

Engagement Report

Sustainable Transport Strategy 2026-2031



Overview

The community engagement undertaken to inform development of the Sustainable Transport Strategy (STS) 2026-2031 is summarised in this report.

In October 2024, the City of Belmont conducted a month-long community engagement program to gather feedback from residents and stakeholders. This feedback was invaluable in shaping the development of the STS. The strategy was also informed by community input received through the City’s Strategic Community Plan, MARKYT® Scorecard data and a range of relevant strategic documents.

Purpose

The purpose of the community engagement was to:

- keep the community and key stakeholders informed about the project, its various phases, and potential impacts;
- consult with the community to understand their ideas, priorities, and aspirations relating to sustainable transport within the City; and
- respond to stakeholder enquiries and provide regular project updates throughout the engagement process.

Methodology

The community could share their thoughts and ideas via the City’s *Belmont Connect* webpage, or meeting with City staff in person at designated events or the City Centre.

Belmont Connect

A dedicated webpage for the review and development of the STS was set up on the City’s *Belmont Connect* platform. The page included:

- An **interactive mapping tool**, enabling users to place a pin at locations of interest and provide comments on specific issues, opportunities or suggestions.
- A **survey**, inviting participants to share how they walk, ride, wheel or use public transport within the City of Belmont and identify improvements they would like to see.

Sustainable Transport Interactive Map

Please pin a location/s where you see a barrier preventing you from using public transport or choosing to walk, cycle, ride, and scooter and explain why this is a problem.

128 contributions

🏠 ⓘ 📍

🔍 Enter an address

🗲️ 📄

Anonymous | 28 October 2024

Why is this a barrier?
A drink fountain would encourage me to walk here more often. Some parks have drink fountains but many don't and should have them. A nice place to sit and shade from trees can help residents have a rest too.

Sustainable Transport Strategy Survey

1. On a typical day of travel, which modes of transport do you use?
Please tick as many as apply.

☐ Car

☐ Walk

☐ Cycle (including e-bike)

☐ Public Transport

☐ Micromobility (e.g. e-scooter)

☐ Other (please specify)

2. Do you own a bike (including an e-bike) or other micromobility device?

☐ Bicycle

☐ E-Bicycle

☐ E-Scooter

☐ None

☐ Other (please specify)

3. How often do you use the following modes of sustainable transport? Required

	Daily	3 to 6 times per week	1 to 2 times per week	Fortnightly	Monthly	Occasionally
Bicycle, e-bike, e-scooter or micromobility device	☐	☐	☐	☐	☐	☐

In-Person Engagement

Community members were able to engage in person with City staff by visiting the Civic Centre or attending a range of *MOVEtober* events. More information about *MOVEtober* is available on the City's website: [City of Belmont MOVEtober Program](#)

The City hosted a *Cycle through the City* event during October 2024, coinciding with both *MOVEtober* and *WA Bike Month*. The event provided participants with access to free bicycle registrations, bicycle safety checks, and guided rides throughout the City. The event presented an opportunity for community members to explore local cycling routes, learn about existing infrastructure, and provide feedback to inform the development of the Sustainable Transport Strategy.

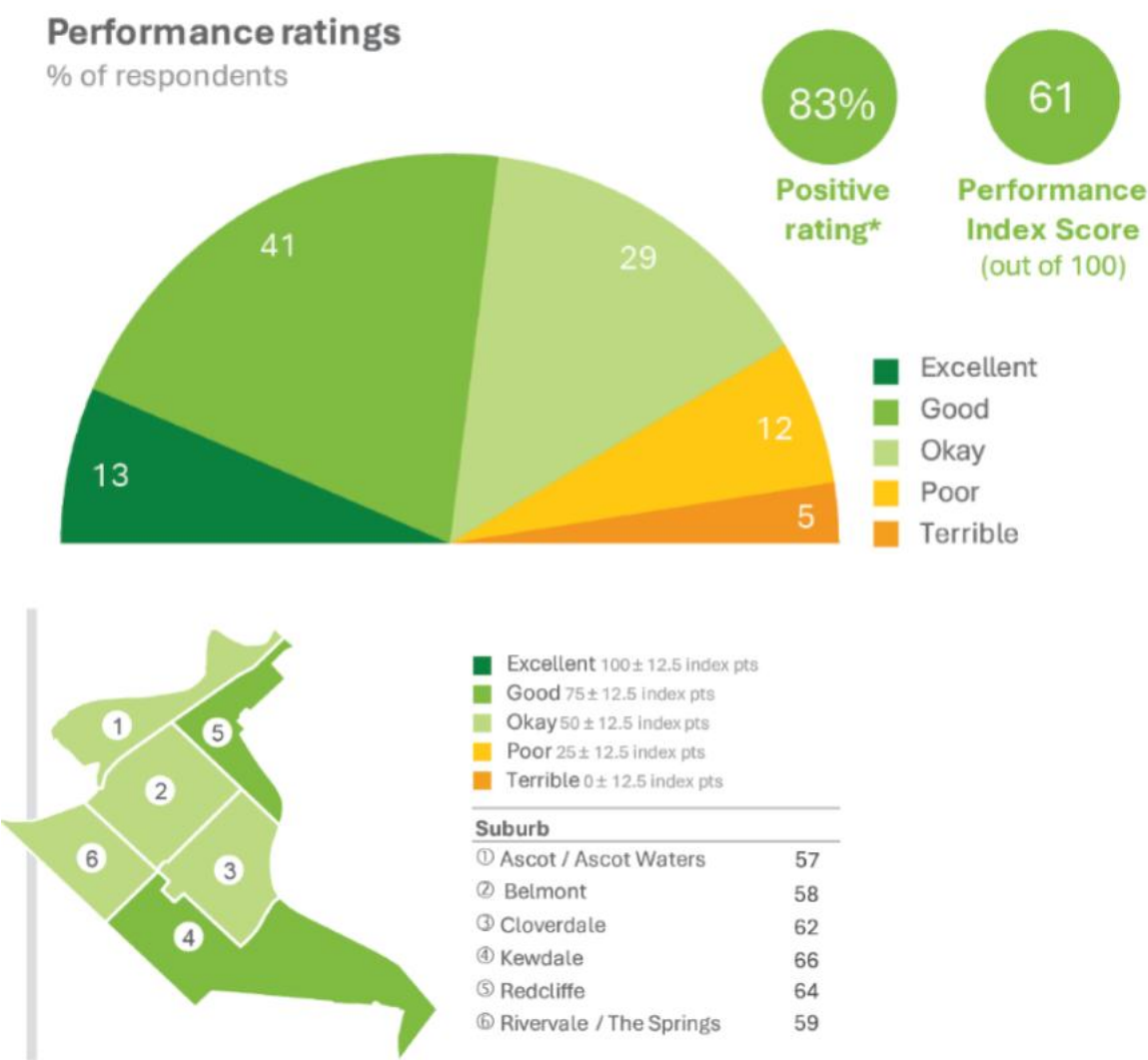


Community Wellbeing Scorecard

The City of Belmont commissions independent research company CATALYSE® Pty Ltd to undertake annual MARKYT® Scorecards. MARKYT® data is used as a decision-support tool to inform planning, investment, service delivery, and community engagement relating to community wellbeing.

The use of an independent provider ensures confidentiality, reliability, and the ability to benchmark results against those of other Australian local governments.

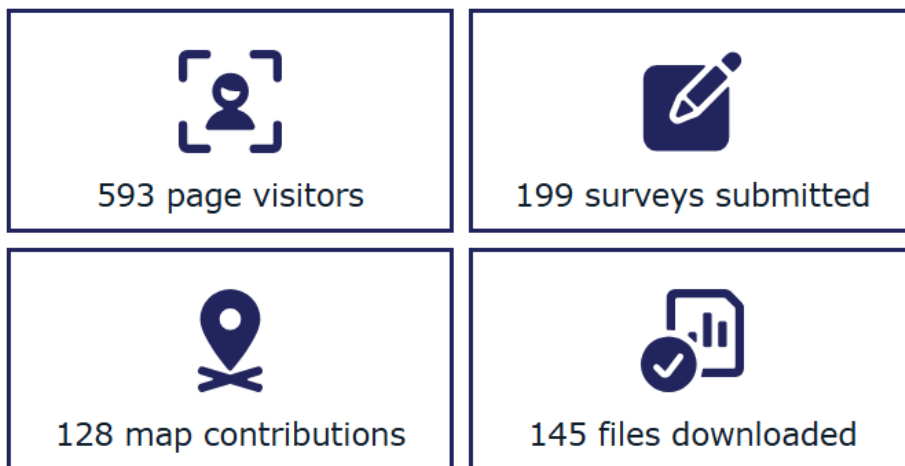
The most recent MARKYT® Scorecards were undertaken in August 2025, with more than 1,400 residents completing the Community Scorecard and more than 800 residents participating in the Wellbeing Scorecard. Respondent profile below:



Demographic variances		
Performance index score		
Gender		
Male	60	
Female	63	
Respondent age		
18-34* years	60	
35-49 years	60	
50-64 years	60	
65+ years	64	
Life stage		
Younger adult, no child	63	
Baby/toddler (0-4)	61	
Primary school (5-11)	55	
High school (12-17)	57	
Adult child at home (18+)	60	
Older adult, no child	64	
Home ownership		
Homeowner	61	
Renting / other	60	
Diversity		
Disability	56	
Mainly speak LOTE	58	
First Nations	43	

Stage 1 Engagement Outcomes

During the community contribution period, the City had:



Interactive Mapping Tool (Belmont Connect)

A total of 128 pins were submitted by 59 contributors through the mapping tool on Belmont Connect, identifying issues and opportunities across the City.

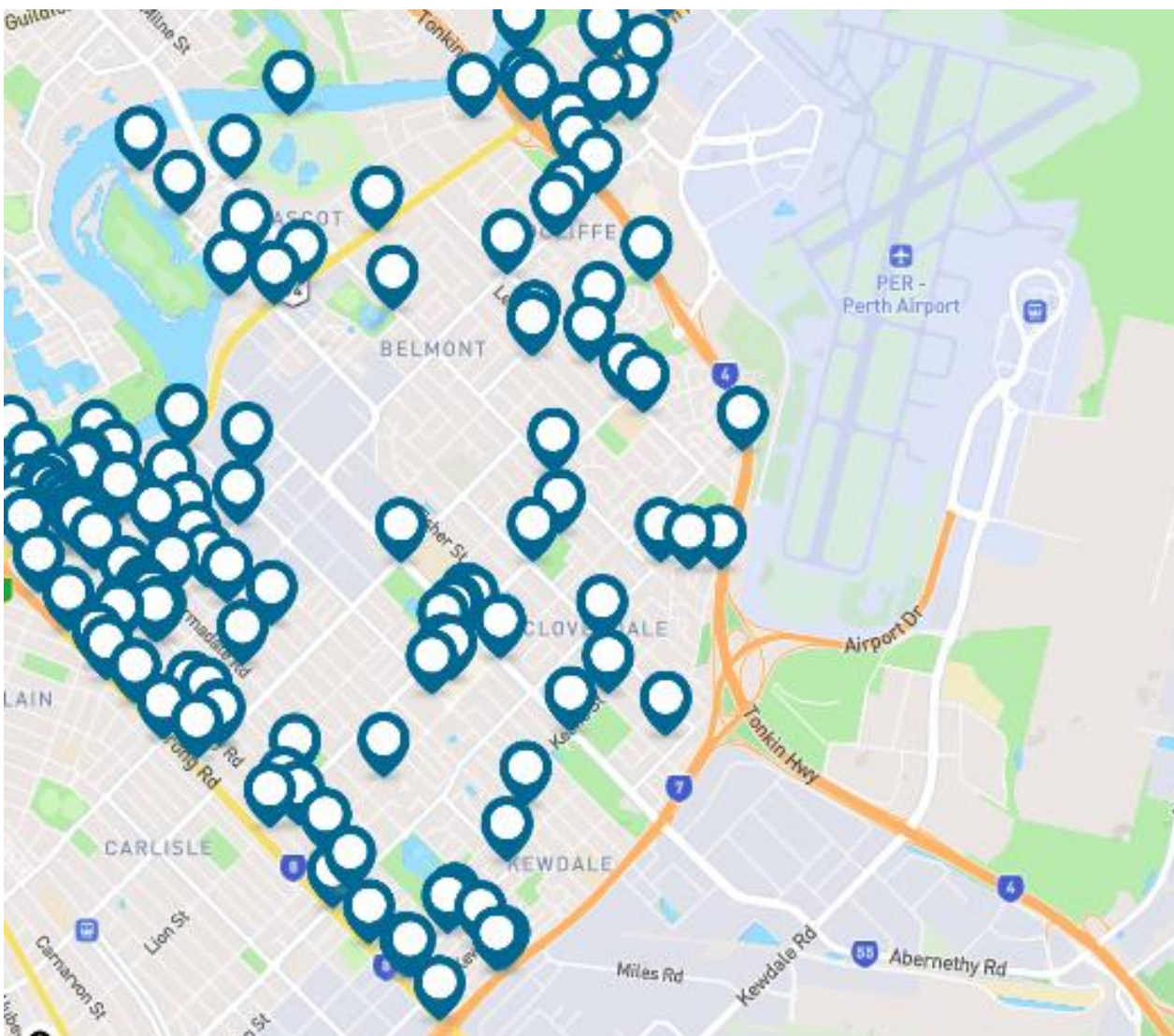


Figure 1 Locations where pins were submitted on interactive map

Of the comments received through the interactive mapping tool, 105 related to infrastructure or maintenance managed by the City of Belmont, while 23 related to infrastructure or maintenance under the responsibility of the State Government, predominantly Main Roads Western Australia. These are summarised by suburb in Table 1.

Table 1 Summary of responses by suburb

Suburb	Number of Responses	Local Issues	State Related
Kewdale	19	15	4
Rivervale	53	41	12
Cloverdale	21	20	1
Ascot	15	11	4
Belmont	8	8	0
Redcliffe	12	10	2
Total	128	105 ¹	23

Location pins that identified issues related to both local and State Government responsibilities were classified as local issues, for the purposes of suburb analysis in Table 1.

The types of issues identified through the community responses were a primary consideration during the development of the Sustainable Transport Strategy and helped inform the Strategy's focus areas and key actions. The specific locations identified by respondents will, in turn, inform the prioritisation of projects and programs within the Implementation Plan, which is currently being developed as an internal document. Locations with multiple comments were likely to indicate a higher level of community concern and stronger support for improvements at these sites. Table 2 and Table 3 summarise the locations and issues relating to State Government and City of Belmont responsibilities, respectively.

Table 2 Issues identified on State roads through interactive mapping

Location	Suburb(s)	No. Responses	Key Issues Identified
Great Eastern Highway (GEH) multiple locations	Rivervale, Ascot, Belmont, Redcliffe	10	Difficult and unsafe pedestrian/cyclist crossings, requests for additional underpasses/bridges, long signal wait times, improved access to the Swan River.
Orrong Road multiple locations	Rivervale, Kewdale	8	Heavy traffic volumes, delays crossing, unsafe cycling conditions, poor connectivity across the corridor.
GEH Underpass (Surrey Road)	Rivervale	4	Safety concerns, antisocial behaviour, rubbish, lighting and requests for CCTV.
Tonkin Highway PSP / Footbridge	Redcliffe	3	Access issues, long ramps, requests for stairs, shade and better pedestrian connections.
Leach Highway PSP	Kewdale	2	Principal Shared Path terminates, poor connectivity to Orrong Road and surrounding network.

¹ These include comments that raised issues that were a combination of local and State responsibility.

Table 3 Local roads with issues identified

Location	Suburb(s)	No. Responses	Key Issues Identified
Kooyong Road	Rivervale	14	Safer crossings, lower vehicle speeds, improved cycle lanes, better streetscape, improved connectivity to shops and parks.
Surrey Road	Rivervale, Kewdale	8	Vehicle speeds, unsafe crossings at Wright, Alexander and Francisco Streets, school safety, active street priority.
Abernethy Road	Cloverdale	5	Pedestrian crossings, crossing times, cyclist safety and difficult crossings at Wright, Fulham and Keane Streets.
River Foreshore Path	Rivervale	5	Steep access ramps, narrow paths, missing links, bridge width, lighting and path upgrades.
President Street	Kewdale	4	Student safety, speeding vehicles, congestion around Australian Islamic College, parking issues.
Belmont Forum	Cloverdale	4	Bicycle theft, secure bicycle parking and personal safety.
Epsom Avenue	Belmont, Redcliffe	3	Vehicle speeds, cyclist safety, school crossings and need for wider road or bicycle facilities.
Wright Street	Kewdale, Cloverdale	3	Missing bicycle lanes, unsafe crossings and lack of physical protection for cyclists.
Stanton Road	Redcliffe	3	Missing footpath, cyclist safety, bus overtaking and path continuity.

Further information is provided in Appendix 1 – Public Comments on Interactive Map.

Survey Findings (Belmont Connect)

The survey comprised seven questions relating to sustainable transport, together with demographic questions covering age, gender and whether respondents lived, worked, studied or visited the City of Belmont. A total of 199 responses were received from 158 contributors. The survey results were analysed to identify key themes, which informed the Sustainable Transport Strategy with some of the most relevant findings summarised below.

Modes of Transport Used on a Typical Day

Survey participants were asked to identify the modes of transport they typically use on a usual day, with respondents able to select multiple options.

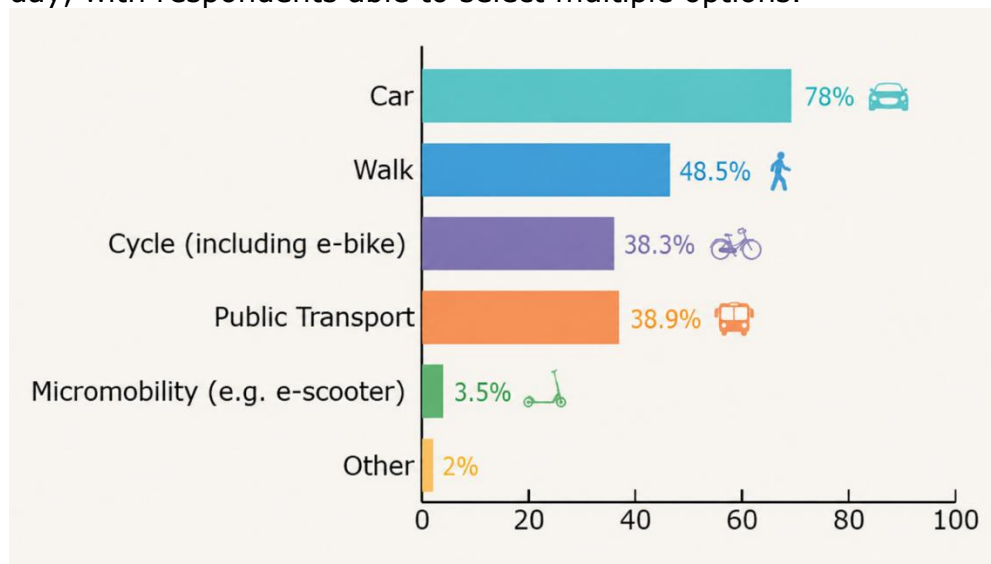


Figure 2 Respondents typical transport mode choice

The results indicate that private vehicle use remains the dominant mode of travel within the City, although a significant proportion of respondents also reported walking, cycling and using public transport as part of their daily travel patterns.

Level of Bike or Micromobility Device Ownership

Survey participants were asked whether they owned a bicycle, e-bicycle, e-scooter or other type of micromobility device, with respondents able to select multiple options.

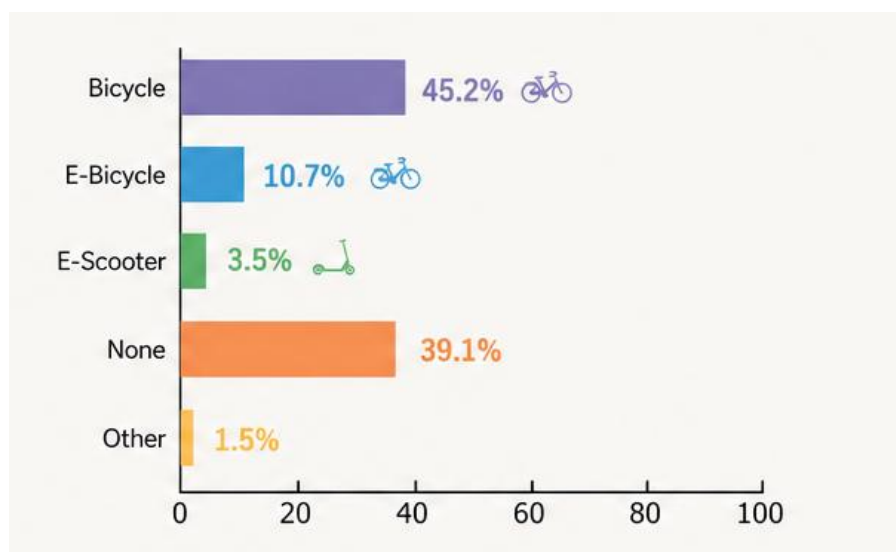


Figure 3 Respondents owning a bicycle or other micromobility device

Preferred Modes of Travel if all Barriers were Removed

Survey participants were asked which modes of travel they would prefer to use in an ideal scenario where all traffic, accessibility and safety barriers had been removed, with respondents able to select multiple options.

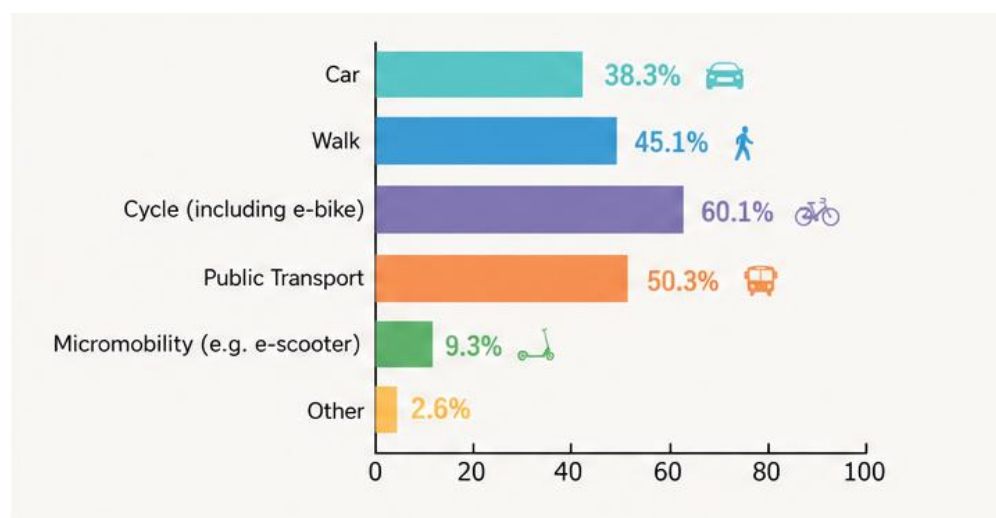


Figure 4 Mode of choice if all barriers were removed

What Might Encourage you to Ride/Cycle, or use a Micromobility Device more?

173 responded to what would encourage them to ride/cycle or use a micromobility device more. The responses demonstrate that respondents are most likely to cycle or use a micromobility device if:

1. **Safe, protected cycling infrastructure** is provided, separated from motor traffic.
2. **Routes are better connected**, direct and continuous between homes and destinations.
3. **Major roads are easier and safer to cross.**
4. **Secure bicycle parking** is available at destinations to reduce the risk of theft.
5. **Paths are well maintained, shaded and comfortable** to use.
6. **Personal safety** is improved through lighting, surveillance and reduced anti-social behaviour.

The responses indicate that improvements to infrastructure and personal safety are likely to have the greatest influence on increasing cycling and micromobility participation, with education and behaviour change initiatives acting as complementary measures. This also aligns well with best-practice active transport planning, where perceived safety and network connectivity are consistently identified as the strongest determinants of cycling uptake.

These findings emphasised the importance of developing a connected, safe and attractive network and informed the development of several key actions in the Sustainable Transport Strategy organised under three strategic focus areas—Infrastructure, Partnerships and Education—as shown in Table 4:

Table 4 Key actions to encourage people to ride/cycle or use a micromobility device more arising from the survey

Focus Area	Key Action	Responsible
Infrastructure	1.1 Improve accessibility and connectivity to educational institutions, community and City facilities, commercial and industrial precincts.	Manager Design, Assets & Development
	1.4 Install improved sustainable transport support infrastructure such as bike stations and end of trip facilities at key locations.	Manager Design, Assets & Development
	1.5 Expand local wayfinding signs to ease navigation for pedestrians, cyclists and public transport users within the City.	Manager Design, Assets & Development
	1.7 Adopt universal access design principles for infrastructure upgrades for all mobility users.	Coordinator Design
	1.8 Integrated streetscape enhancements such as green verges and street trees with existing and planned footpaths and cycle routes.	Manager Parks, Leisure and Environment
Partnerships	2.1 Investigate routes and areas for reduced speed limit implementation as an improved environment for safe active travel modes.	Manager Design, Assets & Development Traffic Engineering Officer
	2.2 Advocate to Main Roads WA to upgrade traffic signals for enhanced and safer pedestrian phases.	Manager Design, Assets & Development
	2.3 Advocate to State Government for inclusion of sustainable transport infrastructure with major network upgrades such as Orrong Road and Great Eastern Highway	Director Infrastructure Services
	2.4 Advocate to PTA for improved accessibility and connectivity with the Perth metropolitan network, along with coordinated bus/train scheduling	Director Infrastructure Services
Education	3.1 Deliver structured engagement programmes to raise awareness and educate the community on sustainable transport options and benefits.	Sustainable Transport Officer
	3.3 Active transport promotion to be held concurrently with scheduled City events, leveraging existing community, business and City activations	Sustainable Transport Officer
	3.4 Work with DTMI and Road Safety Commission to promote road safety campaigns and programs for road users, including drivers, cyclists and-scooter riders	Sustainable Transport Officer

Table 5 Summary of themes and common responses on barriers to cycling and micromobility use

Theme	Common responses from participants
Safer, separated cycling infrastructure	More protected bicycle lanes, physically separated paths, wider shared paths, dedicated micromobility facilities, fewer interactions with vehicle traffic, and safer intersections and road crossings.
Better connected cycling network	Continuous paths that connect key destinations, improved east-west links, better access to the Swan River, train stations, Belmont Forum, schools, shopping centres and the Perth CBD, and fewer gaps or dead ends in the network.
Improved crossings of major roads	Safer crossings of major roads such as Orrong Road, Great Eastern Highway and Leach Highway through bridges, underpasses, improved signals and priority crossings.
Improved personal safety and security	Better lighting along paths, CCTV, reduced crime and anti-social behaviour, and routes that feel safe to use during the day and at night.
Secure bicycle parking and end-of-trip facilities	More secure bicycle parking and lockers, improved end-of-trip facilities, and measures to reduce bicycle theft, particularly at shopping centres and activity centres.
Better path quality and maintenance	Wider and smoother paths, improved maintenance, removal of debris and overgrown vegetation, repairs to uneven surfaces and tree root damage, and better drainage.
Improved streetscapes and comfort	More street trees and shade, attractive routes, water fountains, repair stations, signage, maps and wayfinding to improve comfort and convenience.
Education, encouragement and support	Community cycling events, bicycle riding lessons, road user education, and encouraging friends and family to ride together.
Access to bicycles and e-bikes	Lower purchase costs, financial assistance to purchase bicycles or e-bikes, and greater access to micromobility devices.
Weather and personal circumstances	Some respondents indicated weather, age, health, family commitments or trip distances limited their ability to cycle regardless of infrastructure improvements. Others already cycle regularly and indicated no further encouragement was required.

What Might Encourage you to Take Public Transport more?

172 provided a response to what would encourage them to take public transport more. The responses indicate that the most significant factors influencing greater public transport use were:

1. **More frequent and reliable services.**
2. **Faster, more direct routes and better connections between destinations.**
3. **Lower fares or free public transport.**
4. **Improved personal safety and security.**
5. **Better access to stops and stations, including walking and cycling connections.**
6. **Improved passenger facilities and comfort.**

Table 6 Key actions to encourage people to take public transport more arising from the survey

Focus Area	Key Action	Responsible
Infrastructure	1.2 Improve accessibility and connectivity to public transport infrastructure – in conjunction with PTA.	Manager Design, Assets & Development
	1.6 Work with PTA to improve comfort and safety by upgrading bus stops with amenities such as seats, shelters and lighting, where suitable.	Manager Design, Assets & Development
Partnerships	2.4 Advocate to PTA for improved accessibility and connectivity with the Perth metropolitan network, along with coordinated bus/train scheduling	Director Infrastructure Services

Table 7 Summary of themes and common responses that would encourage greater public transport use

Theme	Common responses from participants
More frequent and reliable services	More frequent buses and trains, improved service reliability, buses running on time, extended evening services, and reduced waiting times between connections.
More direct routes and better connectivity	Faster, more direct routes to key destinations, improved east-west connections, better links between buses and train stations, improved access to employment areas, and services to destinations other than the Perth CBD.
Lower fares and free travel	Cheaper fares, expanded one-zone fares, free public transport, free travel for seniors, and free local shuttle or CAT bus services.
Improved personal safety and security	Increased security on buses and trains, reduced anti-social behaviour, improved lighting around bus stops and stations, and feeling safer while waiting for and using public transport.
Improved access to stops and stations	More bus stops closer to homes, better walking connections, safer pedestrian crossings, improved footpaths, and accessible routes for people with mobility impairments.
Better passenger facilities	More shelters, seating, weather protection, real-time information displays, improved lighting, bicycle parking, bicycle carriers on buses, and dedicated bicycle spaces on trains.
Improved integration and convenience	Better connections between bus and rail services, easier ticketing (including mobile payment), improved journey planning, and seamless transfers between services.

Additional public transport infrastructure	New rail or tram connections to Belmont, additional train stations, neighbourhood shuttle services, and expanded bus routes to underserved areas.
Current services already meet needs	Many respondents indicated they already use public transport regularly or were satisfied with the existing level of service. Others noted they preferred cycling or driving, or that public transport was not practical for their travel needs.

Since the engagement process took place in October 2024, the Government has significantly reduced fares have been introduced across the Transport metropolitan network, and there is indication that this had led to significant uptake in use.

The responses highlight that increasing public transport use requires improvements to service provision, as well as the safety, accessibility and convenience of the overall journey.

Stage 2 Engagement Outcomes

The Draft Sustainable Transport Strategy 2026-2031 is being advertised through *Belmont Connect* from 13 July to [2-16](#) August 2026, providing an opportunity to close the loop with stakeholders and community members who contributed to its development, while also inviting broader community feedback.

[Community members are encouraged to read the draft strategy and engagement report, and invited to ask questions, seek clarification or provide comments directly to the project team.](#)

This [chapter-Engagement Report](#) will be updated following the public consultation period to summarise the Stage 2 consultation outcomes and any resulting amendments to the Strategy.

Next Steps

The Engagement Report will remain available on the City's *Belmont Connect* engagement platform alongside the advertised **Draft Sustainable Transport Strategy 2026–2031** throughout the public consultation period.

Following the close of public consultation, all submissions will be reviewed and considered. Where appropriate, the Strategy will be amended to reflect community and stakeholder feedback before being presented to Council for endorsement [alongside an updated Engagement Report](#).

Once Council has endorsed the final Sustainable Transport Strategy 2026–2031, *Belmont Connect* will be updated with the adopted Strategy [and the finalised engagement report](#), completing the engagement process and closing the loop with the community.

The City will also commence the development of an **Implementation Plan** as an internal working document to further investigate and translate the key actions identified in the Strategy into prioritised, deliverable projects and programs.

The Implementation Plan will include initiatives such as the City's Footpath Program, along with a range of other infrastructure, policy, education and behaviour change initiatives. Some actions will be delivered through dedicated projects, while others will be incorporated into the City's ongoing operational programs and business activities.

Appendix 1 – Public Comments on Interactive Map

Map Results by Suburb

Kewdale

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
1.	Walking	Road crossing <i>President Street, Kewdale (between Jeffrey and McGill)</i> Students frequently cross the road during school start and end times. While a crossing point exists, drivers often exceed the speed limit and rarely stop or slow down during busy hours to allow safe crossing. Implementing manual traffic control or adding speed bumps before and after the crossing would enhance safety.	Infrastructure <i>Key action 1.1</i> Coordinating with Australian Islamic College (AIC) to improve parking and traffic management. Footpath and other road safety improvements to be considered in Implementation Plan. A formal crossing requires AIC to make application to the Children's Crossing Unit. Partnerships <i>Key action 2.4</i> To engage with PTA to improve bus timetable scheduling to AIC. Education <i>Key action 3.2</i> Education program to be considered in Implementation Plan to encourage students to change behaviour to sustainable transport.
2.	Public Transport	School drop off time pile up <i>President St & Orrong Road, Kewdale</i> There are too many cars that are trying to turn right into President Street going into the school which cause a long pile up of cars.	As per response to comment #1.
3.	Cycling	Heavy traffic <i>President St & Orrong Road, Kewdale</i>	As per response to comment #1. Partnerships <i>Key action 2.3</i>

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		This area is not suitable for bicycle riding due to heavy traffic and unavailability of cycling path.	In addition, advocate for improvements to Orrong Road with Main Roads WA.
4.	Walking	Parking on verge <i>President Street, Kewdale (near McGill Street)</i> Vehicles are frequently parked here, including on the verge and footpath, which forces drivers to cross the pedestrian path, creating unsafe conditions for pedestrians, especially children. Parking signs are often ignored, so installing a camera and adding clear 'No Parking' or fine markings on the pavement would help enforce safety.	Complete Barriers installed between the path and Tomato Lake in 2026. Operational Response Matters relating to enforcement referred to <i>Rangers</i> .
5.	Public Transport	Road marking <i>Scott St & Acton Avenue, Kewdale</i> A clear stop line is needed here to signal drivers to halt before entering Acton Ave. This intersection experiences high traffic, especially during AIC start and end times. Drivers are confused about giveaway.	Partnerships <i>Key action 2.1</i> Review crash history and warrants for stop line at this intersection as part of Implementation Plan. Education <i>Key action 3.4</i> Campaigns to promote safe and courteous driving to be considered in the Implementation Plan.
6.	Cycling	PSP ends <i>Jeffrey Street & Leach Highway, Kewdale</i> Leach Hwy PSP does not connect to Orrong Road. Need to ride on the footpath or the road which has a lot of cars. Trying to cross Orrong Road is very hard, even if you go down to the lights they take very long to change for cyclists and pedestrians.	Partnerships <i>Key action 2.3</i> While completing this section is a priority, this is a State Government consideration. City to advocate for extension of the Principal Shared Path (PSP) and grade separated crossing of Orrong Road with Main Roads WA and Department of Transport and Major Infrastructure (DTMI).
7.	Cycling	Bike only ends <i>Jeffrey Street & Leach Highway, Kewdale</i>	As per response to comment #6.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		Leach highway bike path ends, which after a bit more dedicated bike path at tomato lake you then need to share a road with cars, trucks and busses, especially difficult when bike lanes end at every roundabout.	
8.	Cycling	Crossing Traffic <i>Corser Street & Orrong Road, Kewdale</i> Traffic volume can create substantial delay in trying to cross at this crossing.	Complete Safety improvements at school warden crossing on Orrong Road at this location were made in 2024/25 to bring up to the new standard including 40km/h school zone speed limit. Partnerships Key action 2.3 Advocate for improvements to Orrong Road with Main Roads WA.
9.	Cycling	Dangerous intersection <i>Oats Street & Orrong Road, Kewdale</i> The only people who cross this intersection on foot or bike are the brave and the stupid. High speed, impatient drivers, and slow light cycles make for a terrifying experience.	Partnerships Key action 2.3 Advocate for improvements to Orrong Road with Main Roads WA, noting intersection was upgraded to provide set back to vehicles and a separate pedestrian phase for each carriageway in 2019/2020.
10.	Micromobility	Road sign <i>Jeffrey Street & Kew Street, Kewdale</i> Stop and give-way signs at this junction lack visibility, and the road surface markings need to be clarified. The current markings appear more decorative than functional, often leaving drivers unsure of who has the right of way.	Infrastructure Key action 1.1 Intersection treated in 2018 to mitigate crash history and safety concerns. Line marking to be reviewed and potential treatment improvement to be considered in Implementation Plan.
11.	Walking	Cars speeding <i>Surrey Road, Kewdale (around Wright Street)</i>	Partnerships Key action 2.1 Safe Active Street (SAS) Evaluation report prepared by DTMI. Police enforcement at the

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		Cars regularly don't obey speed limits on Surrey Road around Carlisle primary school. Ironically parents dropping their own kids off in cars seem to be some of the worst offenders. A bit of enforcement by WAPOL would be nice.	school has been requested. Driver behaviour to be monitored to determine if further action is required. Education Key actions 3.2 and 3.4 Education campaign to encourage students to change behaviour to sustainable travel, and to promote safe and courteous driving to be considered in Implementation Plan.
12.	Cycling	Busy road crossing <i>Surrey Road & Wright Street, Kewdale</i> Busy 60kmh road crossing for 'safe active street.'	Partnerships Key action 2.1 Areas will be investigated for reduced speeds, aligned with Activity Centre Planning Strategy (ACPS) for Wright Street Local Centre. Infrastructure Key action 1.1 Crossing improvements considered in Implementation Plan. Formal children's crossing will require school to make application to the Children's Crossing Unit.
13.	Cycling	No cycle lane <i>Wright Street, Kewdale (Orrong to Surrey)</i> Cyclists are required to cycle on the footpath which may cause injury to pedestrians as they exit the shops and restaurants.	Partnerships Key action 2.1 As per response to comment #12. Infrastructure Key action 1.1 To investigate shared environment in accordance with ACPS in Implementation Plan. Education Key action 3.4 Campaigns to promote safe and courteous behaviour to be considered in Implementation Plan in accordance with ACPS.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
14.	Cycling	Trees or powerlines <i>Surrey Road, Kewdale (Mercury to Fulham)</i> Undergrounding the power along the bike boulevard would allow for tall deciduous trees. Nice and shady in summer, some warm sun in winter.	Infrastructure <i>Key action 1.8</i> Locations for underground power are prioritised by Western Power. Kewdale has been identified as a potential area along with parts of Cloverdale (refer to Network Renewal Map). Any subsequent tree planting will be considered in accordance with Streetscape Enhancement Strategy.
15.	Cycling	Connect to shops <i>Fulham Street, Kewdale (near St Kilda)</i> Would love to see Fulham st upgraded to be a bike boulevard so that there is safe connectivity between Surrey Road and Belmont forum.	Infrastructure <i>Key action 1.3</i> To be considered in Implementation Plan for potential as Green Route or Cycle Street as a secondary route on LTCN.
16.	Cycling	No cycle-lane entrance <i>Kooyong Road, Kewdale (Sydenham to Wright)</i> With cycle-lanes, there needs to be an on and off path when approaching intersections. Also, many cycle lane entrance and exits are poorly designed increasing the chances of injury as they are narrow or at a bad angle.	Infrastructure <i>Key action 1.3</i> Improvements to transitions between on-road cycle lanes and paths to be considered in Implementation Plan, prioritising routes on the LTCN.
17.	Walking	Town planning disaster <i>Dixon Avenue, Kewdale (Keane to Scott)</i> Dixon Ave is a very narrow street, with narrow verges and no footpaths at all. Council has allowed multiple dwellings on redeveloped sites, with insufficient parking for the increased number of residents. The street and verges are often choked with parked cars, forcing walkers to navigate the roadway on the outside of vehicles. For parents with small children in pushchairs, dog walkers,	Infrastructure <i>Key action 1.8</i> New footpath to be considered in the Footpath Program as part of the Implementation Plan. Partnerships <i>Key action 2.5</i> Path provision for new developments to be considered.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		wheelchair users and elderly with walking frames, this street is a potential deathtrap.	
18.	Cycling	Street trees in bike lane <i>Oats Street, Kewdale (Orrong to Surrey)</i> Need to keep these trees trimmed back.	Operational Response Matters relating to vegetation trimming referred to <i>Parks, Leisure and Environment</i> .
19.	Cycling	Commonly overgrown vegetation <i>Orrong Road, Kewdale</i> Tree branches and leaves regularly droop dangerously over bike routes and only seem to get trimmed once reported. Please monitor these and fix them before they're dangling below a child's eye level.	Operational Response Matters relating to vegetation trimming referred to <i>Parks, Leisure and Recreation</i> . Council relies on reports from residents to assist in maintaining public assets. Maintenance items can be reported through Council's website. Paths with known use around bus stops, parks, schools and commercial areas are prioritised.

All 19 responses received from Kewdale related to the residential area. 13 concerns (68%) were matters within the City's responsibility, while four related to State Government infrastructure or operations. A further two involved shared local and State Government responsibilities.

Rivervale

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
20.	Cycling	Safer Crossing Opportunities <i>Great Eastern Highway, Rivervale (near Acton Ave)</i> We need more overpasses or underpasses to provide accessibility for residents to cross GEH and get to the river.	Partnerships <i>Key action 2.3</i> Discussions with MRWA have commenced to assess the improvements identified within the endorsed Great Eastern Highway Urban Corridor Strategy. Potential crossing modification options will be developed for Main Road WA review as part of the Implementation Plan.
21.	Walking	Lack of accessibility <i>Great Eastern Highway, Rivervale (near Acton Ave)</i>	As per response to comment #20.
22.	Walking	Request for Underpass <i>Great Eastern Highway / Belmont Avenue, Rivervale</i> In mornings and afternoons, traffic is very busy and it's unpleasant and even (with traffic lights) difficult to cross the road here to get to the path at river and nearby river reserve. I used to walk/run a loop from surrey road underpass but it's chaotic these days with traffic so I've stopped going to that part of the river. If there was a pedestrian bridge or underpass near this point the river/parks nearby would be used more frequently by public.	As per response to comment #20.
23.	Walking	Unable to cross <i>Great Eastern Highway, Rivervale (near Toorak Rd)</i> An overpass or underpass is needed more frequently to allow walkers or cyclists more easily access the river at multiple locations along Great Eastern Hwy.	As per response to comment #20.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
24.	Walking	Safety for crossing <i>Great Eastern Highway, Rivervale (near Kooyong Rd)</i> People often jaywalking here because of the long cycle time and difficulty crossing at the signals. Making these signals a two-stage crossing along GEH plus installing fencing or median barrier will improve pedestrian safety	As per response to comment #20.
25.	Walking	Crossing <i>Great Eastern Highway / Kooyong Road, Rivervale</i> I think having this signal dwell on green for the pedestrian crossing on Kooyong would be great and not interfere with great eastern highway traffic	Complete Intersection upgraded by MRWA to provide staggered crossing. Crossing times in accordance with Australian Standards. Partnerships <i>Key action 2.2</i> City to continue monitoring performance of intersection and report outcomes to Main Roads WA.
26.	Walking	Unsafe underpass <i>Great Eastern Highway, Rivervale (Surrey Road underpass)</i> There is usually rubbish strewn about in the underpass - the lighting and mural are good, but perhaps this needs CCTV to discourage people from dumping rubbish or worse there. It's better than dodging cars across the highway, but not by much.	Operational Response Underpass is Main Roads asset which the City maintains. Matters referred to <i>Facilities and Community Safety and Crime Prevention</i> teams. Regular cleaning and community patrols are in place, and immediate action is not a priority at this stage.
27.	Walking	Underpass needs change <i>Riversdale Road, Rivervale (Surrey Road underpass)</i> So many residents will not use the underpass, as it's dangerous, with no visibility, the ease of	Operational Response As per response to comment #26.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		blocking the two ends, and antisocial behaviour. The City of Belmont will not add CCTV because there are not crime statistics, and do not understand there is no crime because none of us are using it. Dreadful situation, causing many people to cross six lanes of traffic on Great Eastern Highway, judging that's safer than using the underpass.	
28.	Cycling	Rubbish and danger <i>Springs Kitchen, 27 Rowe Avenue, Rivervale (Surrey Road underpass)</i> The under-highway tunnel is brilliant, however it's often dangerous and littered with rubbish. It's too dangerous to use alone at night. And moderately frightening throughout the daylight hours even with a friend.	Operational Response See response to comment #26.
29.	Cycling	Underpass is dangerous <i>8 Surrey Road, Rivervale (underpass)</i> Despite constant user comments about feeling unsafe in the underpass, the Council has previously ruled out CCTV in the underpass. As the comments here show, many of us will not use it when it's dark, as it's dangerous, and we know there's no coverage. Underpasses are very dangerous, for obvious reasons, and every possible measure needs to be in place for community safety.	Operational Response See response to comment #26.
30.	Cycling	Keep clear marking <i>Surrey Road & Francisco St, Rivervale</i> This intersection needs some KEEP CLEAR marking on it. During peak hours traffic regularly backs up	Infrastructure <i>Key action 1.3</i> Crossing concerns will be reviewed in the Implementation Plan.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		past here and drivers with IQ's less than their shoe size stop their cars blocking the intersection. (Surrey and Wright has the same issue)	Partnerships Key action 2.1 Advocacy with DTMI and Main Roads WA to consider treatments to reduce operational speeds on streets intersecting with the SAS. Treatment to prevent vehicle stacking over the intersections will also be considered in Implementation Plan in accordance with Main Roads warrants criteria.
31.	Cycling	Shared road <i>Surrey Road & Francisco St, Rivervale</i> It's not a barrier, it's pretty good, and the decrease in speed it good. Why can't we have more of these? However there are some hairy places to cross, e.g. Francisco at peak hour.	As per response to comment #30.
32.	Cycling	Busy road crossing <i>Surrey Road & Alexander Rd, Rivervale</i> Busy 60kmh road crossing for 'safe active street.'	As per response to comment #30.
33.	Cycling	Priority <i>Surrey Road & Alexander Rd, Rivervale</i> Surrey Road should have priority over Alexander. i.e. Traffic on Alexander should have to stop.	Infrastructure Key action 1.3 Alexander Road serves a through-traffic purpose and changing priority would need to consider broader network flow. Treatment to prevent vehicle stacking will be considered as part of the Implementation Plan.
34.	Cycling	Busy road crossing <i>Surrey Road & Francisco St, Rivervale (as well as Alexander Road and Wright Street)</i> The main 'active street' spanning the length of the suburb has 4 major road crossings where all car traffic has priority and the crossings are extremely	As per response to comment #30.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		busy. Cars travel at 60kmh on these roads crossing the 'safe active street'	
35.	Cycling	Unsafe to Cross <i>Kooyong Road, Rivervale (near GEH and Eastgate)</i> Difficult to cross Kooyong to get to Eastgate. The traffic lights often go through multiple rounds before crossing signal comes on. Becoming unsafe to walk in the area after dark, needs activation at nighttime to attract more people and make area feel safer.	Complete Intersection upgraded by MRWA to provided staggered crossing. Crossing times in accordance with Australian Standards. Infrastructure <i>Key actions 1.1, 1.2 and 1.8</i> A footpath on the eastern side of Kooyong and road safety improvements to be considered as part of the Implementation Plan in conjunction with the Activity Centre Planning Strategy for Eastgate Neighbourhood Centre. Crest on Kooyong Road restricts sight distance to cross at the shops and bus stops. Partnerships <i>Key action 2.1</i> This will be considered for an area-wide treatment under the Low-Cost Urban Road Safety (LCURS) program in the Implementation Plan.
36.	Walking	No crossing at Kooyong <i>Kooyong Road, Rivervale (GEH to Newey St)</i>	As per response to comment #35.
37.	Walking	Crossing the road <i>Kooyong Road, Rivervale (near Newey)</i> With such high traffic along Kooyong Road, it can be quite difficult to cross the road, especially in this particular spot. Since there has been the school crossing added it has been a little helpful but it would have been better if a pedestrian crossing had of been added.	Partnerships <i>Key action 2.1</i> Warrants for a pedestrian zebra crossing unlikely to be met. Treatments to this location to be considered under the LCURS program, as per response to comment #35.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
38.	Walking	Crossing <i>Kooyong Road, Rivervale (near Newey)</i> Difficult to cross here due to vehicle speeds. The school crossing is very helpful even when unmanned, however it would be improved with a raised "wombat" crossing to reduce vehicle speeds. Ultimately I think a roundabout is required at Newey St	As per response to comment #35.
39.	Walking	Connectivity opportunity <i>Kooyong Road, Rivervale (in general)</i> Kooyong Road should be upgraded to make it a point of connection for all residents in Rivervale. We need better accessibility into the Springs all the way to the Kooyong Shops. Why not a better footpath, cycle path, public art, landscaped verges and medians, more large trees? Currently the Springs area and Rivervale suburb is disconnected. We need better connectivity both ways.	As per response to comments #20 and #35.
40.	Cycling	Speed limit high <i>Kooyong Road & Newey Street, Rivervale</i> This frequently used major street for cyclists has a high-speed limit for vehicles and no traffic calming measures at all. Cars pass at 60+kmh with no centre lines, no marked cycle lane, no islands. This is a very heavy traffic street.	As per response to comment #35.
41.	Cycling	Topology <i>Kooyong Road & Newey Street, Rivervale</i> Due to the hill, drivers may not have enough time to stop when crossing the road. An underpass here would assist walkers and cyclists to cross the road at this intersection.	Partnerships <i>Key action 2.1</i> As per response to comment #35. Note that an underpass will not be feasible, but improvements such as a raised intersection may be considered as part of the LCURS.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
42.	Walking	Crossing Kooyong <i>Kooyong Road, Rivervale (Copley Park)</i> A wombat crossing / pedestrian refuge or maybe a slow point at Copley would be great for kids walking down to this park.	Partnerships Key action 2.1 See response to comment #36 in relation to speed reduction. Safe access to Copley Park to be considered in the Implementation Plan as a potential Green Route.
43.	Walking	Lack of crossing <i>Kooyong Road, Rivervale (Copley Park)</i> Can a green network be created to assist locals to access Copley Park more easily?	See response to comment #42.
44.	Walking	Hard to cross <i>Kooyong Road & Francisco St, Rivervale</i> Difficult to cross with a pram due to high traffic, difficult visibility with traffic exiting roundabout, pedestrian refuge could be bigger. I would love to see the section of Kooyong Road at the shops a 40 zone.	Partnerships Key action 2.1 See response to comment #36 in relation to speed reduction treatments on Kooyong Road. Improvements at this location will be implemented, aligned with ACPS for Kooyong Road Neighbourhood Centre.
45.	Walking	Barrier needed for safety <i>Kooyong Road & Francisco St, Rivervale</i> There is a childcare center at the corner. The roundabout is very busy during peak hour. It is matter of time accident happens here.	See responses to comments #36 and #44.
46.	Walking	No Zebra crossings <i>Kooyong Road & Francisco St, Rivervale</i> Please install Zebra crossings to allow locals to access the Kooyong shops safely.	See responses to comments #36 and #44.
47.	Walking	Crossing Kooyong <i>Kooyong Road, Rivervale (Francisco to Gerring)</i> Keep the pedestrian refuges and consider 40kmph in shopping zone for Kooyong.	See responses to comments #36 and #44.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
48.	Cycling	Site redevelopment <i>Kooyong Road, Rivervale (related to GEH near Surrey Road)</i> I am very concerned that the Council is open to considering a massive redevelopment on GEH, with access from Surrey Road, when this is a dedicated cycleway.	Partnerships <i>Key action 2.5</i> Active transport to be considered as part of redevelopment projects on GEH. This area is Development Area 11, The Springs, at the western gateway to the City of Belmont
49.	Cycling	Better connectivity <i>Orrong Road & Barry Street, Rivervale</i> Better connectivity is needed to cross Orrong Road so that people can travel into Vic Park or the City for work.	Partnerships <i>Key action 2.3</i> City to continue advocating to Main Roads WA for improvements to Orrong Road.
50.	Cycling	Red light runners <i>Orrong Road & Francisco St, Rivervale</i> I frequently cross this intersection from West to East. Cars turning right from Francisco to Orrong road North bound run the red light pretty much every cycle in the mornings. This results in them speeding through the pedestrian green light cycle.	Partnerships <i>Key action 2.3</i> City to continue advocating to Main Roads WA for improvements to this intersection of Orrong Road. Area monitored by cameras and matter to be referred to WA Police.
51.	Cycling	Orrong is busy <i>Orrong Road, Lathlain (Francisco to Campbell)</i> So complex to navigate crossing Orrong at a suitable point, and the alternative is riding on footpaths, which is inherently dangerous.	As per response to comment #49.
52.	Cycling	Orrong traffic <i>Orrong Road & Campbell St, Rivervale</i> A cyclist cannot safely ride on Orrong, which pushes them to a footpath, or a side street, and many do not connect through.	Partnerships <i>Key action 2.3</i> Surrey Road has been developed as an alternative route to Orrong Road. City to continue advocating to Main Roads WA for improvements to Orrong Road.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
53.	Walking	Amount of traffic <i>Orrong Road & Roberts Road, Rivervale</i> I appreciate Orrong Road is a major thoroughfare but whether walking or cycling I can experience significant delays getting across.	As per response to comment #49.
54.	Cycling	Surrey to Roberts <i>Surrey Road & Roberts Road, Rivervale (related to Orrong Road crossing)</i> If you are riding on Surrey - a dedicated cycleway, and need get to Roberts, to become Kent then Miller, you have to try and find a way to cross Orrong, and the only remotely safe way is on the western side, then you need to cross again. There's no slip path for cycles crossing Orrong, so you need to get off your bike to get on and then off the median strip. The traffic is too intense to do this safely.	As per response to comment #49. Note that Town of Victoria Park implemented a no right turn treatment at the intersection of Roberts Road in 2023.
55.	Walking	Footpath too narrow <i>Newey Street & Gladstone Rd, Rivervale (St Augustine's)</i> Consider adding wheel stops to car parking bays to avoid car bumpers overhanging into and blocking the footpath.	Infrastructure <i>Key action 1.7</i> Wheel stops and infrastructure improvements to be considered to make area pedestrian friendly in conjunction with St Augustine's Primary School and Catholic Church. To be developed as part of LCURS.
56.	Walking	Pedestrian welfare <i>Cleaver Terrace, Rivervale (Acton to Knutsford)</i> The wide footpath along Cleaver Terrace is great but the lack of large and tall street trees makes it unbearable to walk along during the warmer half of the year. The verges are large here and should be able to accommodate large trees to provide the necessary shade.	Operational Response Matters relating to tree planting referred to <i>Parks, Leisure and Environment</i> .

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
57.	Cycling	Stark streetscape <i>St Kilda Road, Rivervale (Francisco to Campbell)</i> I cycle up and down St Kilda Rd. So many verges are missing street trees or they are stunted. We need more trees or faulty ones replaced along this street to make it a pleasant ride in summer.	Operational Response Matters relating to tree planting referred to <i>Parks, Leisure and Environment</i> .
58.	Walking	Lack of facilities <i>St Kilda Road (Campbell St Reserve), Rivervale</i> This park needs more trees, landscaping, a few benches, a drinking fountain and maybe a bicycle repair station. A great position near a school and homes but is currently a wasted opportunity. Energise this area now. Encourage us to walk and bike by giving us the facilities we expect.	Operational Response Matters relating to park amenity upgrades referred to <i>Parks, Leisure and Environment</i> . Upgrades to the City's parks and reserves' amenities and facilities are prioritised based on demand. Infrastructure Key action 1.4 Bicycle repair stations will be considered as part of park upgrades across the City, prioritised based on demand and routes on the LTCN.
59.	Walking	No water fountain <i>Toorak Road & Newey Street, Rivervale</i> A drink fountain would encourage me to walk here more often. Some parks have drink fountains, but many don't and should have them. A nice place to sit and shade from trees can help residents have a rest too.	Operational Response Matters relating to park amenity upgrades referred to <i>Parks, Leisure and Environment</i> .
60.	Cycling	Wasted opportunity <i>Toorak Road & Newey Street, Rivervale</i> This park is a wasted opportunity, it has no trees and not connected to the footpath network. Maybe a bicycle repair node could be a good addition to activate this park?	Operational Response Matters relating to park amenity upgrades referred to <i>Parks, Leisure and Environment</i> . Infrastructure Key action 1.4

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
			Bicycle repair stations will be considered as part of park upgrades across the City, prioritised based on demand and routes on the LTCN.
61.	Walking	Too sunny <i>Acton Avenue, Rivervale (Cleaver to Francisco)</i> Could more street trees be planted both sides of Acton Ave to make it safer for pedestrians to walk during the warmer months?	Operational Response Matters relating to park amenity upgrades referred to <i>Parks, Leisure and Environment</i> .
62.	Walking	Too sunny <i>Chamberlain Road, Rivervale (Toorak to St Kilda)</i> Could more street trees be planted both sides of Chamberlain Rd to make it safer for pedestrians to walk during the warmer months?	As per response to comment #61
63.	Walking	Too sunny <i>Francisco Street, Rivervale (St Kilda to Acton)</i> Could more street trees be planted both sides of Francisco St to make it safer for pedestrians to walk and cyclists to ride during the warmer months?	As per response to comment #61
64.	Walking	Ugly surroundings <i>Francisco Street, Rivervale (Knutsford to Belmont Ave)</i> Walkers need nicer streetscape in the business area to encourage lunch time walks and to visit other businesses. Right now it is hot, and unpleasant to visit. Underground power here would help too.	As per response to #61 Locations for underground power are prioritised by Western Power (refer to Network Renewal Map).
65.	Walking	Lack of Parks <i>Armadale Road & Roberts Road, Rivervale</i>	Infrastructure <i>Key action 1.1</i> The City's parks and reserves are generally within walking or cycling distance from residential areas.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		The lack of parks makes it difficult to choose walking as a transport method. Most people here take the car when if we had a park or parks nearby would choose to walk instead.	Missing gaps and opportunities to develop a Green Routes connecting residents to parks will be considered in the Implementation Plan.
66.	Cycling	Steep grade <i>Brighton Road, Rivervale (river foreshore path)</i> The cycle ramp it's very steep with no flat bits. It makes it hard to access the river path on a bicycle or wheelchair. It could be reconstructed with a shallower grade or with flat bits for resting.	Infrastructure <i>Key action 1.1</i> Potential upgrades to the river foreshore path will be considered in the Implementation Plan, subject to external funding availability and project feasibility.
67.	Walking	Unsafe <i>Rivervale Riverfront area</i> The whole Rivervale riverfront needs to be cleaned up. The weeds are out of control and rubbish everywhere, including needle sticks. Landscaping and path lighting at night would go a long way to push away the riff raff that go here at night and activate the area for locals who use this path both night and day. A clean-up would probably encourage greater usage and push out the riff raff without the need for Police le. Promote this area as a great location for walking after the clean-up to raise awareness of this spot.	Operational response Matters relating to community safety referred to <i>Community Safety and Crime Prevention team</i> .
68.	Cycling	Theft risk <i>Gerring Court, Rivervale</i> There's no way I'd leave my bike or scooter at either Eastgate or Kooyong shops, theft is a huge issue.	Operational response Matters relating to community safety referred to <i>Community Safety and Crime Prevention team</i> . City actively promotes bike registration and provides free D-locks to help improve security.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
			Completed Bike parking installed in multiple locations in Wilson Park within CCTV and social surveillance area. Infrastructure Key action 1.4 Bike parking at Eastgate shopping centre to be considered in Implementation Plan, aligned with ACPS for Eastgate Neighbourhood Centre.
69.	Cycling	Theft and damage <i>Kooyong Road, Rivervale (Rivervale IGA)</i> You can't go to the IGA and expect to find your bike outside, no matter how many council locks etc you have on it. You need to take at least two other people to hold your bike and defend it against would be thieves.	As per response to comment #68.
70.	Walking	Bins left out <i>Francisco Street, Rivervale (Armadale to Toorak)</i> Fines should be given to anyone who leaves their bins out after collection day. Bins are an obstruction for walkers and cyclists and creates blind spots for drivers who may crash into unsupervised kids.	Operational response Matters relating to waste have been referred to the <i>Waste</i> team. Refer to City's Waste and Recycling Guide at our website.
71.	Cycling	Tiny wayfinding signs <i>Esther Street & Acton Avenue, Rivervale</i> This sign has text so small it can only be read from the footpath beneath it. Is this supposed to be helpful for wayfinding?	Infrastructure Key action 1.5 Existing route signs referenced have now been superseded. To be removed and replaced with new wayfinding as part of the Implementation Plan.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
72.	Cycling	It's not just Belmont <i>Orrong Road & Alexander Road, Rivervale (referencing neighbouring Council areas)</i> This map considers only travel within Belmont, 99% of us on bikes are leaving the area, so doing this in isolation from other LGAs is fundamentally flawed.	Intent of the mapping tool exercise was for infrastructure gaps or barriers to be highlighted for the City to seek to address within its boundaries. Collaboration with neighbouring local governments on broader connectivity issues will continue, specifically to ensure route connectivity on the LTCN across borders.

Rivervale had the highest number of responses, with 53 out of 128 responses (41.4%) received for this suburb. 36 of the responses for Rivervale (68%) were matters within the City's responsibility, while 11 related to State Government infrastructure or operations. A further six involved shared local and State Government responsibilities.

Cloverdale

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
73.	Cycling	Difficult to cross <i>Abernethy Rd & Wright Street, Cloverdale</i> Having to cross 3 lanes of carpark traffic on bike or foot is dodgy	Partnerships <i>Key action 2.2</i> Continue advocating to Main Roads WA for improvements to the traffic signals at this intersection for pedestrian crossing standards to be upheld (including lanterns).
74.	Cycling	Traffic lights <i>Abernethy Rd & Wright Street, Cloverdale</i> There is no pedestrian crossing facility at this very busy intersection. Cars don't give way to pedestrians or cyclists. How a pedestrian hasn't been killed or injured is a miracle. MRWA supposedly refuses to upgrade this intersection and the council has fobbed me off when I complained.	As per response to comment #73.
75.	Walking	No pedestrian phases <i>Abernethy Rd & Wright Street, Cloverdale</i> Every time I cross, some cars have a green light to turn through my path - I have been nearly hit several times, and there aren't even any pedestrian lights.	As per response to comment #73.
76.	Walking	Short Crossing timing <i>Abernethy Rd & Fulham Street, Cloverdale</i> I'm 17 and tall, I walk fast. If you were an elder or disabled, I couldn't imagine having enough time to cross.	Infrastructure <i>Key action 1.1</i> Traffic signals at the intersection of Abernethy Road and Fulham Street will be upgraded as outlined in the Abernethy Road Traffic Study. Partnerships <i>Key action 2.2</i> Advocate to Main Roads to increase phasing time to provide priority to pedestrians.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
77.	Walking	No footpath <i>Abernethy Rd & Keane St, Cloverdale</i> It's dangerous to cross Abernethy Rd (crossing from Keane St) as there are too many fastmoving vehicles on both sides. There are no traffic lights, foot path or pedestrian lane. I would have wanted to walk going to Forster Park in the afternoons but crossing the road prohibits me from doing that.	Infrastructure Key action 1.1 The Abernethy Road and Keane Street intersection will be upgraded to a roundabout as outlined in the Abernethy Road Traffic Study. Footpaths and pedestrian crossing points will be incorporated into the planned road modifications. To note that a signalised pedestrian crossing will be installed at Abernethy Road and Scott Street as part of the Abernethy Road upgrade.
78.	Walking	Hard to cross <i>Belgravia Street, Cloverdale (Belgravia Local Centre)</i> Zebra crossings would be helpful for crossing the road more safely at the shops. We also need more street trees in the three blocks around the shops to encourage walking.	Partnerships Key action 2.1 This will be considered for an area-wide treatment under the Low-Cost Urban Road Safety (LCURS) program in the Implementation Plan. Warrants for zebra crossing at this location will be considered.
79.	Public Transport	Not often enough <i>Mcglinn Way & Peacock Street, Cloverdale</i> The bus towards Redcliffe station in the morning doesn't run as often as the bus to the city. So it leads me to drive more rather than take the public transport as I'm not sitting on the bus for an hour to get into the city	Partnerships Key action 2.4 The City will continue to advocate for improvements to public transport, specifically in the area mentioned.
80.	Walking	Safety risk <i>Trink Street, Cloverdale (Scott to Kew)</i> There are no footpaths in some streets. Increases safety risk by needing to walk on road	Infrastructure Key action 1.1 New footpaths to be considered for inclusion in the Footpath Program in Implementation Plan.
81.	Cycling	regular close passing <i>Wright Street & Daly Street, Cloverdale</i> Cars, trucks and buses regularly drive far too close to cyclists along Wright Street, due to narrow bike	Infrastructure Key action 1.1 Path upgrade proposed on western side to 2.5m. To widen or add protection the on-road cycle lane

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		lanes, lack of physical protection, and median trees that encourage drivers to drive away from the centre.	would impact traffic lane and/or the median trees. Paths on both sides of road provide alternative.
82.	Cycling	cycling pinch point <i>Wright Street & Belgravia Street, Cloverdale</i> Being forced to merge into traffic here or to mount the curb, stop to cross, then stop to re-enter the bike lane is unsafe. The value in cycling is in maintaining momentum for efficient movement.	Infrastructure <i>Key action 1.3</i> Improvements to transitions between on-road cycle lanes and paths to be considered in Implementation Plan, prioritising routes on the LTCN.
83.	Walking	Speed <i>Hardey Road & Sydenham Road, Cloverdale</i> This is meant to be a 50km area, but cars don't obey this. The refuge island is not wide enough and needs a barrier. Perhaps additional street calming	Partnerships <i>Key action 2.1</i> This will be considered for an area-wide treatment under the Low-Cost Urban Road Safety (LCURS) program in the Implementation Plan. Infrastructure <i>Key action 1.7</i> Intersection to be reviewed and the potential treatments considered as part of the Implementation Plan.
84.	Walking	Speeding drivers <i>Epsom Avenue & Orpington St, Cloverdale / Redcliffe</i> There are often cars speeding through this area. It is a 50km / hour zone but this is rarely observed. Many drivers including the police use Orpington and Epsom as a shortcut and go over the speed limit on both of these roads. I have seen high speed police chases along this route several times. Kids are unsafe walking to school along this part of the road. To walk in the shade means walking along the side of the street opposite Belmay school and then crossing Epsom Ave, there is no safe	Partnerships <i>Key action 2.1</i> This will be considered for an area-wide treatment under the Low-Cost Urban Road Safety (LCURS) program in the Implementation Plan. Infrastructure <i>Key action 1.1</i> Improvements to crossing safety for Belmay Primary School to be considered as part of the Implementation Plan.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		place to cross Epsom and school kids have to navigate traffic.	
85.	Walking	Too hot <i>Keane Street, Cloverdale (Fisher to Trink)</i> We need more street trees along Keane Street to support walkability to Forster Park. The footpath gets so hot in summer which makes it unpleasant for walkers and a danger to dogs.	Infrastructure <i>Key action 1.8</i> The City planted multiple new trees along Keane Street in 2025 in winter.
86.	Cycling	Security <i>Belmont Forum, Cloverdale</i> Have already had an eBike stolen from the Forum.	Operational response Matters relating to community safety referred to <i>Community Safety and Crime Prevention</i> team. To note Belmont Forum has installed five Bikeeep secure bike parking and charging stations, and their data indicates that these are effective in maintaining security. City actively promotes bike registration and provides free D-locks to help improve security.
87.	Cycling	Crime <i>Sports Power, 222 Belmont Avenue, Cloverdale (Belmont Forum)</i> My bike will be stolen while I shop	As per response to comment #86.
88.	Cycling	Theft and damage <i>EB Games, Shop 9, 227 Belmont Ave, Cloverdale (Belmont Forum)</i>	As per response to comment #86.
89.	Cycling	Secure bike parking <i>Liquorland, Shop 30 Belmont Forum Shopping Centre, Cloverdale</i>	As per response to comment #86.
90.	Public Transport	Safety <i>Hoskin Street & Powell Street, Cloverdale</i> The whole area is unsafe. We have been threatened on trains and buses when we use them. My son used to use the bus to travel to school (Notre Dam school) from Redcliffe station he was	Operational response Matters relating to community safety referred to <i>Community Safety and Crime Prevention</i> team.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		bullied and threatened. My husband used to ride his bike to the gym (Belmont Oasis) his bike was stolen while at the gym. I don't feel safe at Belmont Forum. I won't go there unless my husband is with me. I have had a bag of goods stolen from my trolley while I was walking from Big W to Coles. If I shop by myself now I shop either Coventry Village or North Bridge. When we settled here in 2016 I loved the area and felt safe now I don't. Just last year there was a spate of a horrible man who exposed himself to women as they walk along the river it took months before he was removed by police. Crime is a real issue here and if you want residents to use public transport or cycle or walk make it safe to do so.	
91.	Cycling	Pedestrian safety <i>Wright Street, Cloverdale (Civic Centre to Belmont Forum)</i> Need a pedestrian crossing between the civic centre precinct, bus stops and the Forum.	Completed Zebra crossing installed at this location the end of 2025.
92.	Walking	slow hazardous crossing <i>Wright Street, Cloverdale (Civic Centre to Belmont Forum)</i> I often wait for a dozen or more cars before crossing here and see elderly people having a worse time. People travelling by bus also have to deal with this. Very few drivers do 40k here.	As per response to comment #91.
93.	Cycling	Paths poor <i>Tonkin Highway, Cloverdale</i> Good bike paths need regular maintenance.	Noted. Recommend reporting maintenance of State's Principal Shared Path (PSP) network direct to Main Roads WA through their website (report an issue).

Ascot

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
94.	Cycling	Traffic <i>Great Eastern Highway & Daly Street, Ascot</i> 6 lanes of traffic to cross, no underpass or overpass along GEH	As per response to comment #20.
95.	Walking	Terrifying crossing <i>Great Eastern Highway & Keymer Street, Ascot</i> I'd like to get across and get to the river, but enormous volumes of fast-moving traffic are a major deterrent.	As per response to comment #20.
96.	Walking	Long Detour <i>Great Eastern Highway, Ascot (length of GEH)</i> Crossing south to north, there is a very long barrier to accessing this underpass. There are only 2 underpasses along the whole of GEH, and this one requires lots of deviating by 700 metres to get across!	As per response to comment #20.
97.	Walking	Longer walk/cycle <i>Great Eastern Highway & Tonkin Highway, Ascot</i> You have a very long walk to get to the other side of great eastern hwy. You need to walk south along Tonkin to the footbridge, walk the circular access onto the footbridge, then walk/cycle through or around the park to get up to the other side of Tonkin or to access the tunnel to go under great eastern hwy.	Infrastructure <i>Key action 1.5</i> Interchange was upgraded in 2024. Alternative routes should be considered. To review wayfinding requirements for movements at this interchange as part of the Implementation Plan.
98.	Cycling	Cycle path here <i>Samphire to Grandstand, Ascot</i>	Infrastructure <i>Key action 1.3</i>

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		Cycle path would be great here as this is the one obstruction around the whole swan river where there is no path or bike track	This area is under control of State Government (WAPC and DPLH) and not on the LTCN. To review priority for path at this location and potential constraints as part of Implementation Plan. All changes to LTCN will need to be in consultation with and then approved by DTMI.
99.	Cycling	Lack of infrastructure <i>Marina Drive & The Boardwalk, Ascot</i> There is a lack of safe, separated bike paths (paint on GEH is not adequate). This is a major reason as to why many do not cycle. The infrastructure is also not dense enough and places too much emphasis on cars. Residential streets should be designed in such a way that they are accessible. Also, adequate routes to allow people to conduct their business without needing a car	Completed A section of the shared path on the eastern side of the Boardwalk was upgraded in 2024/25. Upgrades to the Ascot Waters car park and adjacent footpaths will be timed with Belmont Trust Land masterplan. https://connect.belmont.wa.gov.au/belmont-trust
100.	Micromobility	No bike path <i>Matheson Road, Ascot</i> There appears to be no footpath or bike path in this area/street. As it is a connector to the Tonkin Highway PSP and had a temporary footpath but that has now been removed and there is now nothing there.	Infrastructure Key action 1.1 New footpaths to be considered for inclusion in the Footpath Program in Implementation Plan, with consideration to the requirements and potential impacts on the Stables precinct.
101.	Micromobility	Non-local traffic <i>Lilian Grove, Ascot</i> Non-local traffic using Lilian Grove and Hay Rd to bypass / avoid Fauntleroy Ave traffic lights at excessive speed endangering local residents / children and cars on our narrow streets.	Partnerships Key action 2.1 This will be considered for an area-wide treatment under the Low-Cost Urban Road Safety (LCURS) program in the Implementation Plan.
102.	Cycling	Extremely narrow path <i>Path behind Ascot Racecourse, Ascot</i>	Infrastructure Key action 1.1

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		Anyone passing each other here has to negotiate a careful pause and shuffle. Despite the lovely riverside location, this is an unpleasant route.	Existing path behind Ascot Racecourse is constrained. Upgrades for paths on river foreshore will be considered in Implementation Plan, subject to feasibility and external funding availability. Education Key action 3.4 Educational signage considered as part of Implementation Plan.
103.	Cycling	Paths are too narrow <i>Resolution Drive, Ascot (referencing river foreshore path)</i> Shared paths need to be wider along the river for walking, cycling and scooters to ensure the safety of all users. Some sections are too narrow and pose a hazard.	Infrastructure Key action 1.1 Upgrades for section of river foreshore path from Ascot Waters to The Springs will be considered in Implementation Plan, subject to feasibility and external funding availability. Education Key action 3.4 Educational signage considered as part of Implementation Plan.
104.	Cycling	Inadequate pathways <i>Grandstand Road, Ascot</i> Pathways inadequate either too narrow or require to cycle on shared path	As per response to comment #103.
105.	Walking	Bridge / path too narrow <i>Boulder Avenue, Ascot (River foreshore path & bridge in Ayres Bushland)</i> Cyclists do not give way to pedestrians on this path. My wife and I stand on the edge of the bridge (off the path) to allow for more room for these knuckleheads to pass. I don't think they are aware this is a principal shared path and the more vulnerable users, pedestrians have the right of way. Perhaps a couple of simple signs stating	Education Key action 3.4 Cyclist dismount signage is not supported, as it can contribute to conflict between path users and will be difficult to enforce. Therefore, signage to encourage appropriate user behaviour will be considered as part of the Implementation Plan.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		"Cyclists Give Way To Pedestrians" and, at the bridge "Cyclists Dismount" may solve the issue.	
106.	Cycling	No decent pathway <i>Bulong Avenue, Ascot north of GEH</i>	Infrastructure Key action 1.1 New footpaths to be considered for inclusion in the Footpath Program in Implementation Plan.
107.	Public Transport	Bus to city <i>Waterway Crescent, Ascot (near Freshwater Park)</i> Direct bus stop to city without having to get on and off connecting buses & face delays & bad weather	Partnerships Key action 2.4 The City will continue to advocate for improvements to public transport, specifically in the area mentioned.
108.	Cycling	Safety and security <i>Coolgardie Avenue, Ascot</i> Safety and security are the barriers stopping us enjoy the greener ways to travel. Cycling, I used to ride to the gym (Belmont Oasis) I had my bike stolen which was locked while I was working out. Public Transport, We got our son to ride on public transport to school (Notre Dame) from Redcliffe station, he was bullied on the bus had his bag taken and gone through so we stopped using that I now drive him to and from. Riding his bike is out of the question with the criminal element that hangs around Belvidere area, it is not safe for him. We have been abused and threatened when using public transport to go into the city to events at Optus Stadium and to see the fireworks and Christmas lights in the city. My wife has had a bag of goods stolen from her trolley while she was walking from Big W to Coles at Belmont Forum. We now shop either at Coventry Village or North	Operational response Matters relating to community safety referred to <i>Community Safety and Crime Prevention team.</i>

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		Bridge. Belmont is a last resort for us now. Every time we go there there is some sort of yelling or criminal behaviour happening at the centre. You want us to start to use the facilities provided in Belmont get a handle on the crime and the criminals that seem to have taken over the area. There has been a marked decline in feeling safe in the area as a whole since we moved here in 2016. My wife was even exposed to by some degenerate while she was walking our dog along the river at Garvey Park. Which had turned in a camping ground it seems with human waste left lying around the place, from people camping in the area.	

Belmont

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
109.	Cycling	Not enough bike paths <i>Epsom Avenue, Belmont</i> For semi main roads like Epsom, Hardey, and Alexander there's not enough room for bike and car to be on road together. As a rider it's scary and as a driver it can be frustrating rolling behind. A lot of people cycle on these 2 streets. The road needs to be wider for both of a bike path needs to be added too to GEH	Infrastructure Key action 1.1 Improvements to be considered in Implementation Plan, prioritising routes on the LTCN.
110.	Cycling	Safety <i>Alexander Road & Abernethy Road, Belmont</i> No cycle lane, limited footpaths, traffic going from 2 lanes into one,	As per response to comment #109.
111.	Cycling	Road too narrow <i>Hardey Road, Belmont (near Centenary Park)</i> Median strip and parking barriers make it impossible for cars to pass a cyclist. Nearly been hit by cars many times.	As per response to comment #109, noting footpaths on both sides of the road provided.
112.	Walking	Unsafe for walking <i>Belvidere Street, Belmont (near shops)</i> This area can be really unsafe. My kids like to walk to these shops to spend their pocket money, but I am always quite worried about them when they walk down there alone; they have been yelled at by drunk people several times and witnessed street brawls. There are often people hanging around outside asking for money, it is really dirty with spit and other suspicious-looking stains on the ground, at times broken glass.	Operational response Matters relating to community safety referred to <i>Community Safety and Crime Prevention team</i> . Infrastructure Key action 1.3 Belvidere Street revitalisation project is underway in 2026 as a low-speed, shared zone with increased pedestrian activity.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
113.	Cycling	Crime <i>Gardiner Street, Belmont (near shops)</i> My bike will be stolen while I shop	As per response to comment #112.
114.	Walking	Remove barrier <i>Sydenham Street & Epsom Avenue, Belmont</i> Why is the bar here? it gets in the way of everyone.	Complete The obstructing handrail has been permanently removed. Remaining fence directs students to cross at the children's crossing.
115.	Walking	Clean up needed <i>Cleaver Terrace, Belmont (Severin Walk)</i> Can the businesses around Severin Walk be brought into line? This could be a great linkage to Adachi Park but the unpleasant surroundings discourage people from wanting to use this path for walking or cycling. Wayfinding would help inform residents of its existence and landscaping with more tall trees would make this area more appealing for everyone.	Partnerships <i>Key action 2.3</i> Severin Walk is in a drainage reserve under the control of the Water Corporation. Collaboration on the master plan for the area is ongoing. Infrastructure <i>Key action 1.5</i> To review and consider wayfinding as part of the Implementation Plan.
116.	Walking	Dangerous Crossing <i>Great Eastern Highway & Belgravia Street, Belmont</i> Driver behaviour, although there is a red arrow to "stop" drivers turning left from Belgravia Street onto Great Eastern Highway, I think because you can go straight or turn from the left lane many drivers don't notice the red arrow because the rest of the traffic is moving, I have personally seen this event close to 30-40 times over the past two years, it will only be a matter of time before someone is injured or worse, it is also the only place to cross to enable catching bus into the city or Belmont. Additionally, the length of time given to cross there is not sufficient.	Complete Trees pruned that restricted visibility of traffic signals. Partnerships <i>Key action 2.2</i> To discuss visibility of intersection signals with Main Roads WA if issues persist.

Redcliffe

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
117.	Cycling	Intersection inhospitable to cyclists <i>Epsom Avenue, Durban Road & Stanton Road, Redcliffe</i> The intersection is a nightmare for cyclists. if crossing across Stanton from Epsom, the speed of vehicles going around the corner is a hazard to cycling and walking. No one wants to give way to cyclists or pedestrians.	Infrastructure <i>Key action 1.1</i> Intersection of Epsom Avenue, Durban Street, and Stanton Road is under investigation for potential funding opportunities to make improvements as part of the Redcliffe Area Traffic Study.
118.	Cycling	Inhospitable to cyclists <i>Stanton Road, Redcliffe</i> Stanton/Second is too narrow for a dedicated cycle lane and riding this road would be a death wish. I ride on the footpath, but the footpath is only on one side of the road and ends abruptly then continues on the other side of the road.	Partnerships <i>Key action 2.1</i> Infrastructure upgrades are currently in progress as part of the Low-Cost Urban Road Safety (LCURS) program for Redcliffe. Infrastructure <i>Key action 1.1</i> Forms part of a secondary route on the LTCN, and improvements are subject to external funding and will be considered in Implementation Plan.
119.	Walking	Path doesn't continue <i>Stanton Road, Redcliffe (Tonkin Highway overpass)</i> The path ends here into dirt and should connect so the only option isn't to cross busy Stanton Road to continue by cycling or Walking	As per response to comment #118.
120.	Public Transport	Dangerous driving <i>Stanton Road, Redcliffe (Lyal to Morrison)</i> This road is in much demand during peak times. As the road is single lane and does not have cut outs for buses cars frequently overtake a parked bus during its set down or drop off by proceeding to the wrong side of the road.	Partnerships <i>Key action 2.1</i> See response to #118.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
121.	Cycling	Safety <i>First Street, Redcliffe (near Coolgardie Street)</i> This is an unsafe section of the road. It leads to a busy shopping area and public transport so should provide safe passage.	Partnerships <i>Key action 2.1</i> Intersection with Coolgardie Street was upgraded in 2022. Further consideration to be given to footpath connectivity in the area as part of the Implementation Plan and aligned to the Redcliffe Area Traffic Study.
122.	Walking	Lighting <i>Central Avenue, Redcliffe (Brearley Ave Reserve)</i> This area is the way to walk from Redcliffe Stn to the overpass and is great in the day. At night it is dark, unsafe, and regularly has fallen branches.	Partnerships <i>Key action 2.3</i> Public lighting in the area will be enhanced as part of the extension of Central Avenue by Development WA. Operational Response Matters relating to path sweeping referred to <i>Parks, Leisure and Environment</i> .
123.	Walking	Signage to station <i>Victoria Street, Redcliffe (near footbridge)</i> First time visitors don't know the way to the station, and we don't show the way between the PSP and the station for some reason.	Infrastructure <i>Key action 1.5</i> Wayfinding to the station from PSP to be considered in the Implementation Plan.
124.	Walking	Longer walk <i>The Court, Redcliffe (near footbridge)</i> Stairs on the side of the pedestrian bridge would reduce the long circular/roundabout way to access the bridge crossing Tonkin.	Partnerships <i>Key action 2.3</i> This matter falls under the control of the Main Roads WA. Advocacy for improvements to be considered in the Implementation Plan.
125.	Cycling	Bridge missing from map 1. your map fails to show the new footbridge. 2. the new footbridge is not user friendly. the circular ramp onto the bridge is half the length of the bridge and is an unpleasant ride.	Footbridge shown on Belmont Your Move map in simplified graphic form. As per response to comment #124 in relation to footbridge circular ramps and request for stairs.

No	What mode of sustainable transport is your comment related to?	What and where is the barrier, and why is this a barrier?	Officer comments (linked to Focus Area and Key Actions of the STS)
		3. why havent stairs been built on the northern side to make it easier for pedestrians to use the bridge rather than walking on the circular ramp. the new design of this bridge is a deterrent to cycling and walking.	
126.	Walking	No pedestrian access to playground <i>Boulder Avenue & First Street, Redcliffe</i> There is a children's playground in Boulder Ave at the First Street end. To get to it you have to push a pram into oncoming traffic. This is no crossover from the pedestrian path on the bridge to the footpath on Boulder. There is no crossover from the Boulder footpath to the park. One has to mount the pram over the kerbing then push it through the sand to get to the playground. It's a disgrace.	Complete Pram ramps installed in 2025 improving accessibility to the playground. Amenity improvements such as additional seat provided to support families.
127.	Cycling	Switchback corners <i>Lintonmarc Drive, Redcliffe (PSP connection)</i> When riding from the south, entering the psp toward the river, you need to do a zigzag before joining the psp because it is attached at an angle to the path. This is dangerous, particularly as the tree here produces nuts that are a slipping hazard.	Infrastructure <i>Key action 1.1</i> Improvements to connect residents to Principal Shared Path (PSP) will be considered as part of the Implementation Plan. Operational Response Matters relating to path sweeping referred to <i>Parks, Leisure and Environment</i> .
128.	Cycling	Unhealthy environs <i>Tonkin Highway, Redcliffe</i> Main Roads should be made to plant more trees along the cycle path as there is no shade coverage to protect users from the heat and UV rays.	The road reserve is under care and control of Main Roads WA on Tonkin Highway. Requests to made directly via Main Roads' website.