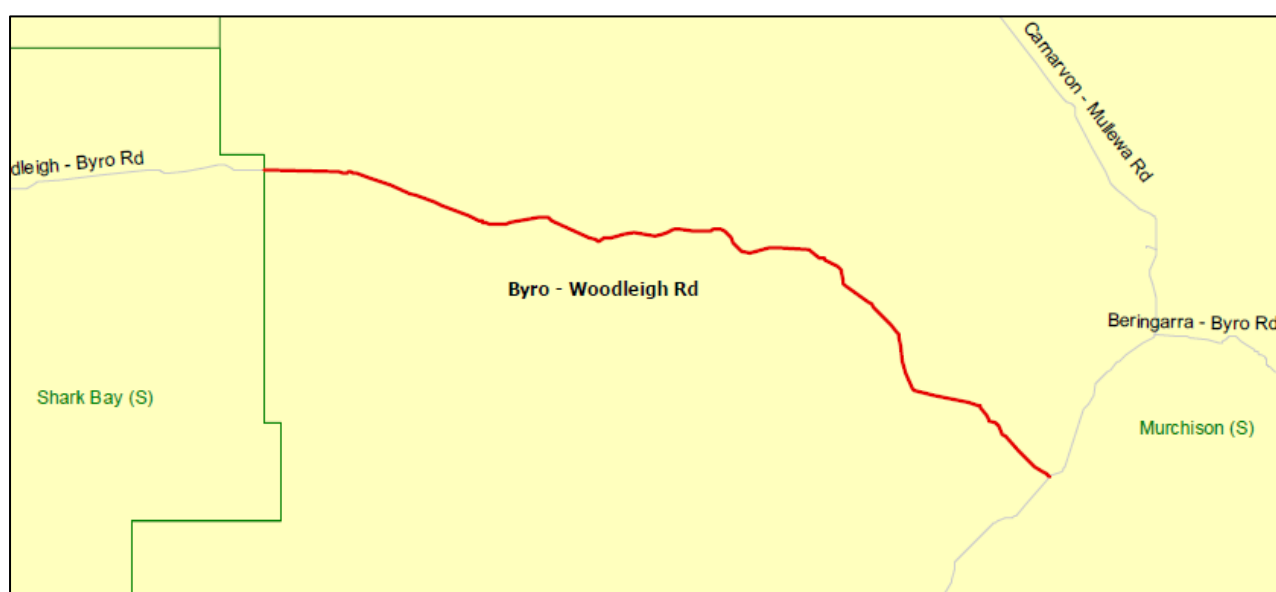
This road provides for access to the Ballythunna Pastoral Station and acts as a link between North West Coastal Highway and Carnarvon – Mullewa Road. This is used by tourists travelling off the beaten track to access sights such as Mt Augustus.

DEVELOPMENT NEED

The formation width of this road is quite narrow in places and can create problems for tourists not used to driving on this type of road. When this is mixed with some heavy vehicle movements, it can pose a serious safety risk.

DEVELOPMENT STRATEGY

Widen the formation and provide a uniform Type 2 standard to improve the safety and amenity of this road.



CARNAMAH – ENEABBA ROAD

Road No. 5010123
Regional Distributor

Carnamah Shire

Last Reviewed: April 2021

FUNCTION

The road connects the two population centres of Carnamah and Eneabba and is a major link road between Midlands Road and Brand Highway. This road carries seasonal grain traffic, bulk fuel traffic, some general freight traffic and tourist traffic. It is also a lime sands route.

This road also provides access to the coast for recreational traffic. The road is listed as a Local Government Road of Regional Significance and has attracted Road Project funding over several years.

The road contributes to the regional and State economy in its capacity as a major transport infrastructure corridor.

Carnamah Eneabba Road is a RAV Network 7 road.

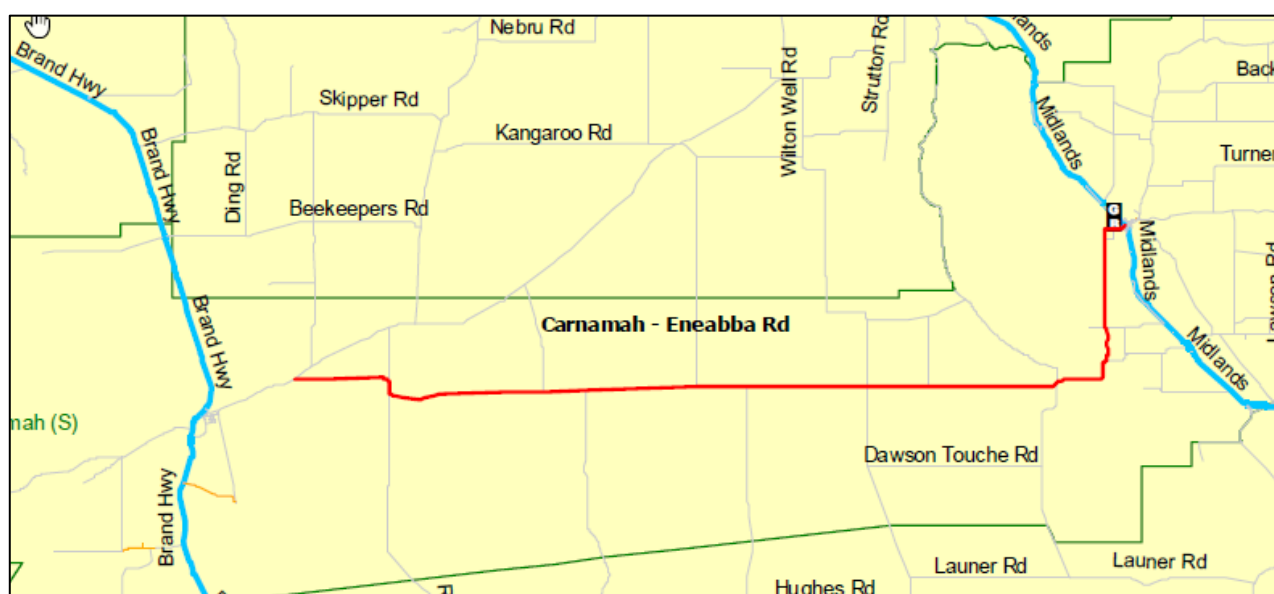
DEVELOPMENT NEED

Widening and sealing to a two-lane uniform standard.

DEVELOPMENT STRATEGY

Complete the development of the road to a minimum standard of Type 5 planning for a possible upgrade to Type 6 when warranted.

This has been progressively carried out for several years and has been prioritised in Road Project and Roads to Recovery road funding programs. Funding from these programs will continue to be sourced.



CARNAMAH – MORAWA ROUTE

Boundary Road (5140047) – Local Distributor
Hill Road (5140009) – Local Distributor and Access Road
Morawa South Road (5140039, 5110002) – Local Distributor

Perenjori and Morawa Shires

Last Reviewed: April 2021

FUNCTION

These roads provide a link between Carnamah and Morawa. It provides a sealed route for these two rural communities to interact and provides an alternative more direct route between Wubin-Mullewa Road and Midlands Road for traffic heading North East or South West.

These roads allow visitors the opportunity to view the important wildflower country regions of these centres. From a commercial perspective, the road is also important for wheat, lime sands and fertilizer cartage operations and acts as a school bus route.

Morawa South Road in the Perenjori shire is a RAV Network 4 road (conditional).

Morawa South Road in the Morawa shire is a RAV Network 5 road.

Hill Road in the Perenjori shire is a RAV Network 4 road (conditional).

Boundary Road in the Perenjori Shire is a RAV Network 4 (conditional)

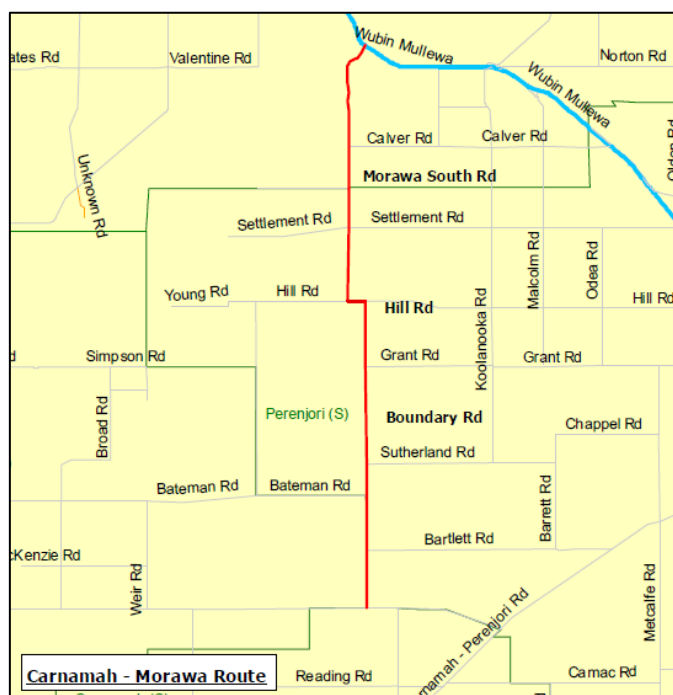
DEVELOPMENT NEED

Significant sections of the route have been completed to a two-lane sealed standard, with the remainder being sealed to a 4.2 m minimum width.

There is a need to widen and seal this thoroughfare given the increased pressure being placed on the route for a combination of public, commercial and tourist traffic. Recent efforts by adjoining Shires located to the south east of Morawa Shire to seal particular roads and sections of the connecting route through the town site of Carnamah has increased the potential for higher total and combined usage of this particular road. Route is now a type 5, 7 metre wide seal.

DEVELOPMENT STRATEGY

Strategy is to maintain roads to a type 5 standard.



CARNAMAH – PERENJORI ROAD

Road No. 5010001 and 5140165
Regional Distributor

Carnamah and Perenjori Shires

Last Reviewed: April 2021

FUNCTION

The road connects the population centres of Carnamah and Perenjori situated on major north-south inter-regional service corridors. The road carries seasonal grain and fertilizer traffic in addition to providing access to the coast for recreational and tourist traffic from the inland areas.

Carnamah – Perenjori Road in Carnamah Shire is a RAV Network 7 road (conditional).

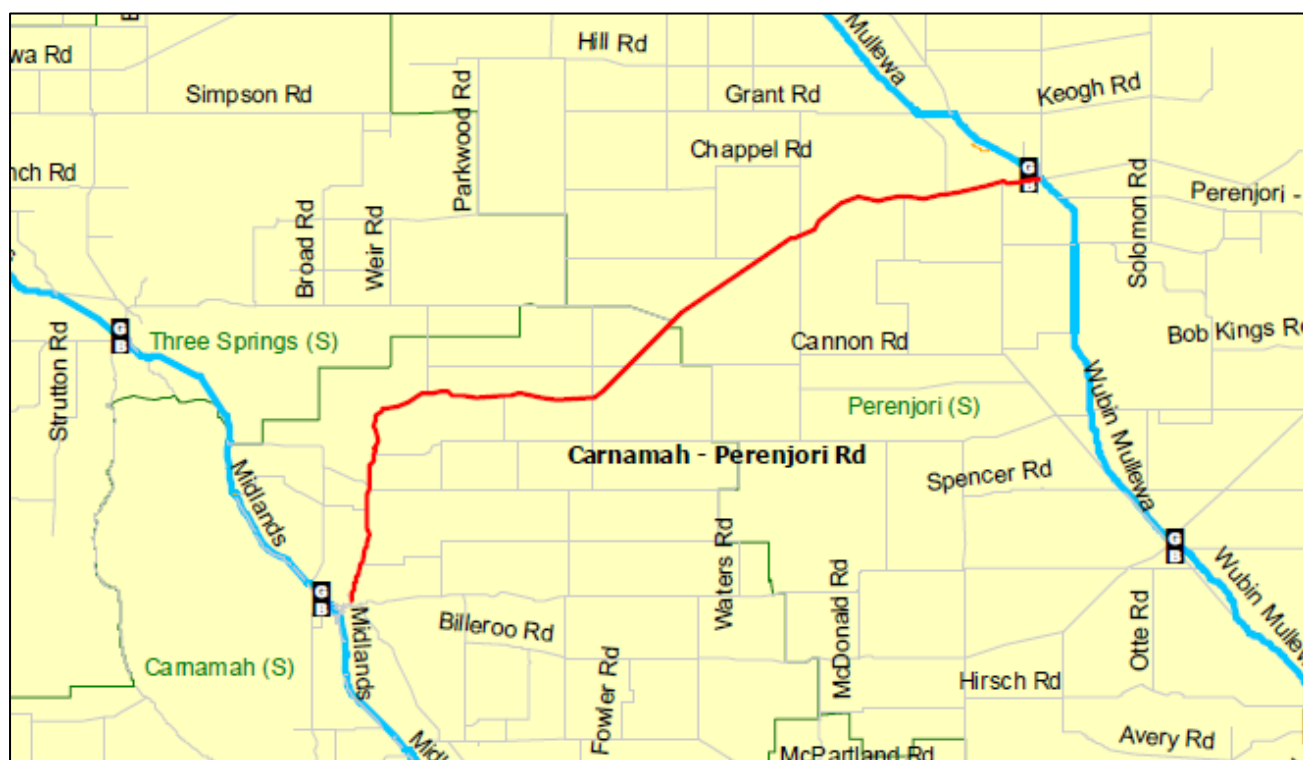
Carnamah – Perenjori Road in Perenjori Shire is a RAV Network 7 road.

DEVELOPMENT NEED

Widening and sealing to a two-lane uniform standard. While seal widening is complete within the Shire of Perenjori to a Type 5 standard, there are salt affected areas where there is significant risk of recurring seal failure. Some sections in the Perenjori Shire will require resealing over the next 3 years.

DEVELOPMENT STRATEGY

Develop the road to a minimum standard of Type 5 planning for a possible upgrade to Type 6 when warranted. Maintain road in Perenjori to a Type 5 standard.



CARNARVON – MULLEWA ROAD**Road No. 5050756 and 7050043****Regional Distributor****City of Greater Geraldton and Murchison Shire****Last Reviewed: April 2021****FUNCTION**

This road currently provides access between Mullewa, Murchison Settlement and Gascoyne Junction. From Talling Peak to Mullewa, it carries heavy traffic associated with some mineral development in that area. It provides access to some areas of pastoral activity and is used by tourists.

Carnarvon – Mullewa Road, 5050756, is a RAV Network 10 road.

Carnarvon – Mullewa Road, 7050043, is a RAV Network 7 road.

DEVELOPMENT NEED

With the future traffic needs that are likely to be resulting from the construction and operation of the Square Kilometre Array (SKA) radar in the Murchison, major improvement works will be required between the Murchison Settlement and Talling Peak. The first 65 km south of the Murchison Settlement is T4 with a 4 m seal.

The rest of the road is an unsealed surface that carries large RAV combinations which can create a dust visibility hazard. The 2017 replacement of the single lane Ballinyoo Bridge over the Murchison River with accompanying wide low-level crossing has significantly improved safety and the isolation of the Murchison Settlement in times of flooding. A low-level crossing has been built adjacent to the bridge to allow improved vehicle access, although this can be subject to long closure periods following flooding or significant weather events.

DEVELOPMENT STRATEGY

Following the final approval being granted for the SKA project in May 2012, the road should undergo reconstruction and sealing to a uniform Type 5 standard between Murchison Settlement and Talling Peak.

North of the Murchison Settlement a Type 4 – 6m seal classification is considered justified with the remaining section to the Butchers Track turnoff and sections associated with floodways considered to be the priority so that adequate passing opportunities are provided at strategic locations. The balance of the route should be a Type 3 Gravel.



CASUARINAS ROAD

Road No. 5080017 and 5050605
Access Road

Irwin Shire and City of Greater Geraldton

Last Reviewed: April 2021

FUNCTION

This link is a north-south route extending from Midlands Road to Geraldton – Mt Magnet Road via Tabletop Road and Casuarinas Road. The route is located approximately midway between Brand Highway and Mingenew-Mullewa Road.

The route provides a more direct route from Brand Highway near Dongara through the agricultural area east of Geraldton to Geraldton-Mt Magnet Road and northward to Yuna.

This route facilitates the transport of grain, fertilizer, livestock and general goods.

Casuarinas Road (5050605) is a RAV Network 7 road.

DEVELOPMENT NEED

Casuarinas Road in the City of Greater Geraldton is currently a Type 3 standard and there are no short-term plans to upgrade it beyond this.

Continual maintenance required for future.

DEVELOPMENT STRATEGY

Works including sealing of the intersection with Winterbottoms Road for safety reasons will be flagged as a future requirement and will possibly look at Blackspot funding to achieve that.



CHAPMAN VALLEY ROAD

Road No. 5050358 and 5160130
Regional Distributor

City of Greater Geraldton and Chapman Valley Shire

Last Reviewed: April 2021

FUNCTION

This road is the major access road for residents from the areas north east of Geraldton for medical, social, sporting and other services in Geraldton. This road is a High School Bus Route.

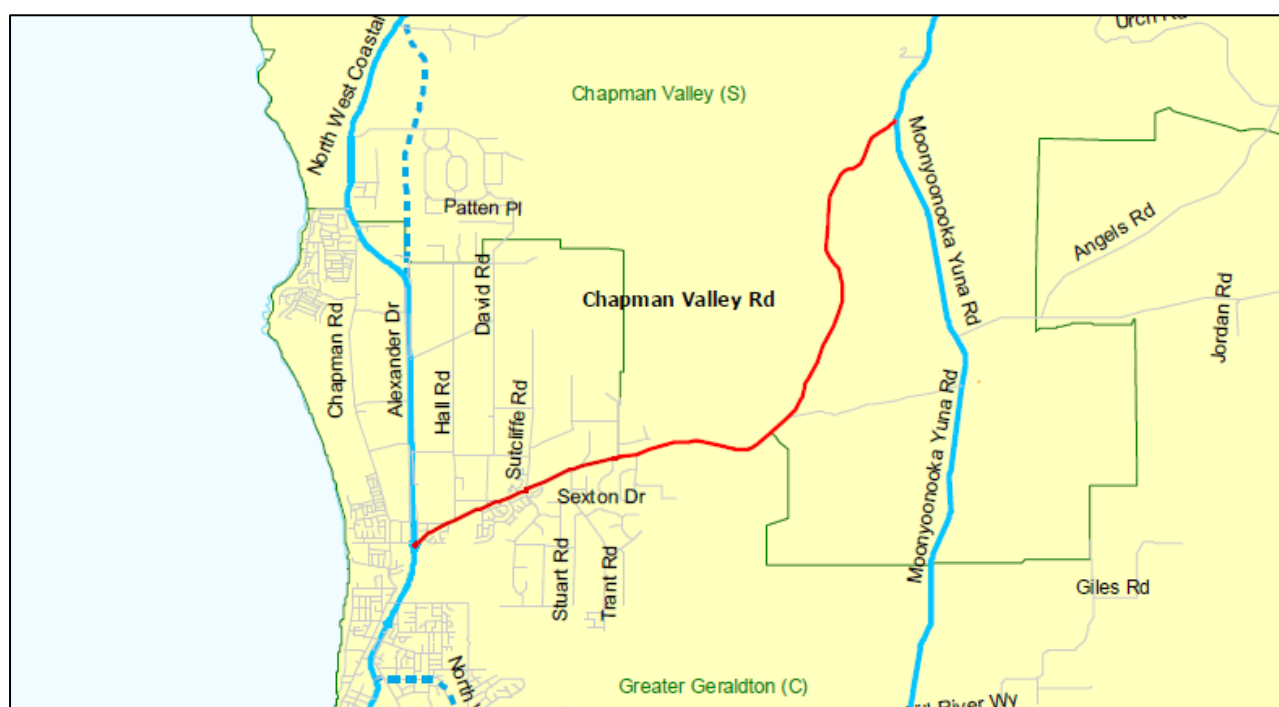
Chapman Valley Road (5050358) is a RAV Network 4 Road.

DEVELOPMENT NEED

Currently a Type 5 standard.

DEVELOPMENT STRATEGY

Maintain to a Type 5 standard.



CHILIMONY ROAD

Road No. 5130006
Access Road / Local Distributor

Northampton Shire

Last Reviewed: May 2024

FUNCTION

Chilimony Rd provides north-south connectivity between the key agricultural regions of Northampton and West Binu. Specifically, the road dissects the central cropping region east of the Hunt River and provides a shorter route from these areas to the North West Coastal Hwy and the Northampton CBH facility. This road also provides connectivity between southern and western parts of the Shire of Northampton including to the Port Gregory, Horrocks and Kalbarri regions. This road is the only road servicing numerous large agricultural properties. Significant volumes of heavy vehicles access this road during harvest exporting grains, during seeding and for fertiliser and other deliveries. Ensuring the road is of a consistent minimum Type 4 standard for the full length of the road is regionally important to local businesses and industry.

The road is currently part of the RAV 4 network (with conditions) (vehicles up to a max 27.5m length). During seeding and harvest, this road experiences significant volumes of heavy traffic.

Recent traffic volumes are in the order of approx.:

- AADT: 71
- ESA: 82.7
- PCU: 156

From the traffic count data, approx. 58% of the total traffic volume is heavy vehicles {Class 3 - 12} which supports the proposal to add this road to the Roads 2040 List.

**Traffic data provided above is for the period 25 October 2021 - 17 March 2022.*

DEVELOPMENT NEED

With the continued development of the local agricultural region and the increases in agricultural machinery sizes, the road from the end of the existing bitumen seal at the intersection with Ogilvie West Rd (approx. Sk 15.65) to the end of the road at the intersection with Binu West Rd needs to be upgraded and maintained to a Type 4 standard. This will be particularly important to support heavy vehicle traffic travelling north to the Binu CBH site.

Over recent years, the Shire has invested significant funds to achieve the upgrade of approximately 15.65km of this road from gravel to seal. Adding this road to the Roads 2040 program, will support the Shire to achieve its objective of upgrading the full length of the road to at least a Type 4 standard.

DEVELOPMENT STRATEGY

The Shire plans to progressively upgrade and then maintain Chilimony Rd Sk 15.65 - 28.90 to a consistent Type 4 standard to support the development of this significant agricultural region using regional road group, roads to recovery and other sources of development funding as and when it becomes available. The existing portions of the road that are already of a Type 5 and 4 standard will continue to be maintained to the current standard.



COALSEAM ROAD

Road No. 5090003 and 5050726
Local Distributor and Access Road

Mingenew Shire and City of Greater Geraldton

Last Reviewed: April 2021

FUNCTION

Coalseam Road services extensive grain farming areas.

Coalseam Road is almost entirely unsealed.

Coalseam Road is a RAV Network 5 road in Mingenev Shire, and a RAV 7 in City of Greater Geraldton.

DEVELOPMENT NEED

The seal width from SLK 0.0 – 14.30 varies considerably resulting in significant shoulder wear.

Mingenew Shire proposes to complete and maintain a 7.0 m seal throughout this section.

DEVELOPMENT STRATEGY

For SLK 0.0 – 14.30 Mingenev Shire proposes to use RRG funding to complete and maintain 7.0 m seal throughout this section.

For SLK 14.30-35.09 Mingenev Shire proposes to use RRG funding to extend narrow seal through to the National Park entrance.



COOROW – GREEN HEAD ROAD**Road No. 5190161 and 5190162
Regional Distributor****Coorow Shire****Last Reviewed: April 2021****FUNCTION**

The road is an east-west link between Midlands Road, Brand Highway and Indian Ocean Drive. It provides access to the coast for the inland community centres around Coorow.

The road carries seasonally high volumes of grain, fertilizer and lime sands traffic in addition to recreational and tourist traffic. The road is also a school bus route and is defined as Aglime Route #5.

On a broader scale, the road is part of an east-west link between Great Northern Highway at Wubin and coastal locations such as Greenhead and Leeman.

Both sections of the Coorow – Greenhead Road are RAV Network 4 roads.

DEVELOPMENT NEED

Widen to a Type 5 standard.

DEVELOPMENT STRATEGY

Coorow – Greenhead Road (#0161) is to undergo major resealing works over the next 5 to 10 years. Coorow – Greenhead Road (#0162) is scheduled for shoulder reconstruction works over the next 5 years.



COOROW – LATHAM ROAD

Road No. 5140166 and 5190164
Regional Distributor

Perenjori and Coorow Shires

Last Reviewed: April 2021

FUNCTION

This road provides east-west connectivity between two major north-south routes, Wubin-Mullewa Road and Midlands Road. It forms part of a continuous link from the inland agricultural area to the coast, via Coorow-Greenhead Road. It carries heavy seasonal grain and fertilizer traffic as well as large quantities of general freight and significant tourist traffic as well as being a school bus route. It forms a part of Aglime Route #5.

Coorow – Latham Road (5190164) is a RAV Network 4 road.

Coorow – Latham Road (5140166) is a RAV Network 7 road (conditional).

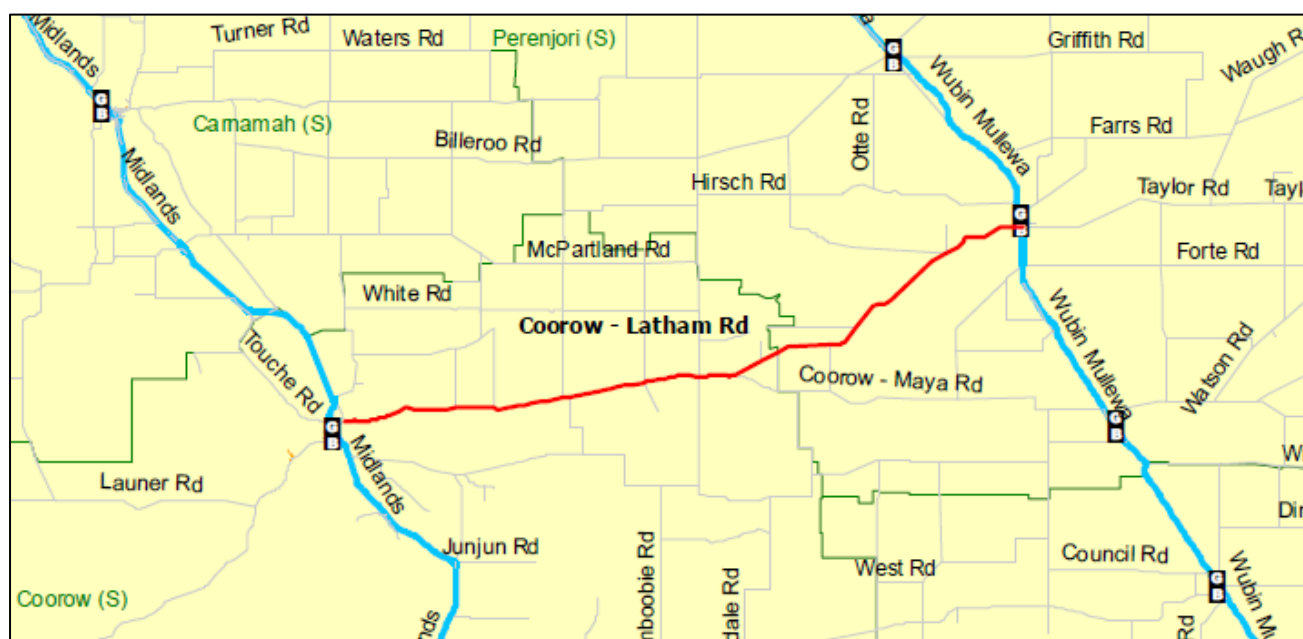
DEVELOPMENT NEED

The road needs reseal, Maintenance costs continue to increase because of the growth in use of heavy vehicles.

There is evidence of an increase in requests by the transport industry for larger combination vehicles.

DEVELOPMENT STRATEGY

Upgrading is completed to Type 5, and now reseal of the next 5 year when funds are available.



CORONATION BEACH ROAD**Road No. 5160034****Local Distributor****Chapman Valley Shire****Last Reviewed: April 2021****FUNCTION**

Coronation Beach is a tourist/recreation destination of regional significance. It is known internationally as a windsurfing and kitesurfing venue and attracts overseas visitors.

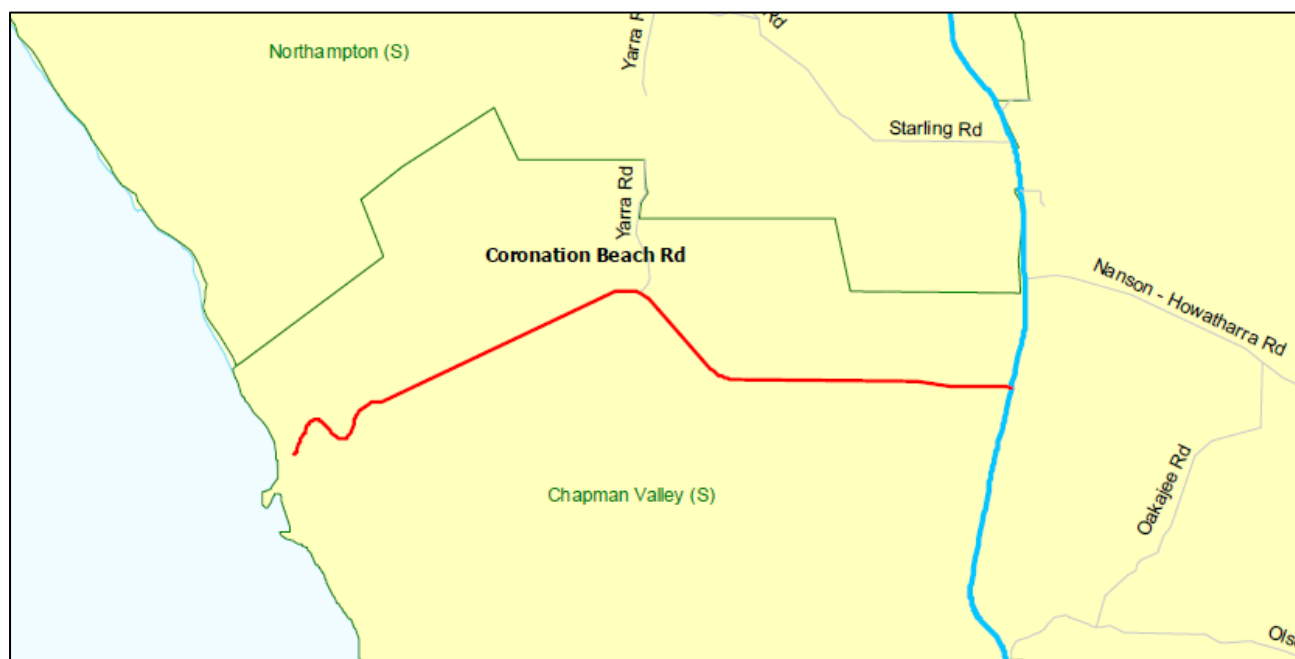
Council has upgraded the Coronation Beach Nature Based Reserve in recent years due to the significant public demand to use this reserve for camping, kite surfing, wind surfing, long boarding and other recreational aquatic sports.

DEVELOPMENT NEED

This road is currently a Type 4. The road adjoins northern boundary of the future Landcorp Oakajee Port & Rail Industrial Estate Land. The road will need to be upgraded with a second coat seal in the future to preserve it due to increased traffic flow and heavier loads should the Deep-Water Port and associated Industrial Estate proceed. Currently the road is experiencing an increase in traffic volumes from tourists and campers utilising the Coronation Beach Nature Camping and Beach areas. The area is known worldwide for its excellent kite surfing beaches and reefs.

DEVELOPMENT STRATEGY

Maintain this road to a Type 5 standard.



CUE – MURCHISON ROUTE

Kalli Road (7020012)
Cue – Kalli Road (7050033)
Local Distributors

Cue and Murchison Shires

Last Reviewed: April 2021

FUNCTION

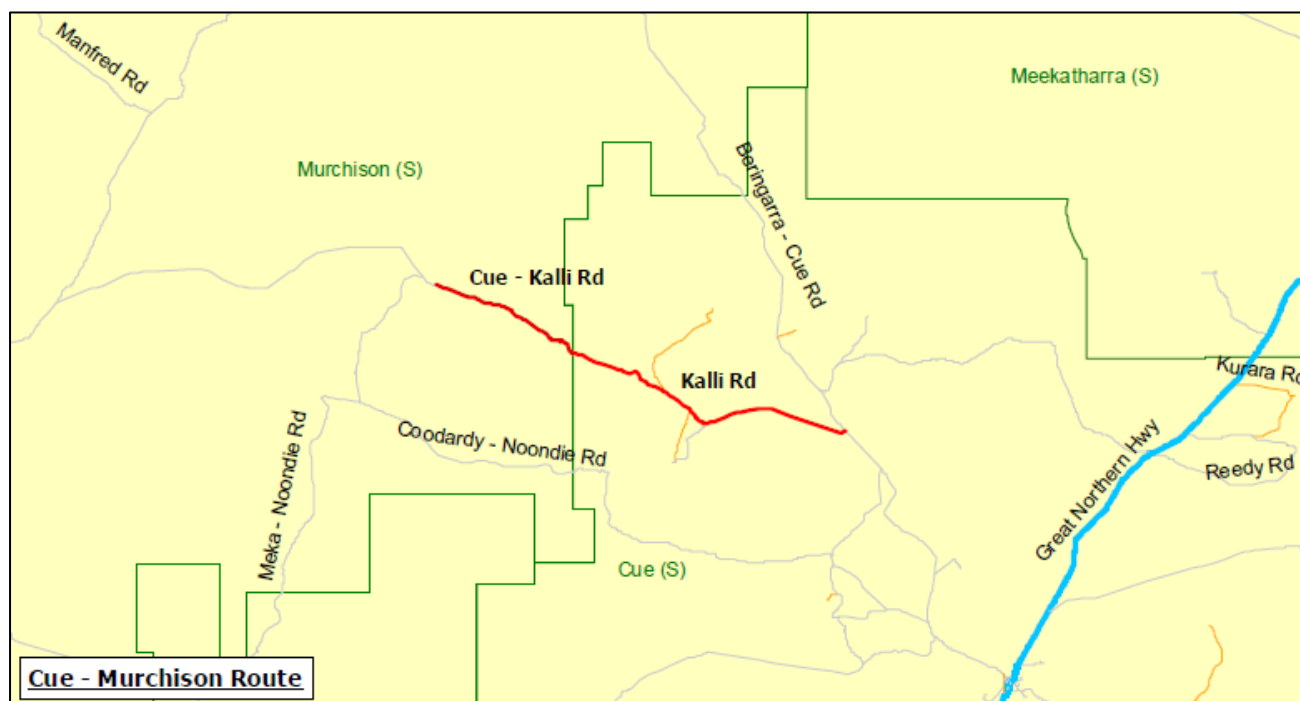
Kalli Road is an essential regional link between Cue and Murchison Settlement. It also provides access to the SKA at Boolardy.

DEVELOPMENT NEED

The existing road is unsealed. It needs to be maintained regularly to maintain safe access. The Boolardy-Kalli Rd section of the route in part also currently provides access between Murchison Settlement and Cue and is increasingly being used by tourists and travellers who are looking for an alternative and direct route across to Great Northern Highway without having to travel down to Mullewa. This section is already included as a road of regional significance by Cue and Murchison Shires and forms part of an east-west link between Cue and Meekatharra to the coast.

DEVELOPMENT STRATEGY

The shires of Cue and Murchison propose to maintain road as Type 3 gravel road.



CUE – NORTH WEST COASTAL HIGHWAY ROUTE

Beringarra - Byro Road (7050003)
Beringarra - Cue Road (Murchison) (7050031)
Beringarra - Cue Road (Cue) (7020001)

Local Distributors

Cue and Murchison Shires

Last Reviewed: May 2024

FUNCTION

Beringarra-Byro Road and Beringarra-Cue Roads are Local Distributor Roads which form part of an east-west linking from Cue via the Woodleigh-Byro Road to the Northwest Coastal Highway. The roads are used by tourist pastoralists and in various sections, especially closer to Cue, by various mining companies. The Beringarra Rd from Cue provides links to Dalgaranga Rd which is a connector road to Yalgoo and tourist route to WALGA rock, Kalli Road which is a connector road to Murchison. In the Murchison Shire it provides a transport route for iron ore from Jack Hills and Mt Gould. It also links from Cue to the remote aboriginal community of Beringarra.

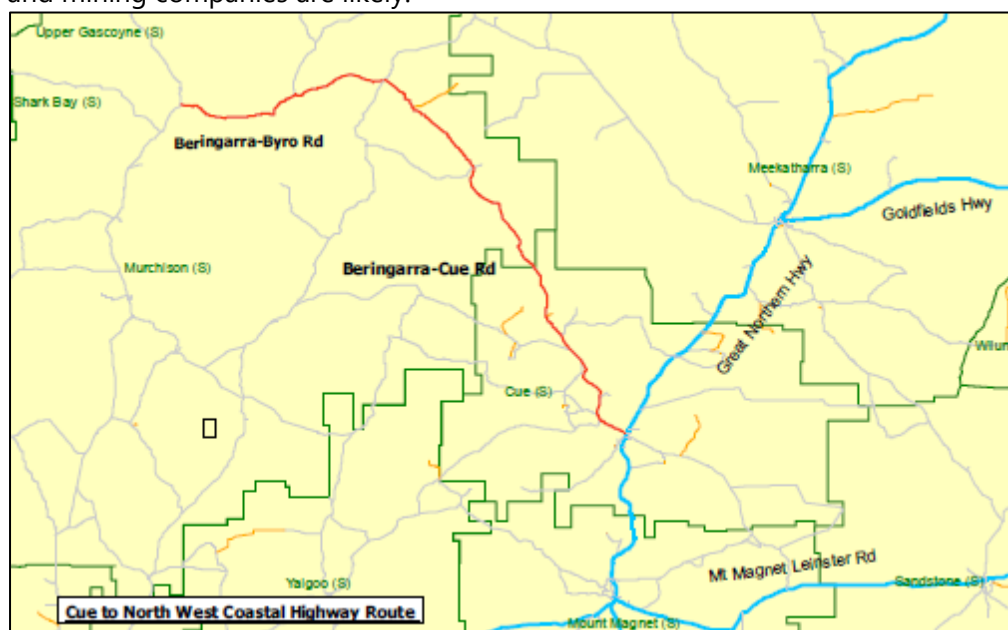
DEVELOPMENT NEED

The formation width of these roads is of reasonable standard. The Beringarra-Byro Road is Cue a Type 3 - Gravel Road standard. The existing floodway crossing over the Murchison River and Milly-Milly creek will at some stage require major reconstruction. The Beringarra-Cue Road within Murchison Shire will be a Type 3 - Gravel Road standard once the existing seal has been returned to gravel. Sections of this road require some external drainage work to correct water flows. The Beringarra-Cue Road within the Cue Shire (*refer to Shire of Cue Submission*) is a Type 5-6.

DEVELOPMENT STRATEGY

Murchison Shire Roads. The current Type 3 - Gravel Road standard is considered sufficient.

Cue Shire Roads. Refer to the Shire of Cue submission. Funding via Main Roads WA, Roads to Recovery, Local Council. In relation to mining activity separate road user agreements between the relevant Shire and mining companies are likely.



CUE - WONDINONG - PAYNESVILLE ROUTE

Cue – Wondinong Road (7020002)
Wondinong – Cue Road (7040034)
Wondinong – Paynesville Road (7040026)
Access Roads

Cue and Mt Magnet Shires

Last Reviewed: April 2021

FUNCTION

Cue-Wondinong Road is an essential regional link between Cue and Sandstone. It provides access to Westgold's processing plant at Tuckabianna, which services all Westgold's mines in the Cue area. There is increased use by tourists and heavy vehicles travelling between the Goldfields and Cue/Meekatharra wishing to shorten their journey by avoiding travel through Mt Magnet. It provides access for pastoral properties, including transport of livestock. Traffic Count AADT of 16 with 26.2% heavy vehicle.

Cue – Wondinong Road (7020002) is RAV Network 10 road.

DEVELOPMENT NEED

The existing road is unsealed and needs to be maintained regularly to ensure safe access. Shire wishes to seal the road assisted by mining company at Silverlake.

DEVELOPMENT STRATEGY

Shire of Cue proposes to maintain road as Type 3 unsealed for now and seek special funding for upgrade to Type 5 (7 m seal) in line with mine activity.

Reform / resheet, replacement of grids, realignment of curved sections.

Funding: RRG, Council Funds; Roads to Recovery; Black Spot.



DARTMOOR & DARTMOOR - LAKE NERRAMYNE ROUTE**Dartmoor Road (5160008)****Dartmoor – Lake Nerramyne Road (5160021)****Access Roads****Chapman Valley Shire****Last Reviewed: April 2021****FUNCTION**

The road services abutting farming properties and a pastoral station further north. It is also the route used for servicing the Lake Nerramyne attapulgitite mining operation approximately 80 km north-east of Yuna. The mine operation produces approximately 44,000 tonnes of product annually. The southern section of this route also attracts significant grain and fertilizer haulage traffic on a seasonal basis.

Dartmoor – Lake Nerramyne Road is a RAV Network 7 road (conditional).

Dartmoor Road is a RAV Network 6 road (conditional).

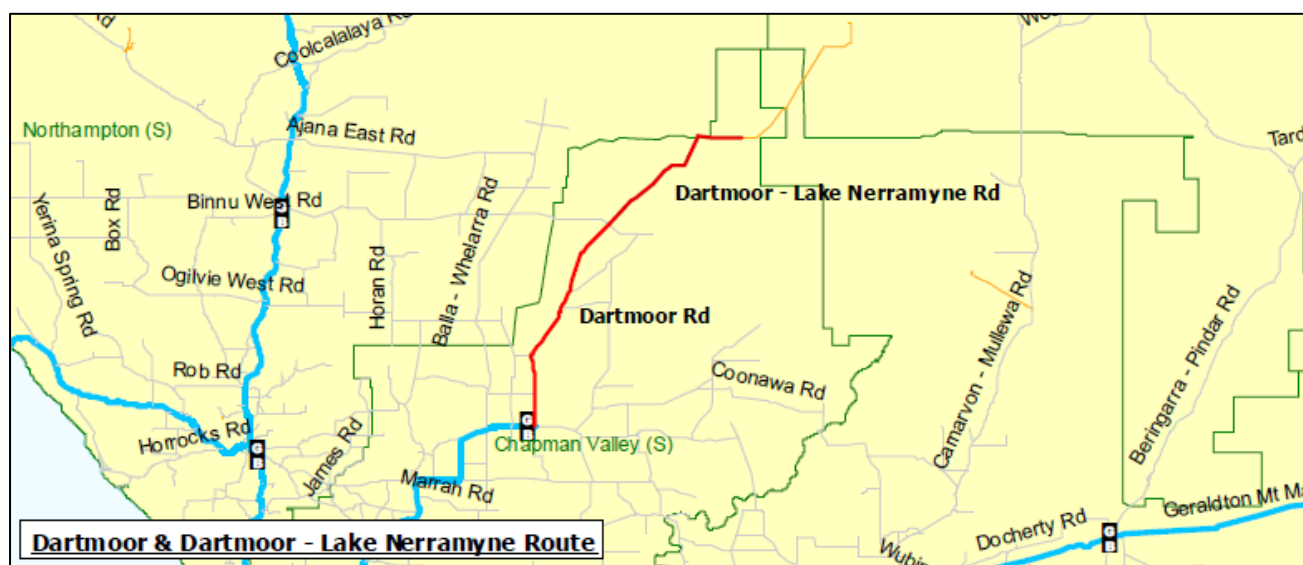
DEVELOPMENT NEED

The Shire of Chapman Valley is upgrading the road to a Type 5 standard and has an arrangement with the mining company regarding ongoing maintenance.

Upgrading the road is nearing completion to a uniform Type 5 standard.

DEVELOPMENT STRATEGY

Continue to upgrade and then maintain the road to a uniform Type 5 standard if usage demands it.



DEEPPDALE ROAD

(Between Geraldton – Walkaway Road & Geraldton – Mt Magnet Road)

Road No. 5051026

Access Road

City of Greater Geraldton

Last Reviewed: April 2021

FUNCTION

The road will enable traffic associated with a high volume of mineral, grain and fertilizer around the Narngulu Industrial area, to distribute their produce efficiently.

During the peak seasonal traffic patterns this road caters for up to 64 Class 12 (Austroads Vehicle Classification System) combinations per day.

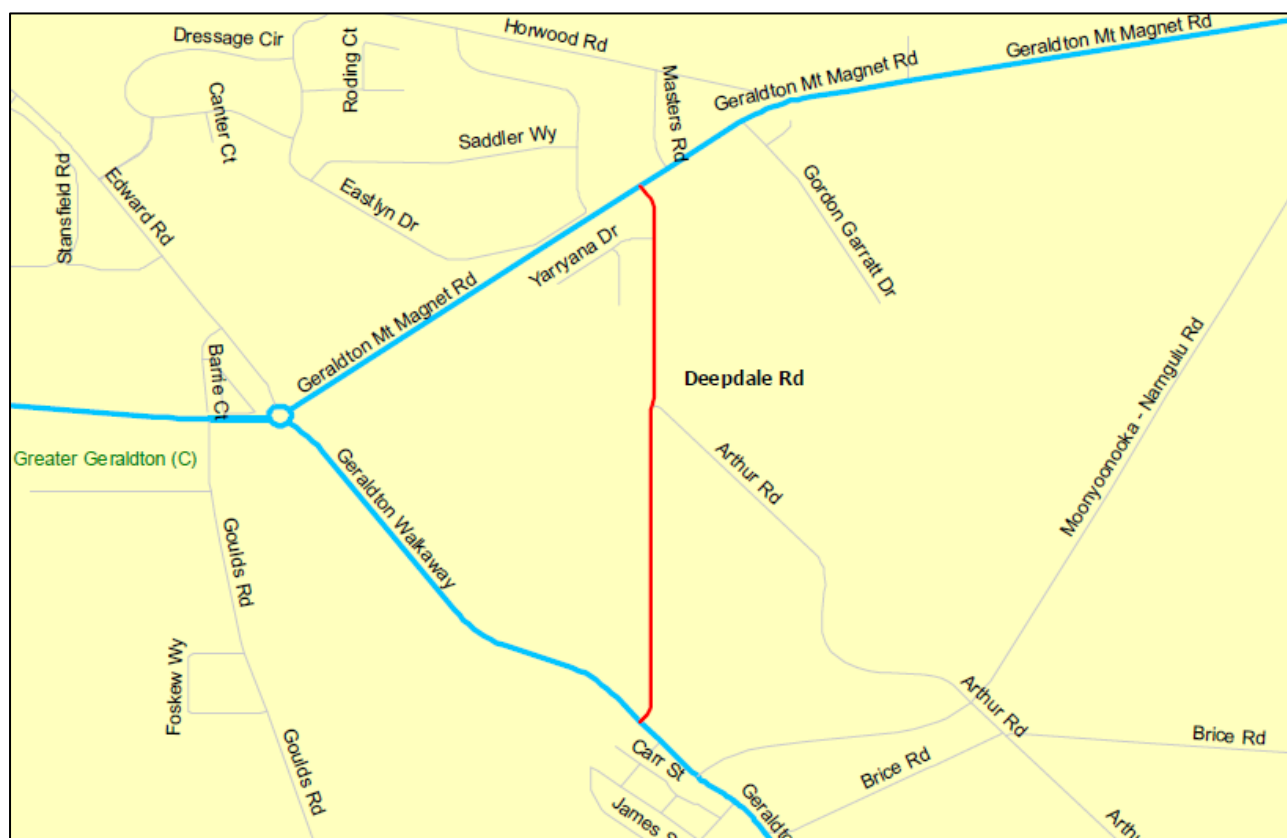
Deepdale Road is a RAV Network 10 road.

DEVELOPMENT NEED

The volume and type of traffic using this route warrants a Type 6 standard. This has been achieved as the current seal width is 8.2 m.

DEVELOPMENT STRATEGY

Maintain a standard two-lane sealed road suitable for large RAV combinations.



DEPOT HILL ROAD

Road No. 5090088

Local Distributor

Mingenew Shire

Last Reviewed: May 2026

FUNCTION

Depot Hill Road (also called Depot Hill North Road) is an important north–south route linking Allanooka Springs Road and Walkaway Nangetty Road. It provides a shorter connection between key agricultural areas than Mingenev Mullewa Road and supports regional movement of grain and agricultural lime between local shires and Geraldton. The road is also the sole access route to the internationally significant Mingenev Space Precinct, which hosts three space-related organisations. Maintaining the road to a consistent all-weather standard and reducing dust from heavy transport is crucial for safe access and is important at regional, state, national, and international levels.

DEVELOPMENT NEED

Depot Hill Road requires upgrading to at least a Type 5 standard between Allanooka Springs Road and the Mingenev Space Precinct to support both agricultural activity and the precinct's expansion. A proposed \$55 million international investment over the next two years will significantly increase traffic and heavy haulage, which will accelerate deterioration of the current unsealed road and risk damage to sensitive equipment being transported.

Planning efforts by the Shire of Mingenev and the Mid West Development Commission have identified improved road infrastructure as essential to supporting growth in the space sector, alongside already completed telecommunications upgrades. Although the road was not originally designed for this level of use, the growing presence of more than 100 space-related organisations in Western Australia and government initiatives to expand the space economy highlight the need for upgraded access. Improving Depot Hill Road is therefore a key step in enabling further development of the Space Precinct and supporting broader state and national space industry goals.

DEVELOPMENT STRATEGY

The Shire plans to progressively upgrade and then maintain SLK 0.0 – 10.19km to a consistent Type 5 standard to support the development of this regionally, State, National and Internationally significant space precinct, using regional road group, roads to recovery and other sources of development funding as and when it becomes available.



DUDAWA ROAD**Road No. 5150002****Local Distributor****Three Springs Shire****Last Reviewed: April 2021****FUNCTION**

The road carries seasonal grain, fertilizer, general freight and tourist traffic as well as Oversize loads. The road also provides access to the coast for recreational and tourist traffic from Morawa.

Dudawa Road is a RAV Network 7 road (conditional).

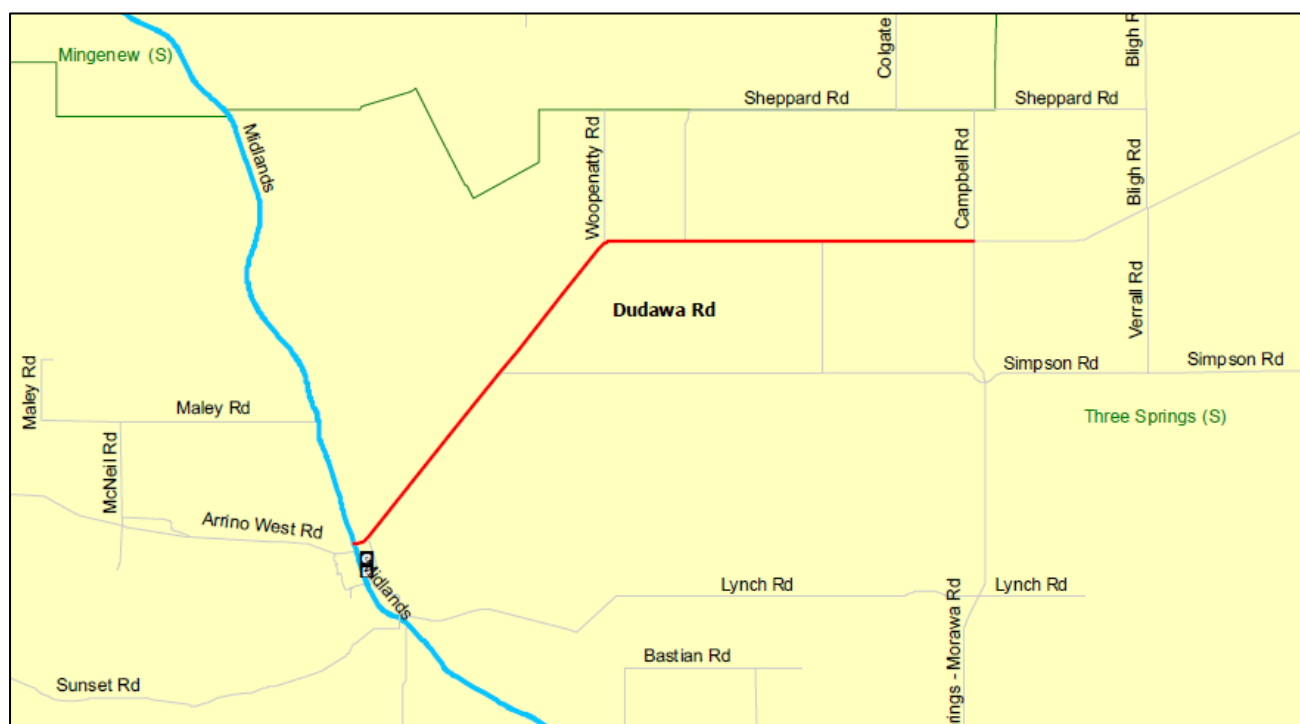
DEVELOPMENT NEED

The five-kilometre section from the Midlands Road (SLK 0.00 to 4.90) has been sealed to a Type 5 standard by Three Springs Shire.

The fourteen-kilometre section of road from SLK 0.00 to 15.72 is now a type 5 road. From SLK 11.90 to 14.24 two coat seal was applied with a 14/7mm in 2012/13. From SLK 7.90 to 12.50 apply second coat seal over primer seal in 2012/13. From SLK 5.46 to 8.37 apply second coat seal over primer seal in 2013/14.

DEVELOPMENT STRATEGY

Apply second coat seal over primer seal on previous years' work.



DURAWAH – STATION – VALENTINE ROUTE**Durawah Road (5160001)****Station Road (5160015)****Station – Valentine Road (5160014)****Local Distributors****Chapman Valley Shire****Last Reviewed: May 2021****FUNCTION**

The road hierarchy category for the roads within this proposed network is Local Distributor. This Road is included as a network 6 route in the Main Roads RAV network.

Based on the 2017 traffic count (23/10 – 05/11), the AADT on Durawah Road is 69.86 veh/day (both ways) with approx 44% HV (ESA = 94.83).

Based on the 2017 traffic count (15/11 – 29/11), the AADT on Station Road is 34.28veh/day (both ways) with approx 63%HV (ESA = 63.96).

Based on the 2017 traffic count (21/11 – 05/12), the AADT on Station Valentine Road is 33.21veh/day (both ways) with approx 83%HV (ESA = 108.97).

The proposed route provides access to the agricultural industry and is a direct link between Chapman Valley Road and Valentine Road. It is also an alternative route for tourists and businesses between the Nanson region and Mullewa.

DEVELOPMENT NEED

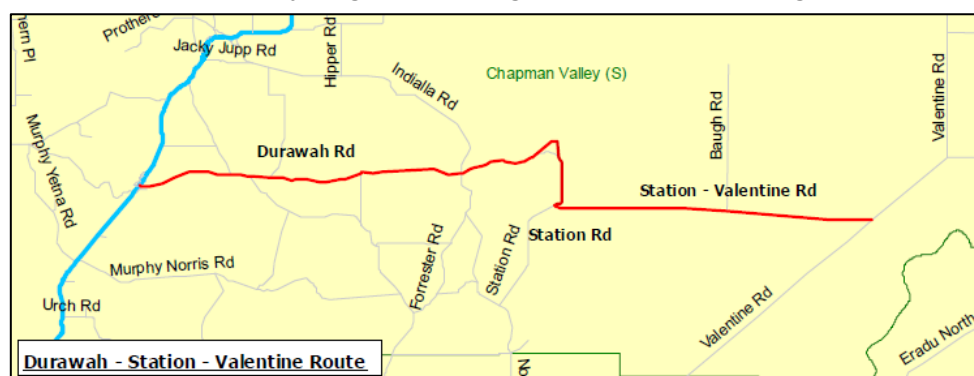
The standard of the roads within this route varies and is currently a mixture of Type 3 – Gravel road and Type 4 – Sealed road. Approx. 12.8km of the route is 4m wide bitumen seal, while the remaining 28.2km of unsealed pavement has been constructed using locally sourced natural materials. In various sections along the route the local materials are quite scarce, and given that there is high seasonal agricultural traffic, the maintenance demands in these sections can be quite high.

Given that this route has a high seasonal agricultural traffic there is a need to improve the route to a consistent Type 5 – Sealed road standard capable of providing access in all weather conditions.

DEVELOPMENT STRATEGY

The future development of this road is to provide an all-weather bitumen seal surface over the entire length of this route. Just under 1/3 of this route is currently sealed to approx. 4m wide. Therefore, if the route is upgraded to a uniform Type 5 Standard it will provide better access to the area. This is expected to also result in increasing traffic volumes along this route which in turn will take the pressure off the surrounding unsealed roads.

Upgrading the route will also ensure that the roads are always safe and accessible for all road users. The proposal is to source road project grant funding to assist with the upgrade.



EAST BOWES ROAD**Road No. 5160012****Access Road****Shire of Chapman Valley****Last Reviewed: April 2021****FUNCTION**

East Bowes Road is a highly utilised road for the Yuna district that travel to Northampton weekly for sporting activities, as well as childcare and health services. When this road was unsealed, it became slippery and dangerous due to drainage issues, undulating rises with windy and slippery gravel surface. This road has now been sealed at 7.2m width for its full length, removing the high risk for tourists and towing caravans from inland parts of the Mid West to the coast and north, which is a frequent occurrence from southern travellers. During the harvest season, heavy haulage trucks also add to the pressure and safety issues of the road.

The agricultural industry also requires this upgrade to improve the road services to CBH receival sites and transport lime sand, fertilizer and stock. Binu, Yuna and Northampton CBH receival sites collectively receive approximately 250 000 tonne of grain per year. This road also has significant tonnes of lime sand in addition to fertilizer transported across it annually.

East Bowes is a RAV 6 Network road.

DEVELOPMENT NEED

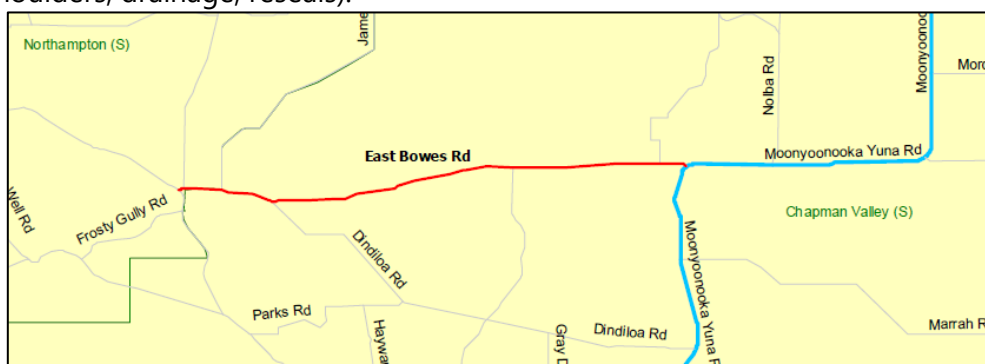
East Bowes Road is a main route to travel east/west in the Northampton and Chapman Valley Shires. This route is travelled extensively by both tourists and locals.

The East Bowes Road:

- Connects the population areas of Mullewa, Yuna, Northampton and Horrocks;
- Links the regional routes of the Yuna-Tenindewa Road to Chapman Valley Road to Nabawa-Northampton Road to North West Coastal Highway;
- Is a part of the Mid West Wildflower route and will improve access to the Batavia Coast;
- Is a local grain cartage route for farmers in the immediate area. Grain growers in the east of the Shire of Chapman Valley generally deliver to the Yuna CBH facility. The Northampton CBH facility is a 'priority grain receival point' and is therefore open 7 days per week during harvest. When the Yuna receival point is closed on a Sunday, growers from Yuna use the East Bowes Road to access the Northampton wheat bins.

DEVELOPMENT STRATEGY

The Shire of Chapman Valley has utilised other Grant sources and its own resources to upgrade the road to a 7.2m sealed surface. Periodical maintenance and renewal works will be required on this road (e.g. shoulders, drainage, reseals).



EAST CHAPMAN ROAD

Road No. 5051013 and 5160150
Local Distributor

City of Greater Geraldton and Chapman Valley Shire

Last Reviewed: April 2021

FUNCTION

East Chapman Road forms a link between Yanget Road and Moonyoonooka – Yuna Road. This then links in with the Chapman Valley Road via Narra Tarra Road.

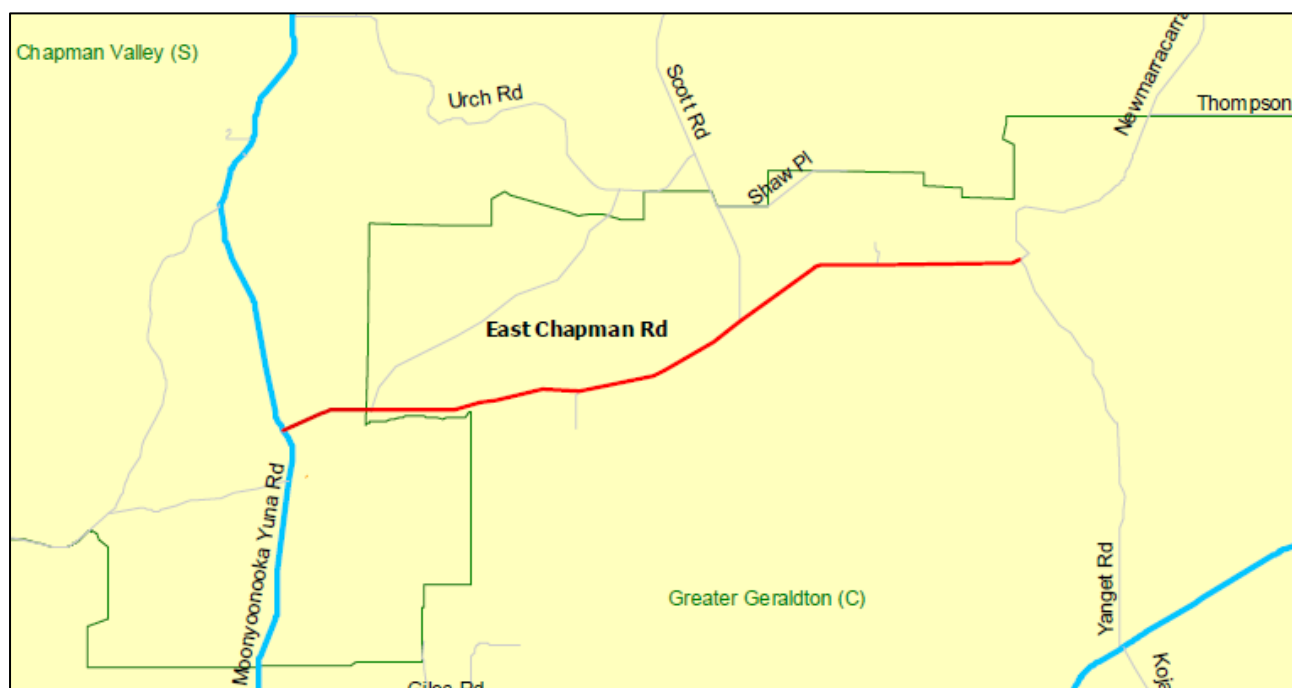
East Chapman Road is a RAV Network 7 road within the City of Greater Geraldton (5051013) and a RAV 6 road within the Shire of Chapman Valley (5160150).

DEVELOPMENT NEED

East Chapman Road is currently built to a Type 5 (7 m seal) standard in both the City of Greater Geraldton and Chapman Valley Shire, which will require regular maintenance.

DEVELOPMENT STRATEGY

Maintain the East Chapman Road to a minimum Type 5 standard.



EAST NABAWA ROAD

Road No. 5160016
Local Distributor and Access Road

Chapman Valley Shire

Last Reviewed: July 2021

FUNCTION

East Nabawa Road is a major link rural road for transporting grain out and lime sand/fertiliser in to the broadacre operations in Chapman Valley.

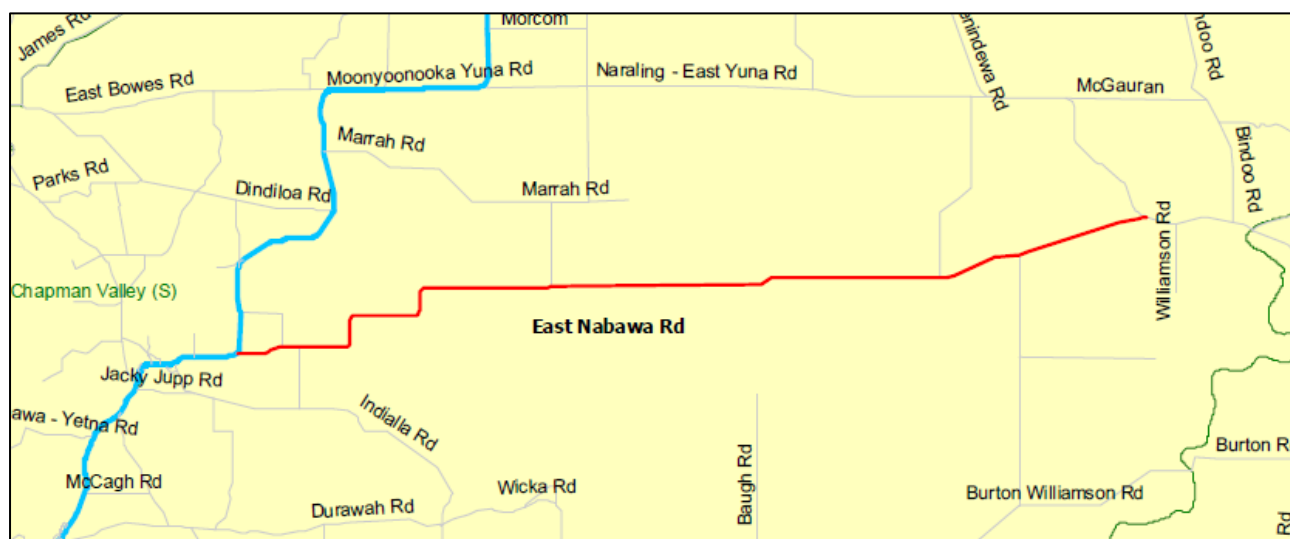
East Nabawa Road is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

An upgrade of the full length of East Nabawa Road from gravel to 7.2m sealed is part of the Shire of Chapman Valley's ten-year roadworks program.

DEVELOPMENT STRATEGY

The East Nabawa Road upgrade project has also been occurring over the past few years and it is expected will be completed by 2023/2024.



ELLERY ROAD**Road No. 5080020****Access Road****Irwin Shire****Last Reviewed: May 2026****FUNCTION**

Ellery Rd connects the Brand Highway to two lime sand quarries which makes it a vital link for the transportation of lime sand, a critical resource for the agricultural industry. Limesand from these quarries is distributed throughout the Mid-West and surrounding areas.

Given the amount of lime transported from these two quarries, Ellery Rd is considered strategically important for both the Shire and the broader regional economy. Ellery Rd is permitted for RAV 6 access (vehicles up to 36.5m long), without conditions. However, the current unsealed condition needs upgrades to support the heavy traffic volumes.

DEVELOPMENT NEED

For many farmers in Western Australia, particularly those cultivating nutrient-sensitive crops like wheat and barley, lime sand is an essential ingredient. Many WA soils naturally tend towards, and this inherent acidity can significantly impact crop yields and quality, particularly for crops like wheat and barley. Lime sand application ensures these crops have access to essential nutrients and promotes healthy root development, leading to increased yields and improved grain quality. Despite the significant volume of heavy traffic on this road during the peak periods, Ellery Rd is currently only a Type 3 road. The road experiences significant wear and tear from the heavy traffic, which results in a large amount of additional periodic maintenance. Additionally, the unsealed surface creates an ongoing issue where turning road trains are dragging gravel onto the Brand Hwy carriageway.

Based on the existing significant volume of heavy vehicles, it is recommended that Ellery Rd is upgraded and maintained to a Type 6 sealed road standard. This will also ensure that the road is able to service both the existing and any future traffic growth associated with these lime sand quarries. Additionally, the upgrade to a Type 6 sealed standard will ensure that:

- there isn't any gravel being dragged onto the Brand Hwy carriageway from turning road trains
- the road performance is improved, and ongoing periodic maintenance is reduced

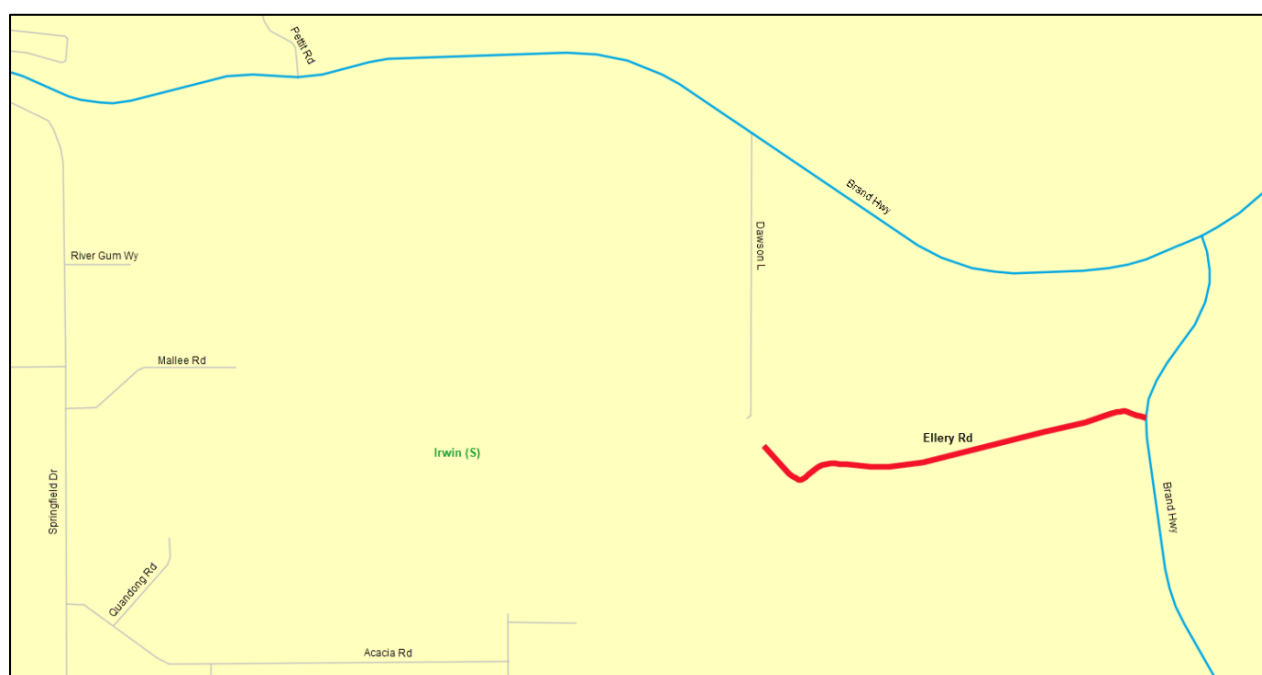
In the short term, the road be maintained at the Type 3 standard, which will require more frequent periodic maintenance grading, as well as reforming and gravel re-sheeting, particularly during and following peak periods of heavy traffic. Ellery Rd's inclusion in the Roads 2040 program will assist the Shire in achieving this objective, ensuring the road continues to provide access for the large number of road trains accessing the two lime sand quarries on the road.

DEVELOPMENT STRATEGY

The Shire plans to upgrade and then maintain Ellery Rd to a Type 6 sealed standard to support the current and future demand for lime sand in the area. The upgrade will commence at the intersection with Brand Hwy and extend west towards to lime sand quarries. To fund the upgrade of this road, the Shire will use regional road group funding, roads to recovery, and other development grants as and when they become available. Funding for the upgrades will also include contributions from the lime sand quarries that utilise this road. The upgrades will be carried out in stages, ensuring that initial works focus on enhancing the road's structural integrity and supporting long-term functionality.

Notwithstanding the above, the immediate focus will be on periodic maintenance involving maintenance grading and gravel reform and re-sheeting to maintain road durability and safety until the road can be upgraded to the sealed standard. Continued monitoring and maintenance will be essential throughout this process to ensure the road remains capable of handling heavy traffic volumes efficiently.

By implementing these improvements, Ellery Rd will continue to provide a safe and reliable transport corridor, supporting the regional economy and the efficient distribution of lime sand.



ENEABBA - COOLIMBA ROAD

Road No. 5010132
Regional Distributor

Carnamah Shire

Last Reviewed: April 2021

FUNCTION

This road is a major east – west link connecting Indian Ocean Drive to Brand Highway and the population centres of Leeman and Eneabba.

Coolimba – Eneabba Road is used for the transport of agricultural lime sands, commuter traffic between Leeman and the Iluka mineral sands operation at Eneabba, local and tourism traffic and as a diversion road to Brand Highway or Three Springs – Eneabba Road when Indian Ocean Drive is closed as a result of bushfires in the area.

The road contributes to the regional and State economy in its capacity as a major transport infrastructure corridor.

Coolimba – Eneabba Road is a RAV Network 4 road.

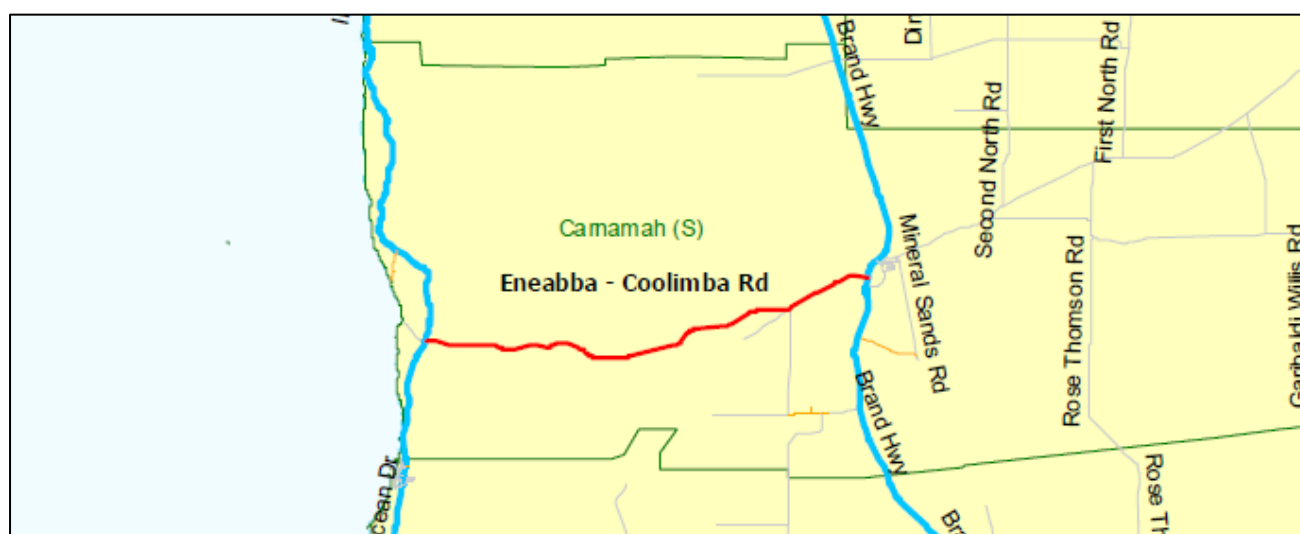
DEVELOPMENT NEED

This road is likely to sustain increased use over time due to increased traffic through the region generally and due to the fact that the emerging unconventional gas extraction industry is likely to be developed in the area within the next ten years. Current exploratory wells have been drilled in a wide area off minor roads and tracks which are accessed via the Coolimba – Eneabba Road.

DEVELOPMENT STRATEGY

It is intended to maintain the road at its current two-lane uniform standard. There is also a need to improve the safety of this road by undertaking widening and shoulder improvement works.

Upgrades and major maintenance are anticipated to be sourced from Regional Road Group (State Road Funds) funding and Roads to Recovery funding.



FRANCO ROAD**Road No. 5110078****Local Distributor****Morawa Shire****Last Reviewed: April 2021****FUNCTION**

The forecast closure of the Gutha receiver facility will result in farmers of the immediate area focusing their grain transport attention via Pintharuka Road and Gutha West Roads into Franco Road and through to Mingenew. The road will ultimately be increasingly used for the cartage of wheat, lime sands and fertilizer products around this area.

Franco Road is a RAV 4 Network road (conditional).

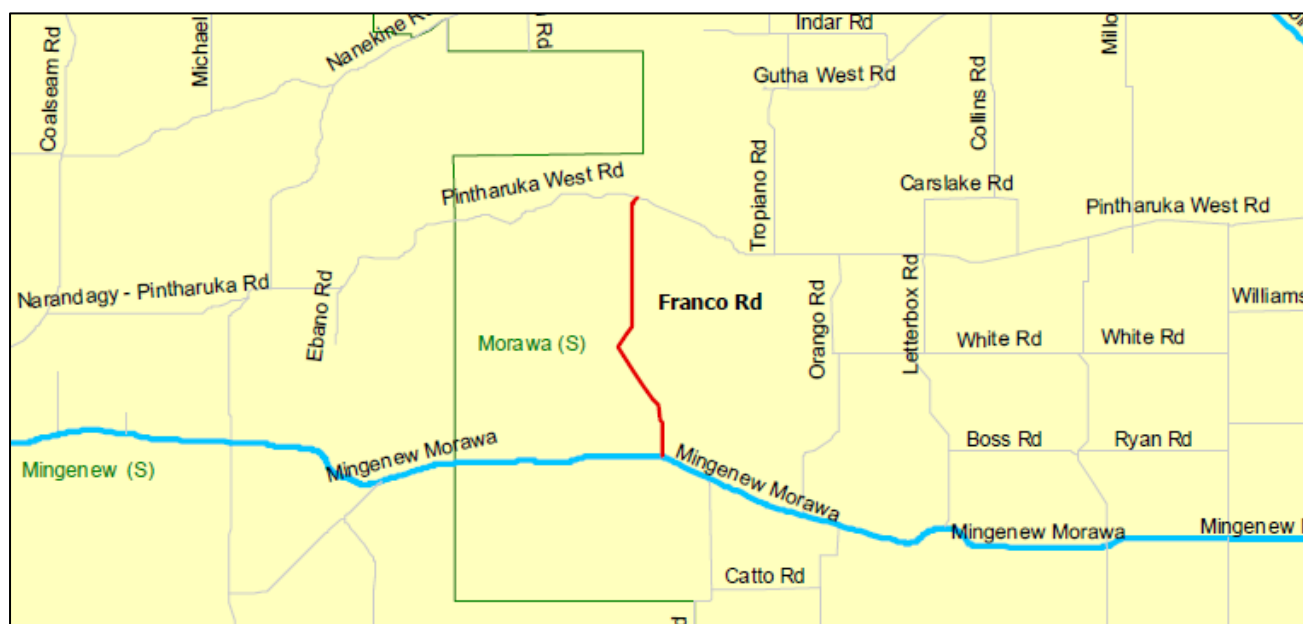
DEVELOPMENT NEED

There is a need to upgrade this road to a standard type 3 (gravel, guide posted, drained) cross section with gravel sheeting construction type from SLK 0.00 to 10.01.

DEVELOPMENT STRATEGY

Upgrade the road to a standard type 3 (gravel, guide posted, drained) cross section with gravel sheeting construction type from SLK 0.00 to 10.01

Ultimately, provide a Type 4 standard road as the demand warrants.



GEORGINA ROAD

Road No 5051024
Access Road

City of Greater Geraldton

LAST REVIEWED: APRIL 2021

FUNCTION

Georgina Road currently provides a link for Georgina and Greenough residents to connect to the Brand Highway. The road also provides a haulage route from the Patience Sand and Gravel Quarry in Quarry Road, Georgina to the Brand Highway. The quarry provides sand and gravel products for local industry, commercial and Government construction projects.

Georgina Road is a RAV 10 Network road (east from Edward Road (M054) to 2.19 km past Arthur Road.

DEVELOPMENT NEED

The development need is to provide continuous improvement to the connectivity between the Patience Sand and Gravel Quarry to the Brand Highway resulting in improved road safety and traffic efficiency for heavy haulage trucks and motor vehicles.

DEVELOPMENT STRATEGY

The proposed development strategy is to maintain the road's current conveyance capacity whilst continuously improving road safety for all users. Any funding contributions for proposed road upgrades are anticipated to be sought via the Road Project Grants scheme.



GERALDTON CITY DISTRIBUTOR ROADS

Anderson Street (5050128) Access Road
Abraham Street (5050188) Local Distributor and Access Road
Bayly Street (5050049) Access Road
Brede Street (5050054) Access Road
Cathedral Avenue (5050020) District Distributor A
Chapman Road (5050008) Local Distributor Durlacher Street (5050021) Local Distributor
Connolly Street (5050304) Access Road Eastern Road (5050028) Access Road
Eastward Road (5050002) Local Distributor/ Access Road
Eighth Street (5050080) Local Distributor
Fitzgerald Street (5050019) Local Distributor
Flores Road (5050058) Local Distributor
George Road (5050064) Access Road
Glenview Street (5051076) Access Road
Green Street (5050117) Access Road
Haigh Street (5050243) Access Road
Highbury Street (5050240) Local Distributor Hosken Street (5050111) Local Distributor
Johnston Street (5050052) Local Distributor Lester Avenue (5050026) District Distributor B
Marine Terrace (5050001) District Distributor B/Local Distributor/Access Road
Pass Street (5050217) Local Distributor
Phelps Street (5050043) Local Distributor
Place Road (5050072) District Distributor B/Access Road
Point Street (5050012) Access Road
Portway (5050244) Local Distributor
Rifle Range Road (5050056) Local Distributor
Shenton Street (5050005) Local Distributor
Waldeck Street (5050053) Local Distributor
Webborton Road (5050282) Access Road
Verita Road (5051287) Access Road
Edward Road (5050498) – Local Distributor
Horwood Road (5050497) – Local Distributor
Utakarra Road (5050499) Local Distributor

City of Greater Geraldton

Last Reviewed: April 2021

FUNCTION

These roads provide access to regional facilities within the town site of Geraldton. They also link major State roads (North West Coastal Highway, Geraldton - Mt Magnet Road and Southern Transport Corridor) with the Central Business District, Port facility, Light Industrial Area and major regional recreational and sporting precincts.

Eighth Street provides access to Geraldton's main sporting precinct.

Glenview Street provides north/south access to the Tarcoola Shopping Centre.

Highbury Street provides a link between the suburbs of Mt Tarcoola and Rangeway.

Pass Street provides a link between the suburbs of Rangeway and Wonthella. It also caters for the Geraldton Golf Club, the Aquarena and various industrial businesses.

Rifle Range Road provides a significant commuter route linking Utakarra Road to Eastward Road and for school traffic to Rangeway Primary School. It also caters for traffic continuing in a northerly direction along Pass Street towards Eighth Street.

Abraham Street provides a significant commuter route from the Southern suburbs to Eastern Suburbs to provide substantially improved connectivity.

DEVELOPMENT NEED

In accordance with the Geraldton Regional Centre Strategy Plan, as traffic growth increases within the City various district distributor roads will require modifications to ensure adequate levels of service and road safety.

The timing of these works will vary dependant on growth of the City associated with hinterland mining growth and local tourist and business growth.

The need for a new City link road has been assessed and considered not required within the 2030 period. This decision is based on the development of other major strategic roads, such as the eastern north/south bypass, the Southern Transport Corridor completion and upgrades to the North West Coastal Highway.

Verita Road provides a significant commuter route to North West Coastal Highway from southern suburbs via Rifle Range Road.

Webborton Link - Heavy vehicle route to Webborton Light Industrial Estate (via Flores Road) and links to Edward Road south (state road). Industrial and service commercial zoning to the south of route, with some developments already established (e.g. Galleon Way). Significant commuter connection to Eastward Road from Geraldton – Mt Magnet Road.

Eastward Road is not currently a RAV Network road.

Edward Road is a RAV Network 10 road to Georgina Road then a RAV 7 Network road.

Horwood Road is a RAV 7 Network road.

DEVELOPMENT STRATEGY

The existing Distributor road network will continue to be monitored for traffic growth and crash history to evaluate timely improvement needs. Some of the predicted upgrades required during the period to 2030 will involve, but are not limited to:

- Reconnection of Eastern Road to Horwood Road
- Intersection upgrades to improve traffic (e.g. roundabouts) and reduce crashes
- The temporary roundabout at the intersection of Horwood Road and Abraham Street will require future upgrade. It is also intended to realign Flores Road South to the Abraham Street intersection in future. It is also intended to connect Eastward Road to Horwood Road for more direct connectivity to the CBD from the eastern suburbs and Tee intersection Utakarra Road into Horwood Road, thereby downgrading Utakarra Road as major thoroughfare
- Verita Road and the connecting roads will substantially improve road safety and traffic efficiency in the southern suburbs of Geraldton by removing substantial through traffic from existing residential areas and reduce potential intersection conflict on Brand highways as traffic levels increase.

- Webberton links continued growth in traffic volumes along the corridor expected in future, particularly in the absence of the North-South Highway. However, even with the North-South Highway in place Eastward, Horwood and Edward Roads will be an important route for the industrial and service commercial development zone to the south.



GERALDTON TO MINGENEW (VIA ALLANOOKA SPRINGS ROAD)

Allanooka Springs Road (5051006, 5080026, 5090008) – Regional Distributor
Depot Hill Road (5090006) – Regional Distributor and Access Road

City of Greater Geraldton, Irwin and Mingenew Shires

Last Reviewed: April 2021

FUNCTION

This road is a distributor which also serves abutting farming properties. It carries seasonally high traffic volumes associated with grain and fertilizer cartage. It is strategically located as a south-east link from Geraldton to Mingenew and to more eastern agricultural communities via Mingenew – Morawa Road.

Allanooka Springs Road is a RAV Network 7 road.

Depot Hill Road is a distributor which also serves abutting farming properties. It carries seasonally high traffic volumes associated with grain and fertilizer cartage. It is strategically located as a south-east link from Geraldton to Mingenew and to more eastern agricultural communities via the Mingenew – Morawa Road.

Depot Hill Road is a RAV Network 7 road.

DEVELOPMENT NEED

The road is currently developed to a Type 5 standard. Given the on-going increase in year-round trucking operation, Shires are considering further development to Type 6.

DEVELOPMENT STRATEGY

Lining work has been carried out. Re-construction of the gravel shoulders will be completed by 2013/14 for the full length of road. Re-sealing should commence in 2013/14 and should be completed by 2017/18. Continue to monitor level of service and maintain road to a high standard.



GOODLANDS ROAD**Road No. 5140167****Local Distributor****Perenjori Shire****Last Reviewed: April 2021****FUNCTION**

While there is only 5 km of this road in Perenjori Shire, it links through other Local Governments to form a north-south route linking Great Northern Highway, just south of Mt Gibson, to Kalannie. This road is used by local farming operators and commuters that use this as a shortcut and tourists that travel through this area to enjoy the wildflower displays. There is some usage by heavy vehicles involved in the mining and agricultural sectors.

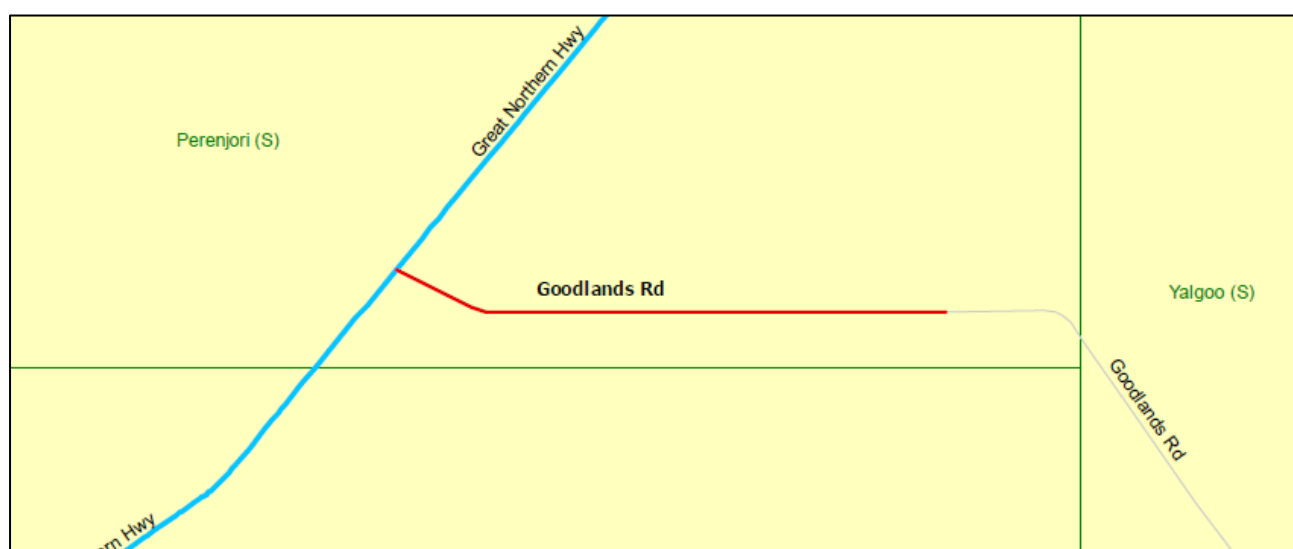
Goodlands Road is a RAV Network 10 (conditional).

DEVELOPMENT NEED

This road is unsealed at present and is adequate for the current traffic levels. With further mining development in and around the Mid West it is expected that traffic numbers will increase. It can also be expected that there will be an increase in grain cartage on this road to the grain facility and rail head at Kalannie.

DEVELOPMENT STRATEGY

As the traffic numbers increase this road should be reconstructed to a Type 4 standard to facilitate the safer and more efficient movement of heavy and light vehicles. Any reconstruction should also consider the potential for access by RAV combinations on this route. This road could be upgraded to a Type 3 standard.



GREENOUGH RIVER ROAD**Road No 5051011****Local Distributor****City of Greater Geraldton****LAST REVIEWED: APRIL 2021****FUNCTION**

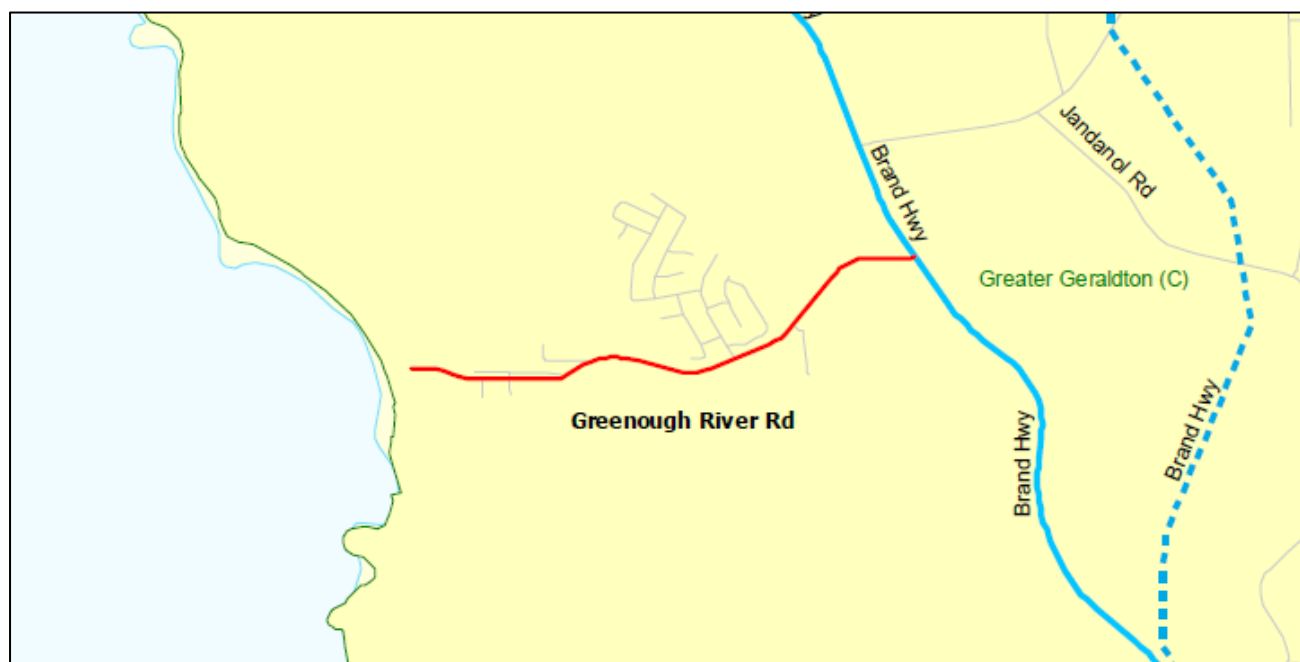
Greenough River Road provides a significant link between the Brand Highway and the township of Cape Burney. The Greenough River mouth beach access, the Greenough River Rowing Club, the Greenough River walking trail and adjacent BBQ/picnic areas. Apart from servicing the local residents, the road also provides access for tourists to visit the recreational facilities at Cape Burney and the Greenough River.

DEVELOPMENT NEED

As the township of Cape Burney continues to grow and the Greenough River precinct attracts more tourists and recreational users, the road will require upgrading to ensure improved road safety and traffic efficiency for motor vehicles and bicycles.

DEVELOPMENT STRATEGY

The proposed development strategy is to improve the road's current conveyance capacity whilst continuously improving road safety for all users. Any funding contributions for proposed road upgrades are anticipated to be sought via the Road Project Grants scheme and developer contributions where possible.



GUTHA EAST ROAD

Road No. 5110004
Local Distributor / Access Road

Morawa Shire

Last Reviewed: April 2025

FUNCTION

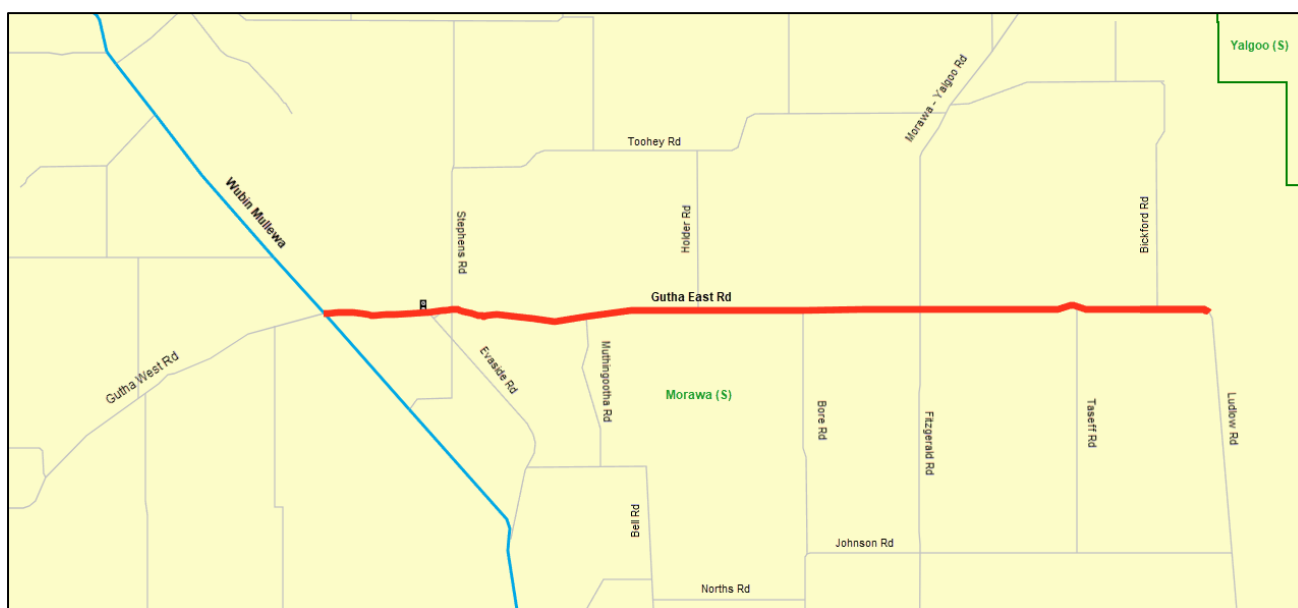
Gutha East Road is a tandem drive network 4 road with conditions and a local distributor and access road. It provides a connection for the agriculture sector in the East of Morawa Shire to access the CBH site in Mingenew and the transportation of lime from Dongara and fertilizer from Geraldton to farm. Gutha East Road connects Wubin-Mullewa Road (west) to Morawa-Yalgoo Road which could provide a linkage from the west of the Shire to the road heading north to the Murchison.

DEVELOPMENT NEED

Gutha East Road currently has a 7.06 KM (SLK 22.27 to 29.32) section of narrow 3.8m seal which would be developed to a type 5 road standard. The section between SLK 8.70 to 10.50 would also be developed to a type 5 road where it intersects the Morawa – Yalgoo Road. Morawa Yalgoo Road and Wubin Mullewa Road are both RAV 7 routes. Upgrading Gutha East Road will allow RAV 7 vehicles to connect seamlessly between these two roads without interacting with the townsite traffic.

DEVELOPMENT STRATEGY

Develop the road to a type 5 using the Regional Road Group Funding. Once upgraded the Shire would look at what is required to get a RAV 7 rating on the road in a safe way.



GUTHA WEST ROAD**Road No. 5110010
Local Distributor and Access Road****Morawa Shire****Last Reviewed: April 2021****FUNCTION**

The forecast closure of the Gutha grain receival facility will result in farmers in the immediate area focusing their grain transport attention to Mingenew via the Gutha West Road. The road will ultimately be used for increased volumes of the cartage of wheat, lime sands and fertilizer products. It is currently a school bus route for the community.

Gutha West Road is a RAV Network 2 road (conditional).

DEVELOPMENT NEED

The road needs reconstruction, widening and sealing at various locations to ensure it continues to provide a suitable and safe link for road users.

DEVELOPMENT STRATEGY

Reconstruct and seal to a Type 5 standard, as needs dictate, from SLK 0.00 to 10.88 and from SLK 11.23 to 15.5, widen and seal from SLK 10.88 to 11.23.



HORROCKS ROAD

Road No. 5130218

Local Distributor

Northampton Shire

Last Reviewed: April 2021

FUNCTION

To provide effective, reliable road access between Horrocks and Northampton.

Horrocks Road is a RAV Network 4 road for 3.5 km from Northampton – Kalbarri Road.

DEVELOPMENT NEED

Continue with developing the road so that the entire length is to a Type 5 (approx. 3 km left).

DEVELOPMENT STRATEGY

Road to be maintained at a Type 5 standard.



HORWOOD ROAD / MASTERS ROAD

Horwood Road (5050497) – Local Distributor
Masters Road (5050522) – Access Road

City of Greater Geraldton

Last Reviewed: May 2024

FUNCTION

Horwood Road provides a significant linkage between the localities of Woorree, Deepdale Utakarra, with the Geraldton Central Business District. In addition to serving as a commuter route for local residents it services, along its length, Rovers Football Club, a Department of Primary Industries and Regional Development research site and, rural residential business enterprises including horticulture/agriculture, home businesses, cottage industry, produce stalls and hobby farms).

DEVELOPMENT NEED

As the localities of Woorree, Deepdale and Utakarra continue to grow, the road will require improvements to ensure road safety and traffic efficiency for motor vehicles and bike riders.

DEVELOPMENT STRATEGY

The proposed development strategy is to continuously improve road safety for all users. It will continue to be monitored for traffic growth and crash history to evaluate timely improvement needs.



HUNT – WALDECK STREET**Road No. 5080041****Local Distributor****Irwin Shire****Last Reviewed: May 2021****FUNCTION**

This road is a Local Distributor and provides an alternative entrance to the Dongara town centre from Brand Highway.

The road is the central bus route pick up point for all students commuting to Geraldton plus supports the TransWA bus service. The road provides access to two major recreational and sporting grounds as well as the Irwin River catchment. The primary hardware store supporting the local building industry is also located on this road.

The road carries one of the larger traffic volumes in the Shire and supports heavy transport vehicles supplying goods to local businesses.

DEVELOPMENT NEED

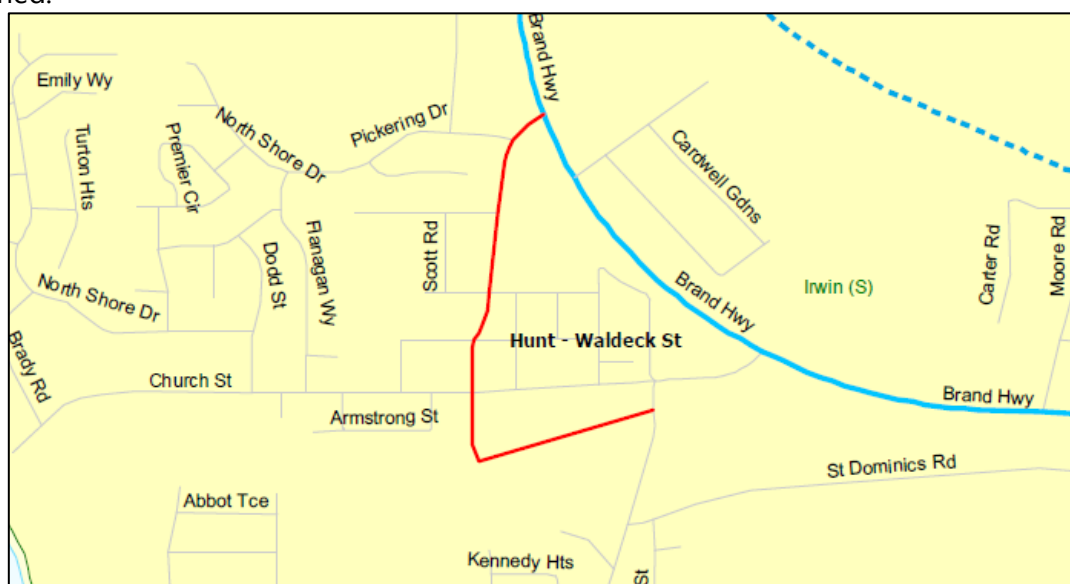
The road is currently developed to Type 6 (7m seal) standard. The current standard is considered suitable for the existing and future expected needs of this road.

The development of a new medical facility and general use car parking area on Lot 13 Point Leander Drive may result in increased traffic congestion at the Hunts Street – Point Leander Drive intersection. Future modification of the intersection may be necessary to accommodate the increased traffic volume.

As the Dongara Port Denison twin towns continues to grow as a preferred tourist location, the demand on this road will continue to grow as well. There is a need to ensure this road continues to be fit for purpose given the increasing tourist demand.

DEVELOPMENT STRATEGY

This road is included in the scope of the proposed Town Centre Revitalisation Plan to build on elements of the town that are working well, correct aspects of the town centre that are not functioning well and to ensure the sustainability of the twin towns. The funding sources are yet to be determined.



INERING ROAD**Road No. 5150024 and 5010007
Local Distributor****Three Springs and Carnamah Shires****Last Reviewed: April 2021****FUNCTION**

This road forms part of the Morawa – Carnamah – Perth Route, which is used by some RAV combinations, as well as passenger vehicles.

Inering Road (5150024) is a RAV Network 3 road.

Inering Road (5010007) is a RAV Network 3 road (conditional).

DEVELOPMENT NEED

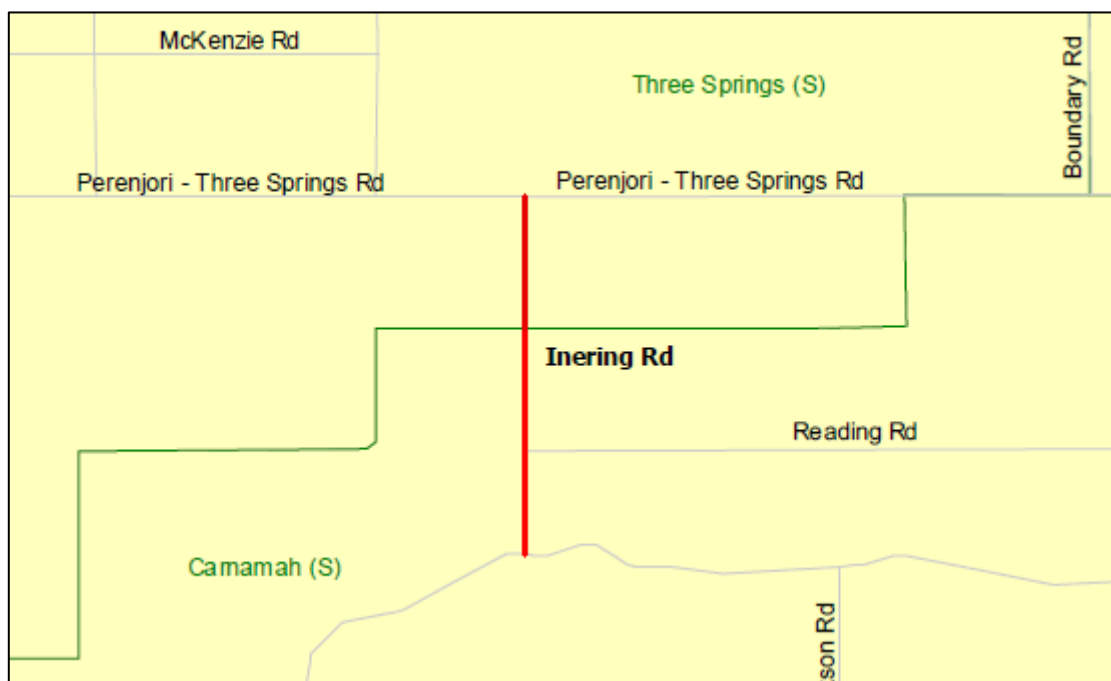
The Three Springs Shire section of this road is only 2.09 km, which is currently sealed to a width of 4.2 metres from SLK 0.00 to 1.00 and sealed to a width of 3.70 m from SLK 1.00 to 2.09 m.

Development to a Type 5 standard will be considered in conjunction with the Shire of Carnamah and the growing needs of this area; however, this is not expected until beyond 2015.

The road has recently been upgraded from an unsealed gravel surface to a 3.7 and 4.2 m wide seal as indicated above.

DEVELOPMENT STRATEGY

The road needs to undergo seal widening to a minimum of type 5.



KAILIS DRIVE**Road No. 5080154****Local Distributor****Irwin Shire****Last Reviewed: April 2021****FUNCTION**

This link provides alternative access to Port Denison. It is a road that carries large volumes of passenger vehicles and heavy transport vehicles that service the towns of Dongara and Port Denison, as well as the Cockburn Lime facilities. It also provides an emergency exit for Origin Energy's Jingemina Oil Facility and access to a gypsum mine south of the road.

Kailis Drive is a RAV Network 2 road and a RAV Network 7 road to approximately 6.4 km west of Brand Highway to Lime Pit.

DEVELOPMENT NEED

The road is currently developed to a Type 6 (8 m seal) standard and is seen as suitable for existing and forecast traffic volumes.

DEVELOPMENT STRATEGY

The ongoing maintenance of this road is important to ensure it can continue to service road users, particularly large RAV combinations, from the industries established around the area.

Re-sealing works were carried out in 2010/11 because of the surface stripping – there are no other planned works scheduled in the foreseeable future.



KALBARRI NATIONAL PARK ROUTE

George Grey Drive (5130135)

Red Bluff Road (5130160)

Regional Distributors

Northampton Shire

Last Reviewed: April 2021

FUNCTION

This is the balance of George Grey Drive commencing from the intersection of Stiles Road and forms part of the access road from Northampton to Kalbarri and is the section that is not under Main Roads' control.

The road section carries a high proportion of tourist traffic and local traffic.

George Grey Drive to Binu West Road is a RAV Network 4 road.

DEVELOPMENT NEED

Road is constructed to a Type 5.

DEVELOPMENT STRATEGY

Maintain road to a Type 5 standard.



LANDOR – MEEKATHARRA ROAD

Road No. 7030066
Regional Distributor

Meekatharra Shire

Last Reviewed: April 2021

FUNCTION

The route provides east-west connectivity between two major north-south freight routes, North West Coast Highway and Great Northern Highway. It also links the regional population centres to Carnarvon and Meekatharra. It forms part of a broader inter-regional route from the Gascoyne Region through the Midwest and Goldfields – Esperance Regions.

Some horticultural produce from Carnarvon to the Eastern States is transported via this route in addition to livestock and general freight. The road is part of the Gascoyne – Murchison Outback Pathways Project and provides a western access to Mt Augustus.

Landor – Meekatharra Road is a RAV Network 9 road (conditional).

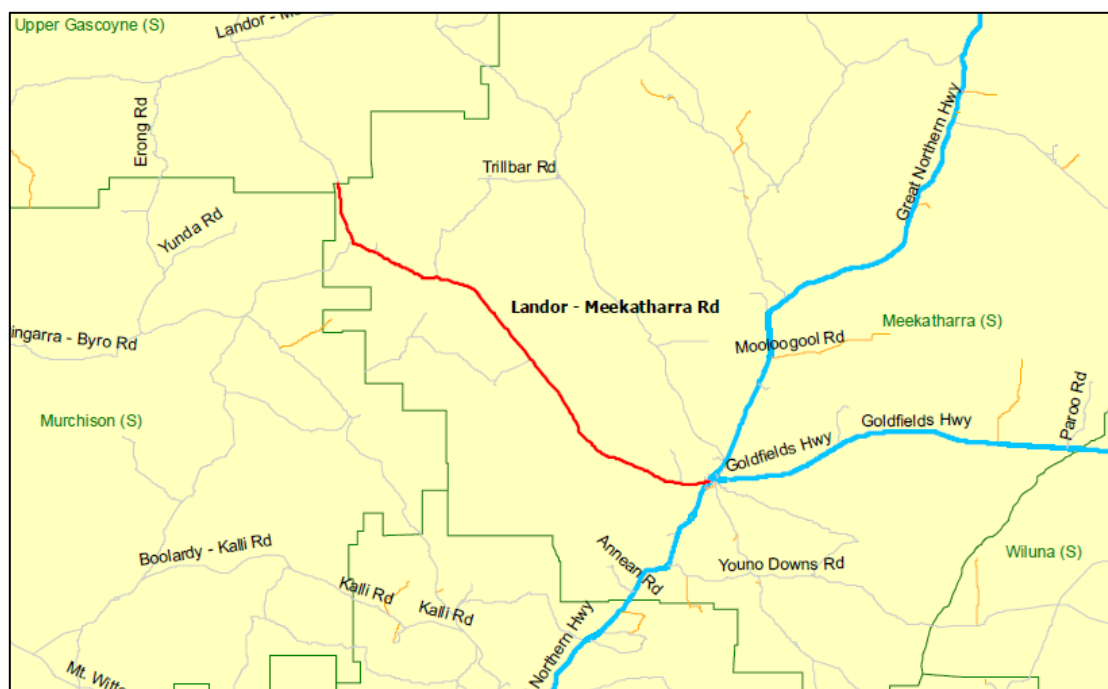
DEVELOPMENT NEED

There is a need for an improved standard of road and a more direct east-west link between the Gascoyne, Mid West, Goldfields – Esperance Regions and the Eastern States, to facilitate expanding horticultural markets and tourism interests. The road is conveniently located to service the future development of mining activities in the area.

DEVELOPMENT STRATEGY

Cement stabilise the flood ways and maintain a uniform Type 3 standard where warranted.

As usage demands, upgrade the section from Mt Gould to Meekatharra to a uniform Type 3 standard. In the longer term the road should be sealed to a two-lane Type 5 standard.



LATHAM – KARARA ROUTE

Karara Road (5140016) – Access Road
Summers Road (5140048) – Access Road
Warriedar Coppermine Road (5140141) – Access Road
Perenjori - Rothsay Road (5140015) – Local Distributor and Access Road
Syson Road (5140049) – Local Distributor and Access Road

Shire of Perenjori

Last Reviewed: April 2021

FUNCTION

These roads form part of a route that provides access to the Karara Mine site for general freight, local and regional contractors working on the project, large oversize equipment/plant from Perth to the mine site.

Roads in this route also provides access to tourists through to the eastern region, carries grain freight to wheat bins and fertilizers.

Karara, Syson, Oliver, Oversby South Roads are RAV 7 Network roads.

Summers Road is a RAV 4 Network road.

Perenjori – Rothsay Road (17.93 – 34.64 SLK) is a RAV 9 road (conditional).

DEVELOPMENT NEED

This route provides access to the Karara Iron Ore Mine site east of Perenjori. The majority of freight from Perth to the mine site comes via these roads as well as the companies and contractors who support the mine.

Increased traffic due to mining activity has resulted in extensive maintenance to the roads having to be carried out.

Karara Road is currently a Type 2 formed road.

Warriedar Coppermine Road is currently a Type 2 formed road.

Oversby South Road is currently a Type 3 gravelled road.

Oliver Road is currently a Type 2 formed road.

Syson Road is currently a Type 3 gravelled road.

Summers Road is currently a Type 5 sealed to 7m road.

DEVELOPMENT STRATEGY

Karara Road is currently formed which has been closed or restricted during rain events due to poor material and lack of drainage. Development is to improve drainage and gravel road allowing it to cope with increased traffic demand and weather conditions with the possibility of upgrading to a Type 5 sealed road.

Warriedar Coppermine Road development is to change the road from formed to a gravelled surface. Improve drainage to allow it to cope with the volume of traffic. There is some justification for sealing this road and upgrade to a minimum Type 3 with potential to a Type 5.

Syson Road – with increased traffic on this road, it requires significant works including re-gravelling and drainage upgrades and some sections may warrant sealing.

Summers Road development is to preserve the existing seal be re-sealing.



MEEKATHARRA AIRPORT ROUTE

Airport Access Road (7030125) – Access Road
High Street (7030043) – Local Distributor and Access Road
Murchison Downs Road (7030030) – Local Distributor and Access Road
Queen Road (7030052) – Local Distributor and Access Road

Meekatharra Shire

Last Reviewed: April 2021

FUNCTION

These roads connect Meekatharra Airport to the town of Meekatharra and Great Northern Highway. It is the terminus of the Sandstone road. It is also an important link with the other regional community centres and major mining operations in the Murchison that use the airport for commuting and the services of the Royal Flying Doctor Base.

High Street is a RAV Network 4 road.

Queen Road is a RAV Network 4 road.

Murchison Downs Roads is a RAV Network 10 road (conditional).

DEVELOPMENT NEED

There is a need to provide an improved standard of road to Type 5 with improved drainage. Realignment works completed 2011/12 – 100% council funded.

DEVELOPMENT STRATEGY

Continue upgrading to Type 5.



MEEKATHARRA – MT CLERE ROAD**Road No. 7030001****Access Road****Meekatharra Shire****Last Reviewed: April 2021****FUNCTION**

Meekatharra – Mt Clere Road (Mt Clere Road) services pastoral, mining and tourism industries. It is a major link to the Upper Gascoyne Shire.

It provides an alternate route from Meekatharra to Mt Augustus National Park, Burringurrah Aboriginal Community, Ullawarra Aboriginal Reserve, Kennedy Range National Park, Ningaloo Marine Park, Exmouth and Onslow.

The road services a large operational talc mine, as well as numerous mine exploration sites. It runs through seven functioning pastoral leases. Pastoralists in the eastern area of the Upper Gascoyne Shire use the road to access Meekatharra as their main town for shopping, business and social needs.

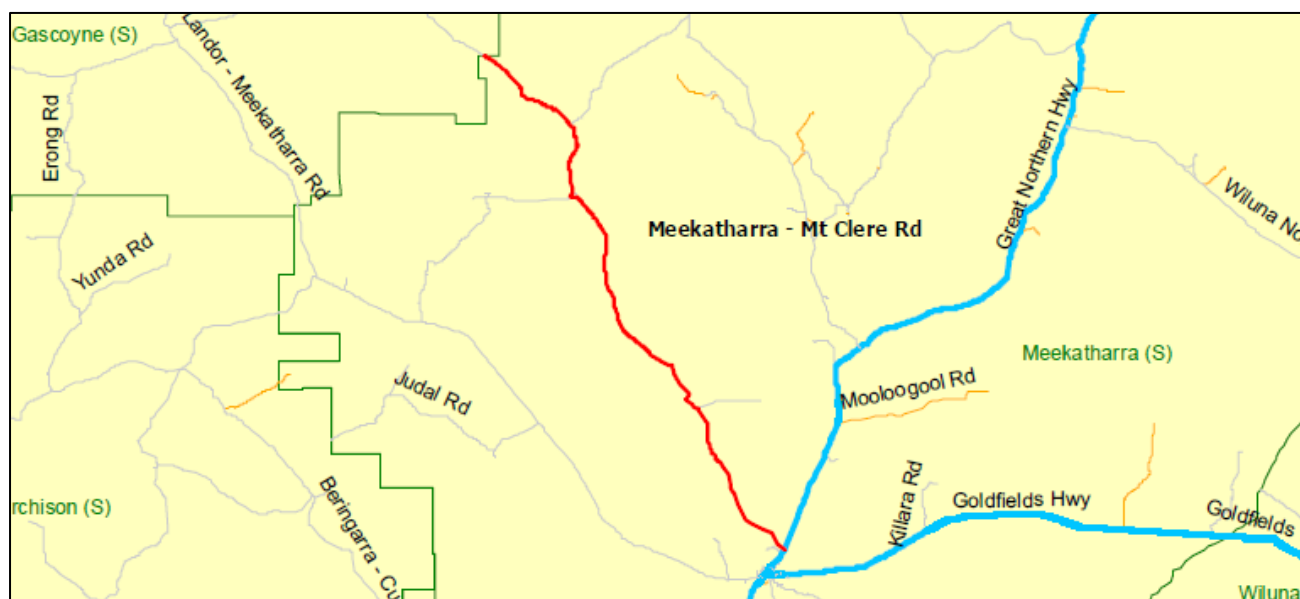
Meekatharra – Mt Clere Road is a RAV Network 10 road (conditional) to the Meekatharra Shire Boundary, then RAV Network 6 road to Mt Clere – Woodlands Road.

DEVELOPMENT NEED

To increase reliability and improve the economic and social circumstances of the mining, pastoral communities and travellers through the regions, it is necessary that the road be upgraded to a uniform Type 3 standard, with stabilised flood ways and cut-off walls at creek and river crossings to sustainably accommodate current and future traffic demands.

DEVELOPMENT STRATEGY

As usage demands, upgrade the section from Trillbar Road to Great Northern Highway (128kms) to a uniform type 3 standard, with stabilised flood ways and creek crossings and concrete cut off walls where required.



MEEKATHARRA – SANDSTONE ROUTE

Meekatharra – Sandstone Road (7010004, 7030068)

Sandstone – Wiluna Road (7010005)

Local Distributors

Sandstone and Meekatharra Shires

Last Reviewed: April 2021

FUNCTION

Meekatharra is the nearest regional centre for the community of Sandstone, with its regional hospital, Royal Flying Doctor Service, educational services and general shopping facilities.

This road provides access to pastoral properties and services several mining operations active in the area. The road also has increasing amounts of tourist traffic. This road has a role in linking the Miners Pathway as part of the Gascoyne Murchison Outback Pathways Project.

Meekatharra – Sandstone Road (7010004) is a RAV Network 5 road.

Meekatharra – Sandstone Road (7030068) is a RAV Network 9 road.

Sandstone – Wiluna Road is a RAV Network 5 road (conditional).

DEVELOPMENT NEED

Suitable base course materials and water are scarce in this area which results in high demands for maintenance. The route needs to be upgraded to a uniform Type 3 standard to adequately accommodate the traffic volume and different types of vehicles which it currently carries.

DEVELOPMENT STRATEGY

The ultimate development of this route to a uniform Type 3 standard, with stabilised flood ways and creek crossings, would enhance its reliability and improve the economic and social circumstances of the mining and pastoral communities of the region.



MENZIES – SANDSTONE ROAD**Road No. 7010003****Local Distributor****Sandstone Shire****Last Reviewed: April 2021****FUNCTION**

This route provides access to several gold mining operations south of Sandstone as well as some pastoral operations between Sandstone and Menzies shire. There is some tourist traffic that makes use of this route as a relatively safe journey “off the beaten track”. Very large RAV combinations use this route to transport mining related goods and livestock. During long periods of dry weather this is seen as a short cut between the central goldfields and areas to the North West.

Menzies – Sandstone Road is RAV Network 10 road (conditional).

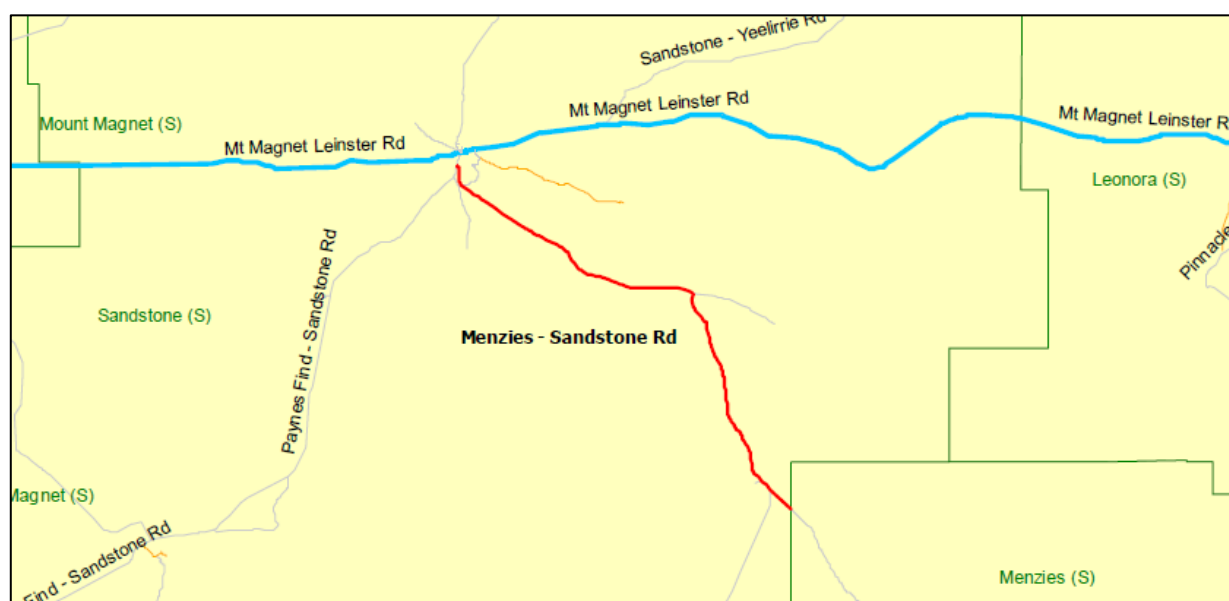
DEVELOPMENT NEED

This is an unsealed route that in places has a narrow formation and it carries large RAV combinations together with some tourist traffic. Dust on this road is a hazard and the poor quality of the pavement does not provide for safe overtaking opportunities. The road is subject to closure during periods of moderate rainfall.

As further mining and exploration continues and tourist traffic increases, this route will come under greater pressure from a range of vehicles including heavy vehicles. Consideration for future major upgrade works is required.

DEVELOPMENT STRATEGY

There is a need to maintain the existing service levels for operators that currently utilise this route; however, the formation needs to be reconstructed to a Type 3 standard. Sealing to a Type 4 standard is recommended between Sandstone and the major mining operations just south of the town.



MILO ROAD

Road No 5080004

Local Distributor

Shires of Irwin and Mingenew

Last Reviewed: April 2021

FUNCTION

Milo Road connects through Warradong Springs and Yandanooka East road into the shire of Mingenew and Three Springs. It is a heavily used road during the peak season for grain, fertilizer, stock and lime sand cartage as well as general traffic movements.

Milo Road has been sealed to the junction with Warradong Springs Road, utilising funding arrangements through the Regional Road Group and the Shire of Irwin.

Milo Road is a RAV 3 Road.

DEVELOPMENT NEED

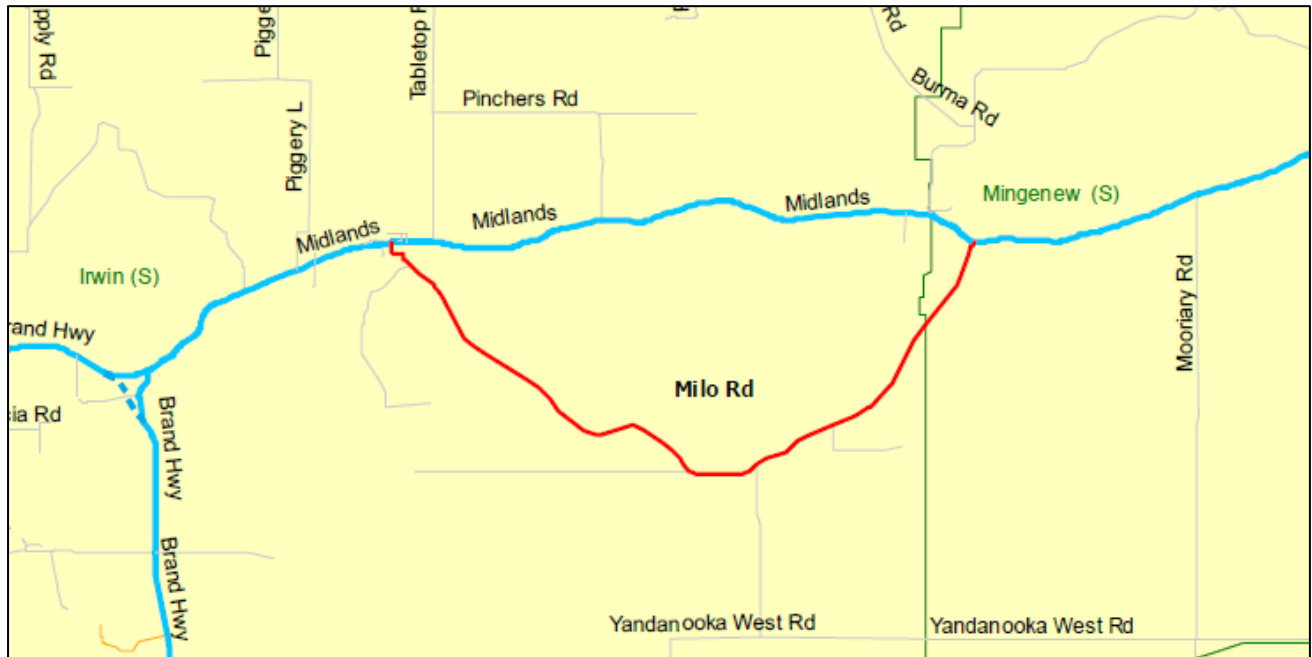
Milo Road will continue to service the farming communities in and to the east of the Irwin Shire. Future needs would include re-sealing works:

2020/21	SLK 0.00 – 4.9
2021/22	SLK 4.9 – 8.9
2022/23	SLK 8.39 – 12.9
2023/24	SLK 12.9 – 15.5

DEVELOPMENT STRATEGY

The Shire of Irwin has utilised Regional Road Group funding and its own resources so far to upgrade the road from gravel to a 7m seal.

It is envisaged that this arrangement will help to maintain the roadway in the future, other funding could be sourced through the Roads to Recovery funding but possibly at a lower level depending on the funding availability and other planned works.



MINGENEW – MULLEWA ROAD**Road No. 5050758 and 5090080****Regional Distributor****City of Greater Geraldton and Mingenew Shire****Last Reviewed: April 2021****FUNCTION**

The Road provides a significant agricultural route for transporting grain and is also used for hauling aggregates. It is also an important local service route between Mingenew and Mullewa.

Mingenew – Mullewa Road is a RAV 6 Network road (SLK 0 to 8.53) in the City of Greater Geraldton. Mingenew – Mullewa Road is a RAV 4 Network road (SLK 8.53 to 49.02) in the City of Greater Geraldton.

DEVELOPMENT NEED

In the future, it is expected that agricultural industry will continue to grow. This is also a significant wildflower route for tourism and experiences a step increase in traffic through August to November. It will continue to be a vital link between Mullewa, Mingenew and the railway towns to the south.

Maintain Type 5 road and consider opportunities to upgrade to Type 6 depending on traffic growth

DEVELOPMENT STRATEGY

The future development needs of the road will be ongoing widening and pavement rehabilitation due to the significant heavy vehicle component. Also, localised geometrical and intersection upgrades may be applied for in future.

Use RRG and RRSP funding for periodic maintenance and ultimate upgrade to Type 6 when warranted.



MOONYOONOOKA - NARNGULU ROAD

Road No 5051031
Regional Distributor

City of Greater Geraldton

Last Reviewed: April 2021

FUNCTION

The Moonyoonooka Narngulu road provides an alternative haulage route from the Narngulu Industrial Estate to Geraldton Mt Magnet Road and Narra Tarra Moonyoonooka Road. The primary haulage route is via Deepdale Road (RAV 10 Network road). The Narngulu Industrial Estate provides many products and services for local industry, commercial and Government projects.

Moonyoonooka Narngulu Road is a RAV 6 Network road (SLK 0 to 3.78)

Moonyoonooka Narngulu Road is a RAV 7 Network road (SLK 3.28 to 5.05)

DEVELOPMENT NEED

The development need is to provide continuous improvement to the connectivity between the Narngulu Industrial Estate and Geraldton Mt Magnet Road and Narra Tarra Moonyoonooka Road, resulting in improved road safety and traffic efficiency for heavy haulage trucks and motor vehicles.

DEVELOPMENT STRATEGY

The proposed short-term development strategy is to maintain the road's current conveyance capacity whilst continuously improving road safety for all users. Future works on the road will certainly include ongoing pavement rehabilitation; however, some pavement widening, and intersection upgrades may also be considered subject to future development and traffic behaviours. No planning has commenced on these projects. Funding contributions via the Road Project Grants scheme may be requested for significant works.



MORAWA – YALGOO ROAD**Road No. 5110149 and 7070076****Regional Distributor****Shires of Morawa and Yalgoo****Last Reviewed: April 2021****FUNCTION**

This road provides a vital link between the Murchison and the Mid West. It also provides a direct link from Perth to Yalgoo and a gateway from the wildflower tourism region into the Murchison Outback Pathways tourism region.

The completion of a safer “all weather” route will enable Yalgoo residents to benefit from access to improved education, health and social facilities in Morawa. AADT ranges from 30 – 50 vehicles per day with approximately 15 – 20% heavy vehicles.

Road number 5110149 is a RAV Network 7 road (conditional).

Road number 7070076 is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

Both Shire of Morawa and Shire of Yalgoo are committed to maintaining this road to at least a 4m sealed standard and 7m wide seal, where warranted.

The Shires of Morawa and Yalgoo have worked collaboratively over an extended period of years to seal this link between the towns. The Shire of Morawa and Yalgoo have completed sealing this road to 4m and ongoing work is being conducted to widen further sections to 7m.

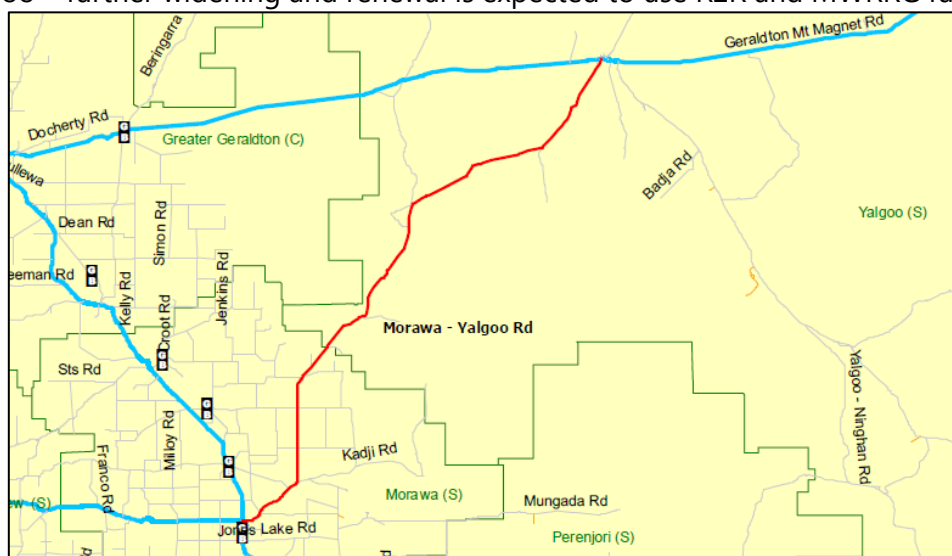
The current bitumen surface is a single lane 4m seal engineered for light traffic. Future use of the road is expected to include daily RAV traffic. A school bus service for secondary students in Yalgoo accessing schooling in Morawa.

Future development of this road may include upgrading to an 8 m seal in the interests of safety and all-weather access.

DEVELOPMENT STRATEGY

Shire of Morawa proposes to renew existing pavements using MWRRG funds with matching shire contributions.

Shire of Yalgoo – further widening and renewal is expected to use R2R and MWRRG funding.



MORETON TERRACE**Road No. 5080076****Local Distributor****Irwin Shire****Last Reviewed: May 2021****FUNCTION**

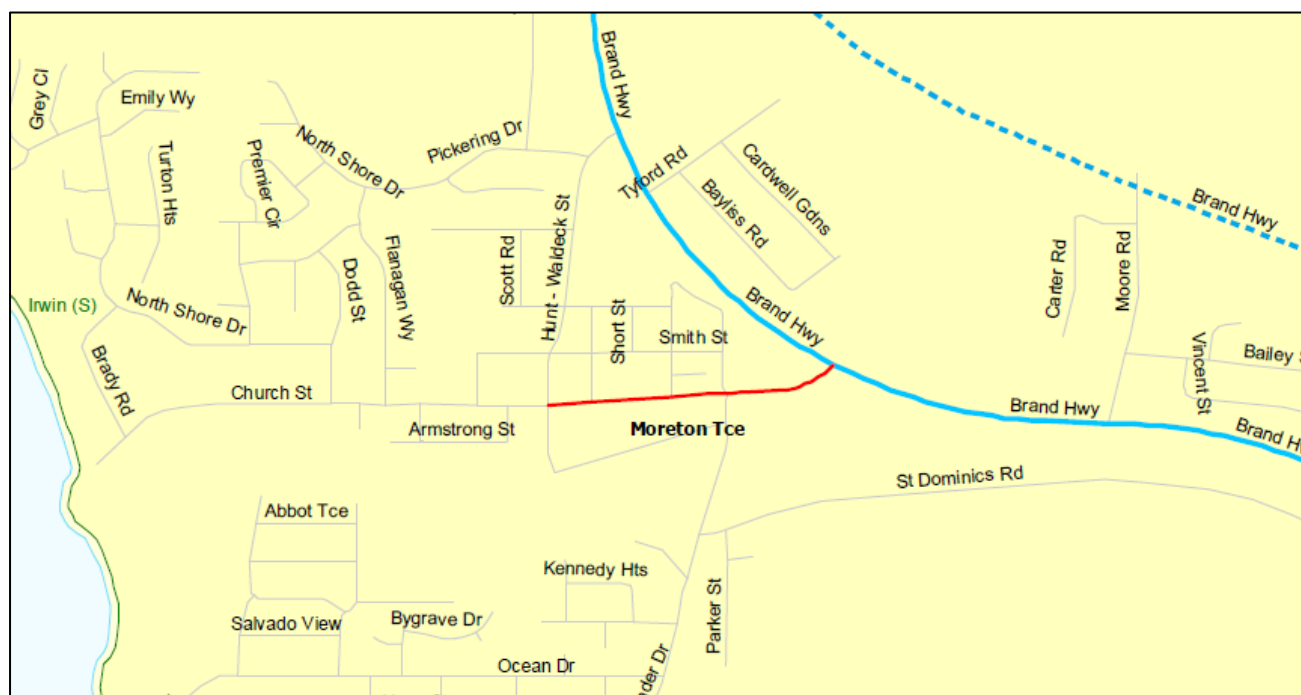
The road is a Local Distributor and forms the main street of the Dongara and Port Denison township supporting retail businesses, restaurants and consumer banking. The road forms part of the primary link between the twin towns Dongara to Port Denison and provides linkage to the town recreational and sporting precincts. This road carries the largest volume of traffic in the Shire and supports heavy transport vehicles supplying goods to local businesses.

DEVELOPMENT NEED

The road is currently developed to a two-lane sealed Type 6 standard with additional seal width to allow stationary vehicles to stand clear of traffic lanes. As the Dongara Port Denison twin towns continues to grow as a preferred tourist location, the demand on this road will continue to grow as well. There is a need to ensure this road continues to be fit for purpose given the increasing tourist demand plus cater for future economic growth as businesses in the town centre continue to expand through redevelopment.

DEVELOPMENT STRATEGY

This road is the key feature of the proposed Town Centre Revitalisation Plan to build on elements of the town that are working well, correct aspects of the town centre that are not functioning well and to ensure the sustainability of the twin towns. The funding sources are yet to be determined.



MT ADAMS ROAD**Road No. 5080013****Access Road****Irwin Shire****Last Reviewed: April 2021****FUNCTION**

This road provides access to farming properties and carries seasonal grain, fertilizer, gypsum and lime sands traffic. It also provides access to the Beharra Springs Gas Field operated by Origin Energy. Access to the Beharra Springs Gas Field requires the use of approximately 10 km of Mt Adams Road from the Brand Highway end. There is only minimal additional traffic resulting from the Beharra Springs gas project currently using this road.

Mt Adams Road is a RAV Network 5 road.

DEVELOPMENT NEED

The majority of the road is a satisfactory standard for the current road use, however, it should be upgraded to a minimum Type 4 standard to safely accommodate the forecast heavy vehicle usage for Tiwest (approximately the first five km of this road). A further review can be undertaken based on future life expectancy and output of this mine.

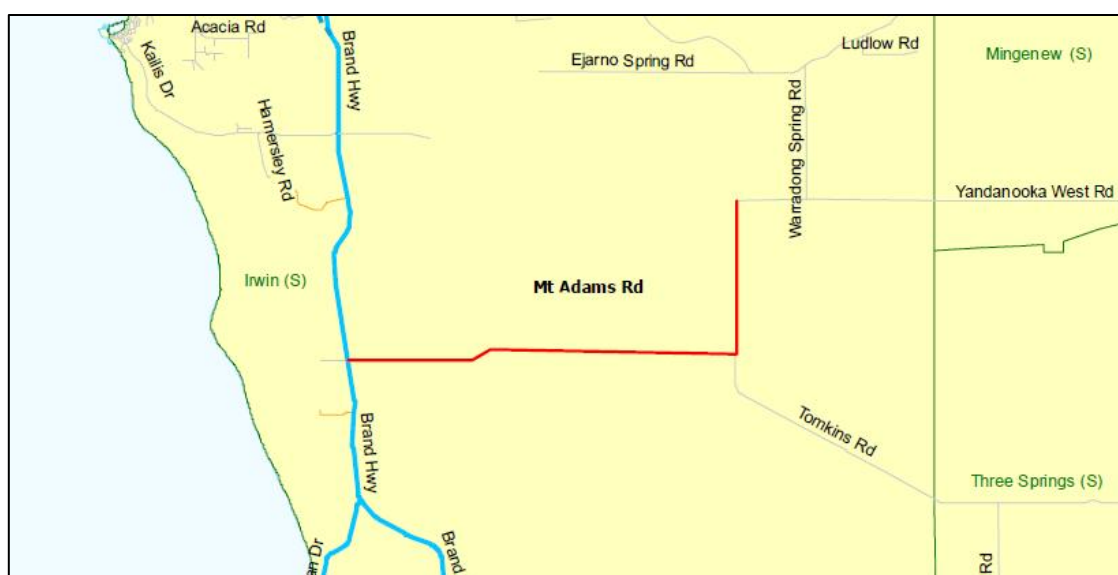
The Shire of Irwin has not allocated funds to seal particular sections of this road; however, it is possible that the task will be done in the next couple of years through private (mining company) funding.

DEVELOPMENT STRATEGY

Widen and reconstruct the section from Brand Highway to the Beharra Springs Gas Field access track to a Type 3 standard. Further upgrading of the section between Brand Highway and the Tiwest access track to a Type 4 standard should be done in line with the proposed commencement of the mineral sands transport task.

SLK 0.00-6.50 was re-sheeted in 2010. There is a future plan for private operators to reconstruct the road and seal for approximately 11 km, but timing for this is unknown.

Future planning would be as a result of increased traffic volumes arising from this work and the Council may look at returning the level of significance of the road to Category 1.



MT HORNER WEST ROAD**Road No. 5080011****Access Road****Irwin Shire****Last Reviewed: May 2026****FUNCTION**

Mt Horner West Rd serves as an important link connecting Tabletop Rd to Brand Highway, thus providing connectivity for agricultural and transport activities. At the southern end of Tabletop Rd, there is a lack of stacking distance between Midlands Rd and the railway line on Tabletop Rd which means that RAV vehicles are not permitted to turn in and out of this intersection. Therefore, Mt Horner West Rd is the only road approved for RAVs in the area that facilitates transport between Tabletop Rd and Brand Hwy and compared to alternate routes, offers a significantly shorter route for RAV vehicles that are unable to use the Tabletop Road / Midlands Rd intersection.

This road provides a critical link for heavy traffic, particularly during harvest season, while also supporting livestock transport. Mt Horner West Rd facilitates access for farmers and transporters who require a direct connection to Brand Hwy. Ensuring the road is of a consistent Type 3 standard for the unsealed sections is vital for improving transport efficiency and safety for both the agricultural and transport sectors in the region. The road is currently part of the RAV 7 network with conditions (max speed 60 km/h) with vehicles up to a maximum 36.5m length.

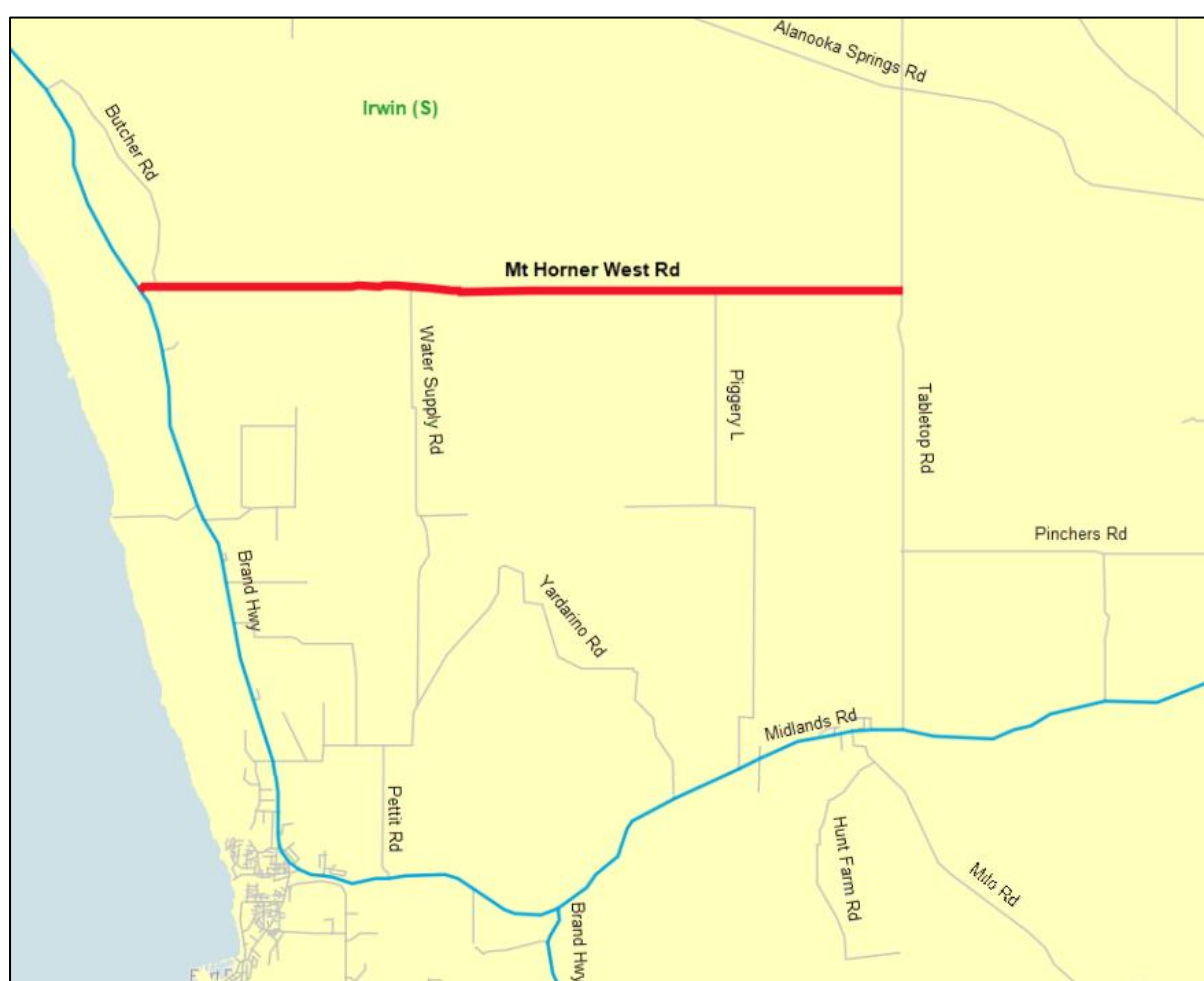
DEVELOPMENT NEED

Mt Horner West Rd provides a critical transport link for agricultural machinery, harvest traffic, and livestock. Given the ongoing development of agricultural activities in the region, particularly the increasing size of agricultural machinery, it is critical that the standard of the road matches the current and future traffic volumes. Apart from the isolated seal sections, the existing road is a Type 3 standard. Based on the existing traffic volumes, an upgrade to a Type 5 sealed road standard is warranted. Therefore, an upgrade to a Type 5 road is recommended as this will also ensure that the road can sustainably service the existing and expected future traffic growth in the area. Additionally, the upgrade to a Type 5 sealed standard will improve road performance and reduce ongoing periodic maintenance. In the short term, the existing Type 3 sections of Mt Horner West Rd should be maintained via periodic maintenance grading and re-sheeting where necessary. The sealed sections of the road should also be maintained to ensure they are serviceable for the traffic loading on this road.

DEVELOPMENT STRATEGY

The Shire plans to progressively upgrade and then maintain the full length of the Mt Horner West Rd to a consistent Type 5 standard (7m wide seal) to support the development of this agricultural region. The funding for this work will be sourced using a combination of funding from Regional Road Group, roads to recovery and other sources of development funding as and when it becomes available.

The Shire of Irwin's strategic plan for Mt Horner West Rd includes a phased approach to the development of the road. The immediate priority is that the road requires gravel sheeting to improve the road's current gravel surface and drainage. The Shire has committed to completing 5 km per year as part of its road maintenance program. Following this, the route will be progressively upgraded to a Type 5 standard commencing from the Tabletop Rd end and extending west to the Brand Hwy.



MT MAGNET - MURCHISON ROUTE (INCLUDING HILL50 HAULAGE ROUTE)

Dalgaranga Road (7070018) – Local Distributor
Dalgaranga - Mt Magnet Road (7070051) – Local Distributor
Meeberrie - Mt Wittenoom Road (7050027) – Local Distributor
Meeberrie - Wooleen Road (7050026) – Local Distributor
Meka - Mt Wittenoom Road (7070046) – Local Distributor
Mt Farmer Road (7040027) – Local Distributor
Richardson Street (7040081) – Local Distributor
Twin Peaks Wooleen Road (7050004) – Access Road
Checker Plant Road (7040065) – Local Distributor
Mt Magnet Hill 50 Road (7040001) – Local Distributor
Mt Wittenoom Road (7050028) – Local Distributor
Yalgoo North Road (7070009) – Local Distributor

Murchison, Yalgoo and Mt Magnet Shires

Last Reviewed: April 2021

FUNCTION

This route links Murchison Settlement via Meeberrie Wooleen Road, Meeberrie – Mt Witte Road connecting with the Yalgoo North Road down to the junction with Dalgaranga Road and Dalgaranga – Mt Magnet Road connecting to Mt Farmer Road across to Mt Magnet.

In conjunction with Butchers Track this gives access from North West Coastal Highway to Great Northern Highway providing an alternative route for tourists and travellers that wish to cut inland from the coast across to the central Murchison area.

Mt Magnet Hill 50 Road completes the link of regional roads from the GNH via Mt Farmer Road and Dalgaranga Road through the Shire of Yalgoo and Murchison to the coast.

Yalgoo North Road is a RAV Network 4 road with standard low volume road conditions. Future mining development may require consideration of sealing.

DEVELOPMENT NEED

Roads in this route are in varying condition. There is a need to improve and maintain the roads to a consistent standard, being a Type 3 standard capable of providing reliable access in all but exceptionally wet weather.

DEVELOPMENT STRATEGY

The relative importance of this road network as an east-west link should be monitored. Initially, weak points should be upgraded by draining, filling and forming, with the ultimate aim to upgrade the whole road network to a consistent Type 3 standard.



NABAWA – YETNA ROAD**Road No. 5160082****Local Distributor****Chapman Valley Shire****Last Reviewed: April 2025****FUNCTION**

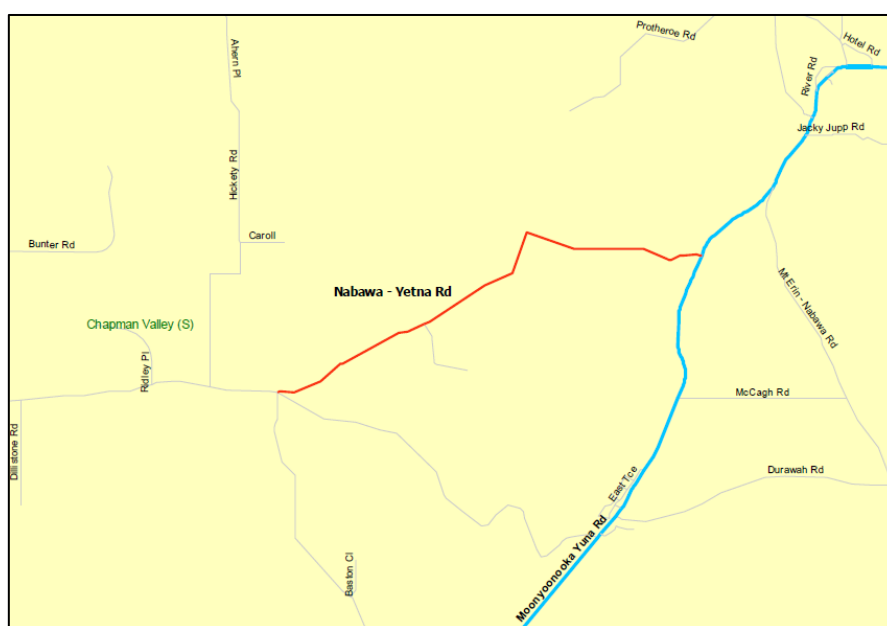
This road forms part of a regional route which links Chapman Valley Rd to Nanson – Howatharra Rd and Nabawa to the North West Coastal Highway. The road is located approximately midway between the North West Coastal Highway and the Nabawa township. This road is primarily used for transporting agricultural products such as grain, fertilizer, livestock and general goods between the key agricultural centres of Northampton, Nabawa, Howatharra and Nanson. The road experiences heavy traffic at specific peak periods varying with seasonal conditions. It services a Waste Management Facility which is the major waste facility for the shire, It also is a RAV 4 level road.

DEVELOPMENT NEED

It is expected that as agricultural activity in the Shire of Chapman Valley increases, traffic volumes on this road will also increase. The volume of agricultural products from properties in the local area continues to increase and upgrading this road to meet the demand is important to development in the region. Based on the current high volume of traffic and the projected continued demand for this road as part of the overall regional route, there is a need to upgrade this road to a consistent Type 4 standard. This upgrade will provide a consistent sealed standard improving safety outcomes for users, minimising road maintenance costs and minimising the risk of damage to the road from rainfall events.

DEVELOPMENT STRATEGY

The Shire of Chapman Valley propose to upgrade this road to a consistent Type 4 standard for its full 7km length. The Shire proposes to complete these upgrades over a 2-3 year period using funding from Regional Road Group, internal Shire funds and possibly Roads to Recovery funding.



NANEKINE ROAD**Road No. 5090004 and 5110003
Local Distributor****Mingenew and Morawa Shires****Last Reviewed: April 2021****FUNCTION**

This road is used for the transport of grain to Mingeneu from the north eastern growing areas of the Morawa Shire and surrounding Wheatbelt district. The road is also used for the cartage of lime sands from Dongara and fertilizer from Geraldton. It is also used as a school bus route for the district and is a tourist facility for visitors seeking destinations such as Canna and the Coalseam Conservation Reserve.

Nanekine Road (5090004) is a RAV Network 7 road (conditional).

Nanekine Road (5110003) is a RAV Network 5 road.

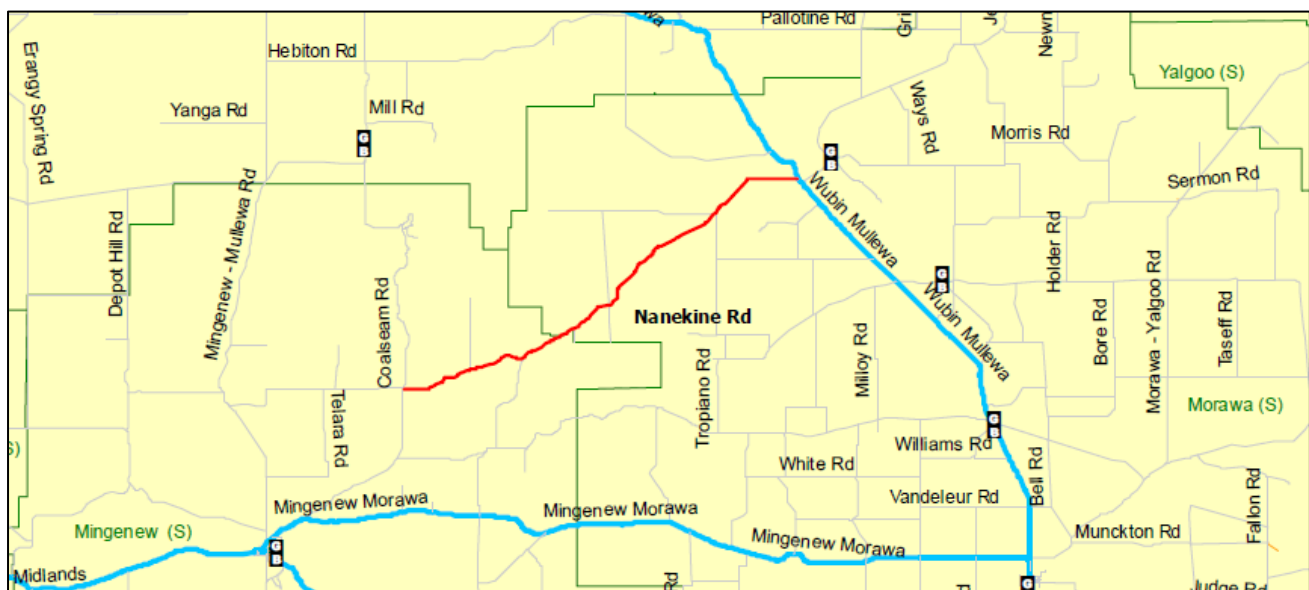
DEVELOPMENT NEED

There is a need to provide a Type 5 standard road that will improve the safety requirements for access by large RAV combinations as well as normal traffic requirements.

DEVELOPMENT STRATEGY

Develop the road to be a Type 5 standard, which will then link into the existing seal at the boundary of Mingeneu Shire. The current seal detail is 0.7 km at 7 metres width and 4.16 km at 3.8 metres width. The existing unsealed section extends to 17.81 km.

Use RRG funding for periodic maintenance.



NANSON – HOWATHARRA ROAD

Road No. 5160010

Local Distributor

Chapman Valley Shire

Last Reviewed: April 2021

FUNCTION

Nanson – Howatharra Road acts as a distributor link between two State controlled roads namely, North West Coastal Highway and Chapman Valley Road.

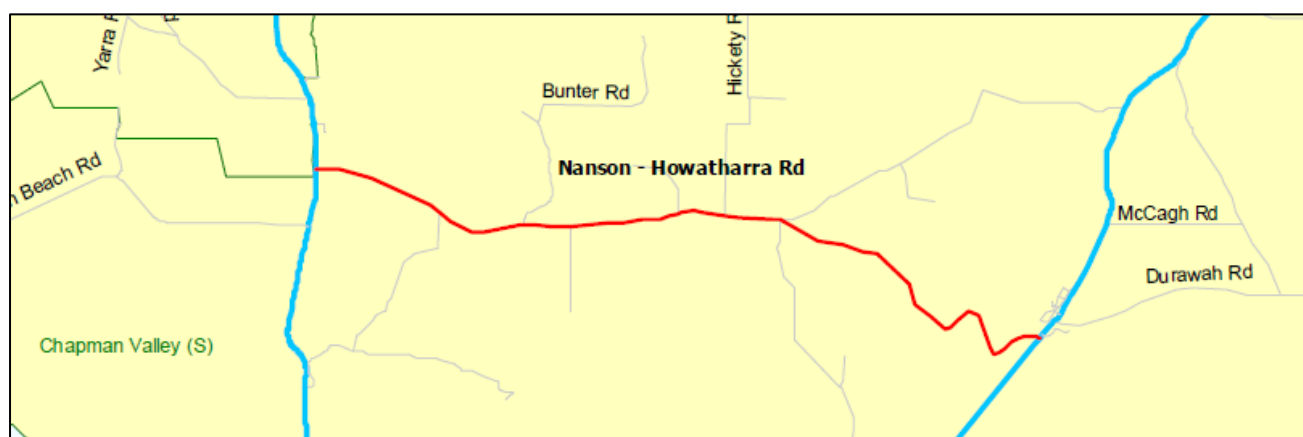
The road also provides tourist access to wineries, olive farms and lifestyle farmlet sub-divisions.

DEVELOPMENT NEED

The road is currently a Type 5 standard. Various bends require improved radius curves to improve road safety and efficiency including improved sight distances.

DEVELOPMENT STRATEGY

Continue to maintain the road to a Type 5 standard.



NARRA TARRA ROAD

Road No. 5160007

Local Distributor

Chapman Valley Shire

Last Reviewed: April March 2013

FUNCTION

Narra Tarra Road links Chapman Valley Road with Morrell Road and Moonyoonooka – Narra Tarra Road.

This road services the flow of traffic between the Geraldton area and the area immediately east of the Moresby Ranges.

Narra Tarra Road is a RAV Network 7 road.

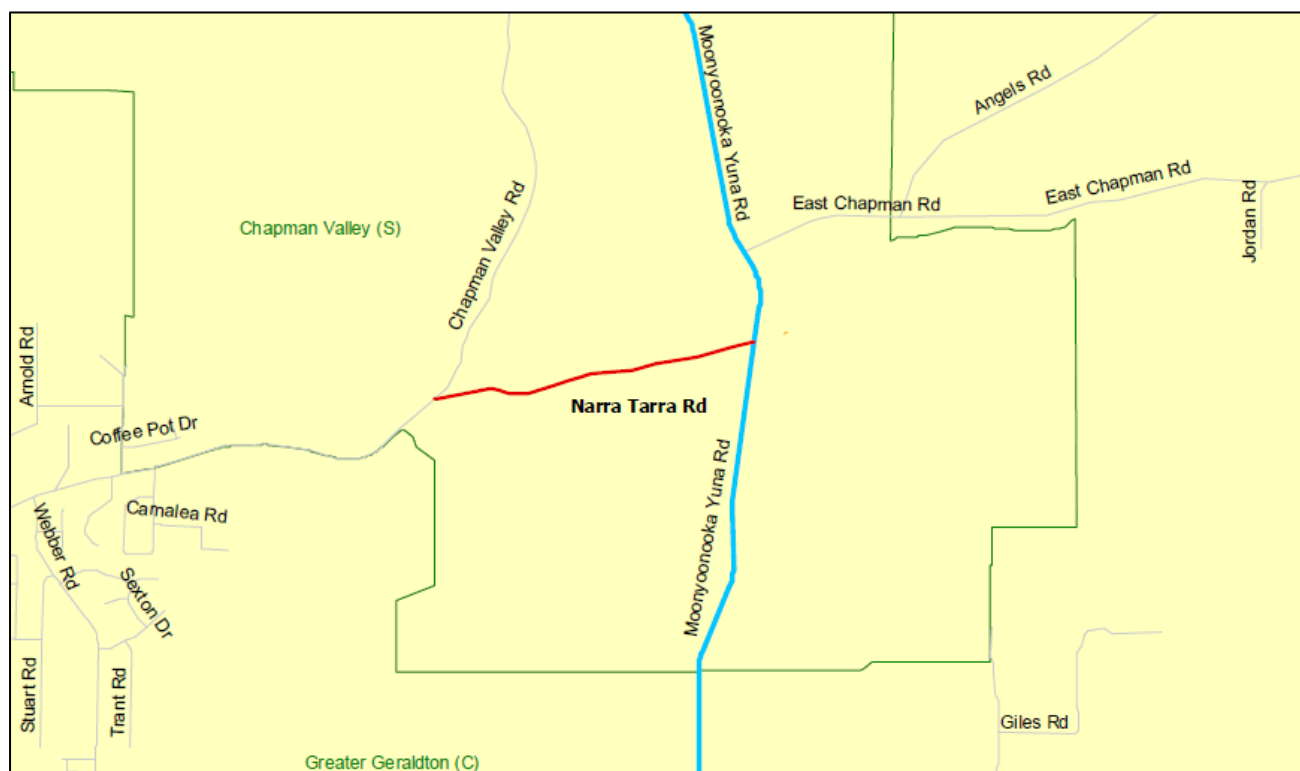
DEVELOPMENT NEED

Various intersection improvements need to be made to enhance the safety and efficiency of this road.

This road is currently built to a Type 5 standard and should be maintained to that standard.

DEVELOPMENT STRATEGY

Complete intersection realignments where Chapman Valley and Moonyoonooka-Yuna Roads intersect with Narra Tarra Road.



NORTHAMPTON – NABAWA ROAD

Road No. 5130219 and 5160131
Local Distributor

Northampton and Chapman Valley Shires

Last Reviewed: April 2021

FUNCTION

This road services farming properties. It carries mainly grain and fertiliser traffic. There is some tourist traffic as the road offers travellers a more relaxed and leisurely alternative to North West Coastal Highway when travelling around the Geraldton/Northampton area.

This road is also an important link for Chapman Valley Residents to access medical and other services in Northampton.

DEVELOPMENT NEED

The road is an important link for grain cartage to Geraldton or Northampton as there is no rail service in this area.

This road is currently built to a Type 5 standard and should be maintained to that standard.

DEVELOPMENT STRATEGY

Maintain the road to a Type 5 standard between Nabawa and Northampton.



NORTHAMPTON – PORT GREGORY ROAD

Road No. 5130002

Access Road

Northampton Shire

Last Reviewed: April 2021

FUNCTION

The section of road this strategy is referring to is the section from the intersection of Northampton – Port Gregory Road and George Grey Drive into the Port Gregory town site.

The Northampton to Port Gregory section carries a high proportion of tourist traffic.

Northampton – Port Gregory Road is a RAV Network 5 road to George Grey Drive only.

DEVELOPMENT NEED

The road is constructed to a Type 5 standard and provides the only access to the community of Port Gregory.

There is a need to provide an effective and high standard road that services the Port Gregory Community, professional and amateur fishermen and tourism.

DEVELOPMENT STRATEGY

Maintain road to a Type 5 standard.



OCEAN DRIVE**Road No. 5080035****Access Road****Irwin Shire****Last Reviewed: May 2021****FUNCTION**

Ocean Drive is a major access road which provides a vital link to key local and tourist attractions including two popular beaches, the Irwin river catchment area, heritage listed community buildings, retirement village and local sporting complexes. It also serves one of the iconic beach front caravan parks in the Dongara Port Denison twin towns.

The road encounters close to the second largest traffic volume in the Shire due to it being on the most scenic route of the ocean and river. The road primarily services passenger vehicles.

DEVELOPMENT NEED

The road is currently developed to a two-lane sealed Type 6 (7m wide) standard and is considered suitable for the existing and future expected needs of this road.

As the Dongara Port Denison twin towns continues to grow as a preferred tourist location, the demand on this road will continue to grow as well. There is a need to ensure this road continues to be fit for purpose given the increasing tourist demand.

DEVELOPMENT STRATEGY

This road is central for providing connectivity for some of the key elements of the proposed Foreshore Redevelopment Project. The key elements along the road for redevelopment include the skate park, estuary board walk, lookout and walk trails. The funding sources are yet to be determined.



OFFSZANKA ROAD**Road No. 5110008****Access Road****Morawa Shire****Last Reviewed: May 2026****FUNCTION**

Offszanka Road is a tandem drive network 7 with conditions and an access road.

It is used for the transport of grain to Mingenew and the movement of both lime and fertilizer from Dongara and Geraldton. It is also used as a school bus route for the North East district of the Shire and serves as the entry into Canna for tourists. The Canna CBH Site - active site with one open bulkhead and a horizontal D-Type, with a total storage capacity of around 40,000 tonnes is accessible from Offszanka Road. This is the main access road to this CBH site when travelling from the Main Roads Road - Wubin-Mullewa Road.

DEVELOPMENT NEED

There is a need to provide a minimum type 5 standard road that will provide the safety requirements for the access of large RAV combinations and normal traffic including tourist vehicles accessing the amenities in the Canna area.

DEVELOPMENT STRATEGY

Develop the road to a type 5/6 standard from the existing 4 metre seal width using Regional Road Group Funding.



OGILVIE EAST – NOLBA STOCK ROUTE**Ogilvie East Road (5130009) – Access Road****Nolba Stock Route (5130036) – Access Road****Nolba Stock Route Road (5160051) – Access Road****Nolba Road (5160006) – Access Road****Northampton and Chapman Valley Shires****Last Reviewed: April 2025****FUNCTION**

This route provides east–west connectivity between the key agricultural regions of Ogilvie, Nolba and Yuna. Various local roads servicing large agricultural properties terminate either at Ogilvie East Rd, Nolba Stock Route, Nolba Stock Route Rd and Nolba Rd allowing the route to provide access for the residents and businesses along these roads to major roads within the Main Roads WA network being the North West Coastal Hwy to the west and the Yuna CBH Facility to the east via Moonyoonooka Yuna Rd (M064). The route also provides regional connectivity between and across the Shire of Chapman Valley and the Shire of Northampton; specifically, the route is used to provide access between the townsites of Binnu, Nabawa and Yuna. Significant volumes of heavy vehicles access this road during harvest exporting grains, during seeding and for fertiliser and other deliveries. Ensuring the road is of a consistent minimum Type 5 standard for the full length of the route is regionally important to local businesses and industry. Ogilvie East Rd, Nolba Stock Route Rd and Nolba Rd are currently part of the RAV 7 network (with conditions) (vehicles up to a max 36.5m length) whilst Nolba Stock Route is currently part of the RAV 4 network (with conditions) (vehicles up to a max 27.5m length). During seeding and harvest, this route experiences significant volumes of heavy traffic.

DEVELOPMENT NEED

The Oakajee Industrial Estate which is located in the Shire of Chapman Valley and has been purchased by the State Government is over 6,400ha in area, comprising 2,332ha industrial core and port area, and a further 4,071ha buffer area and provides the site for renewable energy production and accompanying industrial activity. Significant land between Binnu in the north and Mullewa to the south and beyond have been signed up to house wind turbines and solar to meet the power demands of the Oakajee Industrial Estate with over 1,200 wind turbines and mast components to be transported in 12,000 heavy loads from either the Geraldton Port or more likely the Oakajee Industrial Estate. This route dissects this land and will provide direct passage to site over the next (10) ten or more years.

Furthermore, with the continued development of the local agricultural region and the increases in agricultural machinery sizes, the route can become rough and corrugated quickly, particularly during and following harvest or other times of intense agricultural activity. Given the location of the route, it is a significant and ongoing cost for both Shires to provide the required level of maintenance to ensure the route is safe and suitable for traffic.

Given the current and predicted future traffic volumes on this route, it is recommended that the entire route be upgraded and then maintained to a Type 5 road over the medium to long term. In the short term, the remaining Type 2 segments on Ogilvie East Rd and Nolba Stock Route should be

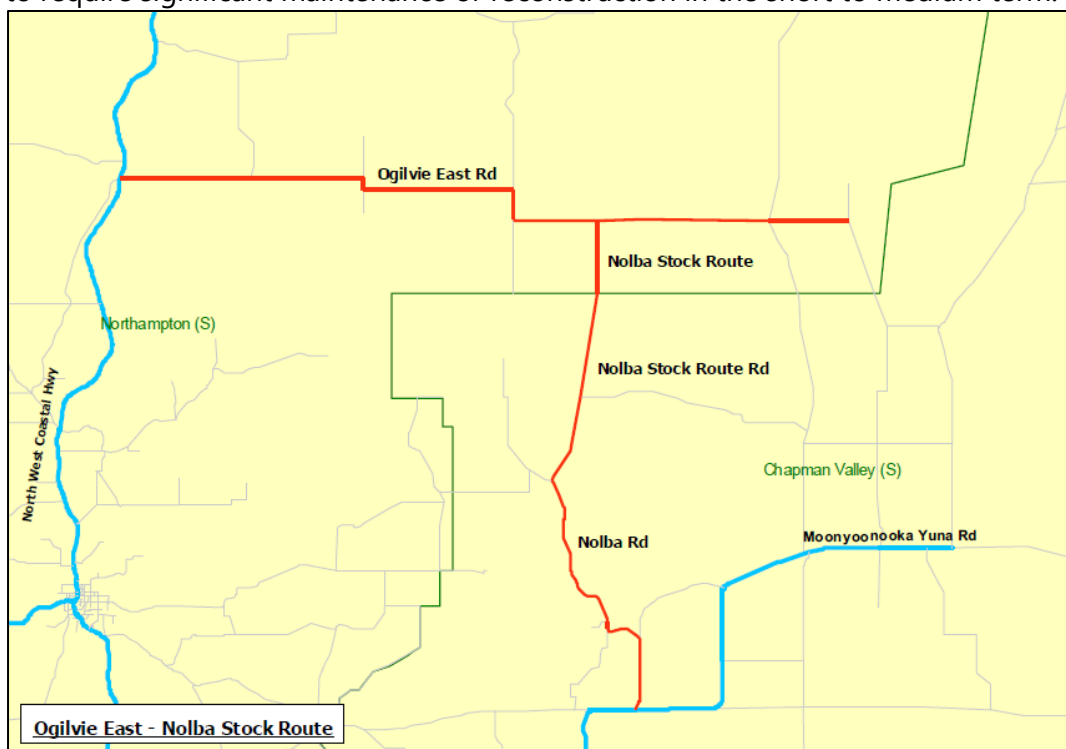
upgraded to a Type 3 standard as they require constant maintenance and reforming particularly during and following periods of heavy traffic. Over recent years, the Shire of Northampton has invested significant funds from various sources to upgrade the western portion of Ogilvie East Rd to a Type 5 standard. Similarly, the Shire of Chapman Valley has also invested significant funds from various sources to upgrade several segments of Nolba Rd to a Type 5 standard as well as to complete numerous floodway improvements. Adding this route to the Roads 2040 program will support both Shires to achieve the shared objective of upgrading the full length of the route progressively to a Type 5 standard.

DEVELOPMENT STRATEGY

The Shire plans to progressively upgrade and then maintain the full length of the route to a consistent Type 5 standard (7m wide seal) to support the development of this significant agricultural region using regional road group, roads to recovery and other sources of development funding as and when it becomes available.

The initial priority is to upgrade the numerous Type 2 segments to at least a Type 3 standard to improve the road pavement suitable for heavy vehicles whilst maintaining the remainder of the route in its current Type 3 standard. Following this, the route will be progressively upgraded to a Type 5 standard commencing from the current end of the existing seal on Ogilvie East Rd extending to the east within the Shire of Northampton and commencing at Moonyoonooka Yuna Rd extending north within the Shire of Chapman Valley.

The existing portions of the road that are already of a Type 5 standard will continue to be maintained to the current standard via routine maintenance and periodic reseals. It is noted that there are five significant floodways on Ogilvie East Rd that were sealed floodways prior to the construction of the remainder of the sealed pavement. Given the age of these assets, they are likely to require significant maintenance or reconstruction in the short to medium term.



PAYNES FIND – SANDSTONE ROAD**Road No. 7010002 and 7070012****Local Distributor****Sandstone and Yalgoo Shires****Last Reviewed: April 2021****FUNCTION**

This route provides access to gold mining operations south of Sandstone as well as some pastoral operations between Sandstone and Menzies shire. There is some tourist traffic that makes use of this route as a relatively safe journey “off the beaten track”. Very large RAV combinations use this route to transport mining related goods and livestock. During long periods of dry weather this is seen as a short cut between the central goldfields and areas to the north-west.

Paynes Find – Sandstone Road are RAV Network 6 roads (conditional).

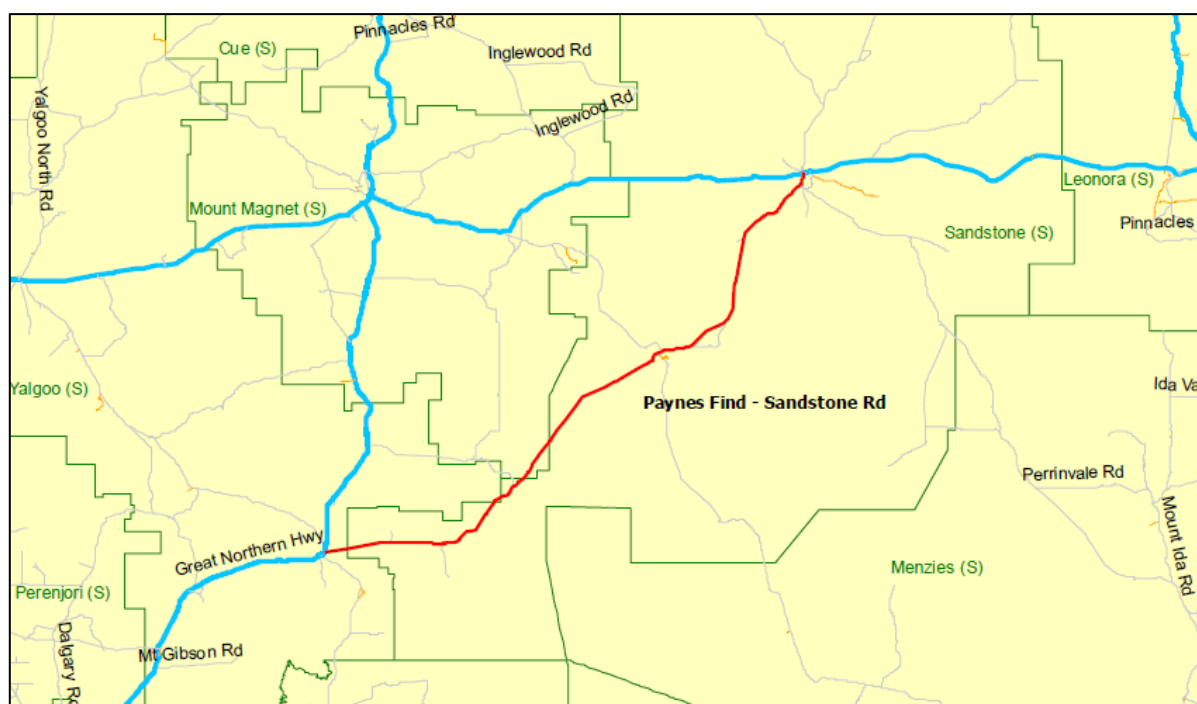
DEVELOPMENT NEED

This is an unsealed route that in places has a narrow formation and it carries large RAV combinations together with some tourist traffic. Dust on this road is a hazard and the poor quality of the pavement does not provide for safe overtaking opportunities. The road is subject to closure during periods of moderate rainfall.

As further mining and exploration continues and tourist traffic increases, this route will come under greater pressure from a range of vehicles including heavy vehicles. Consideration for future major upgrade works is required.

DEVELOPMENT STRATEGY

There is a need to maintain the existing service levels for operators that currently utilise this route; however, the formation needs to be reconstructed to a Type 3 standard. Sealing to a Type 4 standard is recommended between Sandstone and the major mining operations just south of the town.



PERENJORI - GREAT NORTHERN HIGHWAY ROUTE**(via WANARRA ROAD)****Perenjori - Rothsay Road (5140015) – Local Distributor and Access Road****Wanarra Road (5140018) – Access Road****Wanarra East Road (5140143) – Access Road****Wanarra East Road (7070066) – Access Road****Perenjori and Yalgoo Shires****Last Reviewed: April 2021****FUNCTION**

These roads, together with Perenjori – Rothsay Road (5140015 - SLK 0.00 to 17.93) are the route for the transport of three Mega tonnes per annum of haematite from the Mt Gibson Iron Limited Extension Hill project to rail facilities in Perenjori. Mt Gibson placed this mine into care and maintenance in early 2021 and moved their operations to a new Shine Project on Yalgoo-Ninghan Road. The Mt Gibson project has now ceased.

The route also carries significant seasonal grain and fertilizer traffic over the first 35 km east of Perenjori and services pastoral properties even further east. It is used by fuel trucks delivering supplies to the Mt Gibson area and tourists visiting the area particularly during the wildflower season.

There is activity in the area from other mining companies with the potential for them to use the route to access the rail siding in Perenjori to export their product.

Perenjori – Rothsay Road is a RAV Network 7 road (conditional) 0.00 - 2.82 km and a RAV Network 10 road (conditional) 2.82 - 17.93 km.

Wanarra Road and Wanarra East Road are RAV Network 10 roads (conditional).

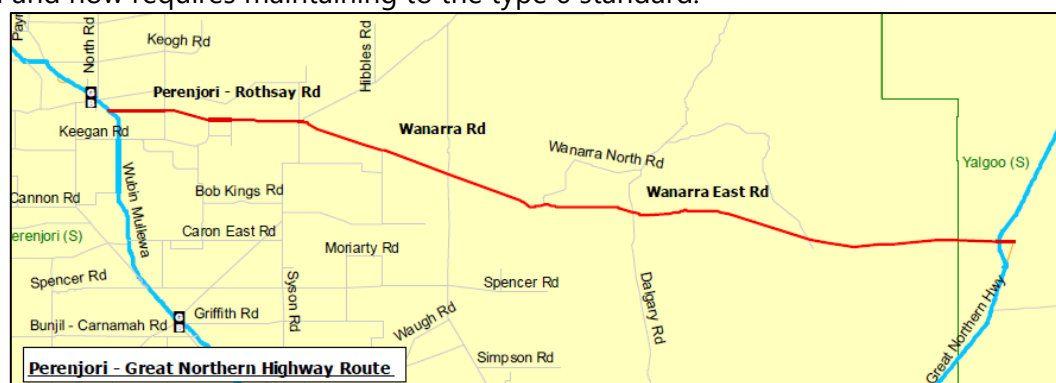
DEVELOPMENT NEED

Mt Gibson currently pays for the maintenance and are in the process of resealing the Road ready to hand back to the Shires. Mt Gibson was paying for the maintenance of the road whilst they were carting iron ore.

Perenjori – Rothsay Road between 0.00 - 2.82 km is not part of the Mt Gibson route and is wholly the responsibility of the Perenjori Shire.

DEVELOPMENT STRATEGY

Mt Gibson Mining has made a significant contribution to improving the standard of this road, but additional funding will be required to gain a two-coat sealed road should usage warrant this level of service. As Mt Gibson has ceased operations, any future works on the roads will be at the cost of the Perenjori Shire. Funding will be sought from Road Grant funding. Most of the road has now had a 2-coat seal and now requires maintaining to the type 6 standard.



PINTHARUKA WEST ROAD

Road No. 5110005
Local Distributor and Access Road

Morawa Shire

Last Reviewed: April 2021

FUNCTION

CBH plans to rationalise storage sites located within the region will impact on farmer choice to deliver their crops to the nearest receival facility linked by a connecting road.

The forecast closure of the Gutha receival facility will result in farmers within the immediate area focusing their grain transport attention to Mingenew via the Pintharuka West Road. The road will ultimately be used for the cartage of increased volumes of grain, lime sands and fertilizer products. This road is also a school bus route.

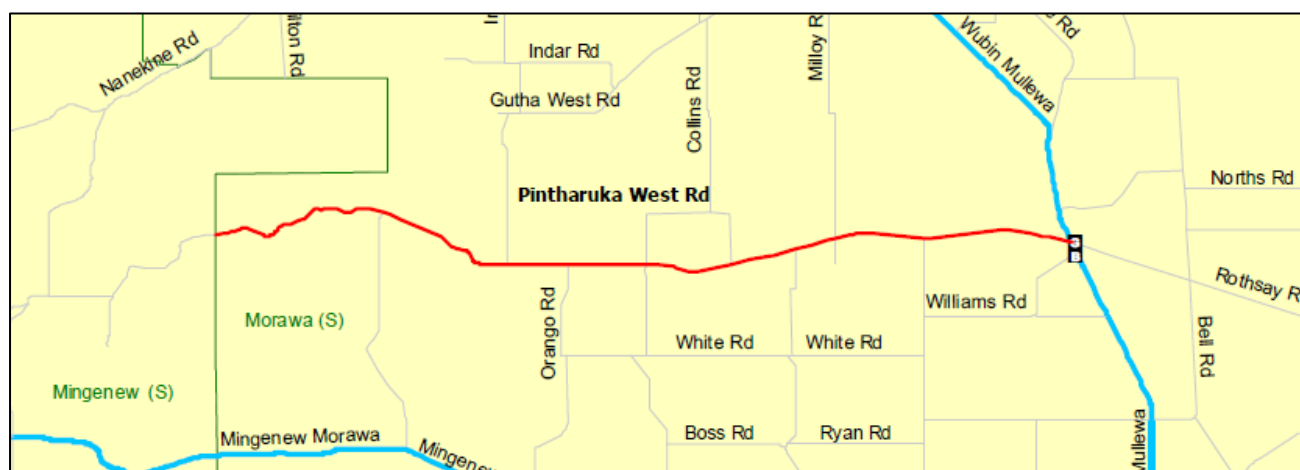
Pintharuka West Road is a RAV Network 4 road (conditional).

DEVELOPMENT NEED

Provide an improved road access facility to meet the changing rural road haulage requirements resulting from CBH storage site rationalisation plans.

DEVELOPMENT STRATEGY

There is a need to upgrade this road to a Type 5 standard should usage warrant it.



POINT LEANDER DRIVE

Road No. 5080002
Local Distributor and Access Road

Irwin Shire

Last Reviewed: April 2021

FUNCTION

This road is a local distributor and is the main link between the towns of Dongara and Port Denison. It carries high traffic volumes of passenger vehicles between the two towns as well as service vehicles and heavy vehicles transporting materials.

DEVELOPMENT NEED

The road is currently built to a two-lane sealed (7.4 m wide seal) standard and kerbed on each side, which is considered sufficient to cater for the current and future expected needs of this road.

DEVELOPMENT STRATEGY

The continued maintenance of this road is very important as it links the towns of Dongara and Port Denison and services a high volume of all types of vehicles.

A new roundabout was constructed at the intersections of Blenheim/Pearse and the Golf Course Roads in 2010, supported by the Black Spot program.

Future works will include the re-surfacing of the roadway and include the replacement of concrete pits (Deep Sewer Line) with some kerbing re-alignment to allow for safe use of the dual use pathway.



PYE ROAD

Road No. 5080067

Access Road

Irwin Shire

Last Reviewed: May 2026

FUNCTION

Pye Rd is the main road access road for the various operators and industry in the Mt Adamas natural gas fields. Connecting to the Brand Hwy, the road facilitates the efficient transportation of goods and services critical to the energy sector.

The road is designated as a RAV 7 route, permitting vehicles up to 36.5m in length without restrictions. The road experiences a significant amount of traffic for a rural road, including trucks, heavy machinery, and other vehicles associated with gas field operations.

The road has a straight alignment along the full 3km length. As the road does not have a posted speed restriction, vehicles are able to travel up to speeds of 110km/h.

In addition to serving gas field operations, Pye Rd also provides access to some farming properties, as well as catering for some minor stock truck movements.

As the gas industry continues to grow, Pye Rd's strategic importance will increase. Ensuring the road is maintained at a consistent minimum Type 5 standard for the full length of the route is regionally important to local businesses and industry.

DEVELOPMENT NEED

The extraction and consumption of natural gas is a major industry. When burned for heat or electricity, natural gas emits fewer toxic air pollutants, less carbon dioxide, and almost no particulate matter compared to other fossil and biomass fuels.

The primary need for development on Pye Rd arises from the increasing demand for reliable transport access to the natural gas fields in the region. The road is a key route for heavy industrial vehicles transporting gas field equipment and supplies, as well as agricultural traffic, including stock trucks. Given its heavy use, maintaining a safe and efficient roadway is essential for supporting both industries.

While the road is currently sealed to a Type 5 standard, the upgrade to seal was initially completed over 20yrs ago. With that in mind, the identified ongoing short to medium-term periodic maintenance needs will include isolated pavement repairs, seal repairs, and re-sealing the full 3km length, and targeted reconstruction of the unsealed road shoulders.

Additionally, in the longer term, depending on the amount of traffic growth from ongoing expansion and development of projects in the area, the road will warrant upgrade to a Type 6 road. This will likely include the reconstruction of the pavement.

DEVELOPMENT STRATEGY

The Shire plans to effectively maintain the road to the current Type 5 standard, then progressively upgrade the road to a Type 6 sealed standard, to meet the expected future demands of heavy vehicle traffic. To support these upgrades, the Shire will seek funding from sources such as the regional road group, roads to recovery, and other development grants, as and when they become available.

The initial priority is to ensure the existing Type 5 road is effectively maintained. Given the age of these assets, they are likely to require significant periodic maintenance in the short to medium term. This is likely to include isolated pavement repairs and targeted reconstruction of the unsealed road shoulders. Additionally, the road will require re-sealing the full 3km length, including associated pre-seal repairs.

As part of the long-term strategy, commencing at the Brand Hwy intersection and extending east, Pye Rd is planned to be progressively upgraded to a Type 6 standard. This is likely to involve reconstruction and widening of the sealed pavement to enhance the road's durability and capacity, ensuring it can accommodate the growing demands of both industrial and agricultural sectors. Widening of the seal will improve safety by providing adequate space for larger vehicles and reducing risks associated with passing movements.

Overall, the planned upgrades will enhance the durability, safety, and functionality of Pye Rd, ensuring it remains a reliable transport corridor for the gas and agriculture sectors while supporting the region's long-term economic growth.



RUDDS GULLY – GOULDS ROAD ROUTE

Goulds Road (5051180) – Local Distributor
Rudds Gully Road (5051012) – Regional Distributor

City of Greater Geraldton

Last Reviewed: April 2021

FUNCTION

This route is an interim heavy vehicle bypass route in order to avoid travel through the southern suburbs of Geraldton. It has a significant economic and social benefit as it both services the heavy industrial area of Narngulu and avoids impact on residents in the southern suburbs.

Rudds Gully Road is a RAV Network 7 road.

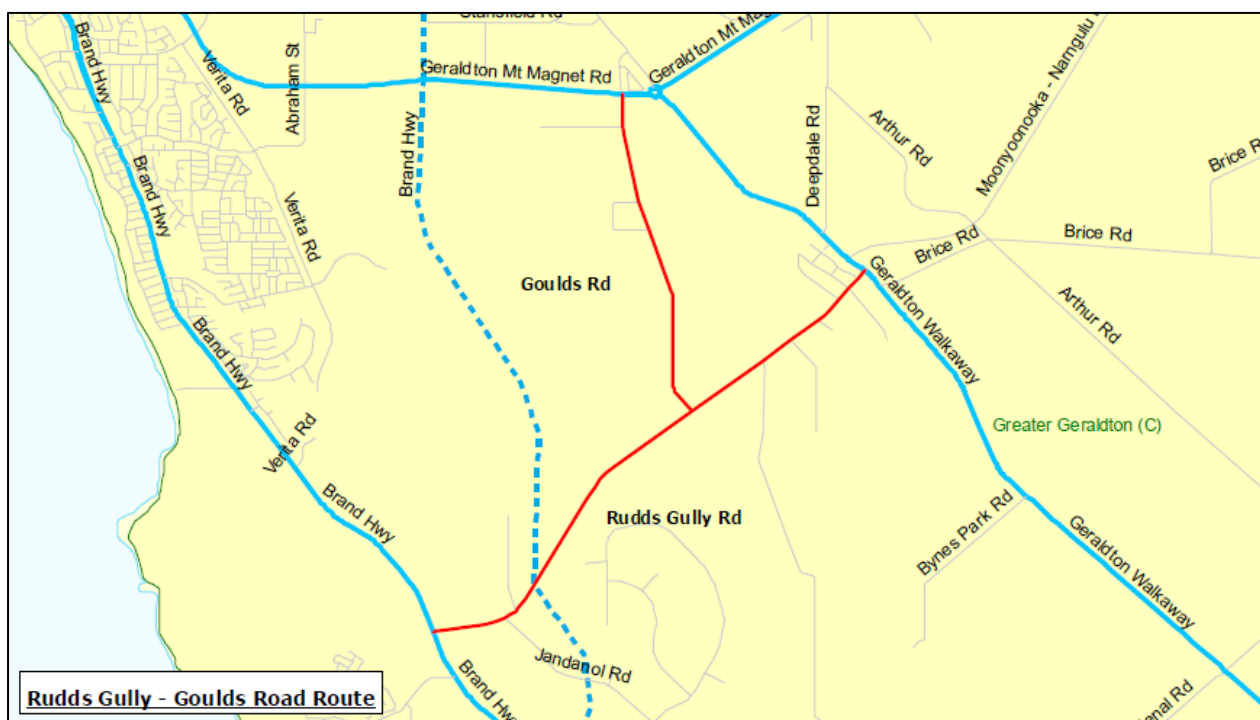
Goulds Road is a RAV Network 10 road (conditional) to Rail Crossing then south of Rail Crossing is a RAV Network 7 road.

DEVELOPMENT NEED

The Rudds Gully – Goulds Route will continue to experience increased heavy vehicle movements in the absence of a heavy vehicle bypass by MRWA. Industrial developments will continue to be activated in Narngulu in the future and the route will continue to be vital for servicing these businesses. The development of the mineral sands deposit at Cataby will see significant heavy vehicle movements along Rudds Gully Road and Goulds Road to access the processing facility.

DEVELOPMENT STRATEGY

Future works on the road will certainly include ongoing pavement rehabilitation works, however, some pavement widening to Type 6, and intersection upgrades may also be considered subject to future development and traffic behaviours.



TABLETOP ROAD**Road No. 5080007****Local Distributor and Access Road****Irwin Shire****Last Reviewed: April 2021****FUNCTION**

This link is a north-south route extending from Midlands Road to Geraldton – Mt Magnet Road via Tabletop Road and Casuarinas Road. The route is located approximately midway between Brand Highway and Mingenew – Mullewa Road. The route provides a more direct route from Brand Highway near Dongara through the agricultural area east of Geraldton to Geraldton – Mt Magnet Road and northward to Yuna.

This route facilitates the transport of grain, fertilizer, livestock and general goods. The Mt Horner oilfield is accessed via Tabletop Road.

Tabletop Road is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

As the demand increases, widening and sealing the section from Midlands Road to Allanooka Springs Road to a Type 4 standard should be considered.

Entry and exit is not permitted for RAV combinations at the intersection of Midlands Road and Tabletop Road due to the rail stacking distance restriction. Part of the future upgrade should be to include major intersection modifications being carried out to overcome this restriction.

DEVELOPMENT STRATEGY

Tabletop Road has now been sealed to 7 metres wide and for 10.8 km under funding from Regional Road Group. There are 2 more stages to completion at Allanooka Springs Road.

Intersection modifications at the Midlands Road intersection are required in the future to give better access to RAV combinations.



TARDUN PINDAR ROAD

Road No. 5050603
Local Distributor and Access Road

City of Greater Geraldton

LAST REVIEWED: APRIL 2021

FUNCTION

Tardun Pindar Road is the critical collector road servicing the grain district of Pindar and Tardun with receival facilities at old Pindar townsite.

Tardun Pindar Road is a RAV 7 Network road.

DEVELOPMENT NEED

Tardun Pindar Road is currently unsealed. Based on traffic count data and the MWRRG Guidelines, this road warrants a 7m seal.

DEVELOPMENT STRATEGY

2014/15 – List in Roads 2030 to ensure continued eligibility for MWRRG funding.

2015/16 – Apply for MWRRG funding to commence five-year program to upgrade road to 7m sealed standard.



THREE SPRINGS – ENEABBA ROAD

Road No. 5010125 and 5150105
Regional Distributor

Carnamah and Three Springs Shires

Last Reviewed: April 2021

FUNCTION

The road carries seasonal grain traffic, some general freight traffic and tourist traffic, as well as oversize loads. The road also provides access to the coast for recreational traffic and is used to divert traffic from Indian Ocean Drive and Brand Highway when those roads are closed due to bushfire emergencies.

Three Springs – Eneabba Road (5010125) is a RAV Network 7 road (conditional).

Three Springs – Eneabba Road (5150105) is a RAV Network 7 road.

DEVELOPMENT NEED

In recent years the Shire of Three Springs has widened most of the previously narrow bitumen out to seven metres to provide for the increasing volume and mix of different vehicle categories.

The Shire of Carnamah has commenced widening its section of the road to 7 metre.

DEVELOPMENT STRATEGY

Resealing the road to a width of 7.0 m is to continue on a progressive basis.

Within the Shire of Three Springs, the section of this road from SLK 4.48 to the shire boundary – apply second coat seal over previous year's works.

Within the Shire of Carnamah progressively upgrade to a minimum standard of Type5 planning for a possible upgrade to Type 6 when warranted.



THREE SPRINGS – MORAWA ROAD

Road No. 5110150 and 5150106
Regional Distributor

Morawa and Three Springs Shires

Last Reviewed: April 2021

FUNCTION

This road carries seasonal grain and fertilizer traffic in addition to general freight and tourist traffic, as well as oversize loads. It facilitates social and commercial interaction between the rural communities of Morawa and Three Springs.

Three Springs – Morawa Road (5110150) is a RAV Network 5 road.

Three Springs – Morawa Road (5150106) is a RAV Network 5 road (conditional).

DEVELOPMENT NEED

In recent years the Shire of Three Springs has widened the previously narrow road to a Type 5 standard, and it needs to be kept in good condition to provide for the increasing volume and mix of different vehicle categories.

Within the Shire of Morawa, maintain existing the Type 5 road.

DEVELOPMENT STRATEGY

Reconstruction and resealing the entire road to a Type 5 standard is to continue on a progressive basis.



THREE SPRINGS – PERENJORI ROAD**Perenjori – Three Springs Road (5140038, 5150001)****Local Distributors****Three Springs and Perenjori Shires****Last Reviewed: April 2021****FUNCTION**

The first seven kilometres is the principal access road to the talc mine located north-east of Three Springs. This is a long-life mineral resource development and a contributor to the value of mineral production from the Mid West Region and to the local economy in general. A number of mine workers use this route as a commuter link from Perenjori to the mine site.

The mine haulage requirements generate a significant number of RAV combination trips on this road, particularly since 2003 when the decision to utilise road, rather than rail as the transport medium to cart the product to Geraldton and other ports was introduced. In addition, the road carries seasonally high grain and fertilizer traffic, general freight and tourist traffic.

Perenjori Road is a RAV Network 5 road.

Perenjori – Three Springs Road is a RAV Network 5 road (conditional).

DEVELOPMENT NEED

The road is the primary eastern link from Three Springs providing access to the town and the surrounding areas. The regional Royal Flying Doctor Service airstrip is located off this road, some 11 km east of the Three Springs townsite. It is an important link between the communities of Three Springs and Perenjori.

There is an increasing use of this road by heavy traffic delivering, or moving grain, to and from east/west CBH receival points.

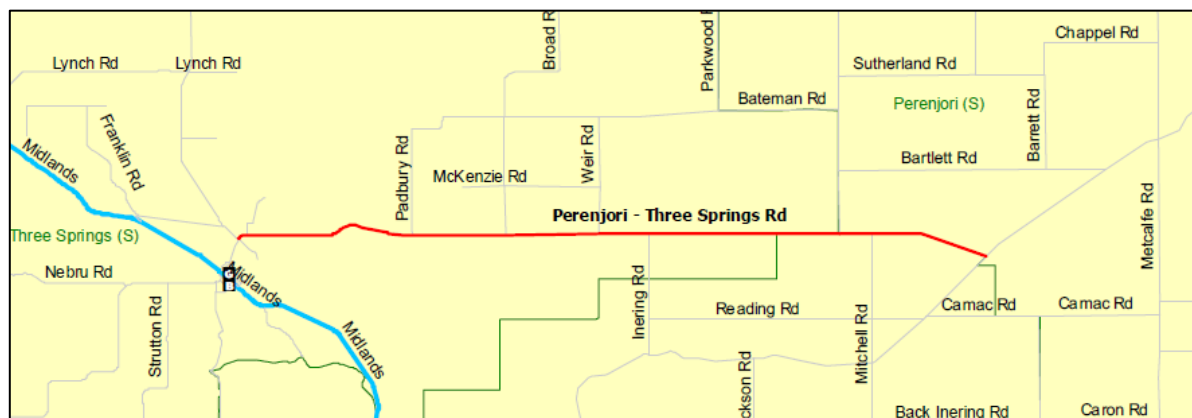
DEVELOPMENT STRATEGY

The Three Springs Shire has upgraded the section of Perenjori Road from SLK 0.00 to 9.10 to a Type 5 standard; this facilitates better access to the talc mine. Priority is to now upgrade the section beyond the talc mine. Currently the shire is doing a reconstruction to a Type 5 standard from SLK 9.7 to SLK 15.8 with other sections to follow.

The section from the talc mine east to the Perenjori Shire boundary (16 km) should be widened to a width suitable for a mix of medium/ long vehicles and passenger vehicles to adequately ensure the safety of the road user. This route should be a Type 4 standard as a minimum requirement.

The development of the section from the talc mine to the Perenjori Shire boundary is to be the priority over the next two to three years.

To maintain the road as a type 5 road.



TROPIANO ROAD

Road No. 5110071

Local Distributor

Morawa Shire

Last Reviewed: April 2021

FUNCTION

The road forms a link road from Gutha West Road to Pintharuka West Road then onto Franco Road through to Mingenew. This is important to the rural sector as it enables wheat, fertilizer, and lime sands to be carted through this section of the region.

Tropiano Road is a RAV Network 4 road (conditional).

DEVELOPMENT NEED

There is a need to upgrade this road to a Type 3 standard from SLK 0.00 to 6.12.

DEVELOPMENT STRATEGY

Provide an improved road access facility to meet changing rural road haulage requirements resulting from CBH storage site rationalisation plans.



TWIN PEAKS - WOOLEEN ROAD**Road No. 7050004****Access Road****Murchison Shire****Last Reviewed: May 2024****FUNCTION**

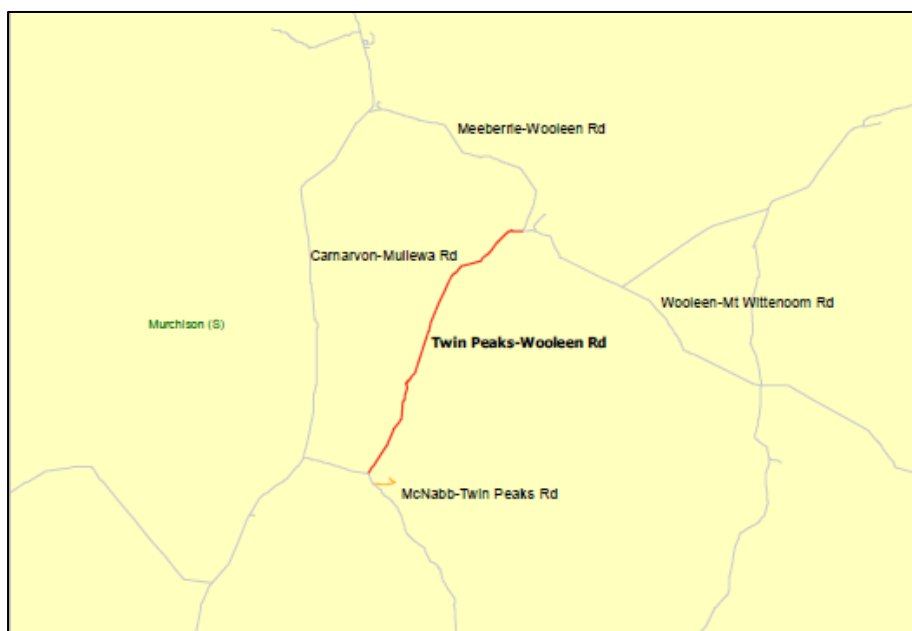
This road currently provides access between Mullewa, Wooleen Station Tourist Facility, PIA Wadjarri Aboriginal Community, CSIRO Observatory and Square Kilometre Array (SKA) radar in the replacement of the existing floodway over the Murchison River with culverts, and sealed floodway area has significantly reduced the impact of flood events and improving access. Road is a RAV Network 7 road.

DEVELOPMENT NEED

With the future traffic needs that are likely to be resulting from the construction and operation of the CSIRO Observatory and Square Kilometre Array (SKA) radar in the Murchison this road and associated route will need to be maintained to a Type 3 Gravel Standard. In doing so, this road and associated supporting roads also provides a safer route for vehicles travelling to the PIA Wadjarri Aboriginal Community, CSIRO Observatory and Square Kilometre Array (SKA) compared to using the Beringarra-Pindar Road, which although some 20km shorter, involves a significantly higher proportion of gravel roads.

DEVELOPMENT STRATEGY

Murchison Shire Roads. The current Type 3 - Gravel Road standard is considered sufficient. Update in strategic importance will also see a slight reduction in maintenance costs associated with the Beringarra-Pindar Road which is a slightly shorter route to the PIA Wadjarri Aboriginal Community, CSIRO Observatory and Square Kilometre Array (SKA) by some 20km but is predominantly unsealed. This will strategically maximise uses of resources and link existing regional routes. Funding via Main Roads WA, Roads to Recovery, and Local Council.



VALENTINE ROAD**Road No. 5051016 and 5160013****Local Distributor****City of Greater Geraldton and Chapman Valley Shire****Last Reviewed: July 2021****FUNCTION**

The whole of Valentine Road and approximately 4.60 km of East Nabawa Road form a link between Geraldton – Mt Magnet Road and Yuna – Tenindewa Road. This link acts as a local distributor for the grain growing areas of Chapman Valley and Greenough.

Valentine Road (5051016) is a RAV Network 7 road.

Valentine Road (5160013) is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

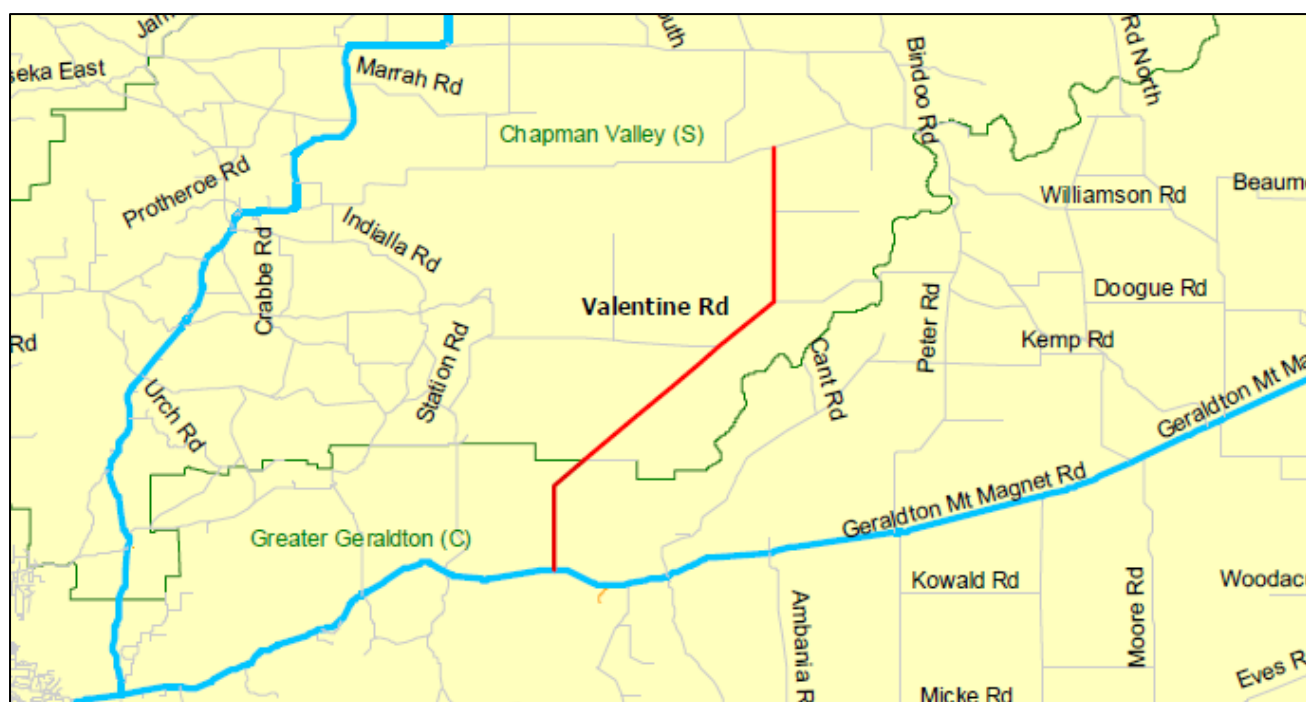
Upgrade of full length of Valentine Road from gravel to 7.2m sealed is part of the Shire of Chapman Valley's ten-year roadworks program. This indicates the importance of the road to the Shire and the district as major link rural roads for transporting grain out and lime sand/fertiliser in to the broadacre operations.

DEVELOPMENT STRATEGY

Valentine Rd was identified as one of the roads across the Revitalising Agricultural Regional Freight submission for the Mid-West and may be eligible for funding through this program.

The Shire of Chapman Valley will continue to apply for MWRRG funding assistance for the upgrade works on this road, which requires the 1/3 (minimum) funding contribution from the Shire's own resources.

The Valentine Rd upgrade project has been occurring over the past few years and it is expected upgrade work will be completed by 2022/2023.



WALKAWAY – NANGETTY ROAD

Road No. 5051400
Regional Distributor

City of Greater Geraldton

Last Reviewed: April 2021

FUNCTION

The Road provides significant route for farmers transporting agricultural products including grain to port and it is also used for hauling aggregates. It is also a vital commuter link for the rural community to and from Walkaway/Geraldton.

Walkaway – Nangetty Road is a RAV Network 7 road (conditional) only between Burma and Oliver Street (30 km under posted speed).

DEVELOPMENT NEED

The road is expected to continue experiencing increases in heavy vehicle usage in future. There are a number of alternative energy developments along the route also that may expand. Extensive sand mining operations have significantly increased heavy vehicle traffic over the past eighteen months. The route is access from Geraldton to Coalseam reserve and links with the significant Mingenew – Mullewa Road.

DEVELOPMENT STRATEGY

Future works to provide improved accessibility and safety to enable free flow of agricultural products to their respective destinations. Works in future are likely to include pavement rehabilitation, widening, realignment and intersection upgrade.



WHEAT ROAD

Road No. 5010067
Regional Distributor

Carnamah Shire

Last Reviewed: May 2021

FUNCTION

Wheat Road is currently a RAV Network 7. It was previously on the Roads 2025 list but was inadvertently left off the 2030 list during the 2013 review. It is a 270-metre section which is contiguous with the Carnamah – Perenjori Road which is a major grain transport route between Perenjori and Carnamah. All heavy haulage vehicles that access Carnamah on the Carnamah – Perenjori Road must also travel on Wheat Road.

DEVELOPMENT NEED

Widening and sealing to a two-lane uniform standard to tie in with the Carnamah – Perenjori Road and Bowman Street heavy haulage grain route.

DEVELOPMENT STRATEGY

Develop the road to a minimum standard of Type 5 incorporating planning for a possible upgrade to Type 6 when warranted. Proposed funding source through State Road Project Grants.



WHITE CLIFFS ROAD

Road No. 5130224
Access Road

Northampton Shire

Last Reviewed: April 2021

FUNCTION

To provide an effective and reliable three-way connection between Horrocks, Port Gregory and Northampton. White Cliffs Road has been extended north to Port Gregory Road as a Type 3 standard. It provides alternate access to Horrocks when the Horrocks Road is closed.

DEVELOPMENT NEED

Road is constructed to a Type 5.

DEVELOPMENT STRATEGY

Maintain Road to a Type 5 standard.



WILUNA NORTH ROAD

Road No. 7030005

Local Distributor

Meekatharra Shire

Last Reviewed: April 2025

FUNCTION

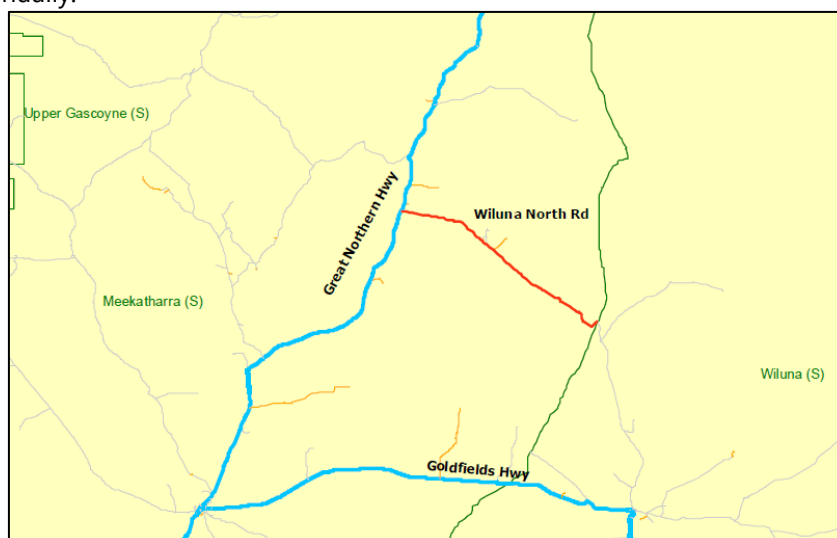
Wiluna North Rd provides essential connectivity to numerous mining operations, the indigenous community of Kutkabubba located in the Shire of Wiluna, the indigenous community of Jigalong located in the Shire of East Pilbara, numerous pastoral stations and the Great Northern Hwy. The road is also a popular route with tourists, especially with the newly developed Murchison Geo Region. The Shire of Wiluna section of the road is currently part of the RAV 9 vehicle network (concessional). Wiluna North Rd is included as a 'Road of Regional Significance' in the Goldfields Regional Road Group ROADS 2040 document.

DEVELOPMENT NEED

The mining operations along Wiluna North Rd generate significant traffic consisting of large RAV combinations as well as many oversize loads. Road trains carting cattle, fuel and other supplies for the pastoral industry also use this road on a regular basis. The road is currently comprised of discontinuous segments of type 2 and type 3 standard segments. During and after mining trucking campaigns, this road can become heavily corrugated. Due to the lack of drainage in some areas, even small volumes of rain can cause scouring and other hazards causing the road to be closed. Given the expected increase of, and continuation of mining in the area, anticipated growth in the pastoral industry and the increasing popularity of tourism, there is a need to develop and upgrade this road to a standard suitable for current and future traffic demands. The road attracts many heavy vehicles after being maintenance graded, which then dissipates over time and the road condition deteriorating.

DEVELOPMENT STRATEGY

The Shire of Meekatharra intends to upgrade the full length of Wiluna North Rd from its current type 2 / type 3 standard to a consistent type 3 standard including constructing suitable drainage. The Shire aims to complete forming and gravel sheeting of approx. 5 – 10km per year using Regional Road Group and funding. Given the significant heavy and frequent traffic between SLK 0 – 98 (Great Northern Highway junction to the Shire of Wiluna boundary and further onto the Canning Stock Route intersection), upgrading this segment to a Type 3 standard is important. The Shire intends to use a combination of Regional Road Group and Council contribution annually.



WINCHESTER WEST ROAD

Road No. 5010003
Regional Distributor and Local Distributor

Carnamah Shire

Last Reviewed: May 2021

FUNCTION

Winchester West Road is currently a RAV Network 4. It is a gravel road that connects with Carnamah – Eneabba Road to the Midlands Road. The use of the road as a lime sands route is accelerating. Annual lime sands transportation from the coast, via the Eneabba – Coolimba Road and the Carnamah – Eneabba Road is between 80,000 and 100,000 tonnes per annum. Much of the lime sands traffic destined for points south and east of Carnamah is diverted down Winchester West Road due to it being a shorter link to the Midlands Road and the Winchester East Road, both of which are major conduits for this traffic.

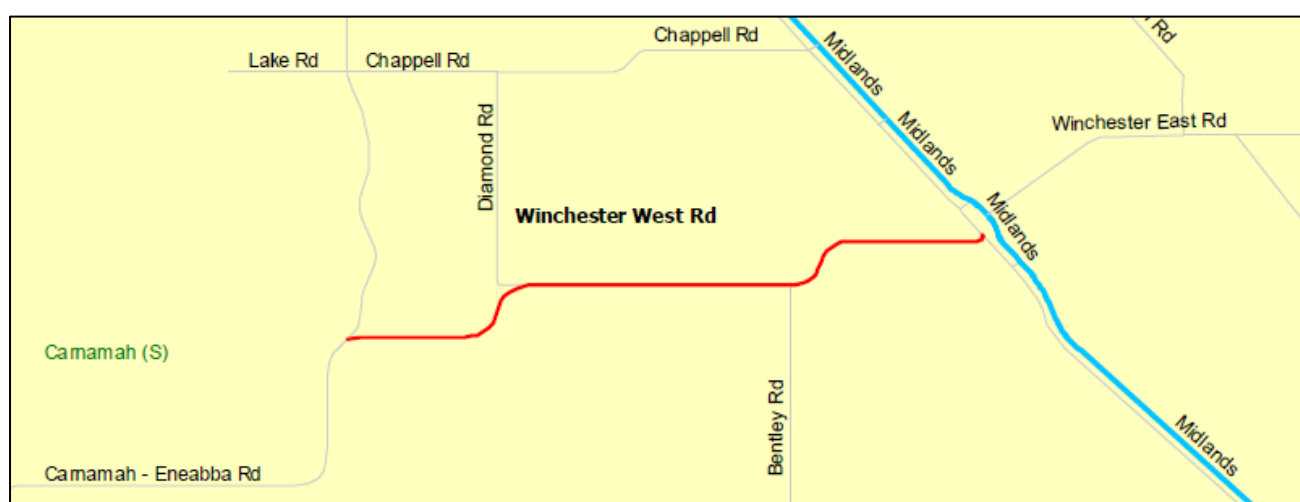
In terms of contributing to the economic wellbeing of the region and State, the lime sands industry is continuing to address soil acidification throughout the Wheatbelt, thereby increasing productivity and profitability in the agricultural sector. The upgrade of the Winchester West Road to adequately accommodate lime sands transportation will contribute to this.

DEVELOPMENT NEED

Sealing to a two-lane uniform standard to accommodate RAV Network 7 configurations for the transportation of lime sands and grain.

DEVELOPMENT STRATEGY

Develop the road to a minimum Type 5 standard incorporating planning for a possible upgrade to Type 6 when warranted. Proposed funding through State Road Project Grants.



WUBIN – GUNYIDI ROAD

Road No. 5190165
Regional Distributor

Coorow Shire

Last Reviewed: April 2021

FUNCTION

This road is a key east-west link connecting Midlands Road with Wubin – Mullewa Road and provides access to grain facilities. It is heavily used by the local farming community for the movement of grain and fertiliser as well as normal community interaction.

Tourists also use this road in accessing the wildflower areas and the coastal strip from Great Northern Highway.

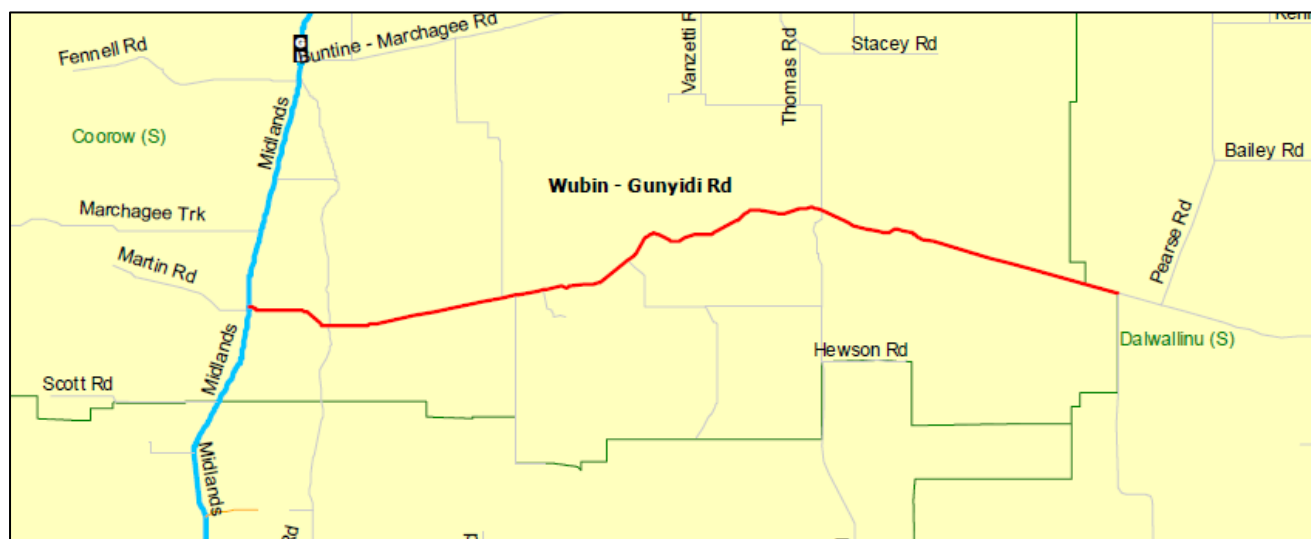
Wubin – Gunyidi Road is a RAV Network 3 road.

DEVELOPMENT NEED

This road is a combination of unsealed and single lane sealed surface on a narrow formation. This is unsuitable for the volume and mix of traffic using this road. Steady traffic growth is expected in both the farm related and tourist traffic which could lead to hazardous situations arising.

DEVELOPMENT STRATEGY

Widen the formation and seal the surface of this road to a uniform Type 4 standard, as a minimum requirement, to cater for the current and expected future traffic demands. Also provide suitable rest areas for the travelling public to minimise the issue of driver fatigue.



YALGOO – NINGHAN ROAD**Road No. 7070008****Local Distributor****Yalgoo Shire****Last Reviewed: April 2021****FUNCTION**

This road contributes to economic wellbeing of the region through long term servicing of Golden Grove Mine and several small mines. Recently, Mt Gibson Mining has approached the Shire to negotiate a road agreement for RAV access, concessional loading, for high volume haulage from their new Shine Project to Mullewa. The road also provides access from Great Northern Highway to Yalgoo, therefore enables access for tourists. Pastoralists use the road for local access.

Yalgoo – Ninghan Road is a RAV Network 10 road (conditional) with the Northern Half rated for concessional 10.3 Loading.

DEVELOPMENT NEED

The northern section of the road with at least an 7m seal is used for heavy haulage by Golden Grove mine to Geraldton via Geraldton – Mt Magnet Road. This section of road is constructed for the current low volume haulage task and will shortly cover 60km.

The middle section of the road is 4m sealed for approximately 55km. This section of road is a risk to traffic conflict when light traffic (especially tourists and caravans) approaches heavy vehicles. Ultimately the sealed sections of road may need to be widened to 2 lanes to improve safety.

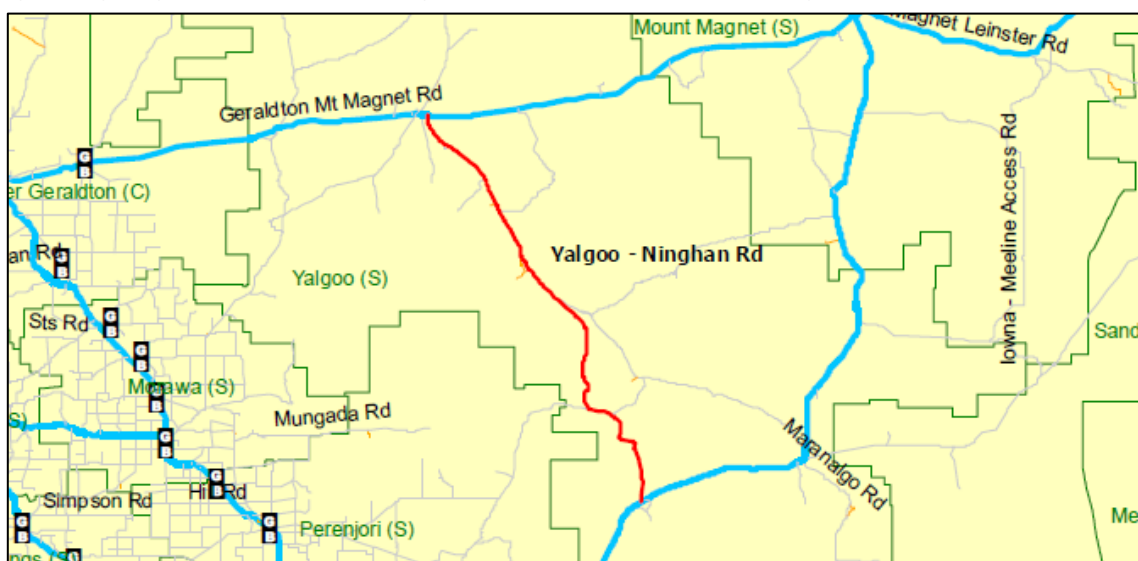
Approximately 20 km of the road remains unsealed, is not engineered for heavy traffic and is significantly affected by wet weather.

There is regular heavy haulage on the southern gravel and 4m seal section of the road originating from Golden Grove, MGM and drilling contractors accessing Great Northern Highway. This section of road needs significant treatment to stabilise the surface, widen the carriageway in several sections and improve drainage. The road deteriorates rapidly and frequently sustains damage when heavy vehicles use the road in wet conditions. The unsealed section of the road is also a traffic conflict risk. Dust raised by heavy vehicles on the narrow road creates a high risk of collision due to lack of visibility.

DEVELOPMENT STRATEGY

RAV network classification is Network 10.3 for the Northern 7m wide section and Network 10 for the remainder.

Funding – Ongoing and new road use agreements and MWRRG funding with Shire contribution.



YALGOO NORTH ROAD**Road No. 7070009****Local Distributor****Yalgoo Shire****Last Reviewed: April 2021****FUNCTION**

Yalgoo North Road is increasingly becoming more than a local distributor road as it is the primary tourist and other through-traffic road from Yalgoo into the northern and eastern sections of the Mt Magnet – Murchison Route via Murchison and Butcher's Track.

Such destinations include Murchison Settlement, Walga rock and Big Bell historical site (Cue Shire), the Dalgara Meteorite Crater, access to the ASKAP (Australian Square Kilometre Array Project, Murchison Shire) and station stay accommodation (e.g. Woolleen Station in Murchison Shire). Further, the road provides access via Yalgoo to many operating and proposed mines and tenements. The Shire of Yalgoo is currently liaising with all shires in the Murchison Region to negotiate a proposed collaborative regional tourism strategy. Yalgoo is an entry point into the Gascoyne Murchison Outback Pathways region attractions.

A major tourist route runs from the west from Sandstone, Cue, Mt Magnet and Meekatharra through Yalgoo Shire to Murchison and across to the coast via the Butcher's Track. Improving this gravel road route will improve access to this tourism region. Yalgoo North Road forms a major part of this road network with entry points from SLK 0 at Yalgoo and west via the Dalgara Road. (refer to Mt Magnet to Murchison route)

Yalgoo North Road also provides access to pastoral stations and DEC properties. It is a critical access road for emergency access to the north of the Shire e.g. during bushfires and for access to RFDS approved station airstrips.

Yalgoo North Road is a RAV Network 4 road (conditional).

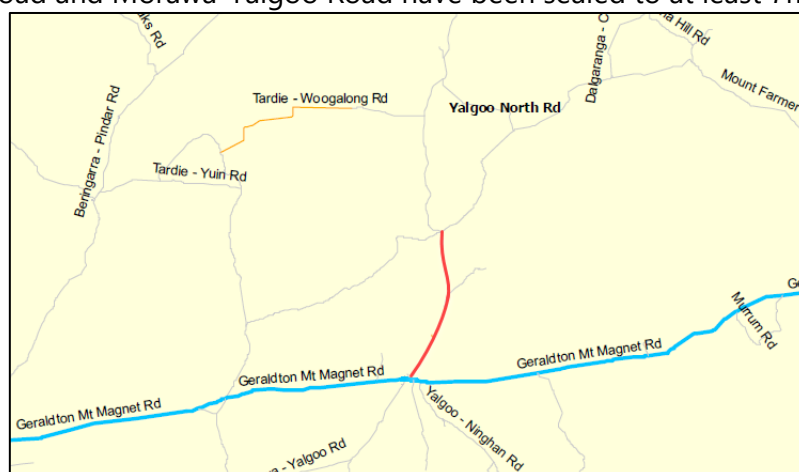
DEVELOPMENT NEED

Requires work to form and resheet, resurface certain areas, improve drainage and stabilise crossings and areas prone to flooding.

DEVELOPMENT STRATEGY

Funding for this route is not yet identified, however, this is a matter to address as the regional tourism strategy progresses.

It is likely that the Shire will start to divert some funds from own resources, R2R or MWRRG once Yalgoo-Ninghan Road and Morawa-Yalgoo Road have been sealed to at least 7m.



YANDANOOKA NORTH-EAST ROAD**Road No. 5090002****Access Road****Mingenew Shire****Last Reviewed: April 2025****FUNCTION**

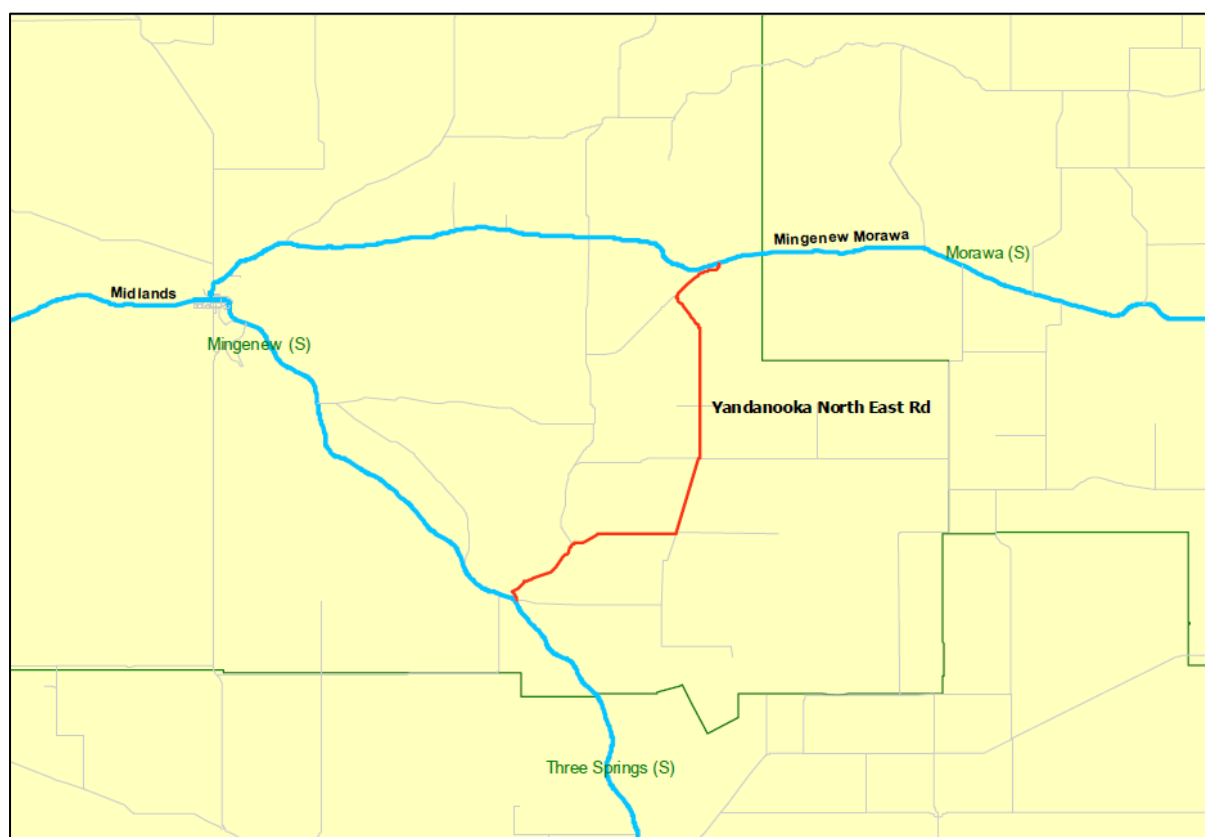
Yandanooka North-East Road is the main north – south route between the key regional agricultural areas of Yandanooka and Mount Budd and provides essential direct connectivity between Midlands Road and the Mingenev Morawa Road (both State Roads managed by Main Roads WA) which is especially important for agricultural properties south and east of the Mingenev townsit. This road is the only road servicing a significant number of agricultural properties and it also collects traffic from various connecting local roads including the Yandanooka Melara Road, Willis Road, Mount Scratch Road and Morawa Yandanooka Road which service numerous other agricultural properties. Aside from the Midlands Road and Mingenev-Morawa roads that it links, Yandanooka North-East Road is the only sealed road in this area of the Mingenev Shire. From a regional perspective, the road serves as a key route for north-south traffic from the Midlands Road to Morawa, Canna and all parts north – as it provides a sealed alternative to travelling through Mingenev, reducing time and distance. It is important that its function be viewed in the context of this regional connectivity, as it does not serve as a parallel route to the Midland Road and services more than just the (significant) local agricultural traffic. The road is currently part of the RAV 7 network. During seeding and harvest, this road experiences significant volumes of heavy traffic transporting various products between the Shires of Mingenev, Morawa and Three Springs. Outside of these peak times it continues to serve as an important road for the regional haulage of lime sands, fertiliser, stock and other agricultural products.

DEVELOPMENT NEED

Yandanooka North-East Road is the only road servicing a significant number of agricultural properties, as well as an important regional route. The road is currently comprised of discontinuous segments of dual lane (approx. 7m wide) and single lane (approx. 4m wide) sealed pavement. The single lane segments are in particularly poor condition due to edge wear from vehicles passing and various pavement and surfacing failures. Agricultural production in the local area is ongoing and continuing to increase and given that the road is part of the RAV network, there is a need to ensure that this road is upgraded to a full-length, consistent 2 lane sealed standard and then maintain the road to this standard. The focus of the upgrade works required is on the existing single lane segments.

DEVELOPMENT STRATEGY

The Shire has invested considerable funds into progressing the planned upgrade of this road which has resulted in the reconstruction of approx. 5km of the total approx. 21.5km length to a consistent Type 5 standard. Additionally, via the Blackspot Funding Program, the Shire is undertaking the upgrade of the Yandanooka North-East Rd / Mingenew Morawa Rd intersection addressing a long-standing road safety concern at this location for turning RAV vehicles. The Shire has also recently undertaken a range of flora and fauna surveys in support of a DWER clearing permit process to enable future widening along the length of Yandanooka North-East Road. These works demonstrate the Shire's ongoing commitment to this road as a road of regional significance. Given the significant investment commitment made by Main Roads in the realignment and upgrade of the intersection (which, when completed, will be to Type 5 standard), improving the quality and safety of this road is a priority. It would be logical for the road to be placed on the Roads 2040 list, so that further funding can be utilised to bring the entire road up to this standard. The Shire will continue to progressively upgrade the remainder of the road from the existing and poor condition narrow sealed standard (approx. 4m wide) to a consistent Type 5 standard using various funding sources as they become available.



YANDANOOKA WEST / WARRADONG SPRING ROUTE

Yandanooka West Road (5080073)

Warradong Spring Road (5080008)

Local Distributors

Irwin Shire

Last Reviewed: July 2021

FUNCTION

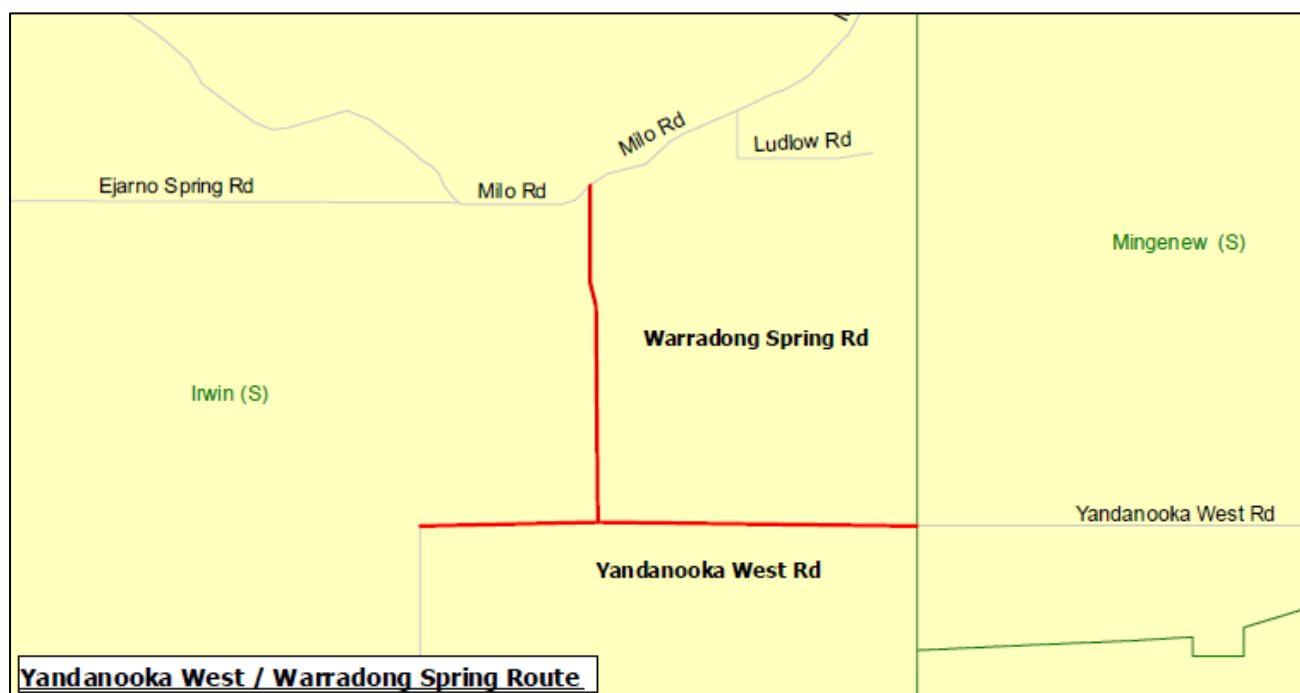
This road provides access to farming properties and carries seasonal grain, fertilizer, gypsum and lime sands traffic. It is the approved Heavy Vehicle RAV 5 route from Milo Road to Brand Highway.

DEVELOPMENT NEED

Most of the road is of an unsatisfactory standard for the current approved road use and should be upgraded to a minimum Type 3 standard to safely accommodate the heavy vehicles.

DEVELOPMENT STRATEGY

Widen and reconstruct the section from Milo Road to Mount Adams Road from the current unsatisfactory standard to a Type 3 standard.



YOUANMI ROAD

Road No. 7040019

Access Road

Mt Magnet Shire

Last Reviewed: April 2021

FUNCTION

This road is used by/for:

- Tourists travelling between Mt Magnet and Sandstone – Paynes Find Road;
- Access for pastoral properties, including transport of livestock;
- Access from the Mid West Vanadium Mine at Windimurra to Mount Magnet and the Mount Magnet Airport. This is a \$580M operation employing 250 mainly FIFO workers. Mid West Vanadium has made application to ship magnetite to Geraldton over Youanmi Road using triple road trains with concessional axle loadings; and
- Access to the Youanmi Mine. This mine is currently in care and maintenance but is expected to re-open in the next twelve months.

Traffic Count AADT of 37 of which 94.82% heavy vehicles.

Youanmi Road is a RAV Network 10 road.

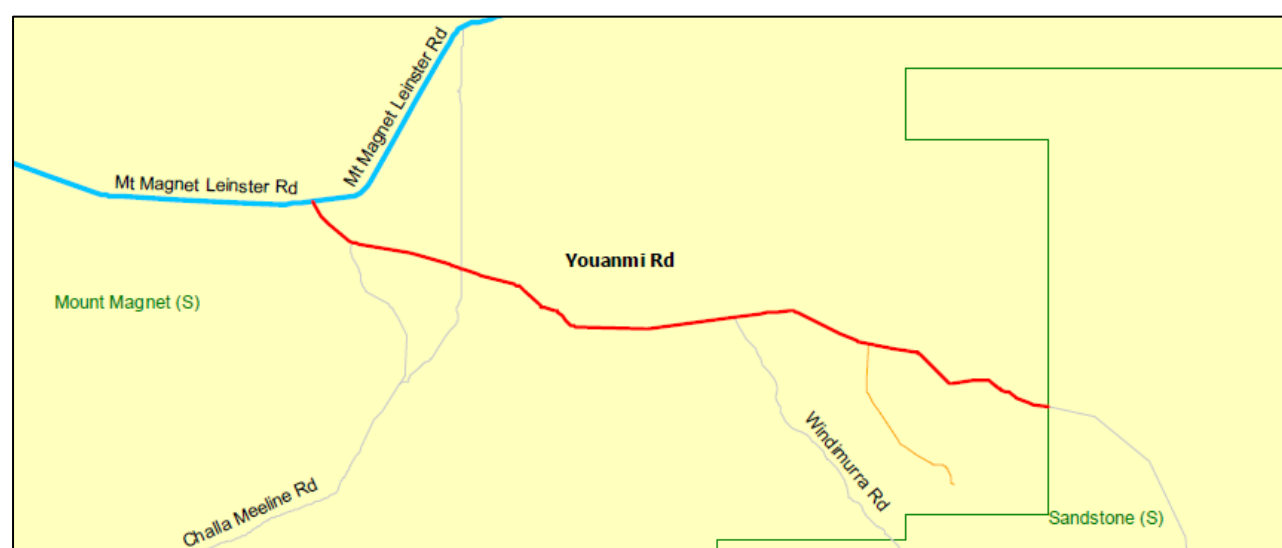
DEVELOPMENT NEED

Increased use by tourists and transportation of magnetite to Geraldton from the Mid West Vanadium operation at Windimurra using triple road trains with concessional axle loadings. Requires works to widen, re-sheet, re-align sections of the road and improve drainage. Expected to commence in 2014.

DEVELOPMENT STRATEGY

Reform/re-sheet, replacement of five grids, improve drainage.

Funding: Mining Company, Regional Roads Group Grants, Council Funds, Black Spot.



YUNA – TENINDEWA ROAD

Road No. 5160132 and 5050760
Local Distributor

Chapman Valley Shire and City of Greater Geraldton

Last Reviewed: April 2021

FUNCTION

This road runs from Geraldton – Mt Magnet Road to Yuna, servicing farming properties and carrying seasonal volumes of grain and fertilizer traffic.

Yuna – Tenindewa Road (5160132) is a RAV Network 6 road (conditional).

Yuna – Tenindewa Road (5050760) is a RAV Network 7 road.

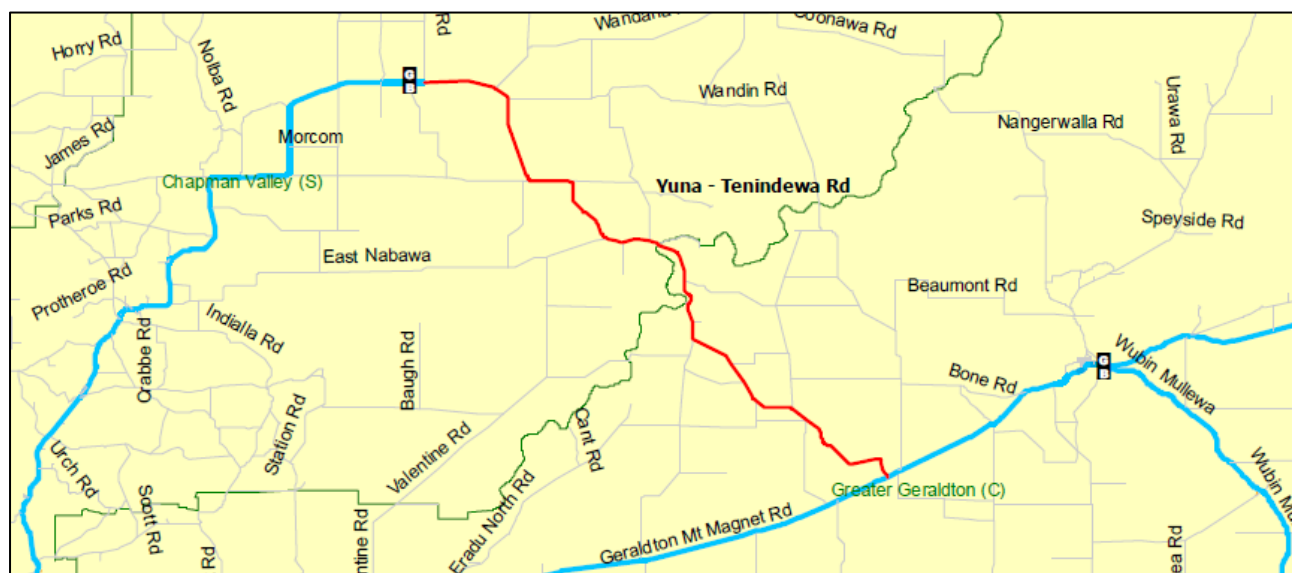
DEVELOPMENT NEED

The narrow sealed and unsealed sections of this road are inadequate for the volume and type of traffic it currently utilising it. In the City of Greater Geraldton, the first 13 km of this road has a seal width of 3.8 m; the remaining 16.5 km varies in seal width between 6.3 m and 7.3 m. There is only some minor re-sealing work planned for this road without additional widening.

In the Chapman Valley Shire this road currently is a Type 5 standard from SLK 0.00 to SLK 8.00.

DEVELOPMENT STRATEGY

Develop the route to a Type 5 standard suitable to facilitate the safe and efficient operation of all vehicle categories currently permitted to operate on this road.



SERVICE LEVELS

Type 1 – Unformed Road

(Cleared-flat bladed. Minimum construction. Formation consists of adjacent material)

This type is the first stage development of the road when the alignment is cleared of all vegetation with the running surface constructed from materials in-situ. This type of road allows for light traffic. With minimal drainage provision, the road is prone to closure during periods of heavy rainfall.

Type 2 – Formed Road

(Formed (raised) and drained road without imported material or a constructed pavement)

To avoid possible further relocation of the road and the resultant impact on the landscape environment, Type 2 earthworks are constructed using local road-making material and improved drainage control.

Type 3 – Gravel Road

(Road construction from imported material of adequate thickness, shaped and drained)

When maintenance costs increase to unacceptable levels or when economic or social benefits are evident, a Type 2 road can be improved by sheeting the surface with suitable gravel material to become a Type 3 road.

Type 4 – Sealed Road (6m Seal Width)

(Sealed with no kerbing)

Sealing is carried out to improve road-user comfort and safety when the road is experiencing higher traffic volumes or when significant numbers of heavy vehicles are required to use a Type 3 road. A Type 3 road is upgraded to Type 4 by building up the residual gravel pavement to full thickness. This is then compacted and sealed.

Type 5 – Sealed Road (7m Seal Width)

This is further development of the Type 4 road with extra seal width being provided to cater for higher traffic volumes and a high proportion of heavy vehicles.

Type 6 – Sealed Road (8 - 9m Seal Width)

This stage represents further development of a Type 4 or Type 5 road with additional seal width being provided as traffic volumes increase to improve safety; reduce maintenance costs; provide space for a stationary vehicle to stand clear of traffic lanes; and to assist cyclists.

Type 7 – Sealed Road with Overtaking Lane

An additional lane is provided on two-laned sealed roads when the traffic volume; proportion of heavy vehicles; and overtaking opportunities on adjoining sections of road cause traffic bunching to occur.

Type 8 – Dual Carriageway

An additional carriageway is provided to improve safety and increase the capacity on high volume roads.

ROAD NUMBERING SYSTEM

The road numbering system used throughout this Strategy document is explained as follows.

Local Roads, managed by Local Government Authorities (LGAs), have seven-digit road numbers. The first three digits indicate the LGA that manages the Local Road, the final four digits denote the number, or label, assigned to that road by the LGA. The following table summarises the LGA codes for the Mid West Region.

Local Government Authority	Code
Carnamah	501
Greater Geraldton (C)	505
Irwin	508
Mingenew	509
Morawa	511
Northampton	513
Perenjori	514
Three Springs	515
Chapman Valley	516
Coorow	519
Sandstone	701
Cue	702
Meekatharra	703
Mt Magnet	704
Murchison	705
Yalgoo	707

As an example, consider Red Gum Pass Road. The portion of the Red Gum Pass Road (3040040) managed by Cranbrook Shire has been numbered "0040" by this shire. Plantagenet Shire has numbered its portion of Red Gum Pass Road (3120012) as "0012".

RESTRICTED ACCESS VEHICLE (RAV) NETWORKS

Main Roads Western Australia has granted certain Restricted Access Vehicles (RAVs) conditional access to specified Western Australian roads, through the gazettal of a Class 2 and 3 Notice under the provisions of the Road Traffic (Vehicle Standards) Regulations 2002.

Refer to the Heavy Vehicle website:

<https://www.mainroads.wa.gov.au/heavy-vehicles/permit-order-scheme/>

APPENDIX 1: TABLE OF ROUTES WITH SLKS

MID WEST RRG ROADS										
Route Name	Road Name/s	Road Number	Road Hierarchy	Local Government	SLKS & LENGTH				ROAD SURFACE KMS	
					SLK FROM	SLK TO	ROAD LENGTH KMS	TOTAL KMS	SEALED	UN SEALED
AJANA - KALBARRI ROUTE	Clotworthy Street	5130251	Regional Distributor	Northampton	0.00	0.35	0.35	64.71		
	Kalbarri Road	5130250	Regional Distributor	Northampton	0.00	64.36	64.36			
ARRINO SOUTH ROAD	Arrino South Road	5150006	Local Distributor	Three springs	0.00	15.68	15.68	15.68		
ASHBURTON DOWNS MEEKATHARRA ROAD	Ashburton Downs Meekatharra Road	7030067	Local Distributor	Meekatharra	0.00	353.46	353.46	353.46	13.00	340.46
AUSTIN DOWNS - DALGARANGA ROAD	Austin Downs - Dalgara Road	7020003	Local Distributor	Cue	0.00	74.77	74.77	74.77		
BALLA WHELARRA ROAD	Balla Whelara Road	5160019	Local Distributor / Access Road	Chapman Valley	0.00	12.85	12.85	52.00		
	Balla Whelara Road	5130025	Local Distributor / Access Road	Northampton	0.00	39.15	39.15			
BINNU EAST AND WEST ROUTE	Binnu East Road	5130003	Local Distributor / Access Road	Northampton	0.00	36.80	36.80	84.79		
	Binnu West Road	5130011	Access Road	Northampton	0.00	47.99	47.99			
BLENHEIM ROAD	Blenheim Road	5080060	Access Road	Irwin	0.00	2.03	2.03	2.03		
BOOKARA EAST ROAD	Bookara East Road	5080006	Access Road	Irwin	0.00	10.80	10.80	10.80		
BOOLARDY KALLI ROAD	Boolardy Kalli Road	7050005	Local Distributor	Murchison	0.00	57.30	57.30	57.30		
BUNJIL - CARNAMAH ROUTE	Bowman Street	5010065	Regional Distributor	Carnamah	0.00	1.03	1.03	48.62		
	Bunjil Carnamah Road	5010002	Local Distributor	Carnamah	0.00	24.35	24.35			
	Bunjil Carnamah Road	5140081	Local Distributor	Perenjori	0.00	23.24	23.24		23.24	
BUNTINE MARCHAGEE ROAD	Buntine Marchagee Road	5190002	Local Distributor	Coorow	0.00	28.16	28.16	28.16		
BURMA ROAD	Burma Road	5080005	Access Road	Irwin	0.00	23.99	23.99	45.41		
	Burma Road	5051003	Access Road	Greater Geraldton	0.00	19.47	19.47			
	Burma Road Access Road	5090007	Access Road	Mingenew	0.00	1.95	1.95			
BUTCHERS TRACK	Butchers Track	7050035	Local Distributor	Murchison	0.00	64.54	64.54	64.54		
BYRO WOODLEIGH ROAD	Byro Woodleigh Road	7050006	Local Distributor	Murchison	0.00	70.60	70.60	70.60		
CARNAMAH ENEABBA ROAD	Carnamah Eneabba Road	5010123	Regional Distributor	Carnamah	0.00	66.81	66.81	66.81		
CARNAMAH - MORAWA ROUTE	Morawa South Road	5110002	Local Distributor	Morawa	0.00	7.56	7.56	29.56		
	Morawa South Road	5140039	Local Distributor	Perenjori	0.00	5.64	5.64		5.64	
	Hill Road	5140009	Local Distributor	Perenjori	20.10	20.86	0.76		0.76	
	Boundary Road	5140047	Local Distributor	Perenjori	0.00	15.60	15.60		15.60	
CARNAMAH PERENJORI ROAD	Carnamah Perenjori Road	5010001	Regional Distributor	Carnamah	0.00	31.00	31.00	54.42		
	Carnamah Perenjori Road	5140165	Regional Distributor	Perenjori	0.00	23.42	23.42		23.42	
CARNARVON MULLEWA ROAD	Carnarvon Mullewa Road	5050756	Regional Distributor	Greater Geraldton	0.00	75.93	75.93	354.79		
	Carnarvon Mullewa Road	7050043	Regional Distributor	Murchison	0.00	278.86	278.86			
CASUARINAS ROAD	Casuarinas Road	5050605	Access Road	Greater Geraldton	0.00	32.62	32.62	46.52		
	Casuarinas Road	5080017	Access Road	Irwin	0.00	13.90	13.90			
CHAPMAN VALLEY ROAD	Chapman Valley Road	5160130	Regional Distributor	Chapman Valley	0.00	9.64	9.64	13.88		
	Chapman Valley Road	5050358	Regional Distributor	Greater Geraldton	0.00	4.24	4.24			

OFFICIAL

CHILIMONY ROAD	Chilimony Road	5130006	Local Distributor / Access Road	Northampton	0.00	28.90	28.90	28.90	15.65	13.25
COALSEAM ROAD	Coalseam Road	5050726	Local Distributor / Access Road	Greater Geraldton	0.00	1.89	1.89	36.98		
	Coalseam Road	5090003	Local Distributor / Access Road	Mingenew	0.00	35.09	35.09			
COOROW GREEN HEAD ROAD	Coorow Green Head Road	5190161	Regional Distributor	Coorow	0.00	77.42	77.42	114.23		
	Coorow Green Head Road	5190162	Regional Distributor	Coorow	0.00	36.81	36.81			
COOROW LATHAM ROAD	Coorow Latham Road	5190164	Regional Distributor	Coorow	0.00	26.75	26.75	44.93		
	Coorow Latham Road	5140166	Regional Distributor	Perenjori	0.00	18.18	18.18		18.18	
CORONATION BEACH ROAD	Coronation Beach Road	5160034	Local Distributor	Chapman Valley	0.00	7.80	7.80	7.80		
CUE - MURCHISON ROUTE	Kalli Road	7020012	Local Distributor	Cue	0.00	41.08	41.08	62.80		
	Cue - Kalli Road	7050033	Local Distributor	Cue	0.00	21.72	21.72			
CUE – NORTH WEST COASTAL HIGHWAY ROUTE	Beringarra-Byro Road	7050003	Local Distributor	Murchison	0.00	90.32	90.32	286.20		90.32
	Beringarra-Cue Road	7050031	Local Distributor	Murchison	0.00	107.88	107.88			107.88
	Beringarra-Cue Road	7020001	Local Distributor	Cue	0.00	88.00	88.00		88.00	
CUE - WONDINONG - PAYNESVILLE ROUTE	Cue Wondinong Road	7020002	Access Road	Cue	0.00	69.16	69.16	104.32		
	Wondinong Cue Road	7040034	Access Road	Cue	0.00	7.88	7.88			
	Wondinong Payneville Road	7040026	Access Road	Mt Magnet	0.00	27.28	27.28			
DARTMOOR & DARTMOOR - LAKE NERRAMYNE ROUTE	Dartmoor Road	5160008	Access Road	Chapman Valley	0.00	33.25	33.25	65.89		
	Dartmoor Lake Nerramyne Road	5160021	Access Road	Chapman Valley	0.00	32.64	32.64			
DEEPDALE ROAD	Deepdale Road	5051026	Access Road	Greater Geraldton	0.00	2.66	2.66	2.66		
DEPOT HILL ROAD	Depot Hill Road	5090088	Local Distributor	Mingenew	0.00	10.19	10.19	10.19	1.45	8.74
DUDAWA ROAD	Dudawa Road	5150002	Local Distributor	Three Springs	0.00	14.70	14.70	14.70		
DURAWAH - STATION - VALENTINE ROUTE	Durawah Road	5160001	Local Distributor	Chapman Valley	0.00	18.46	18.46	18.46		
	Station Road	5160015	Local Distributor	Chapman Valley	0.00	3.50	3.50	3.50		
	Station - Valentine Road	5160014	Local Distributor	Chapman Valley	0.00	13.65	13.65	13.65		
EAST BOWES ROAD	East Bowes Road	5160012	Access Road	Chapman Valley	0.00	12.06	12.06	12.06		
EAST CHAPMAN ROAD	East Chapman Road	5051013	Local Distributor	Greater Geraldton	0.00	11.33	11.33	12.86	11.33	
	East Chapman Road	5160150	Local Distributor	Chapman Valley	0.00	1.53	1.53		1.53	
ELLERY ROAD	Ellery Road	5080020	Access Road	Irwin	0.00	2.00	2.00	2.00		
ENEABBA COOLIMBA ROAD	Eneabba Coolimba Road	5010132	Regional Distributor	Carnamah	0.00	27.38	27.38	27.38		2.00
FRANCO ROAD	Franco Road	5110078	Local Distributor	Morowa	0.00	9.97	9.97	9.97		
GEORGINA ROAD	Georgina Road	5051024	Access Road	Greater Geraldton	0.00	9.33	9.33	9.33		
GERALDTON CITY DISTRIBUTOR ROADS	Abraham Street	5050188	Local Distributor / Access Road	Greater Geraldton	0.00	3.60	3.60	68.31	3.60	
	Anderson Street	5050128	Access Road	Greater Geraldton	0.00	2.40	2.40		2.40	
	Bayly Street	5050049	Access Road	Greater Geraldton	0.00	1.23	1.23		1.23	
	Brede Street	5050054	Access Road	Greater Geraldton	0.00	1.78	1.78		1.78	
	Cathedral Avenue	5050020	District Distributor A	Greater Geraldton	0.00	1.61	1.61		1.61	
	Chapman Road	5050008	Local Distributor	Greater Geraldton	0.00	12.15	12.15		12.15	
	Durlacher Street	5050021	Local Distributor	Greater Geraldton	0.00	3.52	3.52		3.52	
	Connolly Street	5050304	Access Road	Greater Geraldton	0.00	0.27	0.27		0.27	
	Eastern Road	5050028	Access Road	Greater Geraldton	0.00	1.21	1.21		1.21	
	Eastward Road	5050002	Local Distributor / Access Road	Greater Geraldton	0.00	1.59	1.59		1.59	
	Edward Road	5050498	Local Distributor	Greater Geraldton	0.00	3.41	3.41		3.41	
	Eighth Street	5050080	Local Distributor	Greater Geraldton	0.00	1.13	1.13		1.13	
	Fitzgerald Street	5050019	Local Distributor	Greater Geraldton	0.00	1.50	1.50		1.50	

OFFICIAL

	Flores Road	5050058	Local Distributor	Greater Geraldton	0.00	4.41	4.41		4.41	
	George Road	5050064	Access Road	Greater Geraldton	0.00	3.01	3.01		3.01	
	Glenview Street	5051076	Access Road	Greater Geraldton	0.00	0.92	0.92		0.92	
	Green Street	5050117	Access Road	Greater Geraldton	0.00	1.34	1.34		1.34	
	Haigh Street	5050243	Access Road	Greater Geraldton	0.00	0.53	0.53		0.53	
	Highbury Street	5050240	Local Distributor	Greater Geraldton	0.00	1.32	1.32		1.32	
	Hosken Street	5050111	Local Distributor	Greater Geraldton	0.00	0.62	0.62		0.62	
	Horwood Road	5050497	Local Distributor	Greater Geraldton	0.00	1.10	1.10			
	Johnston Street	5050052	Local Distributor	Greater Geraldton	0.00	0.43	0.43		0.43	
	Lester Avenue	5050026	District Distributor B	Greater Geraldton	0.00	0.51	0.51		0.51	
	Marine Terrace	5050001	District Distributor B / Local Distributor / Access Road	Greater Geraldton	0.00	4.75	4.75		4.75	
	Pass Street	5050217	Local Distributor	Greater Geraldton	0.00	1.18	1.18		1.18	
	Phelps Street	5050043	Local Distributor	Greater Geraldton	0.00	0.90	0.90		0.90	
	Place Road	5050072	District Distributor B / Access Road	Greater Geraldton	0.00	3.36	3.36		3.36	
	Point Street	5050012	Access Road	Greater Geraldton	0.00	0.48	0.48		0.48	
	Portway	5050244	Local Distributor	Greater Geraldton	0.00	0.59	0.59		0.59	
	Rifle Range Road	5050056	Local Distributor	Greater Geraldton	0.00	0.46	0.46		0.46	
	Shenton Street	5050005	Local Distributor	Greater Geraldton	0.00	2.24	2.24		2.24	
	Verita Road	5051287	Access Road	Greater Geraldton	0.00	1.32	1.32		1.32	
	Waldeck Street	5050053	Local Distributor / Access Road	Greater Geraldton	0.00	0.78	0.78		0.78	
	Utakarra Road	5050499	Local Distributor	Greater Geraldton	0.00	1.76	1.76		1.76	
	Webborton Road	5050282	Access Road	Greater Geraldton	0.00	0.90	0.90		0.90	
GERALDTON - MINGENEW ROUTE (VIA ALLANOOKA SPRINGS ROAD)	Allanooka Springs Road	5051006	Regional Distributor	Greater Geraldton	0.00	14.27	14.27	70.40		
	Allanooka Springs Road	5080026	Regional Distributor	Irwin	0.00	33.29	33.29			
	Allanooka Springs Road	5090008	Regional Distributor	Mingenew	0.00	7.24	7.24			
	Depot Hill Road	5090006	Regional Distributor	Mingenew	0.00	15.60	15.60			
GOODLANDS ROAD	Goodlands Road	5140167	Local Distributor	Perenjori	0.00	5.00	5.00	5.00		5.00
GREENOUGH RIVER ROAD	Greenough River Road	5051011	Local Distributor	Greater Geraldton	0.00	2.21	2.21	2.21		
GUTHA EAST ROAD	Gutha East Road	5110004	Local Distributor / Access Road	Morawa	0.00	29.33	29.33	29.33	7.06	22.27
GUTHA WEST ROAD	Gutha West Road	5110010	Local Distributor / Access Road	Morawa	0.00	15.50	15.50	15.50		
HORROCKS ROAD	Horrocks Road	5130218	Local Distributor	Northampton	0.00	17.47	17.47	17.47		
HORWOOD ROAD / MASTERS ROAD	Horwood Road	5050497	Local Distributor	Greater Geraldton	1.11	5.07	3.96	4.45	3.96	
	Masters Road	5050522	Access Road	Greater Geraldton	0.00	0.49	0.49		0.49	
HUNT - WALDECK STREET	Hunt - Waldeck Street	5080041	Local Distributor	Irwin	0.00	1.32	1.32	1.32		
INERING ROAD	Inering Road	5010007	Local Distributor	Carnamah	0.00	3.55	3.55	5.57		
	Inering Road	5150024	Local Distributor	Three Springs	0.00	2.02	2.02			
KAILIS DRIVE - GEORGE STREET ROUTE	George Street	5080046	Local Distributor	Irwin	0.00	0.82	0.82	11.42		
	Kailis Drive	5080154	Local Distributor	Irwin	0.00	10.60	10.60			
KALBARRI - NATIONAL PARK ROUTE	George Grey Drive	5130135	Regional Distributor	Northampton	0.00	3.18	3.18	7.40		
	Red Bluff Road	5130160	Regional Distributor	Northampton	0.00	4.22	4.22			
LANDOR MEEKATHARRA ROAD	Landor Meekatharra Road	7030066	Regional Distributor	Meekatharra	0.00	180.01	180.01	180.01	106.80	72.72
LATHAM - KARARA ROUTE	Karara Road	5140016	Access Road	Perenjori	0.00	11.75	11.75	70.91		11.75
	Perenjori - Rothsay Road	5140015	Local Distributor / Access Road	Perenjori	17.50	34.69	17.19		17.19	

OFFICIAL

	Summers Road	5140048	Access Road	Perenjori	0.00	1.63	1.63		1.63	
	Syson Road	5140049	Local Distributor / Access Road	Perenjori	0.00	33.10	33.10		33.10	
	Warriedar Coppermine Road	5140141	Access Road	Perenjori	0.00	7.24	7.24		3.00	4.24
MEEKATHARRA AIRPORT ROUTE	Airport Access Road	7030125	Access Road	Meekatharra	0.00	1.26	1.26	5.99	1.26	
	High Street	7030043	Local Distributor / Access Road	Meekatharra	0.13	0.81	0.68		0.68	
	Murchison Downs Road	7030030	Local Distributor / Access Road	Meekatharra	0.00	3.70	3.70		3.70	
	Queen Road	7030052	Local Distributor / Access Road	Meekatharra	0.32	0.67	0.35		0.67	
MEEKATHARRA MT CLERE ROAD	Meekatharra Mt Clere Road	7030001	Access Road	Meekatharra	0.00	181.27	181.27	181.27		
MEEKATHARRA - SANDSTONE ROUTE	Meekatharra Sandstone Road	7010004	Local Distributor	Sandstone	0.00	62.59	62.59	190.74		
	Sandstone Wiluna Road	7010005	Local Distributor	Sandstone	0.00	27.43	27.43			
	Meekatharra Sandstone Road	7030068	Meekatharra Sandstone Road	Meekatharra	0.00	100.72	100.72			
MENZIES SANDSTONE ROAD	Menzies Sandstone Road	7010003	Local Distributor	Sandstone	0.00	85.78	85.78	85.78		
MILO ROAD	Milo Road	5080004	Local Distributor	Irwin	0.00	23.00	23.00	23.00		
	Milo Road	5090024	Local Distributor	Mingenew	0.00	3.25	3.25	3.25		
MINGENEW MULLEWA ROAD	Mingenew Mullewa Road	5050758	Regional Distributor	Greater Geraldton	0.00	49.02	49.02	80.11		
	Mingenew Mullewa Road	5090080	Regional Distributor	Mingenew	0.00	31.09	31.09			
MOONYOONOOKA NARNGULU ROAD	Moonyoonooka Narngulu Road	5051031	Regional Distributor	Greater Geraldton	0.00	5.05	5.05	5.05		
MORAWA YALGOO ROAD	Morowa Yalgoo Road	5110149	Regional Distributor	Morawa	0.00	42.71	42.71	125.71		
	Morowa Yalgoo Road	7070076	Regional Distributor	Yalgoo	0.00	83.00	83.00			
MORETON TERRACE	Moreton Terrace	5080076	Local Distributor	Irwin	0.00	0.67	0.67	0.67		
MT ADAMS ROAD	Mt Adams Road	5080013	Access Road	Irwin	0.00	22.66	22.66	22.66		
MT HORNER WEST ROAD	Mt Horner West Road	5080011	Access Road	Irwin	0.00	19.90	19.90	19.90	0.79	19.11
MT MAGNET TO MURCHISON ROUTE (includes HILL 50 HAULAGE ROUTE)	Mt Farmer Road	7040027	Local Distributor	Mt Magnet	0.00	71.54	71.54	340.63		
	Checker Plant Road	7040065	Local Distributor	Mt Magnet	0.00	2.20	2.20			
	Mt Magnet Hill 50 Road	7040001	Local Distributor	Mt Magnet	0.00	4.54	4.54			
	Twin Peaks - Wooleen Road	7050004	Local Distributor	Murchison	44.34	45.66	1.32			
	Wooleen - Mt Wittenoom Road	7050027	Local Distributor	Murchison	0.00	33.35	33.35			
	Meeberrie Wooleen Road	7050026	Local Distributor	Murchison	0.00	28.00	28.00			
	Mt Wittenoom Road	7050028	Local Distributor	Murchison	0.00	38.70	38.70			
	Dalgaranga Mt Magnet Road	7070051	Local Distributor	Yalgoo	0.00	22.25	22.25			
	Richardson Street	7040081	Local Distributor	Mt Magnet	0.00	0.85	0.85			
	Dalgaranga Road	7070018	Local Distributor	Yalgoo	0.00	53.83	53.83			
	Meka Mt Wittenoom Road	7070046	Local Distributor	Yalgoo	0.00	8.85	8.85			
	Yalgoo North Road	7070009	Local Distributor	Yalgoo	34.20	109.40	75.20			
NABAWA – YETNA ROAD	Nabawa – Yetna Road	5160082	Local Distributor	Chapman Valley	0.00	7.00	7.00	7.00		7.00
NANEKINE ROAD	Nanekine Road	5090004	Local Distributor	Mingenew	0.00	13.99	13.99	35.82		
	Nanekine Road	5110003	Local Distributor	Morawa	0.00	21.83	21.83			
NANSON HOWATHARRA ROAD	Nanson Howatharra Road	5160010	Local Distributor	Chapman Valley	0.00	14.35	14.35	14.35		
NARRA TARRA ROAD	Narra Tarra Road	5160007	Local Distributor	Chapman Valley	0.00	3.00	3.00	3.00		
NORTHAMPTON NABAWA ROAD	Northampton Nabawa Road	5160131	Local Distributor	Chapman Valley	0.00	12.29	12.29	23.10		
	Northampton Nabawa Road	5130219	Local Distributor	Northampton	0.00	10.81	10.81			
NORTHAMPTON PORT GREGORY ROAD	Northampton Port Gregory Road	5130002	Access Road	Northampton	0.00	5.32	5.32	5.32		

OFFICIAL

OFFSZANKA ROAD	Offszanka Road	5110008	Access Road	Morawa	0.00	3.06	3.06	3.06	3.06	
OCEAN DRIVE	Ocean Drive	5080035	Access Road	Irwin	0.00	2.63	2.63	2.63		
OGILVIE EAST – NOLBA STOCK ROUTE	Ogilvie East Road	5130009	Access Road	Northampton	0.00	33.64	33.64	60.01	17.5	16.14
	Nolba Stock Route	5130036	Access Road	Northampton	0.00	3.56	3.56			3.56
	Nolba Stock Route Road	5160051	Access Road	Chapman Valley	0.00	9.50	9.50			9.50
	Nolba Road	5160006	Access Road	Chapman Valley	0.00	13.31	13.31		0.62	12.69
PAYNES FIND SANDSTONE ROAD	Paynes Find Sandstone Road	7010002	Local Distributor	Sandstone	0.00	224.98	224.98	232.58		
	Paynes Find Sandstone Road	7070012	Local Distributor	Yalgoo	0.00	7.60	7.60			
PERENJORI TO GREAT NORTHERN HIGHWAY (VIA WANARA ROAD)	Perenjori Rothsay Road	5140015	Local Distributor / Access Road	Perenjori	0.00	17.81	17.81	85.77		
	Wanarra East Road	5140143	Access Road	Perenjori	0.00	38.75	38.75		38.75	
	Wanarra Road	5140018	Access Road	Perenjori	0.00	24.11	24.11		24.11	
	Wanarra East Road	7070066	Access Road	Yalgoo	0.00	5.10	5.10			
PINTHARUKA WEST ROAD	Pintharuka West Road	5110005	Local Distributor / Access Road	Morawa	0.00	31.60	31.60	31.60		
POINT LEANDER DRIVE	Point Leander Drive	5080002	Local Distributor / Access Road	Irwin	0.00	3.78	3.78	3.78		
PYE ROAD	Pye Road	5080067	Access Road	Irwin	0.00	3.70	3.70	3.70	3.70	
RUDDS GULLY GOULDS ROAD ROUTE	Goulds Road	5051180	Local Distributor	Greater Geraldton	0.00	3.52	3.52	9.33		
	Rudds Gully Road	5051012	Regional Distributor	Greater Geraldton	0.00	5.81	5.81			
TABLE TOP ROAD	Tabletop Road	5080007	Local Distributor / Access Road	Irwin	0.00	22.25	22.25	22.25		
TARDUN PINDAR ROAD	Tardun Pindar Road	5050603	Local Distributor / Access Road	Greater Geraldton	0.00	37.84	37.84	37.84		
THREE SPRINGS ENEABBA ROAD	Three Springs Eneabba Road	5010125	Regional Distributor	Carnamah	0.00	22.06	22.06	62.05		
	Three Springs Eneabba Road	5150105	Regional Distributor	Three Springs	0.00	39.99	39.99			
THREE SPRINGS MORAWA ROAD	Three Springs Morawa Road	5110150	Regional Distributor	Morawa	0.00	23.45	23.45	53.31		
	Three Springs Morawa Road	5150106	Regional Distributor	Three Springs	0.00	29.86	29.86			
THREE SPRINGS - PERENJORI ROAD	Perenjori Three Springs Road	5140038	Local Distributor	Perenjori	0.00	6.15	6.15	30.72		
	Perenjori - Three Springs Road	5150001	Local Distributor	Three Springs	0.00	24.57	24.57			
TROPIANO ROAD	Tropiano Road	5110071	Local Distributor	Morawa	0.00	6.12	6.12	6.12		
TWIN PEAKS – WOOLEEN ROAD	Twin Peaks – Wooleen Road	7050004	Access Road	Murchison	44.33	0.00	44.33	44.33	1.57	42.76
EAST NABAWA ROAD	East Nabawa Road	5160016	Local Distributor / Access Road	Chapman Valley	0.00	34.97	34.97	34.97		
VALENTINE ROAD	Valentine Road	5160013	Local Distributor	Chapman Valley	0.00	25.35	25.35			
	Valentine Road	5051016	Local Distributor	Greater Geraldton	0.00	7.88	7.88	33.23		
WALKAWAY NANGETTY ROAD	Walkaway Nangetty Road	5051400	Regional Distributor	Greater Geraldton	0.00	66.00	66.00	66.00		
WEBBERTON ROAD EXTENSION	Webborton Road Extension	5050282	Access Road / Unconstructed	Greater Geraldton	0.00	7.30	7.30	7.30		
WHEAT ROAD	Wheat Road	5010067	Regional Distributor	Carnamah	0.00	0.27	0.27	0.27		
WHITE CLIFFS ROAD	White Cliffs Road	5130224	Access Road	Northampton	0.00	13.02	13.02	13.02		
WILUNA NORTH ROAD	Wiluna North Road	7030005	Local Distributor	Meekatharra	0.00	98.75	98.75	98.75		98.75
WINCHESTER WEST ROAD	Winchester West Road	5010003	Regional Distributor / Local Distributor	Carnamah	0.00	5.84	5.84	5.84		
WUBIN GUNYIDI ROAD	Wubin Gunyidi Road	5190165	Regional Distributor	Coorow	0.00	32.89	32.89	32.89		
YALGOO NINGHAN ROAD	Yalgoo Ninghan Road	7070008	Local Distributor	Yalgoo	0.00	137.27	137.27	137.27		
YALGOO NORTH ROAD	Yalgoo North Road	7070009	Local Distributor	Yalgoo	0.00	34.20	34.20	34.20		
YANDANOOKA NORTH-EAST ROAD	Yandanooka North - East Road	5090002	Access Road	Mingenew	0.00	22.22	22.22	22.22	22.22	
YANDANOOKA WEST / WARRADONG SPRING ROUTE	Yandanooka West Road	5080073	Local Distributor	Irwin	0.00	7.92	7.92	7.92		
	Warradong Spring Road	5080008	Local Distributor	Irwin	0.00	6.15	6.15	6.15		
YOUANMI ROAD	Youanmi Road	7040019	Access Road	Mt Magnet	0.00	30.50	30.50	30.50		

OFFICIAL

YUNA TENINDEWA ROAD	Yuna Tenindewa Road	5160132	Local Distributor	Chapman Valley	0.00	26.37	26.37	55.68		
	Yuna Tenindewa Road	5050760	Local Distributor	Greater Geraldton	0.00	29.31	29.31			
							5365.60	5365.60	576.87	888.13
				TOTAL KMS SLGR FOR RRG 5365.60 KMS						
				TOTAL SLKS RRG		=	5365.60	5365.60	576.87	888.13

Sealed / Unsealed SLKS not provided where blank

APPENDIX 2: GUIDELINES AND CRITERIA FOR THE IDENTIFICATION OF SIGNIFICANT LOCAL GOVERNMENT ROADS WITH REGIONAL IMPORTANCE



mainroads
WESTERN AUSTRALIA

ROADS 2040

*We're working for
Western Australia.*

**GUIDELINES AND CRITERIA
for the Identification of
Significant Local
Government Roads with
Regional Importance**

Document Control

Owner	ROAD CLASSIFICATION WORKING GROUP
Custodian	ROAD CLASSIFICATION MANAGER
Document Number	D21#507063 (File 19/5378)
Issue Date	October 2021
Review Frequency	5 years maximum

Amendments

Revision Number	Revision Date	Description of Key Changes	Section / Page No.

Contents

Background	4
Intent of these Guidelines.....	4
Strategy Principles.....	4
Roads Maintenance.....	5
Routine Maintenance	5
Periodic Maintenance.....	5
Reconstruction	5
Roads Forming Routes.....	5
ROADS 2040 Amendments.....	6
Criteria	7
1. NETWORK / SIGNIFICANT	7
2. ROAD FUNCTION/FREIGHT.....	7
3. TRAFFIC VOLUME	8
4. TOURISM.....	8
5. REGIONAL ROAD GROUP CRITERIA	8
OTHER CONSIDERATIONS	8
DEFINITIONS.....	9
PCU CONVERSION	9
ONGOING REVIEW AND UPDATE PROCESS.....	10
USEFUL LINKS	11
SUBMISSION FORM ROADS 2040	12

Background

The *Regional Strategies for Significant Local Government Roads with Regional Importance* short title *ROADS 2040* are documented lists of regionally significant Local Government roads for each Regional Road Group (RRG) and the development strategies for them.

The first editions, , were released during 1997 and 1998 and were an initiative of the 1992 Memorandum of Understanding between the State Government and the Western Australian Local Government Association (WALGA), then known as the Western Australian Municipal Association (WAMA). This document will inform the compilation of the latest version, which will supersede Roads 2030 published in 2013.

Local Governments (via RRGs) work collaboratively to review and update the current list of Significant Local Roads to produce this next strategy. This provides an agreed, strategic approach to the allocation of limited funding across the extensive road network within the state of Western Australia. Only projects on local roads included in *ROADS 2040* will be eligible for *Road Project Grant* funding under the latest *State Roads Funds to Local Government Agreement*. These Guidelines will be included in the annexure of each document.

ROADS 2040 documents for each RRG are available on the [WALGA website](#).

Note - A separate Main Roads process is required to amend any Road Hierarchy classification. Enquiries regarding *ROADS 2040*, Road Hierarchy or other road classification process should be addressed to the Road Classification Manager at RoadClassification@mainroads.wa.gov.au

Intent of these Guidelines

The intent of these guidelines and criteria is to assist Regional Road Groups to identify Significant Local Government Roads. Ideally, a consistent set of criteria will ensure equity for all Local Governments throughout the state when selecting roads to be added to *ROADS 2040*. However, a flexible arrangement is required to address the many geographical and other variations across the State, especially in the more remote and sparsely populated areas. To that end, the Regional Road Groups have autonomy to identify those circumstances where it is felt a road should be added, even if only one of the Criteria is met.

Strategy Principles

ROADS 2040 are an investment-planning tool to assist with allocating funding in a systematic fashion to achieve long-term significant planning goals for the Region and State through improvement of road infrastructure. These documents are created for each Regional Road Group from the lists of *Significant Local Government Roads with Regional Importance*.

Roads Maintenance

Funds to implement the *ROADS 2040* improvement strategy are sourced from the Road Project Grants (Category 1) of the State Road Funds to Local Government Agreement (SRFLGA). State funding to assist with general maintenance needs of the local road network are typically allocated as Direct Grants.

The Office of the Auditor General (OAG) defines maintenance under two main types:

Reactive maintenance includes sealing cracks and fixing potholes, cleaning up verges, road markings and signs. It is short term and needs to be done on a day-to-day basis to keep roads safe and serviceable,

Planned maintenance is more costly but has long-term benefits. It includes:

- *Resurfacing of roads in response to aging, traffic wear and to prevent water damage, bridge repairs and replacing road markings;*
- *Rebuilding to restore the structure of roads and bridges. That may include strengthening the roads and bridges, correcting the shape of the road or minor changes in road width.*

Routine Maintenance

Reactive maintenance is often referred to as Routine Maintenance. Routine maintenance work is not to be included in strategies for individual roads within *ROADS 2040* as it is assumed such activities will always be undertaken on roads and thus do not need to be referred to in improvement strategies. Furthermore, by its nature, routine maintenance does not improve the road.

Periodic Maintenance

Planned maintenance is more often referred to as Periodic Maintenance.

The need for major periodic maintenance works can be included in strategies for individual roads in *ROADS 2040*. This includes works such as reseals and re-sheeting, rehabilitation, shoulder reconditioning and other heavy maintenance type works.

The potential need for inclusion of any periodic heavy maintenance work on a road must be documented as part of the overall strategy for the road.

Reconstruction

Reconstruction of roads is not maintenance as it replaces the existing asset with a new one, typically with a design life of 40 years. Where appropriate, the need to undertake reconstruction of all or part of a road is to be included in strategies for individual roads within *ROADS 2040*.

Roads Forming Routes

The terms “road” and “road/route” are used throughout this document. In some instances, a number of roads may be combined to create a route that is given an appropriate name for the purposes of identification. In the context of this document, “road” may include routes which have more than one individual road and an identifying route name.

ROADS 2040 Amendments

Should a RRG agree to seek an amendment to the endorsed *ROADS 2040* this must be documented on the attached *Road Justification and Development Strategy Submission Form*. After approval by the RRG, the application must be sent to the Road Classification Manager (RCM) at Main Roads (RoadClassification@mainroads.wa.gov.au) who will assess the application and provide advice to SAC concerning alignment of the road/route with the criteria. If the RCM determines that the road does not meet the criteria, the RCM will refer the application back to the RRG requesting further investigation. The RCM will then submit the application to the *State Road Funds to Local Government Advisory Committee* (SAC) for endorsement. If endorsed, the Road Classification Manager shall update the relevant *ROADS 2040* documents (including on-line documents).

If an affected road/route crosses into an adjoining Region, then agreement should be reached with the adjoining RRG on the proposed change and both RRGs must apply for the amendments submitting copies of the approved forms from the adjoining RRG with the application.

Roads forming part of a larger Route should be shown as forming part of the Route and should be listed under the Route details on the *Road Justification and Development Strategy Submission Form*.

Criteria

For any road/route proposed for inclusion in ROADS 2040, it shall meet **two (2)** of these criteria (from at least two of the five sections) unless motivated under section 5: **REGIONAL ROAD GROUP CRITERIA**

CRITERIA FOR SIGNIFICANT LOCAL ROADS/ROUTES

SECTION 1: NETWORK / SIGNIFICANT

- Roads/routes connecting areas or towns of significance to the Region
- A road/route that is a **Regional** or **Inter Regional Route** providing the main connection between this region and other regions, in the State and interstate. Note – “region” does not refer specifically to Main Roads or RRG Regions in this instance refers to a generic region of significance i.e. tourist region, mining region, major town or centre etc.
- A road/route that connects **major transport terminals** or connects a **major transport terminal** to a major route. Examples of a **Major Transport Terminal include** Bulk Storage facilities, Container yards, Rail or Air terminals and other terminals that generate a significant freight movement.
- A road/route that serves a **major resource or industrial site**. Such as mine sites, abattoirs, stock yards etc.
- A road/route providing access to **significant institutions or regional community service centres**. Such as schools, hospitals etc.
- A road/route that provides access to a remote community (including Aboriginal communities), OR a road that is the only land access between a remote community (including Aboriginal communities) and at least one town centre.
- **URBAN ROADS** – A road (or section of a road) which is the main connector to a significant hub e.g. industrial area, port facility, airport, major shopping centre or activity centre. A road (or section of a road) which connects two rural routes/roads qualifying as Significant Local Government Roads through a townsite via the most direct and/or suitable route (e.g. a heavy vehicle bypass). This is only for roads that do not form part of another significant route/road.

SECTION 2: ROAD FUNCTION/FREIGHT

- **RURAL ROADS ONLY** - A **Major Route** that performs a Regional Distributor function as shown in the Road Hierarchy.
- **URBAN ROADS ONLY** – A road that is a Local Distributor or higher category in the Road Hierarchy.
- **RURAL ROADS ONLY** - A road that forms part of the **Restricted Access Vehicle notice** network 2 or above.
- **URBAN ROADS ONLY** A road that forms part of the **Restricted Access Vehicle notice** network 4 or above.
- A road used for hauling grain from an off rail bin to a railhead OR is included in a network such as the [Secondary Road Freight Network Map](#). (Follow link and see page 24).

SECTION 3: TRAFFIC VOLUME

- Has a PCU adjusted traffic seasonal ADT count (see the attached table) of greater than 200. To ensure the traffic figures represent seasonal demand, traffic counts should show the high demand during the peak season. This should be taken over 6 to 8 weeks during the peak activity period
(PCU = Passenger Car Unit. ADT = Average Daily Traffic)
- URBAN ROADS ONLY- has a PCU adjusted traffic count (see the attached table) of over 10% of the town or city's current population OR a minimum 200 PCU.

SECTION 4: TOURISM

- Roads that provide access to tourist attractions or recreation areas of State or regional significance, OR Roads that form part of a State tourist drive or way. The Regional Road Group can also determine that a road is a significant Tourist Route.

SECTION 5: REGIONAL ROAD GROUP CRITERIA

- The Regional Road Group (RRG) may allow the submission of a road/route only meeting one criteria if it feels that the road/route in their opinion has merit for consideration as a Significant Local Government Road. The RRG must show why they consider the road/route as being significant.

OTHER CONSIDERATIONS

Parallel routes should be avoided. However, this is not to be a determining factor to reject an application if the Local Government and RRG approve the proximity of a parallel route being appropriately warranted.

DEFINITIONS

Regional Route – Shall be defined as a road that provides a connection between inter – regional routes (State Roads) or between inter – regional routes (State Roads) and areas or towns of significant population.

Major Route – A road that provides both regional and inter-regional access and is a Regional Distributor in the Western Australian Road Hierarchy.

Urban Road – A road mainly located within a built up area of a town or city.

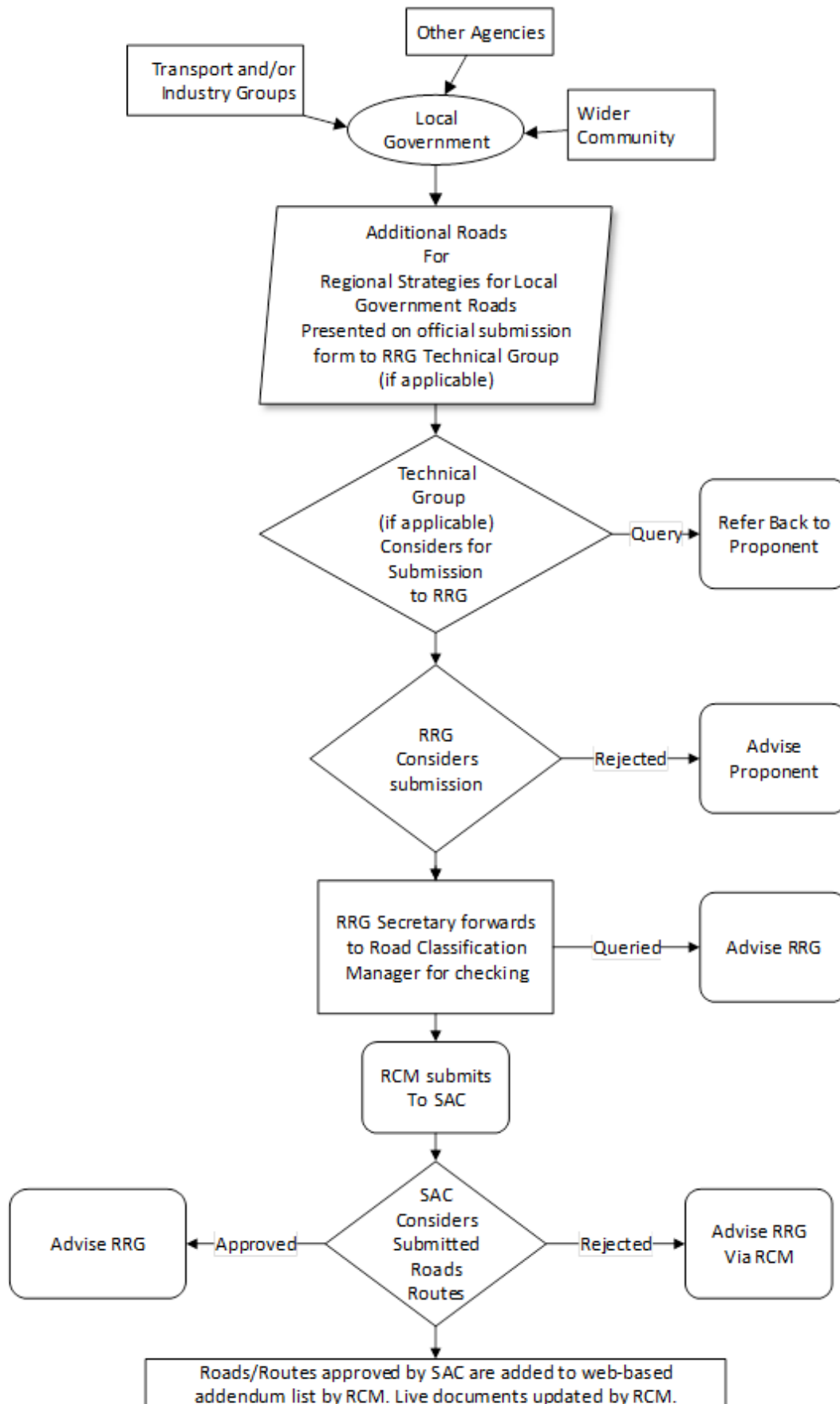
PCU CONVERSION

The table below adjusts the AADT count to show approximate equivalent volumes of Passenger Car Units on the roads within Western Australia.

Austroads Class	Max Length in WA.	Passenger Car Unit
1 (1:1)	12.0m	1
2 to 5	14.5m	2.0
6 to 9	20.0m	3.0
10	27.5m	4.0
11	36.5m	6.0
12	53.5m	8.0
Motor cycle	-	0.4
Pedal cycle	-	0.2

Note – this conversion table is for traffic counts of mixed class vehicle types to approximate the counts to equivalent Passenger Car Units and may not be applicable to road design applications

ONGOING REVIEW AND UPDATE PROCESS



N.B. Local Government includes Council Approval

USEFUL LINKS

Town and City populations WA <https://www.citypopulation.de/php/australia-westernaustralia.php>

[ABS population data by region](#)

[Aboriginal Community Maps](#)

[Dept. Mines, Industry Regulation and Safety Mineral and Petroleum deposits.](#)

[Tourist Spot Map WA](#)

[Census quick stats data 2016 - Link Here](#)

[Secondary Road Freight Network Map](#)

[MRWA Traffic Map](#)

[RAV Map](#)

[Main Roads Portal Mapping](#)

CONTACT AT MAIN ROADS:

ROAD Classification Manager – RoadClassification@mainroads.wa.gov.au

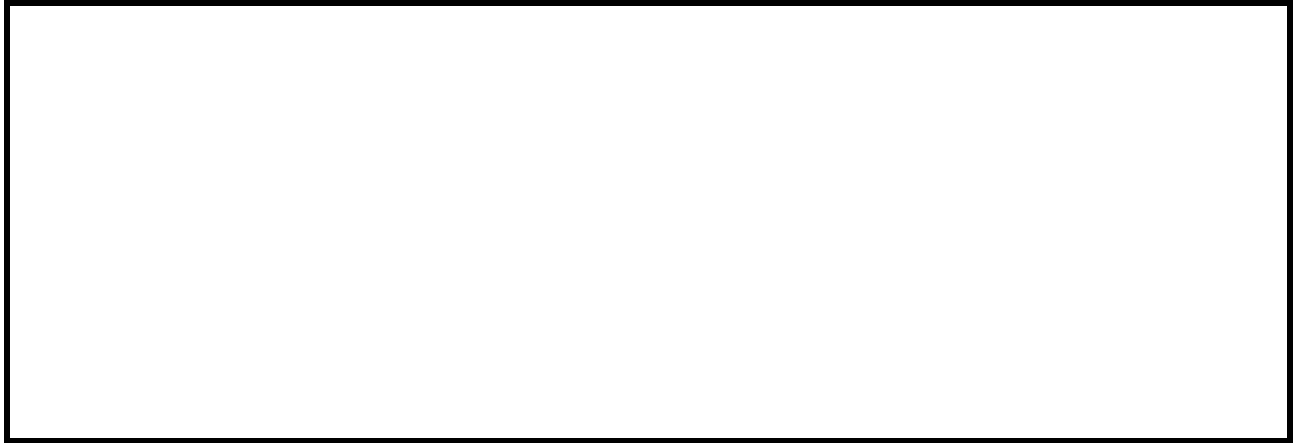
Other Enquiries - enquiries@mainroads.wa.gov.au

If Route Name nominated provide details of all roads forming the route otherwise enter details of above road on the first line below

Note – **Location map MUST be attached**

Road Justification

Road Function Include road hierarchy category, RAV Network No (if applicable) and a comment on how the road makes a positive contribution to the economic and/or social wellbeing of the region and WA as a whole
Road Development Need Provide details of the road's future use
Road Development Strategy Provide a brief high level summary for the future development of the road including proposed funding sources (i.e. Road Project Grant, Black Spot)
Criteria Met List the Criteria items consider to be met against the <i>CRITERIA FOR SIGNIFICANT LOCAL ROADS</i>



SERVICE LEVELS

Type 1 – Unformed Road

(Cleared-flat bladed. Minimum construction. Formation consists of adjacent material)

This type is the first stage development of the road when the alignment is cleared of all vegetation with the running surface constructed from materials in-situ. This type of road allows for light traffic. With minimal drainage provision, the road is prone to closure during periods of heavy rainfall.

Type 2 – Formed Road

(Formed (raised) and drained road without imported material or a constructed pavement)

To avoid possible further relocation of the road and the resultant impact on the landscape environment, Type 2 earthworks are constructed using local road-making material and improved drainage control.

Type 3 – Gravel Road

(Road construction from imported material of adequate thickness, shaped and drained)

When maintenance costs increase to unacceptable levels or when economic or social benefits are evident, a Type 2 road can be improved by sheeting the surface with suitable gravel material to become a Type 3 road.

Type 4 – Sealed Road (6 m Seal Width)

(Sealed with no kerbing)

Sealing is carried out to improve road-user comfort and safety when the road is experiencing higher traffic volumes or when significant numbers of heavy vehicles are required to use a Type 3 road. A Type 3 road is upgraded to Type 4 by building up the residual gravel pavement to full thickness. This is then compacted and sealed.

Type 5 – Sealed Road (7 m Seal Width)

This is further development of the Type 4 road with extra seal width being provided to cater for higher traffic volumes and a high proportion of heavy vehicles.

Type 6 – Sealed Road (8 – 9 m Seal Width)

This stage represents further development of a Type 4 or Type 5 road with additional seal width being provided as traffic volumes increase to improve safety; reduce maintenance

costs; provide space for a stationary vehicle to stand clear of traffic lanes; and to assist cyclists.

Type 7 – Sealed Road with Overtaking Lane

An additional lane is provided on two-laned sealed roads when the traffic volume; proportion of heavy vehicles; and overtaking opportunities on adjoining sections of road cause traffic bunching to occur.

Type 8 – Dual Carriageway

An additional carriageway is provided to improve safety and increase the capacity on high volume roads.