

= Forrest Highway =

Forrest Highway is a 95 @-@ kilometre @-@ long ( 59 mi ) highway in Western Australia 's Peel and South West regions , extending Perth 's Kwinana Freeway from east of Mandurah down to Bunbury . Old Coast Road was the original Mandurah ? Bunbury route , dating back to the 1840s . Part of that road , and the Australind Bypass around Australind and Eaton , were subsumed by Forrest Highway . The highway begins at Kwinana Freeway 's southern terminus in Ravenswood , continues around the Peel Inlet to Lake Clifton , and heads south to finish at Bunbury 's Eelup Roundabout . There are a number of at @-@ grade intersections with minor roads in the shires of Murray , Waroona , and Harvey including Greenlands Road and Old Bunbury Road , both of which connect to South Western Highway near Pinjarra .

The settlement of Australind by the Western Australian Land Company in 1840 ? 41 prompted the first real need for a good quality road to Perth . A coastal Australind ? Mandurah route was completed by 2 November 1842 . Though the road was rebuilt by convicts in the 1850s , its importance was already declining . With a new road via Pinjarra at the foothills of the Darling Scarp completed in 1876 , and the opening of the Perth ? Bunbury railway in 1893 , few people travelled up the old coastal road . In the late 1930s there was a proposal to re @-@ establish the road as a tourist route , which could also reduce traffic on the main road along the foothills , but it was put on hold due to World War II . Improvements to Old Coast Road started in the early 1950s , but with little progress made until 1954 when the Main Roads Department approved £ 1000 worth of works . The name " Old Coast Road " was formally adopted on 27 January 1959 , and a sealed road was completed in September 1969 .

Since the 1980s , the state government has been upgrading the main Perth to Bunbury route , by extending Kwinana Freeway south from Perth , and constructing a dual carriageway on Old Coast Road north of Bunbury , including bypasses around Australind and Dawesville . A bypass was also planned around Mandurah , which underwent detailed environmental reviews and assessments in the 1990s and early 2000s . Construction of the New Perth Bunbury Highway project , which became Forrest Highway and the final Kwinana Freeway extension , began in December 2006 , and the new highway was opened on 20 September 2009 . Within one year of opening , the number of road accidents in the area had decreased significantly , but tourism and businesses in the towns on bypassed routes were also affected . There are few services alongside the highway , although as of June 2015 a pair of roadhouses are planned near Greenlands Road . In June 2014 , Forrest Highway was extended south to Bunbury by renaming much of Old Coast Road as well as Australind Bypass as part of the highway .

= = Route description = =

Forrest Highway is the southern section of State Route 2 , continuing south from Kwinana Freeway at a folded diamond interchange with Pinjarra Road . All other intersections with the highway are at @-@ grade , with cross roads intersected via two closely spaced T junctions . The highway , which is controlled and maintained by Main Roads Western Australia , has two lanes in each direction separated by a wide median strip , and a speed limit of 110 kilometres per hour ( 70 mph ) . The road travels south for six kilometres ( 4 mi ) , over the Murray River and through rural farmland in and beyond South Yunderup . The highway then veers south @-@ west , meeting Greenlands Road at a pair of staggered T junctions , and continues towards the Harvey Estuary over a distance of nine kilometres ( 6 mi ) before intersecting Mills Road , at another pair of closely spaced T junctions . The road curves back to the south , reaching Old Bunbury Road after ten kilometres ( 6 @-@ 2 mi ) . Forrest Highway meanders across the Spearwood dune system for ten and a half kilometres ( 6 @-@ 5 mi ) , through a series of large curves , before it reaches Old Coast Road at Lake Clifton , an alternative coastal route to Mandurah .

Forrest Highway continues south for 25 kilometres ( 16 mi ) , to the west of Myalup State Forest and two to three kilometres ( 1 @-@ 2 to 1 @-@ 9 mi ) east of Lake Preston . A further 12 kilometres ( 7 @-@ 5 mi ) takes the highway to the northern edge of Leschenault . In these sections , the highway

passes turnoffs to Preston Beach , Myalup and Binningup . The countryside for this part is mostly tuart , jarrah and marri forest , with some wetland vegetation and some cleared farming land . The highway then heads south @-@ east , going inland to bypass the developed areas east of the Leschenault Inlet . After five and a half kilometres ( 3 @.@ 4 mi ) Forrest Highway crosses the Brunswick River , continues southwards towards the Collie River for another five and a half kilometres ( 3 @.@ 4 mi ) . It crosses the river , then curves around Eaton to head westward to the Eelup Roundabout , which it reaches after travelling for nine kilometres ( 5 @.@ 6 mi ) and crossing the adjacent Preston River . The signalised roundabout provides access into Bunbury , as well as to Robertson Road , a ring road that connects to South Western Highway and Bussell Highway .

When the highway was first opened in 2009 , the average daily weekday traffic volume north of Old Bunbury Road was 9 @,@ 680 . By April 2011 , it had increased to 10 @,@ 660 vehicles . In 2012 up to 14 @,@ 000 vehicles per day used the highway , and 17 @,@ 000 by 2014 .

= = History = =

= = = Background = = =

Following the establishment of the Swan River Colony , the earliest report of exploration of the district around what is now Bunbury is from Lieutenant H. W. Bunbury in December 1836 . The route he ? and later others ? took was slow and hazardous , taking four days to cover around 80 miles ( 130 km ) , and crossing four rivers . The route began with passage from Perth to Pinjarra , before turning south @-@ west and passing through low , open scrubland , and a medium @-@ timbered area with low marshes . The first river to cross was the Harvey River , which could only be forded by horses at a single point , near the river mouth . Continuing south @-@ westward , the northern tip of Leschenault Estuary was reached , and its shores followed before curving around into Bunbury . The last stretch of approximately 12 miles ( 19 km ) was the most dangerous for many years , as it required precarious crossings at the Collie and Preston Rivers .

In an initial attempt to settle the area , the government declared the land open for pastoral settlement by ordinary settlers , but little progress was made . By 1840 , the population was just fifty @-@ three , and most of those were in or near Bunbury ( then known as Port Leschenault ) . The settlement of Australind by the Western Australian Land Company in 1840 ? 41 prompted the first real need for a good quality road to Perth . Throughout much of 1842 , there was much debate and discussion over providing a new route to Bunbury . A coastal route from Fremantle had been proposed , while an alternative proposal published on 11 May was a new route from Pinjarra to Bunbury , via an upstream crossing of the Harvey River , where a bridge could easily be built . The coastal route would have required a ferry to cross the Murray River 's estuary , and would not go through Pinjarra , a significant settlement in the area ; however , it would be shorter , had more water along the route , and would go through the village of Mandurah , which had a population of twenty @-@ nine people from six families .

In a letter dated 12 June 1842 in the Colonial Secretary 's Records , Marshall Clifton , Chief Commissioner of the Western Australian Land Company , wrote of the need for an improved Perth ? Fremantle ? Bunbury road . On a special trip he took in the previous October to look for a new route , two surveyors gave their approval to the proposed coastal route , with a ferry across the estuary . Governor John Hutt approved of the idea of a road , but thought a ferry would be impractical , at least during winter , and that the lack of public funds made it impossible . Clifton continued to write letters to the Colonial Secretary advocating the construction of a road .

= = = 19th century road = = =

During the winter of 1842 , the existing route became impassable , and Clifton undertook the creation of the proposed coastal route . He sent his company 's men to clear the path and make a road . The first report of the new road was on 19 October , praising the new route but deriding the

almost impassable obstacles presented by the large rivers en route . The Australind ? Mandurah route was completed by 2 November , and the speed of the new route allowed almost daily communication . It could be travelled in 32 hours , with a ferry to cross the estuary at Mandurah . The ferry was operated , and later owned , by nearby resident Mrs Lyttleton , as the government was not interested at that time in owning or leasing out the ferry . The government later appropriated the ferry on 2 February 1843 , and imposed standardised tolls for passengers and livestock . Ten years later , the ferry service was made available to the public free of charge .

The road was rebuilt by convicts in the 1850s , but by that decade , the importance of the coast road was diminishing . For most of its length , the road went through well @-@ timbered , sandy limestone country of little value to agriculture , and settlers in the vicinity of the road were scarce . In contrast , settlements had spread and prospered in the foothills of the Darling Scarp , and on 1 July 1853 , Colonial Secretary Frederick Barlee announced a new proposal for a Perth ? Pinjarra ? Bunbury route along the foothills , with a one chain ( 66 ft ; 20 m ) width , mostly following the alignment of previous tracks . Between 1864 and 1876 , two parties of convicts were involved in the making of the road .

From 30 June 1868 , the government discontinued the ferry 's operation and the position of caretaker , leaving travellers to work the ferry themselves . The news was not well received , with newspaper letters complaining of the great inconvenience to the users of the shorter coastal route . As a result , the government reappointed a caretaker on 30 March 1869 . In 1894 the ferry was finally abandoned in favour of a 600 @-@ foot @-@ long ( 180 m ) wooden bridge adjacent to old ferry jetties , which was built by contract at a cost of £ 1700 . However , following the completion of the Perth ? Bunbury railway in 1893 , few people travelled up the coast road . While the adjacent land was still privately owned , it was uninhabited .

= = = Early 20th century = = =

Within the first few years of the twentieth century , the road had become known as " the old coast road " , or simply Old Coast Road . In 1907 , the road was described as being seldom used , except by tramps , runaway sailors , and swagmen , with very few settlers in the area . For the next three decades , there was little interest in the road , other than maintaining it in a usable condition . By 1918 it had become almost impassable , so the Harvey Road Board decided to spend £ 300 to reconstruct a 30 @-@ chain ( 2 @,@ 000 ft ; 600 m ) length . A few years later , in 1921 , the section from Lake Clifton to Mandurah was reopened by Jack Ochiltree , so as to be suitable for motor vehicles , and in 1926 the section from Bunbury to Lake Preston was similarly suitable .

The establishment of a tourist route along the coastal road between Australind and Mandurah was proposed in the late 1930s by the Harvey Road Board . The Bunbury Road Board supported the idea , with the beauty and pleasure of the route discussed at a meeting of the road board in January 1939 ; the lack of a proper road surface was seen as the only obstacle . Traffic was predicted to grow over the next five years to an extent that would justify a second route to Perth , particularly as the traffic volume on the existing inland road was already heavy and causing accidents . The Minister for Works , Harry Millington , considered the proposal in July 1939 , and by early 1940 a number of rumours emerged regarding the imminent commencement of works ; however , the Main Roads Department had no intention to undertake them . The Harvey Road Board decided to refrain from pursuing the matter until World War II had concluded . By 1943 , vegetation was overgrowing the road , making it difficult to spot in places , and in December 1946 about 200 yards ( 180 m ) was inundated by water one @-@ foot ( 30 cm ) deep . Negotiations between Main Roads and the road boards recommenced in 1947 , and by October 1948 the provision of a suitable road was costed at £ 280 @,@ 000 . Given that a good quality road already linked Perth and Bunbury , and there was likely to be little immediate benefit , Main Roads did not consider the proposal to be warranted .

At a February 1949 conference of officials from local governments in the South West region it was decided to once more pursue the reopening of the coastal route , due to the amount of traffic on the existing Perth ? Bunbury road . Over the next year the proposal was supported by the Bunbury Chamber of Commerce , South West Zone Development Committee , and Bunbury Municipal

Council . Reasons for supporting the proposal included " defence , land settlement , relieving the main highway , and tourist advantages " . It was also a political issue leading up to the 1950 state election , as well as afterwards . The summer of 1950 had seen a shortage of milk in Perth , leading to the consideration of turning undeveloped land along Old Coast Road into pastures for dairy farming . After inspecting the land on 17 May 1950 , the Agriculture Minister advocated for Old Coast Road to be reopened , to develop the adjacent land which was well suited to milk production .

= = = New construction in the 1950s = = =

An official inspection in October 1950 reported that it would not be difficult to improve the old road into a reasonable track , which would then have a better chance of attracting assistance from Main Roads . The Mandurah Road Board spent £ 1200 on the road , while the Harvey Road Board requested a £ 500 grant from Main Roads for their portion of the road . Two years later little progress had been made , and Main Roads therefore refused to fund feeder roads to connect to Old Coast Road . By May 1952 , works had halted as Main Roads believed that the existing , winding route around the estuary was too prone to flooding . Settlers in the area recalled it never flooding previously , and the Mandurah Road Board was concerned that should a new road be built , they would still have to maintain the old road for access to properties . The road was inspected by the Premier , Deputy @-@ Commissioner of Main Roads J. D. Leach , and the district engineer H. A. Smith . They indicated that a new road would likely closely follow the old road , but that a detailed survey would be needed . Nearby limestone deposits would be suitable for the road 's foundation , with the cost estimated at £ 11 per chain .

Mandurah had grown rapidly as a tourist destination in the post war period , and on 17 May 1953 a new bridge connecting Old Coast Road to Mandurah was opened . Construction of the new bridge , adjacent to the old bridge , began in September 1951 , and was designed with reinforced concrete piles . The old wooden bridge had rapidly deteriorated due to the presence of marine organisms , and needed considerable attention to maintain it in a usable condition . The opening ceremony was attended by the Chairman of the Mandurah Road Board , W. Anderson , Leader of the Opposition , Ross McLarty , Minister for Works , John Tonkin ; Commissioner of Main Roads , Digby Leach ; C. H. Henning , MLC ; engineer in charges of bridges , Ernest Godfrey ; local government representatives , and a number of schoolchildren who were given a half @-@ day off school .

No further work had been done on Old Coast Road by 1954 , as the road boards in the area had insufficient funds . More pressure for a new road came from the Education Department , which saw the need for a school bus in the area , but could not provide the service due to the poor condition of Old Coast Road . Leach , who was by then the Commissioner , indicated that Main Roads would likely approve requests for grants to improve Old Coast road from the road boards in the area , and that provision for funding had been made in the 1954 ? 55 budget . Work was finally cleared to commence in September 1954 with Main Roads approving the Mandurah Road Board 's schedule of works , including £ 1000 for the following works on Old Coast Road :

" New construction 18 ft [ 5 @. @ 5 m ] wide southwards from Yeedong @-@ rd , and new construction 12 ft [ 3 @. @ 7 m ] wide along the eastern boundary of Location 1130 from the end of the existing construction to the northern boundary of Reserve 2851 . "

The name " Old Coast Road " was formally adopted on 27 January 1959 , and a sealed road was completed in September 1969 .

= = = Perth Bunbury Highway = = =

Since the 1980s , the state government has been committed to constructing and upgrading the Perth Bunbury Highway , a route along coastal roads , including Old Coast Road south of Mandurah . The ultimate design is for a freeway or expressway @-@ standard road , but with staged construction initially providing a dual carriageway .

### ===== Australind Bypass =====

The 20 @. @ 5 @-@ kilometre @-@ long ( 12 @. @ 7 mi ) Australind Bypass was constructed in the 1980s to relieve pressure on Old Coast Road , and improve local amenity . The bypass travelled to the east and south of Australind and Eaton , to connect to Bunbury 's Eelup Roundabout via an alignment previously part of Jubilee Road . There were slight deviations in the route to protect remnant paperbark trees , tuarts , acacia , and aquatic plants , as well as a site of aboriginal importance , identified by botanical and aboriginal heritage surveys . Australind Bypass was built in two stages by the Bunbury Division of Main Roads . The first stage opened on 11 December 1987 , and was a 4 @. @ 7 @-@ kilometre ( 2 @. @ 9 mi ) length from Eelup Roundabout to Eaton Drive , plus a 2 @-@ kilometre ( 1 @. @ 2 mi ) link from the bypass ( north of the rail line ) and the Collie River bridge on Old Coast Road . Stage two , the remaining 15 @. @ 8 kilometres ( 9 @. @ 8 mi ) to reconnect with Old Coast Road , was completed ahead of schedule in December 1998 .

Australind Bypass was opened on 16 December 1988 by Federal Transport Minister Bob Brown , who helped complete the final seal , together with the Mayor of Bunbury Ern Manea . State Transport Minister Bob Pearce planted a roadside tree to commemorate the opening of the bypass , which was also attended by the Commissioner of Main Roads Albert Tognolini , and Mitchell MLA David Smith , Minister for Community Service , Justice and the South West . Vintage cars led a procession from the on @-@ site opening ceremony to a reception held in Bunbury . The new road was designed to be easily made into a dual carriageway when required ; this was completed nine years later , with the Australind Bypass duplication project officially opened by Mitchell MLA Dan Sullivan on 18 December 1997 .

### ===== Dual carriageway sections =====

In addition to the Australind Bypass , much of Old Coast Road was upgraded to a dual carriageway . A 7 @. @ 2 @-@ kilometre @-@ long ( 4 @. @ 5 mi ) second carriageway through Halls Head and Falcon was opened in 1989 . Two further dual carriageway sections , from Harvey to Myalup , and around Glen Iris , opened on 17 June 1996 . The dual carriageway was extended up to Lake Clifton c . December 2000 . Construction of the dual carriageway Dawesville Bypass around eastern Dawesville , south of Mandurah , began in late 2000 , and was opened in July 2001 .

### ===== New Perth Bunbury Highway =====

While Old Coast Road 's dual carriageway was advancing north from Bunbury , and Kwinana Freeway was progressively being extended south from Perth , the alignment through Mandurah was constrained by existing development . Keeping the existing alignment would result in a traffic bottleneck through Mandurah . To overcome this problem , Main Roads began planning for a new route east of the Peel Inlet in the 1980s .

The proposed Perth Bunbury Highway Peel deviation , part of which later became an extension to Kwinana Freeway , underwent a public environmental review in 1997 , and an environmental assessment by the Environmental Protection Authority ( EPA ) in 2000 . The relevant environment factors considered by the EPA were vegetation communities , declared rare and priority flora , wetlands , and traffic noise . Main Roads proposed management plans for each factor . Only clearing of vegetation critical for road construction would be undertaken , and more vegetation would be replaced than the amount impacted , using local native species . A survey for declared rare and priority flora found no rare species , and only one priority species , *Lasiopetalum membranaceum* , near the southern end of the project . Road construction would impact one conservation class wetland , but no protected wetlands . To minimise impact , road drainage would be designed to contain spills and prevent direct discharges into the surrounding environment . Noise levels would be contained to an acceptable limit in the road design , in accordance with the Main Roads traffic noise policy . The EPA concluded that the road could be designed and managed to an acceptable standard . Main Roads ' 2006 plan for environmental management of the project

included numerous aspects , which for the northern segment of the project exceeded the environmental approval requirements . Specific plans were developed regarding fauna , topsoil management , construction , foreshores , and both Aboriginal and European heritage .

Construction of the highway and freeway extension began in December 2006 , with the whole project then called the New Perth Bunbury Highway . The work was undertaken by a partnership of Main Roads , Leighton Contractors , WA Limestone and GHD , known as the Southern Gateway Alliance . The project consisted of a 32 @-@ kilometre ( 20 mi ) freeway @-@ standard extension as far as South Yunderup Road in South Yunderup , and a 38 @-@ kilometre ( 24 mi ) highway @-@ standard dual carriageway to Old Coast Road at Lake Clifton . Taking traffic around the eastern side of the Peel @-@ Harvey Estuary prior to joining the existing dual carriageway on Old Coast Road reduced the journey time from Perth to Bunbury . The final road names were not known until early 2009 , when Transport Minister Simon O 'Brien revealed that the section south of Pinjarra Road would be known as Forrest Highway , with the section to the north to become part of Kwinana Freeway . The highway 's name commemorates Sir John Forrest , the state 's first premier . The Kwinana Freeway extension and Forrest Highway were opened on 20 September 2009 , with a ceremony held at the interchange between the freeway , highway , and Pinjarra Road . The roads were officially opened by Premier Colin Barnett , Senator Chris Evans , Transport Minister Simon O 'Brien , Member for Canning Don Randall , and the previous Transport Minister Alannah MacTiernan . The \$ 705 million project ( equivalent to \$ 808 million in 2013 ) was jointly funded by the state and federal governments , which contributed \$ 375 million and \$ 330 million respectively ( equivalent to \$ 430 million and \$ 378 million in 2013 ) . At the time it opened , it was Western Australia 's largest ever road infrastructure project .

= = = Forrest Highway after opening = = =

One year after Forrest Highway opened , the number of road accidents on the main roads in the area had decreased by 60 % . Traffic on South Western Highway had reduced by 50 % north of Pinjarra , and by 20 % to the south , and there was an 82 % reduction along Old Coast Road within a month of the new highway opening . However , tourism in towns along the former routes was affected by the reduced traffic flow , with businesses losing as much as 60 % of their trade .

Forrest Highway has been criticised for the lack of roadside facilities . In January 2014 , it was described as " the busiest , most unserviced , long stretch of highway in the nation " by MP Murray Cowper , Member for Murray @-@ Wellington . With toilets only available at the John Tognela Rest Area near the southern end of the highway , travellers have reportedly stopped alongside the highway or side roads to urinate and change nappies . A farming family with property adjacent to the highway was willing to invest in a roadhouse near Herron Point , but Main Roads required roadhouses to be built on both sides of the highway . According to Cowper , traffic volume would need to increase from 17 @,@ 000 to 30 @,@ 000 vehicles per day to justify such an investment .

A few months later , in April 2014 , a Perth developer had begun constructing twin roadhouses five kilometres ( 3 mi ) south of Greenlands Road , approximately halfway between Perth and Bunbury . The property was purchased in 2004 , before construction began on the highway , with the intention of developing the site when there was a viable amount of traffic . The main tenant will be a national fuel retailer , with food and beverage retailers and other amenities to be located on both sides of the highway . The facilities were initially expected to be completed by the end of 2014 , but work was put on hold due to a legal dispute between the developer and landowner . The dispute was resolved and development resumed in June 2015 , with completion expected by Easter 2016 , according to Cowper .

On 5 June 2014 , the Geographic Names Committee decide to rename the roads that connect Forrest Highway to Bunbury ? part of Old Coast Road as well as Australind Bypass ? as part of the highway . The renaming had been proposed in 2013 due to public confusion over the three names used for the route to Bunbury : Forrest Highway to Lake Clifton , Old Coast Road from there to north of Australind , and then Australind Bypass . Emergency services had difficulty locating incidents due to the confusion . The renaming followed similar changes to Main Roads ' internal @-@ use

designations in May 2011 , which deprecated Perth Bunbury Highway ( Highway H2 ) in favour of Melville Mandurah Highway ( Highway H2 ) for the portion north of Mandurah , Lakeland Lake Clifton Road ( Main Road M74 ) for the Mandurah to Lake Clifton section together with Mandjoogoordap Drive , and an extension of Forrest Highway ( Highway H57 ) for the Lake Clifton to Bunbury portion . Changes to the road signs were expected to be completed by mid @-@ July . The renaming was considered unusual , as it affected a significant length of a major road , which was the address of eleven residential properties .

= = Major intersections = =

= = Old Coast Road = =

While much of Old Coast Road was renamed Forrest Highway in 2014 , bypassed sections of the former Perth Bunbury Highway near Mandurah and Australind have retained the name Old Coast Road , and have significance as part of numbered road routes .

= = = Mandurah ? Lake Clifton = = =

Old Coast Road starts at the intersection of Mandurah Terrace and Pinjarra Road in Mandurah . It crosses the Mandurah estuary into Halls Head via the 184 @-@ metre @-@ long ( 604 ft ) Mandurah Bridge . The road heads south @-@ west as a two @-@ lane road serving the canal estate in eastern Halls Head . After 1 @.@ 7 kilometres ( 1 @.@ 1 mi ) Old Coast Road intersects Mandurah Road at a T junction . Mandurah Road and Old Coast Road south @-@ westbound form a continuous dual carriageway , and from here Old Coast Road is part of National Route 1 . The road then proceeds through Mandurah 's southern suburbs of Falcon and Wannanup for 8 @.@ 7 kilometres ( 5 @.@ 4 mi ) before bridging the Dawesville Channel . After 1 @.@ 3 kilometres ( 0 @.@ 81 mi ) , Old Coast Road turns south to run through eastern Dawesville as a single carriageway ; about 500 metres ( 0 @.@ 31 mi ) to the west the dual carriageway also travels south as Dawesville Bypass . The two routes meet again after three and a half kilometres ( 2 @.@ 2 mi ) . Old Coast Road is briefly a dual carriageway for 700 metres ( 0 @.@ 43 mi ) before reducing to a 28 @-@ kilometre @-@ long ( 17 mi ) two @-@ lane road through Bouvard , Herron and Lake Clifton . The road terminates at a T junction with Forrest Highway .

= = = Leschenault ? Pelican Point = = =

While Forrest Highway bypasses Australind , there is a turn off for Old Coast Road and Tourist Drive 260 at Leschenault . The road heads south through the residential suburb for three and a half kilometres ( 2 @.@ 2 mi ) before going through a 1 @.@ 4 @-@ kilometre @-@ long ( 0 @.@ 87 mi ) reverse curve . Now at the eastern edge of the Leschenault Inlet , Old Coast Road enters Australind and travels along the shoreline for nine and a half kilometres ( 5 @.@ 9 mi ) . The road crosses the Collie River , and 600 metres ( 0 @.@ 37 mi ) later there is a roundabout with Estuary Drive and Hamilton Road . The tourist drive follows Estuary Drive to Bunbury , while Old Coast Road continues south for 1 @.@ 4 kilometres ( 0 @.@ 87 mi ) to rejoin Forrest Highway at the south @-@ eastern edge of Pelican Point .