

= Albany Highway =

Albany Highway links Western Australia 's capital city Perth with its oldest settlement , Albany , on the state 's south coast . The 405 @-@ kilometre @-@ long ( 252 mi ) highway travels through the southern Wheatbelt and Great Southern regions , and is designated State Route 30 for most of its length . Outside of Perth the highway is predominately a sealed , single carriageway with regular overtaking lanes in some undulating areas . Albany Highway commences at The Causeway , a river crossing that connects to Perth 's central business district . The highway heads south @-@ east through Perth 's metropolitan region , bypassed in part by Shepparton Road and Kenwick Link , and continues south @-@ eastwards through to Albany . It intersects several major roads in Perth , including the Leach , Tonkin , Brookton , and South Western highways . The rural section of Albany Highway connects to important regional roads at the few towns and roadhouses along the route , including Coalfields Road at Arthur River , Great Southern Highway at Cranbrook , and Muirs Highway at Mount Barker .

Prior to European settlement , the indigenous Noongar people had a considerable network of tracks , including a trade route between the areas now known as Perth and Albany . Construction of a road between Perth and Albany began soon after the naming of Albany in 1832 , but progress was slow , with only 16 miles ( 26 km ) completed by 1833 . A monthly mail route which operated in the 1840s had such trouble with the journey that a new contractor was required each year , and from 1847 the mail route detoured via Bunbury . The introduction of convicts in 1850 , and thus convict labour , allowed a road along the direct route to be fully constructed by 1863 .

The rise of the motor vehicle era in the early 20th century saw the road gain prominence once more , and by 1939 the whole road had been sealed . Congestion at the Perth end of the road in the 1930s led to parallel roads Berwick Street and Shepparton Road being upgraded to provide bypasses . The entire Perth ? Albany road was renamed Albany Highway on 2 October 1940 , in recognition of its importance as an arterial traffic route . From the late 1970s , \$ 49 million over ten years was spent on repairing Albany Highway , and the experience saw Main Roads develop a program of interventions to prevent costly road reconstruction . Since the 1990s Main Roads has been upgrading various portions along the length of Albany Highway , including widening sections to dual carriageways in Perth , and the construction of the Kenwick Link bypass .

= = Route description = =

Albany Highway commences at The Causeway , a river crossing that connects to Perth 's central business district . The highway heads south @-@ east through Perth 's metropolitan region , and continues through the southern Wheatbelt and Great Southern regions to Albany on the south coast of Western Australia . Albany Highway is generally a two @-@ lane single carriageway road , but with additional lanes and dual @-@ carriageway sections in Perth and Albany . The highway is allocated State Route 30 , except for bypassed sections in Perth , and the southernmost portion in Albany . The part bypassed by Kenwick Link is allocated Alternate State Route 30 , and a short length in Arthur River is concurrently allocated State Route 107 . Albany Highway also carries sections of Heritage Country Tourist Drive ( Tourist Drive 205 ) and Great Southern Tourist Way ( Tourist Drive 356 ) .

Main Roads Western Australia monitors traffic volume across the state 's road network , including various locations along Albany Highway . In the 2013 / 14 financial year , the recorded traffic volumes ranged between 3880 and 70 @,@ 690 vehicles per weekday in Perth , 1980 to 3880 in the Wheatbelt , and 1720 to 5120 in the Great Southern . The highest percentage of heavy traffic was 29 @.@ 2 % , south of Jarrahdale Road in the Wheatbelt . Reports commissioned by the Royal Automobile Club of Western Australia ( RAC ) in 2006 and 2008 gave the majority of the highway a three @-@ star safety rating out of five , with an approximately 20 @-@ kilometre @-@ long ( 12 mi ) section south @-@ east of Armadale rated at a two star level . The overall highway network was generally rated as three @-@ star or four @-@ star , but around 10 % in 2006 and 5 % in 2008 received a two @-@ star rating .

== Perth to Armadale ==

In Perth , Albany Highway 's north @-@ western terminus is at a parclo interchange with The Causeway , Shepparton Road , and Great Eastern and Canning Highways in Victoria Park . The first 200 metres ( 660 ft ) of the road is one @-@ way into the interchange , but only connecting to The Causeway and Canning Highway ? there is no direct access to the other roads . For the next four kilometres ( 2 @. @ 5 mi ) , the highway is a two @-@ lane , two @-@ way high street serving Victoria Park 's town centre , and continuing south @-@ east through East Victoria Park . The nearby four @-@ lane Shepperton Road serves as a bypass , carrying through @-@ traffic as well as State Route 30 .

The two roads converge at an intersection with Welshpool Road , and for 15 kilometres ( 9 @. @ 3 mi ) Albany Highway serves as an arterial route in Perth 's south @-@ eastern suburbs , varying between a single carriageway and dual carriageway , and between a four- and six @-@ lane capacity . This part of the highway is dominated by commercial shopping precincts in Bentley , Cannington , Maddington , Gosnells and Kelmscott , with numerous sets of traffic lights . The section of Albany Highway through Beckenham and Kenwick is allocated Alternate State Route 30 , while State Route 30 follows a bypass , Kenwick Link .

Albany Highway has a folded diamond interchange with Tonkin Highway in Gosnells , and continues south for seven kilometres ( 4 @. @ 3 mi ) past commercial and residential properties in Kelmscott and Mount Nasura . The highway has a T junction that is the western terminus of Brookton Highway , at the boundary between Kelmscott , and Mount Nasura . Further south in Armadale , the highway intersects the eastern end of Armadale Road and northern end of South Western Highway .

== Regional highway ==

Albany Highway proceeds east and then south from Armadale , around the suburb of Mount Richon . The road continues south @-@ east , with signs of human activity becoming more sparse as the highway crosses the Darling Scarp , and the scenery transitions to native forest . Further south , after 60 kilometres ( 37 mi ) , it transitions again to pastures , with farming activities such as livestock rearing and orchards . Over the next 300 kilometres ( 190 mi ) , the highway encounters few towns : Williams , Kojonup and Mount Barker are on the highway , but are 100 kilometres ( 62 mi ) apart . Roadhouses exist at North Bannister , Crossman and Arthur River , while many of the service towns in the region are approximately 30 kilometres ( 20 mi ) to the east on Great Southern Highway , including Narrogin , Wagin and Katanning .

Closer to Albany , there are large tracts of blue gum eucalypt plantations . Twelve kilometres ( 7 @. @ 5 mi ) from the road 's south @-@ eastern terminus , it passes Albany Airport . The highway passes by suburban areas before intersecting South Coast Highway at a Y intersection , and only 100 metres ( 330 ft ) beyond it , a large five @-@ way roundabout . This roundabout is the southern terminus of State Route 30 , and connects the highway with Chester Pass Road ( which continues east to South Coast Highway ) , North Road , and Hanrahan Road . The final two @-@ and @-@ a @-@ half @-@ kilometre ( 1 @. @ 6 mi ) stretch takes the highway south @-@ east into the centre of Albany .

== History ==

== Background ==

Prior to European settlement , the indigenous Noongar people had a considerable network of tracks around their territory in the south @-@ west of Western Australia . One such track , used as a trade route , linked the Swan River ( in modern @-@ day Perth ) with the area now known as Albany .

The track followed a similar alignment to modern @-@ day Albany Highway .

On 25 December 1826 , the New South Wales colonial government brig Amity , under the command of Major Edmund Lockyer , arrived at King George Sound to establish a military garrison . On 21 January 1827 , as instructed by the Colonial Secretary , the Union Jack was raised and a feu de joie fired by the troops , formally annexing the territory , in assertion of the first official claim by the Imperial Government to British possession over the whole continent of Australia . On 7 March 1831 the King George Sound and colony was made part of the Swan River Colony and a free settlement . Albany was officially named by Governor Stirling at the beginning of 1832 , at the time that political authority passed to the Swan River colony . The construction of a road from Albany to Perth began soon thereafter , but only 16 miles ( 26 km ) had been completed by 1833 . Due to this slow progress , the settlers of Albany petitioned England to supply convicts to work on the road . At the time the government in Perth derided the proposal , and Western Australia would not become a penal colony until 1849 .

= = = Surveying and initial routes = = =

In October and November 1835 , Governor Stirling and Surveyor @-@ General John Septimus Roe travelled overland from Perth to Albany , with the focus of the journey being the route south of the Hotham River . A more comprehensive survey was undertaken in July ? September 1836 by Assistant Surveyors Alfred Hillman and D. Smith . Hillman started from the Albany end , while Smith concurrently commenced from Perth . A few months later , in February 1837 , Hillman accompanied a group that made the trip to Perth in 12 days travelling time , journeying via Chorkurup , Thokokup , Mount Barker , Lake Matilda , Kojonup , Williams and Arthur River . This group was led by Mr J. Harris , and included Lieutenant Armstrong with eight soldiers of the 21st Fusiliers , Albany settlers Patrick Taylor and Dr. Thomas Harrison , as well as " the native ' Handsome ' " . In April 1838 four bridges were built near Albany by John Young , and in 1839 Governor John Hutt ventured out to Albany on an official visit , travelling through Williams and Kojonup . Assistant Surveyor Hillman led a large group of Albany settlers to Perth in 1940 , via Kinunup , Yarenup , Joseph 's Wells , Balgarrup and Mandalup ; whilst in the same year Edward John Eyre shepherded 550 sheep and 70 cattle from Albany to York , and then over to Perth .

A monthly mail route was set up in June 1841 , travelling from Albany to Perth via Kojonup and Williams . The following year , a service through Guildford commenced . The tough conditions of the mail route saw a different contractor providing the service each year . The 1845 contractor James Martin had particular trouble with debts , which led to his mail horse being seized ; while he managed to acquire a replacement animal , he also had trouble servicing the resultant debt of £ 2 . In 1847 , the Perth ? Albany route was adjusted , so that the mail would travel from Albany to Kojonup , then head to Bunbury on the coast , and subsequently up to Perth via Rockingham and Fremantle . The new route still had difficulties , such as flooding in the winter of 1847 that resulted in a " terrible trip " which took a month to complete . The people of Albany , who could travel as passengers on the mail cart , found the trip to Perth long and deplorable .

With the arrival of the convict ship Scindian on 1 June 1850 and the advent of convict labour , early completion of the Perth ? Albany road seemed assured . Investigations of a direct route via Kelmscott , Hotham , Williams and Kojonup began in late 1851 . Assistant Surveyor A. C. Gregory reported in 1852 that the direct route would be 57 miles ( 92 km ) shorter than the route via Bunbury , and 40 miles ( 64 km ) shorter than the York route . Construction was recommended in late 1852 , after the mail contractor George Maxwell completed a journey along the proposed route in September , and soon commenced . Fifty miles ( 80 km ) had been completed by October 1853 , and the whole road was finished in 1863 . The road served as the main link between Perth and Albany until the 1880s , when the Great Southern Railway opened .

= = = Early 20th century = = =

The rise of the motor vehicle era in the early 20th century saw the road gain prominence once more

. The newly formed Main Roads Board took over control and maintenance of the Perth ? Albany road and twenty @-@ one other important roads between 1926 and 1928 , which were declared " main roads " . At this stage the Perth ? Albany road was not much more developed than a bush track . To increase the usability of the overall main road network , the Board 's work schedule prioritised upgrading the worst individual segments , rather than any one road . In 1928 / 29 , twenty @-@ two separate sections of the Perth ? Albany road were improved , but many were short , and drivers would experience quite varied conditions , from new sealed road to gravel road , and then a boggy dirt in just a few miles . By 1932 , the improved conditions allowed an average speed of 35 to 40 miles per hour ( 55 to 65 km / h ) to be reached , for a total trip of eight to nine hours instead of two days . In 1938 , a total of eight miles ( 13 km ) had been sealed , and the following year the whole route had been completed .

In 1935 , a town planning report for the City of Perth noted traffic congestion on Albany Road in Victoria Park . As widening the existing road would have left the council liable for compensation from affected businesses and properties , the provision of bypass routes was recommended instead . To provide the bypasses , parallel roads would be upgraded and extended : Berwick Street to the south @-@ west , and Shepparton Road to the north @-@ east . In 1937 , work had progressed on extending Berwick Street eastwards , and it had been extended to Alday Street by November 1938 . A new causeway to extend Berwick Street north over the Swan River , and make it a truck route , was considered by the state government in 1940 . The existing Causeway , from which Albany Road commenced , had experienced almost a doubling of traffic volume between 1930 and 1939 . However , the new Causeway was eventually constructed adjacent to old Causeway , which was then demolished .

The cooperation of the Canning Road District would be required to continue the Berwick Street bypass south @-@ east beyond the city 's boundary at Boundary Road , and ultimately through to Albany Road . The South Perth Road Board was also in favour of such a bypass , which would improve access for South Perth residents . A deputation from the Canning and South Perth Road Boards to the Acting Minister For Works , Mr E. H. Gray , in June 1940 complained about the congestion in Albany Road . The traffic delays were worsened by cars parked on both sides of the road and slow @-@ moving trams . The deputation suggested extending Berwick Street to Albany Highway as the solution , as well as removing the trams . Gray contended that parking should be prohibited , and refused to scrap the trams , but said he would consider the resumption of land east of Berwick Street to enable a one @-@ quarter @-@ mile ( 0 @-@ 40 km ) extension to Albany Road . However , Berwick Street was diverted to the south @-@ west to connect with Chapman Road , providing a longer continuous route west of Albany Highway .

Shepperton Road ran parallel to Albany Road between Harvey Street , 45 chains ( 3 @-@ 000 ft ; 910 m ) from The Causeway , and Somerset Street , one and a half miles ( 2 @-@ 4 km ) further along . In 1937 , a road from Asquith Street to Albany Road was constructed , to eventually link in with Shepperton Road . In the same year , the intersection of Albany Road , Milford Street , and Welshpool Road was reconfigured to improve visibility , and in anticipation of an eastern extension to Shepperton Road . In April 1940 , that extension was nearing completion , which was expected to be by the end of May , while the demolition of houses on land resumed for the western extension was being arranged . On 29 September 1941 , the Perth City Council decided to construct the link between Asquith Street and Harvey Street early the following year , completing the Shepperton Road bypass . Buses were rerouted onto Shepperton Road in 1946 , by which time it had become the preferred route for motorists .

In November 1939 , the State Advisory Committee on Nomenclature recommended that the Perth ? Albany road be named Great Southern Highway , in recognition of its importance as an arterial traffic route . This suggestion followed on from the naming of Great Eastern Highway , in April of the previous year . The committee sent letters to all the local governments in the area to advise them of the proposal . Feedback was mixed ; whilst the name was " thoroughly approved " by the Tambellup Road Board , and the Perth City Council 's general purposes committee recommended that no objection be raised , the Kojonup Road Board believed that " sufficient grounds [ did ] not exist for the proposed change " , and the Albany Municipal Council objected strongly to not retaining " Perth

? Albany " in the name .

The State Advisory Committee made a new recommendation in April 1940 for Albany Highway instead of Great Southern Highway . This new proposal received support from the Albany Municipal Council and Tambellup Road Board . However , the Perth City Council still preferred Great Southern Highway , and recommended that within its boundaries ? from The Causeway to Welshpool ? the road be named Albany Road , and that one of the proposed bypasses in the area would be better suited to the highway name . The entire road was renamed Albany Highway on 2 October 1940 , superseding the previously used names Albany Road , Perth ? Albany Road , and High Street in Kojonup .

= = = Post @-@ World War II = = =

During World War II , the Main Roads Department focused its activities on the war effort . Roads in rural areas deteriorated , especially after the Pearl Harbour attack brought the war to the Pacific , and only the most urgent maintenance works were authorised on roads for civilian purposes . Following the war , Main Roads returned to its usual operations , repairing and maintaining the road network . The rural road network expanded in the 1950s , with Main Roads both repairing the worst segments of its roads , through numerous small jobs , and assisting local governments to seal their roads . Such activity was spurred on by the closure of railway lines in addition to the establishment of new land settlements .

In Perth , a roundabout was constructed at the north @-@ western end of Albany Highway , to improve the flow of traffic onto and off The Causeway . It opened in 1952 , with guides on the usage of the roundabout published in newspapers . In 1973 construction began to upgrade the intersection to a partial cloverleaf interchange at the eastern end of The Causeway . The \$ 1 @.@ 3 million interchange opened on 8 March 1974 .

By the late 1970s , the road sections sealed in the 1950s and 1960s were in need of repair or maintenance to prolong the pavement life . Old bitumen surfaces would deteriorate and crack . Resealing such cracks was a high priority , as expensive reconstruction would be required if water was allowed to enter the road base . Over a ten @-@ year period , \$ 49 million was spent on repairing Albany Highway . The techniques used in this process were then formalised into the 4R Program , which aimed to alleviate a growing maintenance problem ? based on a thirty @-@ five @-@ year pavement lifespan , the amount of reconstruction required would be more than double the actual rate of reconstruction . " 4R " abbreviated the options that could be used keep roads serviceable :

Restoration ? maintaining the condition of a road

Resurfacing ? resealing a bitumen surface which was no longer waterproof , to prevent pavement failure

Rehabilitation ? improving a deteriorated road to its original condition

Reconstruction ? done when deterioration was beyond the point of repairs

Interventions to prevent a road requiring reconstruction , the most costly option , would save money

From the 1980s Main Roads began planning for the future needs of Albany Highway within the City of Canning in Perth , in conjunction with the City and the Metropolitan Region Planning Authority . A three @-@ kilometre ( 2 mi ) section between Leach Highway and Nicholson Road was subsequently upgraded between November 1992 and June 1994 . The four @-@ lane undivided road had been one of the most congested in Perth but was improved by adding a third lane in each direction as well as a median strip . The project was recognised with an Excellence Award from the Institution of Engineers Australia in 1994 . In the 1990s several other improvement projects were planned across the length of the highway , including between Bedfordale and North Bannister , through Mount Barker , and between Narrikup and Albany . Closer to Perth , the section along Bedfordale Hill ( south @-@ east of Armadale ) was upgraded to a four @-@ lane dual carriageway , with work completed in June 1999 .

This period also saw the planning and construction of additional junctions with new major roads in

Perth . At Armadale , Armadale Road would connect to what had been a three @-@ way junction with South Western Highway , while a highway deviation was proposed to connect to the extension of Roe Highway through Beckenham . The proposed deviation became Kenwick Link , constructed as part of the Roe Highway extension towards Fremantle . It was initially built as a single carriageway , and upgraded to a dual carriageway later . It opened on 17 April 1998 , ahead of the Roe Highway extensions from Welshpool Road to Kenwick Link ( opened 30 November 2002 ) and from Kenwick Link to Nicholson Road ( opened 21 January 2003 ) .

Further work was undertaken in Perth in 2011 and 2012 , between John Street in Bentley and Leach Highway . The road was widened and a median installed to increase both safety and efficiency . The works also upgraded intersection , including installation of new traffic lights . Downer EDI Works Pty Ltd completed the work under a \$ 3 @. @ 65 million contract . In January 2014 , work began on widening and reconstructing 2 @. @ 4 kilometres ( 1 @. @ 5 mi ) of Albany Highway north of Kojonup .

= = Major intersections = =