

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.

Stage 1 engagement exercise

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.

Stage 2 engagement exercise

The draft STS was advertised through Belmont Connect from 13 July to 16 August 2026, providing an opportunity to invite community feedback and close the loop with stakeholders and community members who contributed to its development.

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, contacting the City 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.

For the first engagement exercise 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.

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The results of the first engagement exercise were maintained on the project page after feedback closed and information provided on next steps in the process.

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](#)

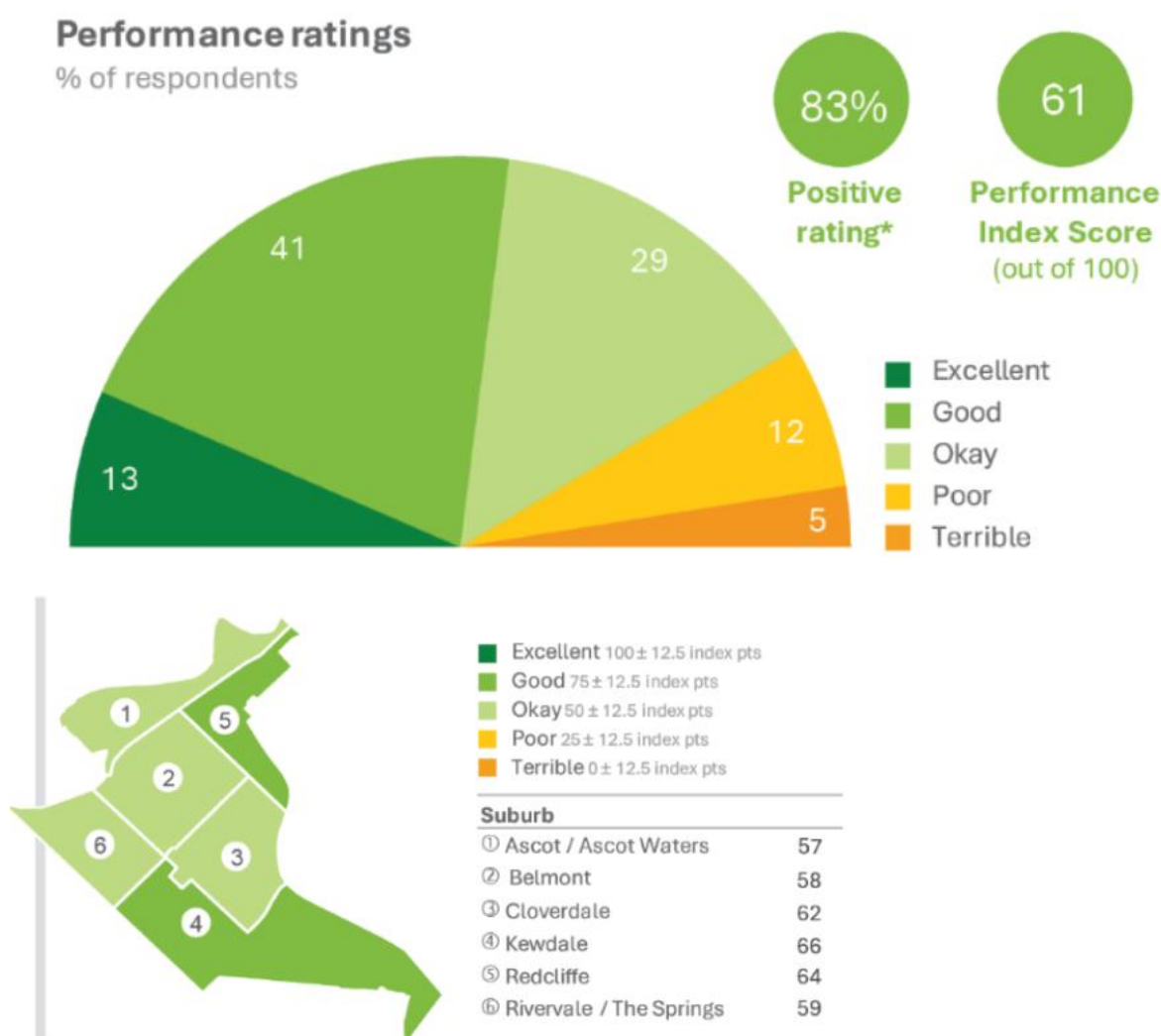
The City hosted a *Cycle through the City* event during October 2024, coinciding with both *MOVEtober* and *WA Bike Month*. The event provided participants with access to free bicycle registrations, bicycle safety checks, and guided rides throughout the City. The event presented an opportunity for community 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:



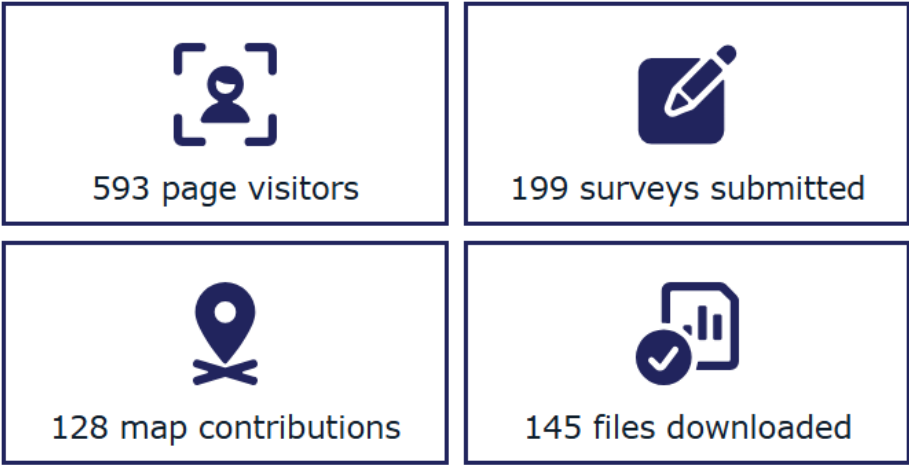
Demographic variances

Performance index score

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

Engagement Outcomes

During the first engagement exercise in 2024, 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.

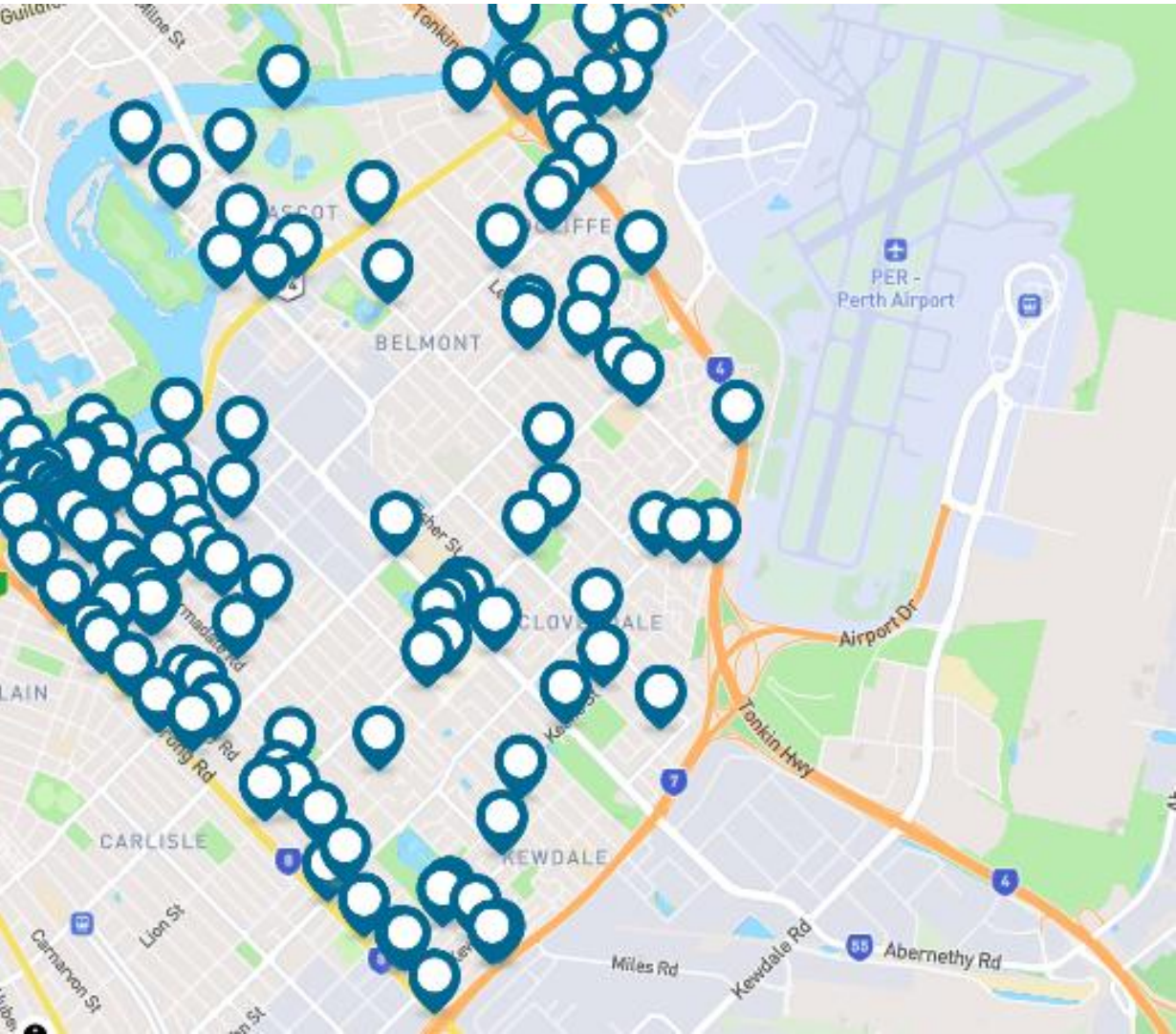


Figure 1 Locations where pins were submitted on interactive map

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.

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

Leach Highway PSP	Kewdale	2	Principal Shared Path terminates, poor connectivity to Orrong Road and surrounding network.
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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.

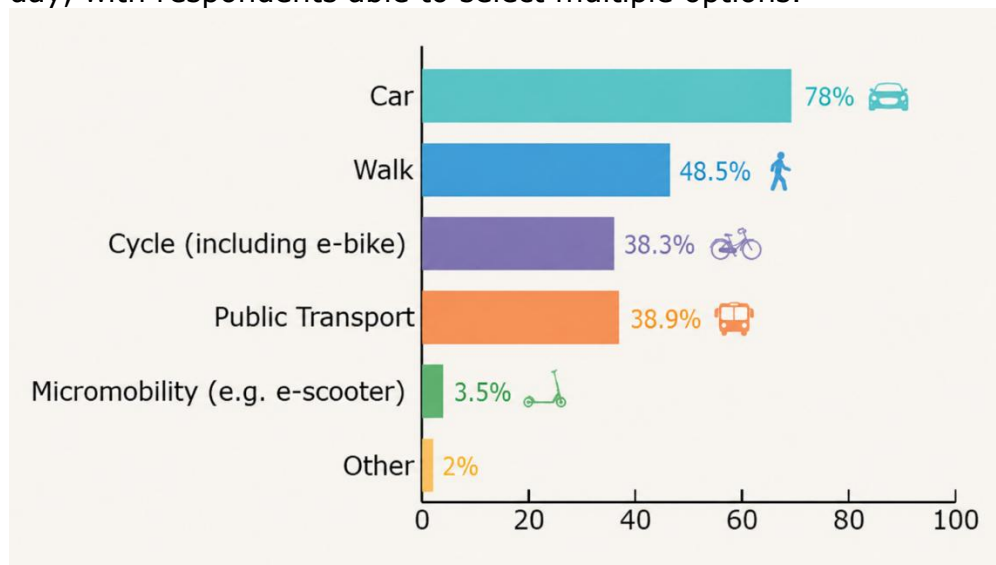


Figure 2 Respondents typical transport mode choice

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.

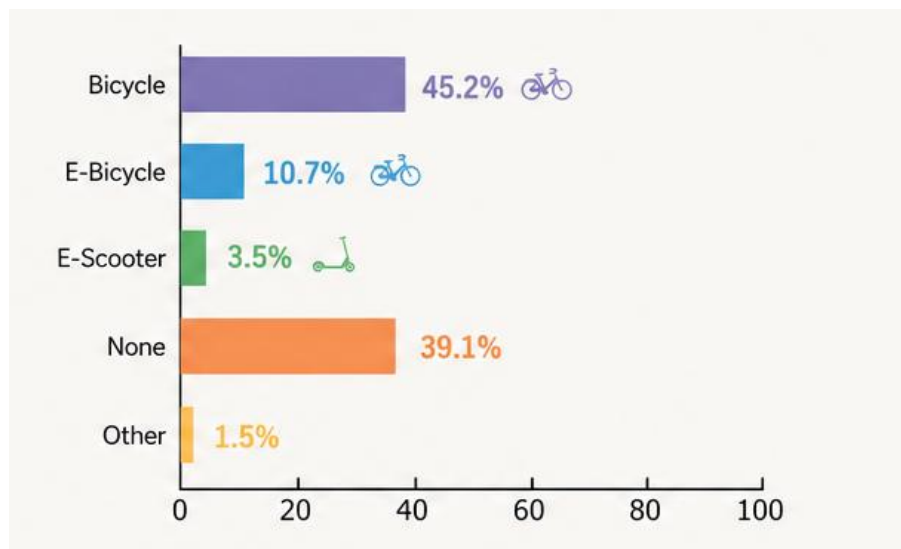


Figure 3 Respondents owning a bicycle or other micromobility device

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.

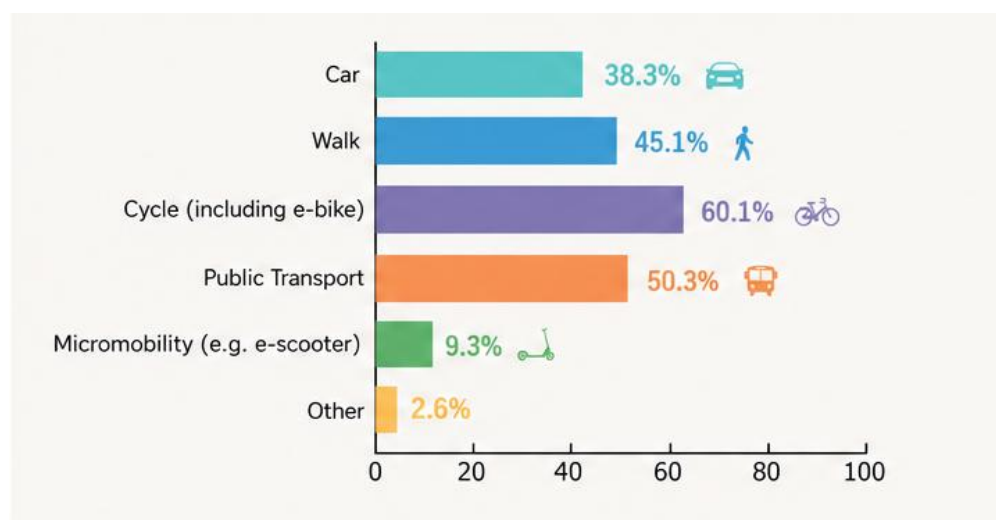


Figure 4 Mode of choice if all barriers were removed

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.

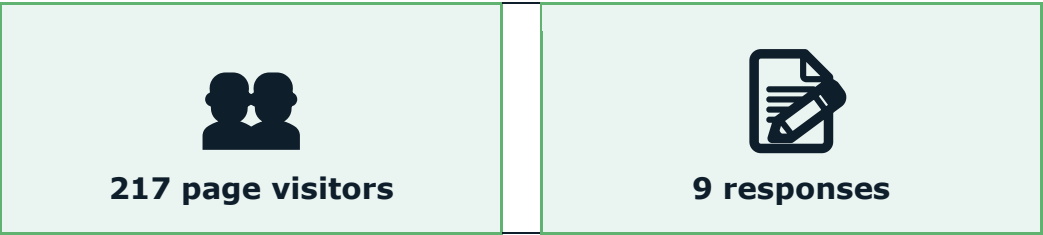
The responses highlight that increasing public transport use requires improvements to service provision, as well as the safety, accessibility and convenience of the overall journey.

Comments on the Draft Strategy

Community members were given the opportunity to review and comment on the Draft Sustainable Transport Strategy 2026-2031 via Belmont Connect from 13 July to 16 August 2026. This provided an opportunity for the City to close the loop with stakeholders and community members who contributed to its development, while also inviting broader community feedback.

Community members were able to read the draft strategy and the first version of this engagement report, and invited to ask questions, seek clarification or provide comments directly to the project team via belmont.belmont@belmont.wa.gov.au.

The Belmont Connect webpage received 351 visits from 217 visitors and 9 responses were received.



Feedback received were largely supportive of the direction of the strategy, and the City’s endeavours to make walking, cycling and other sustainable modes safer for people of the City of Belmont.

Common feedback themes included:

- 1. Publishing of the Implementation Plan before endorsement

Response:

The purpose of the Strategy is to provide a strategic framework to guide the City. The Implementation Plan is an operational document that will be prepared following Council’s endorsement of the Strategy.

2. Establishing performance measure baselines and targets

The City will record a baseline set of data for the 'Performance Measures' noted in the Strategy and will record and report annually against these. The environment for sustainable transport is highly complex and depends on numerous factors that are often outside of the City's control. The 'Performance Measures' in the Strategy largely amount to benefits realisation targets that will be influenced by numerous factors outside of the actions the City undertakes under the Strategy – this includes the actions of the community itself.

The implementation plan for the Strategy will set out project actions with delivery timeframes, and budgets as set out in the annual budget process – the project team will be measured against these.

3. Budget and resourcing

Scheduling and resourcing of the Strategy actions will be undertaken in the development of the Implementation Plan. There are existing budgets for several actions – e.g. connectivity, bus stop amenity and education initiatives, but larger infrastructure projects will be subject to the City's overall project prioritisation process and availability of funding. City funding for such projects will need to be assessed in the broader context of the Long Term Financial Plan against other competing projects and priorities and will depend on State and/or Federal funding to support delivery.

4. Speed limit reduction (Action 2.1)

MRWA's draft 'Speed Zoning Policy' sets out the process for review of speed limits and the associated speed limit ranges that are applicable to each street environment. The relationship between impact vehicle speed and likelihood of fatalities is evidence-based and important in the context of considering locations where speed reductions would be considered appropriate in precinct areas.

5. Lack of detail around environmental outcomes

The City's Environment and Sustainability Strategy 2023-2033 addresses environmental outcomes in the City and is a supporting strategy to the STS. Provision of active transport facilities for new land developments and expanding the Electric Vehicle and micromobility charging network are key actions of the STS that provide a framework for this area.

6. Clearer separation between what the City will deliver and what it will advocate for

The Key Focus areas of 'Infrastructure' and 'Education' outline the actions where the City can take the lead, while the Key Focus area of 'Partnerships' outlines the advocacy actions.

This Engagement Report was updated with the results of this second engagement stage and any resulting amendments to the Strategy have been actioned.

Further information is provided in Appendix 2 – Comments on Draft Strategy.

Next Steps

The Strategy will be presented to Council for endorsement alongside this updated Engagement Report.

Once Council has endorsed the final Sustainable Transport Strategy 2026–2031, 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.

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.

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.	Cycling	Heavy traffic <i>President St & Orrong Road, Kewdale</i> This area is not suitable for bicycle riding due to heavy traffic and unavailability of cycling path.	As per response to comment #1. Partnerships <i>Key action 2.3</i> 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

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)
			Department of Transport and Major Infrastructure (DTMI).
7.	Cycling	Bike only ends <i>Jeffrey Street & Leach Highway, Kewdale</i> 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.	As per response to comment #6.
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 <i>Key action 2.3</i> 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 <i>Key action 2.3</i> 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	Infrastructure <i>Key action 1.1</i> Intersection treated in 2018 to mitigate crash history and safety concerns. Line marking to be

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)
		clarified. The current markings appear more decorative than functional, often leaving drivers unsure of who has the right of way.	reviewed and potential treatment improvement to be considered in Implementation Plan.
11.	Walking	Cars speeding <i>Surrey Road, Kewdale (around Wright Street)</i> 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.	Partnerships <i>Key action 2.1</i> Safe Active Street (SAS) Evaluation report prepared by DTMI. Police enforcement at the school has been requested. Driver behaviour to be monitored to determine if further action is required. Education <i>Key actions 3.2 and 3.4</i> 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 <i>Key action 2.1</i> Areas will be investigated for reduced speeds, aligned with Activity Centre Planning Strategy (ACPS) for Wright Street Local Centre. Infrastructure <i>Key action 1.1</i> 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>	Partnerships <i>Key action 2.1</i> As per response to comment #12. Infrastructure <i>Key action 1.1</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)
		Cyclists are required to cycle on the footpath which may cause injury to pedestrians as they exit the shops and restaurants.	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.
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 Key action 1.8 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 Key action 1.3 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 Key action 1.3 Improvements to transitions between on-road cycle lanes and paths to be considered in Implementation Plan, prioritising routes on the LTCN.

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)
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, wheelchair users and elderly with walking frames, this street is a potential deathtrap.	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.
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	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)
		access the river at multiple locations along Great Eastern Hwy.	
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.

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)
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 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.	Operational Response As per response to comment #26.
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	Operational Response See 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)
		measure needs to be in place for community safety.	
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 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)	Infrastructure <i>Key action 1.3</i> Crossing concerns will be reviewed in the Implementation Plan. Partnerships <i>Key action 2.1</i> 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 is 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 <i>Key action 1.3</i> Alexander Road serves a through-traffic purpose and changing priority would need to consider broader network flow. Treatment to prevent

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)
			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 busy. Cars travel at 60kmh on these roads crossing the 'safe active street'	As per response to comment #30.
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 in late 2025 to provide 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.

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)
36.	Walking	No crossing at Kooyong <i>Kooyong Road, Rivervale (GEH to Newey St)</i> Kooyong Road, at the Eastgate Centre, is nearly impossible to cross unless you go all the way to the lights, and with a multi-interchange, it can take ages.	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.
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	As per response to comments #20 and #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)
		and medians, more large trees? Currently the Springs area and Rivervale suburb is disconnected. We need better connectivity both ways.	
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 Key action 2.1 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.
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>	Partnerships Key action 2.1

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)
		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.	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.
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 Key action 2.5 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>	Partnerships Key action 2.3 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)
		Better connectivity is needed to cross Orrong Road so that people can travel into Vic Park or the City for work.	
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.
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>	As per response to comment #49. Note that Town of Victoria Park implemented a no right turn

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)
		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.	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> .
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	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)
		need more trees or faulty ones replaced along this street to make it a pleasant ride in summer.	
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 Bicycle repair stations will be considered as part of park upgrades across the City, prioritised based on demand and routes on the LTCN.

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)
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>Armada Road & Roberts Road, Rivervale</i> The lack of parks makes it difficult to choose walking as a transport method. Most people here	Infrastructure Key action 1.1 The City's parks and reserves are generally within walking or cycling distance from residential areas. Missing gaps and opportunities to develop a

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)
		take the car when if we had a park or parks nearby would choose to walk instead.	Green Routes connecting residents to parks will be considered in the Implementation Plan.
66.	Cycling	Steep grade Brighton Road, Rivervale (river foreshore path) 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 Key action 1.1 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 Rivervale Riverfront area 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 Community Safety and Crime Prevention team.
68.	Cycling	Theft risk Gerring Court, Rivervale 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 Community Safety and Crime Prevention team. 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>

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)
			Advocate to Main Roads to increase phasing time to provide priority to pedestrians.
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 <i>Key action 1.1</i> 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 <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. 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 <i>Key action 2.4</i> 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 <i>Key action 1.1</i> New footpaths to be considered for inclusion in the Footpath Program in 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)
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 lanes, lack of physical protection, and median trees that encourage drivers to drive away from the centre.	Infrastructure <i>Key action 1.1</i> Path upgrade proposed on western side to 2.5m. To widen or add protection the on-road cycle lane 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	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>

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)
		limit on both of these roads. I have seen high speeded 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 place to cross Epsom and school kids have to navigate traffic.	Improvements to crossing safety for Belmay Primary School to be considered as part of the Implementation Plan.
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 Bikekeep 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.

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)
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 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.	Operational response Matters relating to community safety referred to Community Safety and Crime Prevention team.
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 in November 2025.

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)
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.

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)
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 Key action 1.5 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> 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	Infrastructure Key action 1.3 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	Completed A section of the shared path on the eastern side of the Boardwalk was upgraded in 2024/25.

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)
		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	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> Anyone passing each other here has to negotiate a careful pause and shuffle. Despite the lovely riverside location, this is an unpleasant route.	Infrastructure Key action 1.1 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.

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)
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 <i>Key action 1.1</i> 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 <i>Key action 3.4</i> 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 "Cyclists Give Way To Pedestrians" and, at the bridge "Cyclists Dismount" may solve the issue.	Education <i>Key action 3.4</i> 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.
106.	Cycling	No decent pathway <i>Bulong Avenue, Ascot north of GEH</i> Not a pleasant or safe region to ride or walk	Infrastructure <i>Key action 1.1</i> New footpaths to be considered for inclusion in the Footpath Program in 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)
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 <i>Key action 2.4</i> 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 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	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)
		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 <i>Key action 1.1</i> 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	Operational response Matters relating to community safety referred to <i>Community Safety and Crime Prevention team</i> . Infrastructure <i>Key action 1.3</i> 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)
		and other suspicious-looking stains on the ground, at times broken glass.	
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 Key action 2.3 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 Key action 1.5 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	Complete Trees pruned that restricted visibility of traffic signals. Partnerships Key action 2.2 To discuss visibility of intersection signals with Main Roads WA if issues persist.

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)
		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.	

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>

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)
			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.
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

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)
			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. 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.	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.
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	Complete Pram ramps installed in 2025 improving accessibility to the playground. Amenity improvements such as additional seat provided to support families.

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)
		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.	
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.

Appendix 2 –Feedback Received to Draft Strategy

Nine submissions were made on the draft Sustainable Transport Strategy. The original submissions are included over the following pages in order of being received. City responses followed in **red text**. Names of individuals as well as any identifying information have been redacted, however, submissions on behalf of a public organisation are mentioned.

STS Feedback 1

Submission and Feedback

City of Belmont Draft Sustainable Transport Strategy 2026 to 2031

Date: 22 July 2026

Introduction

I welcome the opportunity to comment on the City of Belmont's draft Sustainable Transport Strategy 2026 to 2031. The strategy is a considered document, and its central aim, to move the City away from dependence on private vehicle travel, is both timely and appropriate given the projected growth to more than 62,000 residents by 2046. My comments are offered constructively to help the City strengthen the strategy so that it delivers measurable outcomes rather than aspirations alone.

The feedback below addresses two matters of particular concern to me: the severance of active transport routes by major roads, and the structure of the public transport network. It then sets out a number of broader weaknesses that, in my assessment, would benefit from attention before the strategy is finalised.

Severance by major roads and the provision of safe crossings

The strategy correctly identifies that the City is bounded and divided by State managed roads, specifically Tonkin Highway, Leach Highway, Great Eastern Highway and Orrong Road. It is candid in acknowledging that Orrong Road is a known barrier to active transport, and that grade separated crossings for pedestrians are limited on all four of these corridors. The community engagement findings reinforce the point, with high speed roads, busy crossings and insufficient crossings all recorded among the leading concerns, and the cumulative crash heatmap concentrates precisely on these arterial corridors. To this extent, the problem I have raised is recognised within the document.

My concern is that recognition is not matched by a credible response. The actions that bear on severance are almost entirely advocacy based. Action 2.2 commits the City to advocate to Main Roads Western Australia for improved pedestrian signal phasing, and action 2.3 commits it to advocate to the State Government for the inclusion of sustainable transport within major upgrades such as those to Orrong Road and Great Eastern Highway. Advocacy is a legitimate instrument, but it places the most consequential improvements outside the City's direct control and offers no assurance of delivery.

This weakness is underscored by the strategy's own observation that the Orrong Connect project, the principal State initiative for that corridor, remains uncertain in status. Orrong Connect project is years off being progressed, and interim actions are essential. Curtin has >50,000 students and ~6000 staff, many living in the boundaries of the CoB and the Town of Victoria Park. The trip via bus takes ~40 minutes, and is a 15 minute drive, all examples of where sustainable transport measures fail unless they can replace car journeys.

The document does not identify a prioritised list of crossing locations, propose interim treatments that the City could deliver on its own land or within its own road reserve, or describe any fallback should State investment not eventuate. For residents who cannot presently cross these corridors safely on foot or by bicycle, a strategy that defers the remedy to another agency, and to an as yet unpublished Implementation Plan, provides limited comfort. I would encourage the City to set out a set of committed, locally deliverable measures to address severance, to prioritise crossing points by demand and crash history, and to state clearly what it will pursue independently of State funding.

Public transport structure and cross network connectivity

The strategy describes a bus network of twenty routes and rightly notes that these services are well patronised for commuter journeys. I share the view that the service to and from the central city is a genuine strength. My concern, which the engagement findings also captured under the heading of lack of connectivity and frequency, is that the network is predominantly radial. The high frequency routes illustrate the point: routes 935 and 940 both run from Redcliffe Station towards Kings Park and Elizabeth Quay, that is, towards the central business district, while the two circle routes operate only within a limited orbit. There is little provision for the lateral, feeder style connections that would allow residents to reach the rail network at points other than Redcliffe Station.

This matters because Redcliffe Station sits on the Airport line, which runs towards the central business district and High Wycombe rather than laterally across the wider network. Residents in the western and southern parts of the City who wish to reach the Armadale and Thornlie to Cockburn lines must travel to stations that lie outside the City's boundary. The strategy acknowledges this in its cycling section, noting that Oats Street, Queens Park and Carlisle stations are within cycling distance of Rivervale and Kewdale, yet it makes no equivalent provision for those who cannot or would prefer not to cycle. I would add that Burswood Station, which is among the closest stations to Rivervale and Ascot and which serves a significant destination precinct, is not mentioned at all. A resident of central Belmont without a car, and the demographic data record a meaningful proportion of such households, therefore has poor practical access to the rail network beyond the Airport line.

The single action directed at this problem, action 2.4, commits the City only to advocate to the Public Transport Authority for improved connectivity and coordinated scheduling. As with severance, the ambition is sound but the instrument is weak. A stronger strategy would set out the City's preferred local network structure, identify the specific missing connections it wishes to see, for example a service linking Rivervale to Burswood Station, and use that articulated position as the basis for its advocacy. Bus route planning is properly a matter for the Public Transport Authority, yet the City is well placed to specify what its residents need rather than to request improvement in general terms. I would also note the multi modal opportunity around Burswood, given that Burswood Park is under investigation as a future ferry stop and that the strategy separately identifies potential ferry stops at Belmont and Rivervale. A coordinated position on this precinct would serve the community well.

Broader weaknesses in the strategy

Reliance on advocacy in place of committed delivery

A recurring feature of the action plan is its dependence on other agencies. Among the actions listed under Partnerships, the majority ask the City to advocate to Main Roads Western Australia, the State Government or the Public Transport Authority. The two concerns above are the clearest examples, but the pattern extends across the plan. The risk is that a strategy composed largely of requests to others cannot be held accountable for its outcomes, because a failure to deliver can always be attributed to a partner's inaction. I would encourage a clearer separation between what the City will deliver itself and what it will advocate for, with the former forming the core of the commitment.

Absence of measurable targets and baselines

For a strategy of this kind, the absence of measurable targets is a significant shortcoming. The Delivery and performance reporting section lists performance measures and their data sources, which is welcome, but it sets no quantified goals against them. There is no mode share target, no target for the reduction of people killed or seriously injured, and no annual figure for the delivery of new separated paths or crossings. By contrast, the State's Driving Change strategy, which the document itself cites, commits to reducing serious road trauma by between 50 and 70 per cent by 2030. Without comparable targets, the commitment to evaluate effectiveness cannot be substantiated, since there is no threshold against which success or failure can be judged. From a project management perspective, objectives that are not specific, measurable and time bound are difficult to manage and easy to allow to drift.

No budget, resourcing or prioritisation framework

The strategy does not present a financial plan. The Funding section usefully surveys external grant opportunities, but it also records that the Western Australian Bicycle Network program is largely committed in advance and weighted towards principal shared paths, that grants are generally matched on a fifty to fifty basis, and that the funds available to local government are limited at present. These are precisely the conditions under which a clear statement of the City's own committed capital would matter most, yet none is provided. Nor are the thirty actions costed, sequenced or prioritised; each carries a responsible officer but no timeframe, no order of delivery and no indication of dependency. A five year action plan without a schedule or a resourcing basis is, in my experience, unlikely to be delivered as intended.

Deferral of analysis to an unpublished Implementation Plan

Several of the analytical tasks that would ordinarily underpin a strategy have been deferred to an Implementation Plan that does not accompany this document. The assessment of footpath gaps, the analysis of crash data by suburb, and the prioritisation of locations for improvement are each described as matters for that later plan. This makes it difficult for a reader to judge whether the strategy will target the right places, and it concentrates the substance of the work in a document that is not yet available for comment. I would encourage the City to publish at least an outline of the Implementation Plan alongside the strategy, so that the two can be assessed together.

A road safety trend that warrants a more urgent response

The road safety data merit a more urgent response than the strategy currently offers. The high severity crash chart shows a marked increase in recent years, rising to forty-seven incidents in each of 2024 and 2025, well above the levels recorded earlier in the decade. The five-year comparison of active transport casualties also records a fatality in the most recent period where there was none in the preceding one. The strategy notes the increase, but its response, principally to investigate speed limits and to advocate for improved signals, does not appear proportionate to a near doubling of high severity crashes. Given the strong and well-established relationship between vehicle speed and survivability that the document itself presents, I would expect a more decisive commitment to speed management on the roads the City controls.

Equity and social sustainability

The demographic profile points to a substantial population that depends on active and public transport, including households without a registered vehicle, residents reporting a profound or severe disability, and a large proportion of households in which a language other than English is spoken. This is a strong argument for the strategy, but its implications are not carried through to targeted action. Beyond a general commitment to universal access design, little in the plan speaks directly to the needs of transport disadvantaged residents. A strategy grounded in sustainability, properly understood, should treat social equity as a measurable objective rather than a background consideration.

Environmental outcomes and emissions

For a document titled a Sustainable Transport Strategy, the treatment of environmental outcomes is comparatively thin. The strategy aligns itself with the City's climate resilience objective and its commitment to reduce emissions, yet it sets no transport emissions target and no mode shift target against which environmental progress could be measured. The material on electric and autonomous vehicles is largely descriptive of State initiatives rather than expressive of the City's own intentions. Quantifying the environmental benefit that the City seeks would lend the sustainability framing considerably more weight.

Editorial and production matters

On a minor note, the draft contains a number of production defects that should be corrected before adoption. The publication date remains a placeholder, a section heading on the key stakeholders page appears truncated, and the spelling of program and programme is used inconsistently. These do not affect the substance, but attention to them would improve the confidence a reader places in the document.

Summary of recommendations

In summary, and in support of a strategy whose direction I endorse, I recommend that the City:

1. Identify a prioritised set of crossing improvements on the bounding arterial roads, distinguishing measures the City will deliver itself from those for which it will advocate.
2. Articulate its preferred local public transport network, including specific feeder connections to rail stations beyond Redcliffe, such as a Rivervale to Burswood link, and use this as the explicit basis for advocacy to the Public Transport Authority.

3. Adopt quantified, time bound targets for mode share, casualty reduction and the delivery of new active transport infrastructure.
4. Publish a costed, sequenced and prioritised action plan, together with the City's committed capital contribution over the life of the strategy.
5. Release at least an outline of the Implementation Plan for comment alongside the strategy.
6. Strengthen its response to the recent increase in high severity crashes, with particular emphasis on speed management on City controlled roads.
7. Translate the demographic evidence into targeted actions for transport disadvantaged residents.
8. Set measurable environmental objectives, including a transport emissions or mode shift target.

Closing

I would be pleased to discuss any of these points further. They are offered in support of a strategy whose direction I endorse, and in the hope that its final form will match its ambition with the specificity and accountability needed to deliver genuine change for the community.

Response

Severance by major roads and the provision of safe crossings

The City's focus on advocacy in relation to Orrong Road and Great Eastern Highway acknowledges the authority and ownership of infrastructure upgrades on these routes.

The response notes the Strategy *'does not identify a prioritised list of crossing priorities, propose interim treatments that the City could deliver on its own land or within the road reserve, or describe any fallback should State investment not eventuate'*. The matters listed would not be addressed in a strategy but in detailed planning that needs to be progressed in conjunction with Main Roads WA – hence the advocacy initiatives.

The suggestion that the City progress interim treatments on its own land is ill-advised if there are no corresponding treatments by Main Roads in the road reserve at these locations. This could potentially make a difficult situation worse.

Given the uncertainty regarding the future of the Orrong Connect project it is the City's intention to advocate to Main Roads to deliver improved crossings in the interim period.

Public Transport structure and cross network connectivity

As the response notes *'bus route planning is properly a matter for the Public Transport Authority'*, hence the reason for Key Action 2.4 being an advocacy initiative. Any consideration for revised bus routes will be a matter of engagement and development with the PTA. Such development will include community engagement to gauge the views of the wider community – and as the PTA hold responsibility for planning they will have to take the lead in this, supported by the City.

Reliance on advocacy in place of committed delivery

The response recommends *'encourage a clearer separation between what the City will deliver and what it will advocate for'* - this has already been done in the Strategy and the three focus areas outline this. The Key Focus area of 'Partnerships' outlines the advocacy actions while the Key Focus areas 'Infrastructure' and 'Education' outline the actions where the City can take the lead – noting that major infrastructure developments such as the LTCN will require State and/or Federal funding.

Absence of measurable targets and baselines

The City will record a baseline set of data for the 'Performance Measures' noted in the Strategy and will record and report annually against these. The environment for sustainable transport is highly complex and depends on numerous factors that are often outside of the City's control. It is of note that the WA State Government's proposed 'Active Travel Strategy – Wheel, Walk, Ride, Thrive' is still in preparation. It remains to be seen whether the State Government will set performance targets for their Active Travel Strategy.

From a project management perspective it is important to distinguish between what are project targets and what are benefits realisation targets. The implementation plan for the Strategy will set out project actions with delivery timeframes, and budgets as set out in the annual budget process – the project team will be measured against these. The 'Performance Measures' in the strategy largely amount to benefits realisation targets that will be influenced by numerous factors outside of the actions the City undertakes under the Strategy – this includes the actions of the community itself.

No budget, resourcing or prioritisation framework

The scheduling and resourcing of the Strategy actions will be undertaken in the development of the Implementation Plan. There are already existing budgets for several actions – e.g. connectivity, bus stop amenity and education initiatives, but larger infrastructure projects related to the LTCN, for example, will be subject to the City's overall project prioritisation

process and availability of funding. City funding for such projects will need to be assessed in the broader context of the Long Term Financial Plan against other competing projects and priorities and will depend on State and/or Federal funding to support delivery.

Deferral of analysis to an unpublished Implementation Plan

The purpose of the Strategy is to provide a strategic framework to guide the City, not to outline the detailed tasks associated with the Key Actions. The items mentioned such as the assessment of footpath gaps are tasks that will happen under the implementation plan to address the relevant Key Action in the Strategy. The Implementation Plan is an operational document. Once complete, a high-level summary of the key implementation plan projects will be available to view on the City's Belmont Connect website and updated as projects progress. Progress under the Strategy will be reported in the Corporate Business Plan annually.

A road safety trend that warrants a more urgent response.

All speed zoning, including on local government roads, is established in accordance with Main Roads WA 'Speed Zoning Policy'. The Policy sets out the process for review of speed limits and the associated speed limit ranges that are applicable to each street environment. The STS key action 2.1 *Investigate routes and areas for reduced speed limit implementation as an improved environment for safe active travel modes*, is reflective of this policy. Priority consideration under this action will be given to reduce speed limits within City precinct areas such as Belmont Forum.

The City is currently working with Main Roads WA on its Low-Cost Urban Road Safety (LCURS) program, which funds traffic calming measures that encourage lower speed driving behaviour, enhancing safety for vulnerable users like pedestrians. The City has been successful with funding received to implement measures in the Redcliffe Area along Stanton Road and Second Street under the LCURS program, with a reduced posted speed limit of 40 km/hr to be applied following completion of the works.

Equity and social sustainability

There are several actions within the strategy that address the needs of 'transport disadvantaged residents' – e.g. accessibility and connectivity improvements, wayfinding, improved infrastructure at bus stops universal access design, secure end of trip facilities, reduced traffic speeds, upgraded traffic signals, active travel engagement and educational programmes.

Environmental outcomes and emissions

The City's Environment and Sustainability Strategy 2023 – 2033(ESS) is the key strategy that addresses environmental outcomes in the City. The relevant key actions addressing emissions and transport are addressed in section 5 of the ESS.

The STS encourages the provision of active transport facilities for new land developments (action 2.5) and investigate opportunities to expand the EV and micromobility charging network (action 2.6)

Editorial and production matters

Thank you for pointing out these editorial matters. They have been addressed in the final version of the strategy.

STS Feedback 2

I read your Sustainable Transport Strategy with great interest.

As far as bike security goes at Belmont Forum all I saw was a statement from the shopping centre owners that all is ok.

I would like to see more substantial evidence to back that statement. I.e police statistics of thefts reported, before I would consider leaving my bike there.

Other countries have secure lock up areas in every shopping centre. A 1st world solution. People ride our bikes every day and know they are safe.

I look forward to hearing from you.

Response

The STS Key Action 1.4 has been developed to support the provision of end-of-trip facilities and other supporting infrastructure.

In relation to Belmont Forum, the centre currently provides electronic bicycle holders with accompanying CCTV that were installed at the north-east entrance near Woolworths in 2023. Discussions with centre management have indicated that these facilities are experiencing low levels of use.

Similarly, while Cockburn Gateway Shopping Centre implemented a state-of-the-art end-of-trip facility with secure bike storage and showers, that facility received virtually no usage, and the bike storage was converted to general storage for the shopping centre.

Users have a responsibility to ensure their personal property is appropriately secured when using end-of-trip facilities.

The City also supports bicycle and eRideable security through its Bicycle and eRideable Registration program. Residents can register their bicycles and eRideable devices with the City and, while stocks last, receive a free bicycle lock as part of the initiative. [Bicycle and eRideable Registration | City of Belmont](#)

The City also encourages residents to report criminal or antisocial behaviour to WA Police. Reporting incidents helps provide a better understanding of community safety issues and assists the City and WA Police in working together to respond to emerging concerns.

The City's broader approach to crime prevention is outlined in the Community Safety Strategy 2025–2030, which emphasises partnerships between the City, WA Police and the community, including through initiatives such as Community Watch security patrols.

STS Feedback 3

- Page 16. This illustration is very ideological rather than practical: it vilifies cars instead of promoting genuine transport choice. The STS should improve access and infrastructure for all road users, not favour one mode by reducing the efficiency of another.
- Related to the above point, Action 2.1 (page 29), relates to investigation of speed limit reductions. This is ideological and inappropriate.
 - Action 2.1 reflects the same ideological bias at the illustration on page 16 - that is, to improve the experience of one mode by making another slower. Sustainable transport should expand choice and safety without deliberately reducing road-network efficiency for motorists. The action risks carrying the bias into the implementation by 'improving' active transport through slower and less efficient vehicle movement.
 - Safety measures should be targeted to proven problem areas, not imposed broadly at the expense of network efficiency for vehicles. It should be optimised for all modes of transport.
 - Safety interventions should be evidence based, and targeted at demonstrated risk factors, not solely speed (one type of risk only).
 - The objective should be high-quality, safe, and efficient infrastructure for all road users, with balanced outcomes across every transport mode.
- Overall, the Strategy presents better than the previous version. The shortening of the document has assisted with readability and easy comprehension.
- The detail on Partnerships and Education is quite strong, but the information for Infrastructure is vaguer. For me, the Infrastructure component of the strategy needs to be the strongest element.
- Should advocacy for LED lighting/improved lighting/underground power not be included as part of our Partnerships? I see that this has been omitted from the previous version.

Response

The graphic on page 16 needs to be read in the context of the preceding pages discussing road safety and the State government's 'Driving Change – Road Safety Strategy 2020-2030'. The graphic illustrates the impact vehicle speed has on the likelihood of fatalities – this is evidence-based and often-quoted, and important in the context of considering locations where speed reductions would be considered appropriate. The State Government currently has a draft 'Speed Zoning Policy' out for review that considers these principles.

Action 2.1 on page 29 is not ideological but reflective of the regulatory environment. It is reflective of the State Government's 'Driving Change – Road Safety Strategy 2020-2030' and the subsequent draft 'Speed Zoning Policy'. The intent of the action is not to reduce speeds limits across the entirety of the network but to investigate the areas where such speed reductions would be appropriate. This is in line with the 'Speed Zoning Policy' whose purpose is noted as *'to establish a clear, consistent, and evidence-based framework for setting, reviewing, and approving Regulatory Speed Limits on all public roads in Western Australia'*.

The Policy sets out the process for review of speed limits and the associated speed limit ranges that are applicable to each street environment. The process for the implementing action 2.1 will follow this process – otherwise it would not get approval.

The 'Speed Zoning Policy' covers the points raised regarding targeting of problem areas and demonstrated risk factors. This is also the approach that is taken with the Federal and State 'Black-Spot' funding programmes and the State's 'Low Cost Urban Road Safety' funding programme.

With regards to balanced outcomes, these are reflected in a number of areas throughout the draft STS. The first sentence of the Introduction notes '*A transport network is sustainable if it meets current travel needs.....*' and also Outcome 8 of the Strategic Community Plan i.e. '*A City that is easy to get around safely and sustainably*'. The importance of the existing road network is acknowledged on page 13 Transport Network and again in page 34 Appendix 3 Transport Network.

Advocacy for LED/Smart lighting and underground power are already actions under the City's Corporate Business Plan – and it was felt it was a duplication having them in the STS also.

STS Feedback 4

I'm writing to provide feedback on your strategy.

It's notable that in the survey responses, 70% of people say they usually drive to get around...but only 38% of people **want** to drive - 60% of people would prefer to cycle, and 50% would prefer to catch public transport.

People want safer cycle infrastructure in Belmont, particularly separation from traffic and safe crossing-points at intersections.

Your Draft argues that, "The Long-Term Cycle Network (LTCN) is an aspirational development and would take many years of effort and funding to achieve, particularly if reliant on Local Government funds only with other competing budget priorities." At the same time, I haven't seen *any* spending on separated cycle paths in recent years. Your 2026/27 budget includes \$6million on road projects. Footpaths, a critical connection not only for walking and rolling but also for accessing public transport, got \$0.9million.

I could not find reference to a single project that would facilitate the kind of safer cycling environment that people are asking City of Belmont to provide.

Yes, building an entire LTCN will take time. But the only way to achieve it is to start, and it would be useful to start by working on important connection routes - including intersections. Every asphalt overlay project should also consider ways to make walking, cycling, and catching public transport safer. Your current Draft is incredibly vague about how any of this will be achieved - Actions 1.1 and 1.2 gesture at meaningful improvements without clearly committing to real change.

Right now, the City is letting down the community by limiting transport choices. It would be good to see a strengthened Sustainable Transport Strategy that provides a real commitment to giving your community the freedom to get around safely, sustainably, and affordably.

Response

The purpose of the STS is to provide a strategic framework to guide the City towards a more sustainable transport network.

Development of any LTCN route will be a major project requiring significant funding. City funding for such projects will need to be assessed in the broader context of the Long Term Financial Plan against other competing projects and priorities and will depend on State and/or Federal funding to support delivery.

At the current time, the City is considering development of the LTCN secondary route from Redcliffe Station to Belvidere Street – the Belvidere St section of the LTCN route is being completed as part of the Belvidere Street Revitalisation Project. This consideration is based on the previous funding criteria under the WA Bicycle Network Grants Program. At the time of preparation of the Strategy, the State has not, however, released the details or criteria for the next round of the WA Bicycle Network Grants Program. The wording of action 1.3 “Long-Term Cycle Network (LTCN) development - with priority for routes that are eligible for Federal and State Government funding” is appropriate and proposed City LTCN projects will respond to the funding criteria once released.

The City will continue to consider opportunities to improve accessibility and connection routes, including intersections – Key Actions 1.1 and 1.2 of the Strategy reflect this. The specific projects, priorities and timeframes for these actions will be identified and programmed through the STS Implementation Plan.

It is also important to note that several actions identified in the STS are already part of the City of Belmont’s business practices. Bus shelter, footpath and education programs that support sustainable transport have been delivered by the City for many years. The Strategy further embeds these actions into the City’s practices over the long term, and provides a clearer strategic rationale for investment in these areas.

STS Feedback 5

Thank you for the opportunity to comment on the City of Belmont's Draft Sustainable Transport Strategy 2026–2031 and accompanying Engagement Report.

I strongly support the overall direction of the Strategy, particularly its recognition that Belmont needs a safer, more connected transport network and that walking, cycling, micromobility and public transport need to become realistic alternatives to private vehicle travel.

The community engagement results provide a particularly strong basis for action. Among respondents, when traffic, accessibility and safety barriers were hypothetically removed, cycling was nominated by approximately 60% of respondents, public transport by 50% and walking by 45%, compared with approximately 38% for car travel. While this was a self-selected consultation rather than a representative population survey, the result nevertheless demonstrates considerable latent demand for alternatives to driving.

Even more importantly, **the community was very clear about what would enable this change.** The leading requests were safe and protected cycling infrastructure separated from motor traffic, better connected and continuous routes, and safer crossings of major roads. The Engagement Report itself appropriately concludes that infrastructure and personal safety are likely to have the greatest influence on participation, with education and behaviour-change initiatives playing a complementary role.

My principal concern is therefore the gap between the strength of this evidence and the level of commitment contained in the Strategy. Many of the actions use terms such as “improve”, “investigate”, “advocate”, “encourage” and “explore”. These are reasonable strategic directions, but without measurable targets, timeframes or minimum delivery commitments it will be difficult for Council or the community to determine in 2031 whether the Strategy has actually succeeded.

I am particularly concerned that the Engagement Report describes the Implementation Plan as an internal document. I strongly encourage the City to publish either the Implementation Plan itself or a public-facing version showing the priority projects, indicative delivery year, responsible area, funding status and progress. This should be accompanied by an annual public dashboard. A five-year public strategy needs a visible line between community feedback, priorities, expenditure, infrastructure delivered and outcomes.

I also recommend introducing measurable 2031 targets. These could include changes in walking, cycling and public transport mode share; reductions in private vehicle dependency; reductions in pedestrian and cyclist deaths and serious injuries; kilometres of protected or appropriately separated cycling routes completed; missing network links closed; safer crossings installed; neighbourhoods or activity areas receiving lower-speed treatments; schools participating in active-travel programs; secure bicycle parking delivered; and progress in completing the Long-Term Cycle Network.

The community's strongest request—safe and protected infrastructure—should also be made more explicit in the infrastructure actions. Where vehicle speed and traffic volumes make mixing inappropriate, the Strategy should commit to appropriate separation and safe intersection treatments rather than relying primarily on shared paths, signage or education. Pop-up or quick-build protected facilities could provide an excellent way of testing routes before permanent construction.

I would also encourage the City to prioritise projects according to safety, network connectivity, equity and community need, rather than primarily according to eligibility for external funding. Government grants are extremely valuable, but funding criteria should help deliver Belmont's network priorities rather than determine what those priorities are.

The Engagement Report has already identified important locations requiring action, including Great Eastern Highway, Orrong Road, Kooyong Road, Surrey Road and Abernethy Road. For corridors under State Government control, I would like the Strategy or Implementation Plan to identify specific desired outcomes and advocacy milestones so that “advocacy” can itself be measured and reported.

Speed management should similarly move beyond investigation. There is strong Safe System evidence for low-speed environments where motor vehicles interact with pedestrians, children and bicycle riders. A progressive program of 30 km/h and 40 km/h environments around schools, neighbourhood centres, local residential streets and other high-active-transport locations would be consistent with the Strategy's road-safety objectives. Schools deserve particular emphasis. I encourage the City to establish a Safe Routes to School/Safe School Connections program combining infrastructure, lower speeds, crossings, traffic calming, bicycle parking and engagement with schools and families. Education is useful, but children will only walk or ride independently if the physical environment allows them to do so safely.

Finally, I suggest establishing a clear sustainable transport hierarchy in the Strategy. Walking and wheeling, cycling and micromobility, and public transport should have explicit priority when allocating constrained road space and investment. Electric vehicles certainly have an important emissions role, but they do not address congestion, parking demand or the need to create safer and more attractive places for people.

Overall, I think the draft contains many positive ideas and the Engagement Report provides a good evidence base. **I would strongly support strengthening the Strategy before final adoption by adding measurable targets, making its implementation program publicly accessible, committing more explicitly to safe and protected infrastructure, and introducing transparent annual reporting.**

These additions would turn a good statement of intent into a much stronger five-year delivery strategy and would demonstrate clearly to the community how its feedback is being translated into action.

Response

1. Without measurable targets, timeframes or minimum delivery commitments it will be difficult for Council or the community to determine in 2031 whether the Strategy has actually succeeded.

The purpose of the STS is to provide a strategic framework to guide the City towards a more sustainable transport network. The Implementation Plan is an operational plan that will be prepared following Council's endorsement of the Strategy.

From a project management perspective it is important to distinguish between what are project targets and what are benefits realisation targets. The implementation plan for the Strategy will set out project actions with delivery timeframes, and budgets as set out in the annual budget process – the project team will be measured against these. The 'Performance Measures' in the strategy largely amount to benefits realisation targets that will be influenced by numerous factors outside of the actions the City undertakes under the Strategy – this includes the actions of the community itself.

The City will record a baseline set of data for the 'Performance Measures' noted in the Strategy and will record and report annually against these. The environment for sustainable transport is highly complex and depends on numerous factors that are often outside of the City's control. It is of note that the WA State Government's proposed 'Active Travel Strategy – Wheel, Walk, Ride, Thrive' is still in preparation. It remains to be seen whether the State Government will set performance targets for their Active Travel Strategy.

2. I am concerned the Engagement Report describes the Implementation Plan as an internal document. I strongly encourage the City to publish either the Implementation Plan itself or a public facing version showing the priority projects, indicative delivery year, responsible area, funding status and progress. This should be accompanied by an annual public dashboard.

As noted above the Implementation Plan is an operational document. Once complete, a high-level summary of the key implementation plan projects will be available to view on the City's Belmont Connect website and updated as projects progress. Progress under the Strategy will be reported in the Corporate Business Plan annually.

3. I also recommend introducing measurable 2031 targets, including:
 - changes in walking, cycling and public transport mode share;
 - reductions in private vehicle dependency;
 - reductions in pedestrian and cyclist deaths and serious injuries;
 - kilometres of protected cycle lanes completed; missing network links closed;
 - safer crossings installed;
 - neighbourhoods or activity areas receiving lower-speed treatments;
 - schools participating in active travel programs;
 - secure bicycle parking delivered; and
 - progress in completing the Long-Term Cycle Network.

See response to point 1 above.

4. The communities strongest request – safe and protected infrastructure – should be made more explicit in the infrastructure actions.

There are various potential solutions for the development of LTCN routes including Safe Active Streets, Cycle Streets, on and off road paths, shared paths etc. In reality, there will not be 'one size fits all' for LTCN routes and each route will be assessed individually to determine the

solution or mix of solutions that are suitable. The Strategy identifies pop-up cycle lanes as potential opportunities to test the effectiveness of proposed LTCN routes prior to their permanent development.

5. I would encourage the City to prioritise projects according to safety, network connectivity, equity and community need, rather than primarily according to eligibility for external funding.

These criteria will certainly be considered in the prioritisation of projects under the Strategy.

There are already existing budgets for several actions – e.g. connectivity, bus stop amenity and education initiatives, but larger infrastructure projects such as those related to the LTCN, will be subject to the availability of State and/or Federal funding to support delivery.

6. I would like the Strategy or Implementation Plan to identify specific desired outcomes and advocacy milestones so that “advocacy” can itself be measured and reported.

Advocacy initiatives will be developed in the Implementation Plan.

7. Speed management should move beyond investigation

All speed zoning, including on local government roads, is established in accordance with Main Roads WA ‘Speed Zoning Policy’. The Policy is based on Safe System principles and sets out the process for review of speed limits and the associated speed limit ranges that are applicable to each street environment. The STS key action 2.1 *Investigate routes and areas for reduced speed limit implementation as an improved environment for safe active travel modes*, is reflective of this policy. Priority consideration under this action will be given to reduce speed limits within City precinct areas.

The City is currently working with Main Roads WA on its Low-Cost Urban Road Safety (LCURS) program, which funds traffic calming measures that encourage lower speed driving behaviour, enhancing safety for vulnerable users like pedestrians. The City has been successful with funding received to implement measures in the Redcliffe Area along Stanton Road and Second Street under the LCURS program, with a reduced posted speed limit of 40 km/hr to be applied following completion of the works.

8. I suggest establishing a clear sustainable transport hierarchy in the Strategy.

The City will consider this suggestion as an action in the Implementation Plan. A sustainable transport hierarchy could only be considered if tailored to the characteristics and purpose of a particular locality – i.e. a ‘Movement and Place’ approach. This approach is considered in MainRoads WA’s Speed Zoning Policy as mentioned in the response to point 7 above.

9. I would strongly support strengthening the Strategy before final adoption by adding measurable targets, making its implementation program publicly accessible, committing more explicitly to safe and protected infrastructure, and introducing transparent annual reporting.

See responses above. Annual reporting mechanisms are as outlined in the Strategy.

STS Feedback 6

Thank you for the opportunity to provide feedback.

Residents have already given the City of Belmont three important requirements.

1. Safe, protected cycling infrastructure, separated from motor traffic.
2. Better connected, direct and continuous routes between homes and destinations - including better access to the Swan River, train stations, Belmont Forum, schools, shopping centres and the Perth CBD.
3. Major roads that are easier and safer to cross.

However, the strategy has avoided committing to real action by responding with words like “improve” and “develop”.

Residents clearly want real, measurable commitments, with time-lines for action - not vague assurances.

Response

Thank you for taking the time to provide feedback on the City's draft Sustainable Transport Strategy (STS).

Your response recommends “*committing to real action*” to address the community's desire for infrastructure improvements identified through the engagement undertaken to inform the Strategy.

The purpose of the STS is to provide a strategic framework to guide the City towards a more sustainable transport network.

The three focus areas of the STS – Infrastructure, Partnerships and Education – outline the actions the City will take to address identified barriers and support the transition towards a more sustainable transport network. The Infrastructure and Education focus areas primarily identify actions where the City can take the lead, noting that major infrastructure projects, such as the Long-Term Cycle Network (LTCN), will require State and/or Federal funding. The Partnerships focus area recognises that addressing some barriers will require advocacy, collaboration and action by other agencies and levels of government.

These key actions will be developed through the Implementation Plan which will be prepared following Council endorsement of the Strategy. The Implementation Plan is an operational document. Once complete, a high-level summary of the key implementation plan projects will be available to view on the City's Belmont Connect website and updated as projects progress. Progress under the Strategy will be reported in the Corporate Business Plan annually.

WESTCYCLE | SUBMISSION

Draft Sustainable Transport Strategy 2026–2031, City of Belmont

14 August 2026

ABOUT WESTCYCLE AND THIS SUBMISSION

WestCycle is the peak body for bike riding in Western Australia and the state government-appointed representative body for eRideable users. We work with local governments across WA, the state transport portfolio, and community organisations on active transport policy and infrastructure.

WestCycle supports the direction of the draft Sustainable Transport Strategy. The breadth of community engagement behind it, the recognition that road capacity alone cannot meet future demand, the presentation of the speed-survival evidence, and the identification of cycle streets, green routes and pop-up lanes as delivery tools are all sound foundations. The community's own priorities of active transport enablement, road safety, and community safety align closely with what WestCycle hears across the state.

This submission makes two main contributions: recommended wording to convert the Strategy's actions into measurable commitments, and a suburb-level evidence base, prepared by WestCycle, that fills the analysis gap the Strategy identifies on page 15.

SUMMARY OF RECOMMENDATIONS

1. Adopt measurable targets and timelines for the key actions in each focus area (Section 1, table).
2. Use the attached suburb-level analysis as an input to the Implementation Plan, and prioritise Rivervale and Belmont for early investment (Section 2).
3. Add a staff capability action: active transport infrastructure training for City engineers and designers.
4. Set the Implementation Plan baseline from the data in this submission and or previous transport plans the City has had developed, so progress in 2031 is assessable against 2026 conditions.
5. Extend the actions to eRideables: secure parking and charging at key destinations, inclusion in count data, and safety education delivered with existing programs (Section 3).
6. Include a latent demand assessment in the Implementation Plan so routes are prioritised by potential use, not only current use (Section 3).

SECTION 1 CONVERTING ACTIONS INTO COMMITMENTS

The Strategy's key actions describe intent (“improve”, “investigate”, “explore”) without targets, baselines or timelines. As drafted, progress against them cannot be measured in the Corporate Business Plan reporting the Strategy commits to. The table below proposes measurable wording for the actions where the City has the most direct control. The targets draw on approaches in use in other Perth local governments.

Current draft action	Recommended commitment
1.1 Improve accessibility and connectivity to educational institutions, community and City facilities, commercial and industrial precincts.	Audit streets within a 500m radius of every education institution, community and City facility, and commercial and industrial precinct. All such destinations to be connected by a minimum of one footpath on each street within 500m by 2031.
1.2 Improve accessibility and connectivity to public transport infrastructure – in conjunction with PTA.	All streets with bus stops to have a footpath by 2031. Using PTA stop data, identify priority stops without shelter or seating and agree an upgrade timeline with PTA (see also action 1.6).
1.3 Long-Term Cycle Network (LTCN) development – with priority for routes that are eligible for Federal and State Government funding.	In addition to funded routes: all gaps in existing LTCN routes to be upgraded with infrastructure appropriate to route hierarchy, progressively as part of routine road maintenance and renewal programs. This will ensure the network improves continuously at marginal cost.
1.4 Install improved sustainable transport support infrastructure such as bike stations and end of trip facilities at key locations.	All shopping centres and activity centres to have public bike and eRideable parking and charging facilities. All upgrades to City-owned buildings and bathrooms to include end-of-trip facilities as standard.
1.5 Expand local wayfinding signs to ease navigation for pedestrians, cyclists, and public transport users within the City.	Adopt a wayfinding signage program with a published delivery timeline, prioritised by the destinations audit in 1.1.
1.6 Work with PTA to improve comfort and safety by upgrading bus stops	Identify priority stops from PTA patronage and amenity data within 12 months; publish the upgrade schedule, including the PTA subsidy contribution per stop.

with amenities such as seats, shelters, and lighting, where suitable.	
1.9 Provide sustainable transport infrastructure at City events to encourage active transport.	All City events to provide priority bike parking, publish riding and walking access maps in event communications, and locate active transport access closer than car parking.
Appendix 4 discusses eRideables; no action addresses them.	Add an action: provide secure eRideable and bike parking with charging at activity centres, and City facilities (extending 1.4); include eRideable devices in count data and performance measures; deliver eRideable safety education in partnership with the WeRideable program (WestCycle and the Road Safety Commission), extending action 3.4.
3.1–3.4 Education programs (community focus).	Add a staff capability action: training for City engineers, designers and project managers in current active transport infrastructure standards (e.g. Planning and Designing for Bike Riding in WA), so internally delivered projects reflect current practice.

The partnership actions (2.1–2.6) are appropriately framed as advocacy. WestCycle notes it works directly with Main Roads WA, DTMI and the PTA on the matters in actions 2.1–2.4, and can support the City's advocacy with evidence and coordinated representation.

SECTION 2 SUBURB-LEVEL EVIDENCE FOR THE IMPLEMENTATION PLAN

Page 15 of the Strategy states that a detailed analysis of crash data by suburb will be completed to support the Implementation Plan. WestCycle has prepared this analysis and provides it with this submission: an Active Transport Context Atlas covering all seven suburbs, integrating ABS Census and SEIFA data (2021), Main Roads WA crash data (2019–2023), school and activity centre locations, posted speed limits, and the current status of every Long-Term Cycle Network route (August 2026).

City-wide, of the 112 km of planned LTCN routes in Belmont, 29.6% is built to an adequate standard, 40.6% needs improvement, and 29.8% is not built. Between 2019 and 2023 there were 101 crashes involving a person walking or riding a bike in the City, a rate of 21.4 per 10,000 residents. Key findings for the Implementation Plan:

- Rivervale warrants first priority. It recorded 39 vulnerable-user crashes (20 involving bike riders, 19 involving walkers), more than double any other suburb, while only 28.2% of its planned network is adequate. Its residents are among the most dependent on

active and public transport in the City: 8.9% of households are car-free and 15.1% of workers commute by public transport.

- Belmont suburb has the weakest network. 10.9% of planned routes are adequate and 43.9% are not built – the highest unbuilt share in the City. Its MARKYT scorecard result (58) is below the City average, consistent with the infrastructure data.
- Crashes concentrate on higher-speed state roads. Crash locations cluster along Great Eastern Highway, Orrong Road and other 60 km/h-plus corridors, consistent with the Strategy's own heatmap and its speed-survival evidence. This supports actions 2.1 (speed reductions), 2.2 (signal upgrades) and 2.3 (state road advocacy), and strengthens the case for pursuing them with timelines.
- Car-free households depend on this network now. 7.6% of Belmont households have no registered motor vehicle, against 4.9% across Greater Perth, rising to 9.0% in Redcliffe. Network adequacy is a daily access issue for these residents, not a future aspiration.

WestCycle can provide the atlas pages in the Appendix as print-ready A3 sheets for each suburb, as well as the underlying data, to City officers and Elected Members on request.

SECTION 3 ADDITIONAL MATTERS

- Access and Inclusion Plan alignment. Action 1.7 (universal access design principles) overlaps outcomes already committed in the City's Access and Inclusion Plan 2022–2026; the Implementation Plan should cross-reference rather than duplicate, and extend to the successor AIP.
- Baseline for reporting. The performance measures on page 31 lack 2026 baseline values. The figures in this submission (network adequacy, crash counts 2019–2023, and mode share by suburb) can serve as the baseline so that reporting in 2031 measures change.
- Surrey Road Safe Active Street. WestCycle supports the identified improvements (blue patch reapplication, 30 km/h approach signage) and recommends they be programmed with a date rather than listed as opportunities.
- Latent demand. The Strategy's own engagement documents the gap between current and potential use: 0.8% of Belmont workers ride to work, while 60% of engagement respondents said they would choose to cycle if barriers were removed. Census journey-to-work data also excludes non-commute trips, which make up the majority of riding. WestCycle recommends the Implementation Plan include a latent demand assessment so routes are prioritised by potential use. Infrastructure planning tools being developed under the National Cycling Data Portal are designed for this purpose; WestCycle is pursuing access to these tools and can work with the City on their application to Belmont.
- eRideables. As the state's representative body for eRideable users, WestCycle notes the Strategy discusses eRideables (Appendix 4) but sets no action for them. The table in Section 1 proposes parking, counting and education commitments. eRideable riders are vulnerable road users under WA transport regulation and policy; the lower-speed

environments and separated infrastructure recommended throughout this submission serve them directly.

OFFER OF ASSISTANCE

WestCycle can discuss this analysis to City officers or Council, provide the data underlying the atlas (see Appendix) and assist with prioritisation for the Implementation Plan. We would welcome the opportunity to continue working with the City of Belmont on the Strategy's delivery.

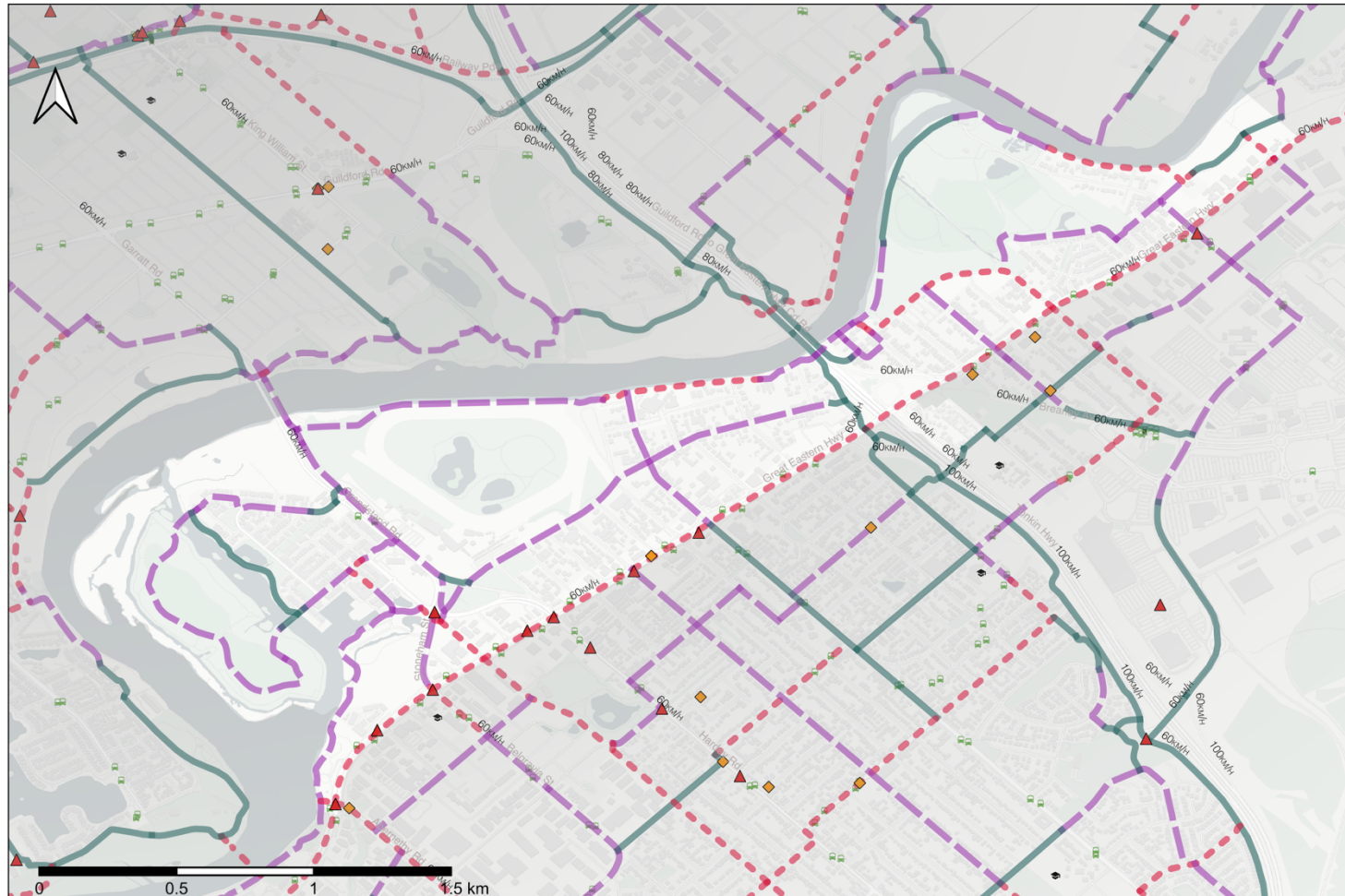
APPENDIX: ACTIVE TRANSPORT CONTEXT ATLAS – CITY OF BELMONT, BY SUBURB



ASCOT (WA)



ACTIVE TRANSPORT CONTEXT BY SUBURB



Local government	City of Belmont
Population	3,095
Dwellings	1,162
Car-free households	3.0%
Asthma rate	5.9%

Mode of travel to work	
Cycling	0.3%
Walking	1.3%
Driving	76.8%
Carpool passenger	5.9%
Public transport	10.7%

Long Term Cycle Network	
Total length planned routes	20.4 km
Adequate	13.2%
Needs improvement	56.2%
Not built	30.7%

Crashes (2019–2023)	
With bike rider/s	6
With walker/s	1

Long Term Cycle Network (status August 2026)	
Adequate	
Needs improvement	
Not built	
Bus Stops	
Crash with bike rider	
Crash with walker	

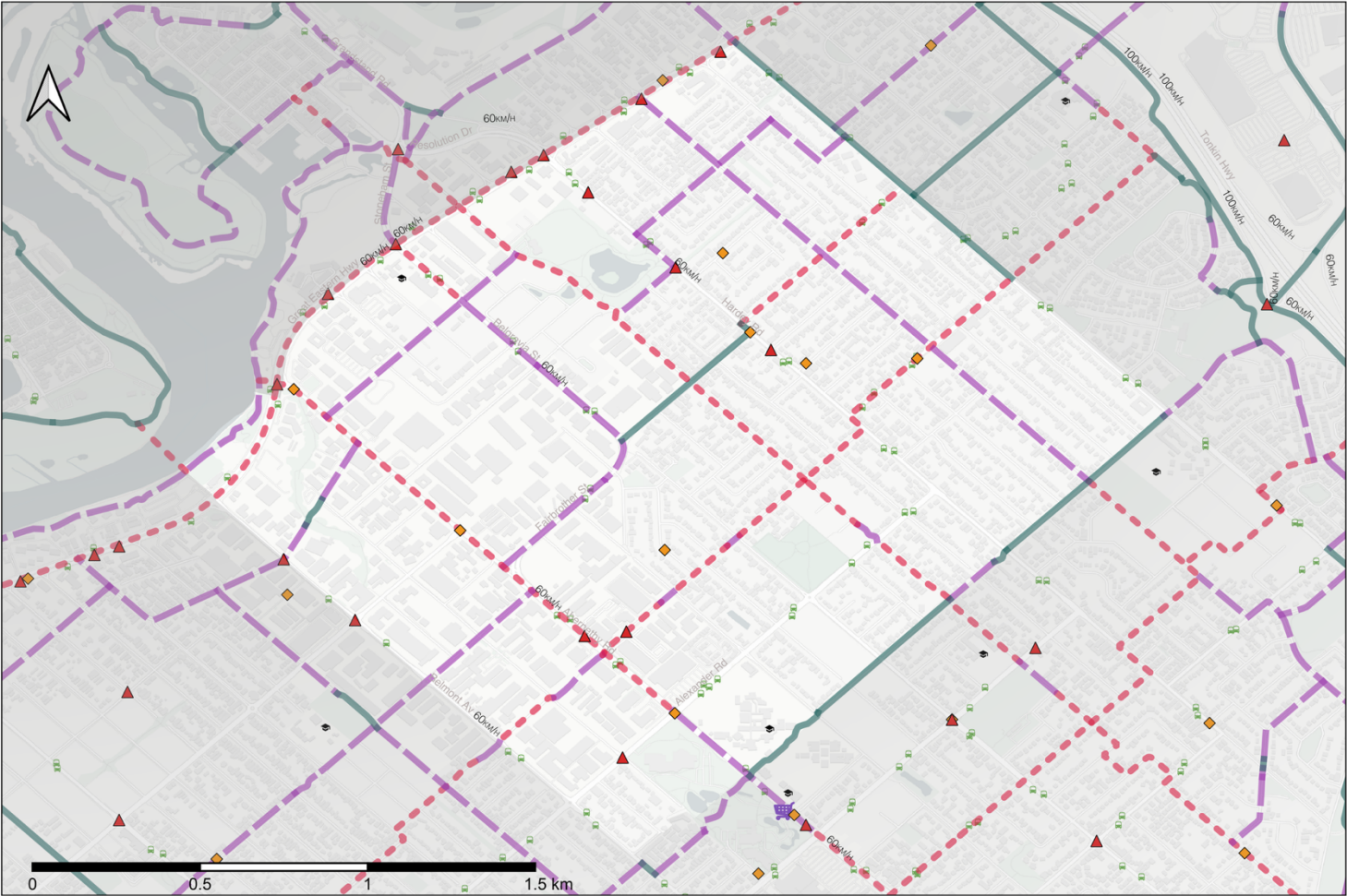
Sources: Census of Population and Housing 2021 and SEIFA 2021, Australian Bureau of Statistics; crash data 2019–2023, Main Roads Western Australia; schools, Department of Education (WA); activity centres, Department of Planning, Lands and Heritage (WA); Long-Term Cycle Network (metropolitan and regional), Department of Transport and Major Infrastructure (WA). Basemap © OpenStreetMap contributors. Created by WestCycle, 2026. Contact: georgia.scott@westcycle.org.au. GDA2020 / MGA Zone 50



BELMONT (WA)



ACTIVE TRANSPORT CONTEXT BY SUBURB



Sources: Census of Population and Housing 2021 and SEIFA 2021, Australian Bureau of Statistics; crash data 2019–2023, Main Roads Western Australia; schools, Department of Education (WA); activity centres, Department of Planning, Lands and Heritage (WA); Long-Term Cycle Network (metropolitan and regional), Department of Transport and Major Infrastructure (WA). Basemap © OpenStreetMap contributors. Created by WestCycle, 2026. Contact: georgia.scott@westcycle.org.au. GDA2020 / MGA Zone 50

Local government	City of Belmont
Population	6,959
Dwellings	2,860
Car-free households	7.7%
Asthma rate	7.3%

Mode of travel to work	
Cycling	1.2%
Walking	1.5%
Driving	75.4%
Carpool passenger	6.2%
Public transport	10.9%

Long Term Cycle Network	
Total length planned routes	15.8 km
Adequate	10.9%
Needs improvement	45.1%
Not built	43.9%

Crashes (2019–2023)	
With bike rider/s	8
With walker/s	8

- Long Term Cycle Network (status August 2026)
- Adequate
 - Needs improvement
 - Not built
 - Schools
 - Bus Stops
 - Crash with bike rider
 - Crash with walker



CLOVERDALE



ACTIVE TRANSPORT CONTEXT BY SUBURB

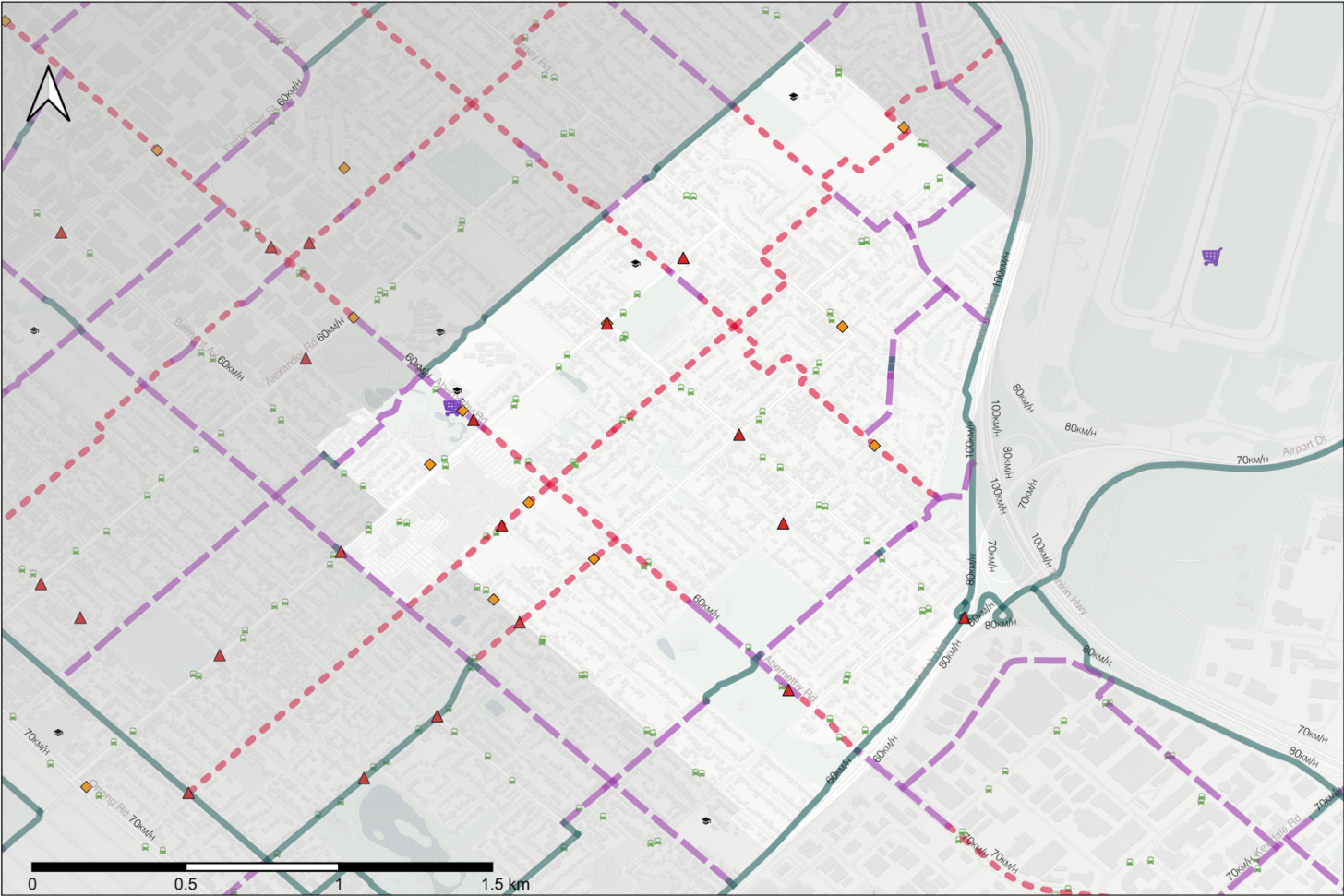
Local government	
Population	8,864
Dwellings	3,402
Car-free households	7.9%
Asthma rate	6.7%

Mode of travel to work	
Cycling	0.7%
Walking	1.7%
Driving	76.2%
Carpool passenger	7.1%
Public transport	9.4%

Long Term Cycle Network	
Total length planned routes	15.5 km
Adequate	29.4%
Needs improvement	30.0%
Not built	40.6%

Crashes (2019–2023)	
With bike rider/s	9
With walker/s	8

Long Term Cycle Network (status August 2026)	
Adequate	
Needs improvement	
Not built	
Schools	
Activity centres	
Bus Stops	
Crash with bike rider	
Crash with walker	



Sources: Census of Population and Housing 2021 and SEIFA 2021, Australian Bureau of Statistics; crash data 2019–2023, Main Roads Western Australia; schools, Department of Education (WA); activity centres, Department of Planning, Lands and Heritage (WA); Long-Term Cycle Network (metropolitan and regional), Department of Transport and Major Infrastructure (WA). Basemap © OpenStreetMap contributors. Created by WestCycle, 2026. Contact: georgia.scott@westcycle.org.au. GDA2020 / MGA Zone 50



KEWDALE



ACTIVE TRANSPORT CONTEXT BY SUBURB



Local government	City of Belmont
Population	7,397
Dwellings	2,860
Car-free households	6.8%
Asthma rate	6.2%

Mode of travel to work	
Cycling	0.7%
Walking	1.6%
Driving	75.0%
Carpool passenger	5.9%
Public transport	11.9%

Long Term Cycle Network	
Total length planned routes	24.1 km
Adequate	41.4%
Needs improvement	36.8%
Not built	21.7%

Crashes (2019–2023)	
With bike rider/s	9
With walker/s	3

Long Term Cycle Network (status August 2026)	
Adequate	
Needs improvement	
Not built	
Schools	
Bus Stops	
Crash with bike rider	
Crash with walker	

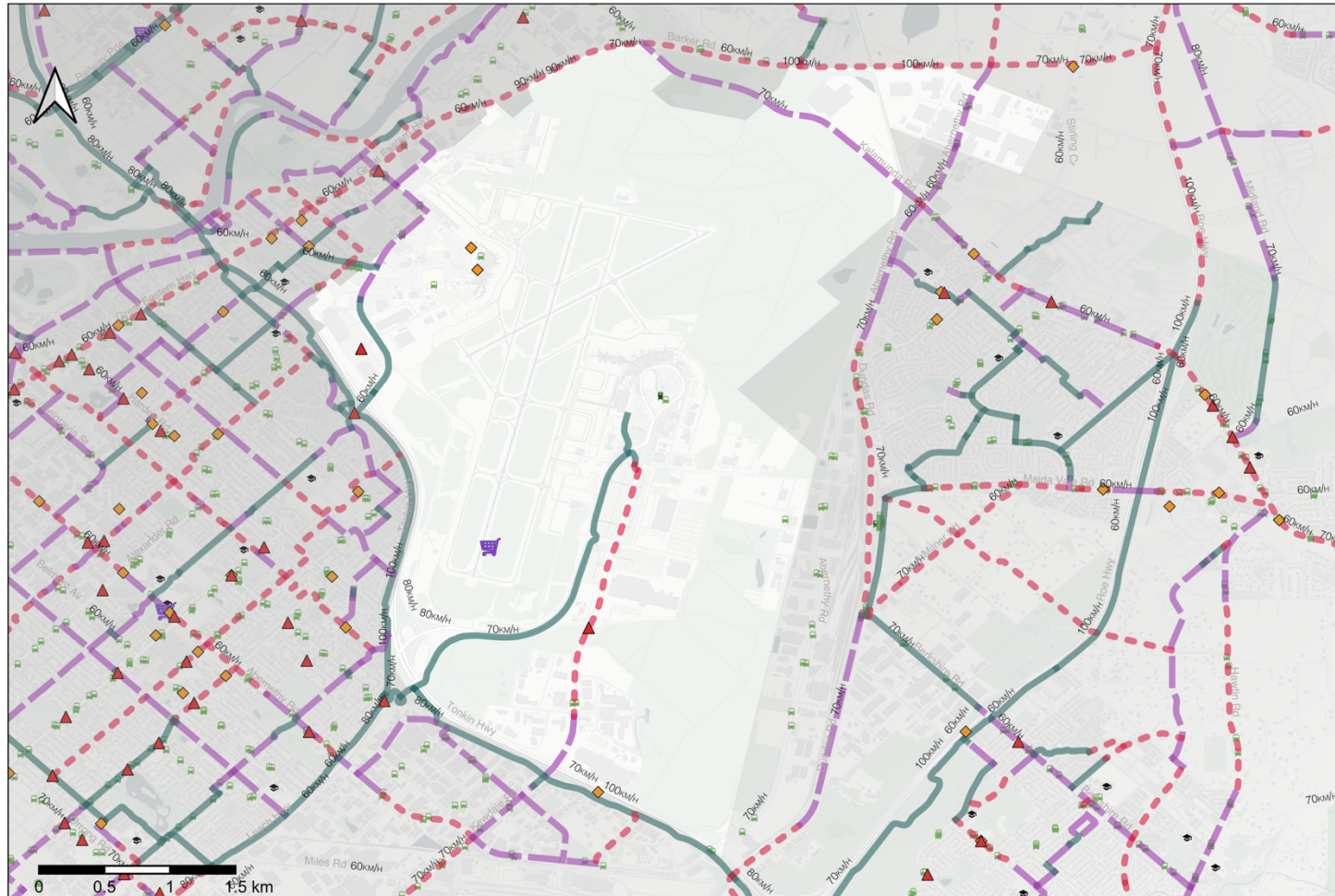
Sources: Census of Population and Housing 2021 and SEIFA 2021, Australian Bureau of Statistics; crash data 2019–2023, Main Roads Western Australia; schools, Department of Education (WA); activity centres, Department of Planning, Lands and Heritage (WA); Long-Term Cycle Network (metropolitan and regional), Department of Transport and Major Infrastructure (WA). Basemap © OpenStreetMap contributors. Created by WestCycle, 2026. Contact: georgia.scott@westcycle.org.au. GDA2020 / MGA Zone 50



PERTH AIRPORT



ACTIVE TRANSPORT CONTEXT BY SUBURB



Local government	City of Belmont
Population	25
Dwellings	0
Car-free households	n/a
Asthma rate	0.0%

Mode of travel to work	
Cycling	n/a
Walking	n/a
Driving	n/a
Carpool passenger	n/a
Public transport	n/a

Long Term Cycle Network	
Total length planned routes	12.1 km
Adequate	42.8%
Needs improvement	37.4%
Not built	19.9%

Crashes (2019–2023)	
With bike rider/s	2
With walker/s	2

Long Term Cycle Network (status August 2026)	
Adequate	
Needs improvement	
Not built	
Activity centres	
Bus Stops	
Rail Stops	
Crash with bike rider	
Crash with walker	

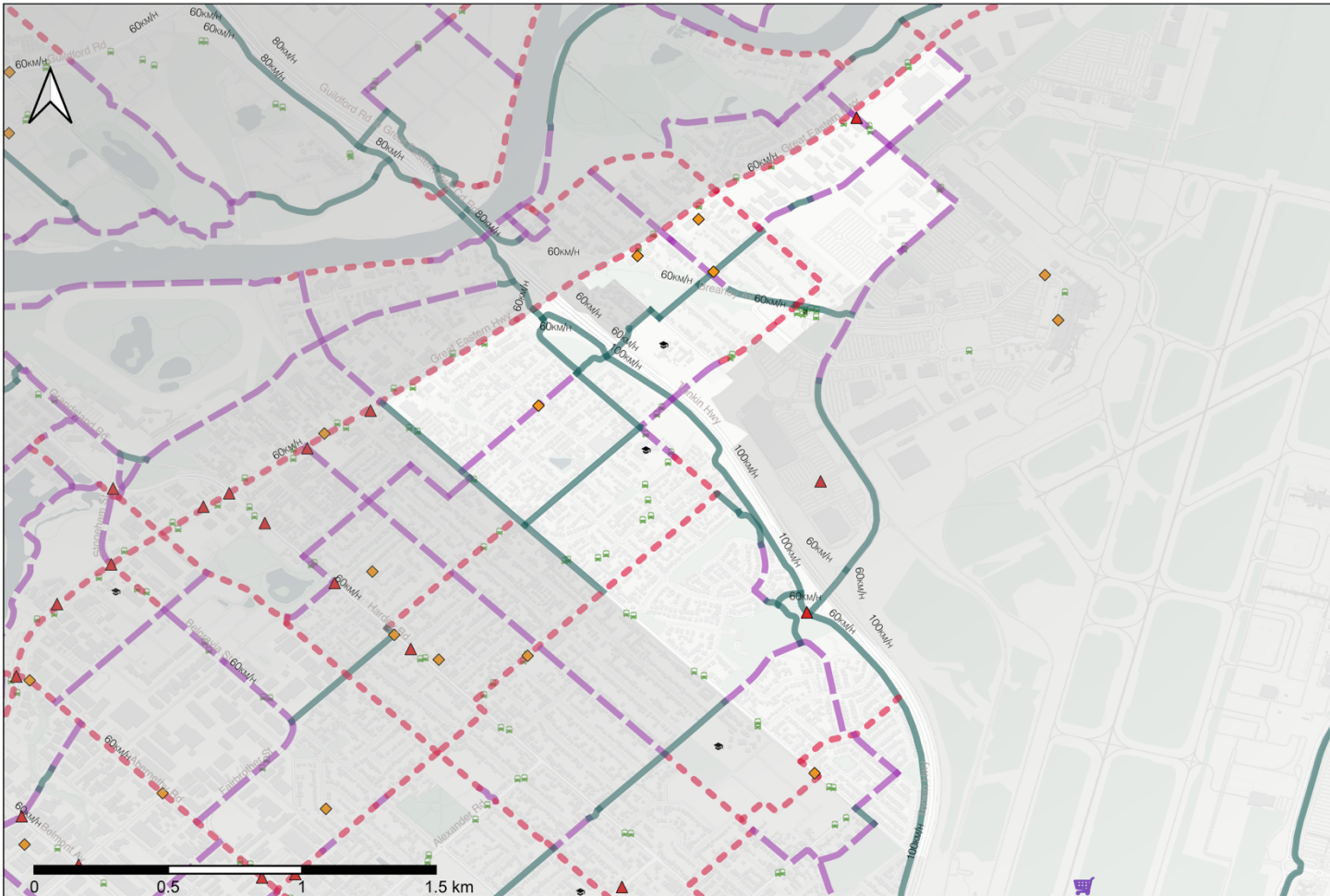
Sources: Census of Population and Housing 2021 and SEIFA 2021, Australian Bureau of Statistics; crash data 2019–2023, Main Roads Western Australia; schools, Department of Education (WA); activity centres, Department of Planning, Lands and Heritage (WA); Long-Term Cycle Network (metropolitan and regional), Department of Transport and Major Infrastructure (WA). Basemap © OpenStreetMap contributors. Created by WestCycle, 2026. Contact: georgia.scott@westcycle.org.au. GDA2020 / MGA Zone 50



REDCLIFFE (WA)



ACTIVE TRANSPORT CONTEXT BY SUBURB



Sources: Census of Population and Housing 2021 and SEIFA 2021, Australian Bureau of Statistics; crash data 2019–2023, Main Roads Western Australia; schools, Department of Education (WA); activity centres, Department of Planning, Lands and Heritage (WA); Long-Term Cycle Network (metropolitan and regional), Department of Transport and Major Infrastructure (WA). Basemap © OpenStreetMap contributors. Created by WestCycle, 2026. Contact: georgia.scott@westcycle.org.au. GDA2020 / MGA Zone 50

Local government	City of Belmont
Population	5,030
Dwellings	1,863
Car-free households	9.0%
Asthma rate	7.5%

Mode of travel to work	
Cycling	0.7%
Walking	1.4%
Driving	76.9%
Carpool passenger	7.0%
Public transport	9.2%

Long Term Cycle Network	
Total length planned routes	14.4 km
Adequate	48.1%
Needs improvement	27.8%
Not built	24.1%

Crashes (2019–2023)	
With bike rider/s	2
With walker/s	4

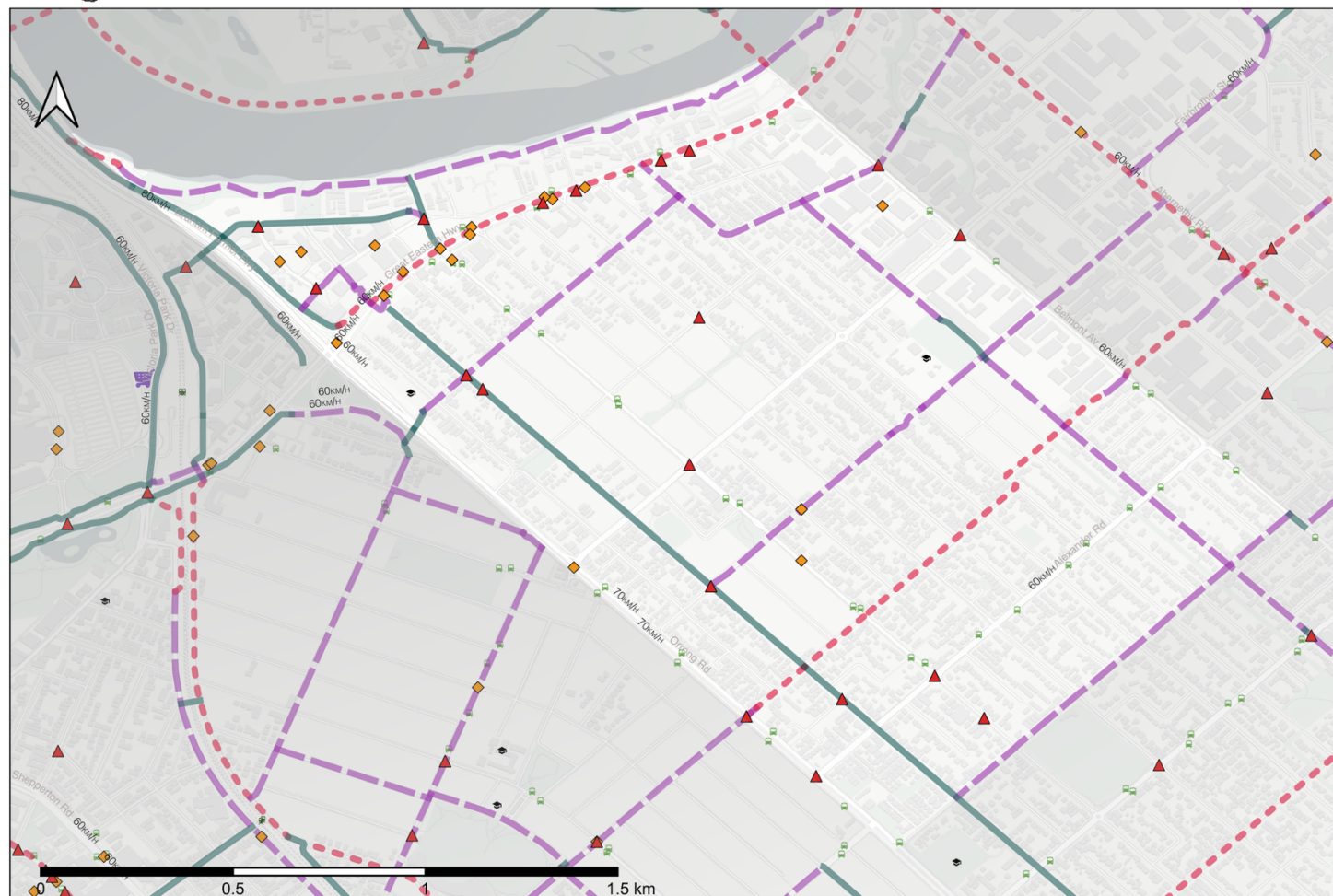
Long Term Cycle Network (status August 2026)	
Adequate	
Needs improvement	
Not built	
Schools	
Bus Stops	
Rail Stops	
Crash with bike rider	
Crash with walker	



RIVERVALE



ACTIVE TRANSPORT CONTEXT BY SUBURB



Local government	City of Belmont
Population	10,897
Dwellings	4,873
Car-free households	8.9%
Asthma rate	6.8%

Made of travel to work	
Cycling	0.8%
Walking	1.9%
Driving	71.3%
Carpool passenger	5.9%
Public transport	15.1%

Long Term Cycle Network	
Total length planned routes	13.5 km
Adequate	28.2%
Needs improvement	50.7%
Not built	21.1%

Crashes (2019–2023)	
With bike rider/s	20
With walker/s	19

Long Term Cycle Network (status August 2026)	
Adequate	
Needs improvement	
Not built	
Schools	
Bus Stops	
Crash with bike rider	
Crash with walker	

Sources: Census of Population and Housing 2021 and SEIFA 2021, Australian Bureau of Statistics; crash data 2019–2023, Main Roads Western Australia; schools, Department of Education (WA); activity centres, Department of Planning, Lands and Heritage (WA); Long-Term Cycle Network (metropolitan and regional), Department of Transport and Major Infrastructure (WA). Basemap © OpenStreetMap contributors. Created by WestCycle, 2026. Contact: georgia.scott@westcycle.org.au. GDA2020 / MGA Zone 50

Response

1. Adopt measurable targets and timelines for the key actions in each focus area (Section 1, table).

The purpose of the STS is to provide a strategic framework to guide the City towards a more sustainable transport network. The Implementation Plan is an operational plan that will be prepared following Council's endorsement of the Strategy.

The Implementation Plan for the Strategy will set out project actions with delivery timeframes, and budgets as set out in the annual budget process – the project team will be measured against these.

2. Use the attached suburb-level analysis as an input to the Implementation Plan, and prioritise Rivervale and Belmont for early investment (Section 2).

The information provided on crash analysis by suburb is useful and appreciated. The City notes the importance of distinguishing between vulnerable user crashes reported on State Government and Local Government-controlled roads. Both are important to the City, but different approaches are required by the City to address City-owned and State-owned roads – as acknowledged in the Strategy.

The 2026 ABS census recently undertaken will provide greater understanding of travel patterns, access to a registered motor vehicle etc. And these will be assessed as part of the development of the Implementation Plan.

3. Add a staff capability action: active transport infrastructure training for City engineers and designers.

Training, where required, is normal operational practice for the City. City designers are well-versed in universal access principles. The City's Sustainable Transport Officer keeps abreast of design standards and developments relating to active transport.

4. Set the Implementation Plan baseline from the data in this submission and or previous transport plans the City has had developed, so progress in 2031 is assessable against 2026 conditions.

The City will record a baseline set of data for the 'Performance Measures' noted in the Strategy and will record and report annually against these.

5. Extend the actions to eRideables: secure parking and charging at key destinations, inclusion in count data, and safety education delivered with existing programs (Section 3).

Key Actions 1.4, 2.5 and 2.6 cover eRideables, with these devices already identified in the STS as a mode of sustainable transport.

6. Include a latent demand assessment in the Implementation Plan so routes are prioritised by potential use, not only current use (Section 3).

The development of the LTCN adopted by Council in 2020 identified routes that considered latent demand. Implementation will consider latent demand in the prioritisation of routes of the LTCN. Development of any LTCN will amount to a major project requiring external funding support. Proposed LTCN projects will therefore respond to the relevant criteria as set out in grant funding opportunities. This is as acknowledged in the Strategy.

Section 3 Additional matters – where not raised in the points above

- Access and Inclusion Plan alignment. Action 1.7 (universal access design principles) overlaps outcomes already committed in the City's Access and Inclusion Plan 2022 2026; the Implementation Plan should cross-reference rather than duplicate, and extend to the successor AIP.

The AIP and the STS are complementary. The AIP focuses on accessibility and inclusion, particularly for people with disability; while the STS focuses on the broader transport network and sustainable travel outcomes for the whole community

- Surrey Road Safe Active Street. WestCycle supports the identified improvements (blue patch reapplication, 30 km/h approach signage) and recommends they be programmed with a date rather than listed as opportunities.

Programming of works will be developed in the Implementation Plan.

- WestCycle recommends the Implementation Plan include a latent demand assessment so routes are prioritised by potential use. Infrastructure planning tools being developed under the National Cycling Data Portal are designed for this purpose; WestCycle is pursuing access to these tools and can work with the City on their application to Belmont.

Latent demand will be considered as outlined in the response to point 6 above.

- eRideables. As the state's representative body for eRideable users, WestCycle notes the Strategy discusses eRideables (Appendix 4) but sets no action for them. The table in Section 1 proposes parking, counting and education commitments. ERideable riders are vulnerable road users under WA transport regulation and policy; the lower-speed environments and separated infrastructure recommended throughout this submission serve them directly.

The City considers eRideables along with bike riders and pedestrians in each of the relevant key actions. See response to point 5 above.

- WestCycle can discuss this analysis to City officers or Council, provide the data underlying the atlas (see Appendix) and assist with prioritisation for the Implementation Plan. We would welcome the opportunity to continue working with the City of Belmont on the Strategy's delivery.

The Atlas pages provided by suburb will be reviewed and the City will advise whether print ready sheets will be required. The City will engage with industry stakeholders, including Westcycle, in the delivery of the STS.

STS Feedback 8

Submission on Draft Sustainable Transport Strategy 2026–2031

Community submission addressing 35 separately numbered concerns

I support the City's aim of adopting a strong Sustainable Transport Strategy that makes walking, cycling and other sustainable modes safer and more practical choices for people in Belmont. The 2026 draft contains welcome improvements, including clearer allocation of responsibility and a more direct account of what the community said.

However, my review of the 2026 and 2025 drafts, relevant Council records, the engagement process and the City's previous transport strategies has identified 35 distinct concerns. I ask that each concern be recorded, considered and addressed before the Strategy is presented to Council for endorsement.

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How this submission should be treated

This is one submission containing 35 separate concerns.

The headings below group related matters for readability only. **Each numbered point raises a different concern and has a different requested outcome.**

I specifically ask that:

- each numbered concern from 1 to 35 be recorded and assessed separately;
- the City's engagement outcomes report or schedule of submissions show a response against **each individual number**;
- related concerns not be amalgamated into a single response merely because they concern the same broad subject;
- if a concern is accepted, partly accepted, not accepted or considered already addressed, that position be identified separately for that concern;
- where a change is proposed, the corresponding amendment or action be identified; and
- where no change is proposed, the reason be provided.

This is important because resolving one concern does not necessarily resolve another. For example, adding the Engagement Strategy to a list of supporting strategies would address the documentary omission identified below, but it would not answer the separate question of whether the engagement process itself complied with that Strategy.

A. Strategic direction, governance and delivery

1. Measurable five-year outcomes and targets

The Strategy needs measurable five-year outcomes and targets.

The Strategy says there is a need to reduce private vehicle use, shift travel behaviour towards sustainable modes, improve safety and make active transport a safe and accessible option for all members of the community. However, it does not state how much change the City expects the Strategy to achieve by 2031.

This is particularly concerning because, at the June 2025 Agenda Briefing Forum, the City expressly stated that it was **not setting particular targets in the Strategy itself**, with benchmark data instead to be collected and reported annually.

A Strategy can be monitored without ever establishing whether it succeeded. Measuring something is not the same as establishing the result that is intended.

Requested outcome: Include measurable five-year strategic outcomes and appropriate numerical targets for the central objectives of the Strategy, including sustainable mode uptake, private vehicle dependence and safety.

2. Performance measure baselines and success thresholds

Performance measures need baselines, definitions and success thresholds.

The draft says the effectiveness of the Strategy will be evaluated through performance measures and informing data and that progress will be reported through the Corporate Business Plan and annual reporting processes.

Those measures need more than data sources.

For each measure it should be possible to determine:

- where Belmont is starting from;
- exactly what is being measured;
- how it will be calculated;
- how often it will be reported;
- what level of improvement is sought; and
- what result would constitute success or failure by 2031.

Without this information, later reporting could show changes in numbers without establishing whether the Strategy has delivered its intended outcome.

Requested outcome: Add a baseline, measurement definition, reporting frequency and target or defined success threshold for each performance measure.

3. Publication of the Implementation Plan before endorsement

The Implementation Plan should be available before Council endorses the Strategy.

Page 31 states that the initiatives identified in the Strategy will be progressed under a detailed Implementation Plan for the five-year lifecycle of the Strategy.

Many important details are therefore deferred from the Strategy into a document that does not accompany the draft now being considered by the community.

That includes matters such as specific project timing, prioritisation and further analysis. For example, the Strategy says footpath gaps will be assessed in the Implementation Plan and that detailed crash analysis will also support its finalisation.

Council is being asked to endorse the strategic direction without seeing much of what will determine how that direction is actually implemented.

Requested outcome: Prepare and publish the Implementation Plan before the Strategy is presented to Council for final endorsement.

4. Council oversight of the Implementation Plan and material changes

Council must retain oversight of the Implementation Plan and material changes to it.

This concern is separate from whether the Implementation Plan is publicly available.

There is a legitimate distinction between strategic decisions for Council and day-to-day operational decisions for the Administration. However, decisions about which major projects will be prioritised, which commitments will be delayed or removed, what targets will apply, and how resources will be directed can materially alter the effect of the Strategy.

The City's own historical discussion of its strategy model is relevant. In 2020, officers discussed moving implementation detail from succinct strategies into operational plans that could be approved administratively rather than by Council.

The current Strategy does not clearly establish what Council oversight will apply to the future Implementation Plan or subsequent material amendments.

Requested outcome: Establish a clear governance and change-control process identifying which changes can be made administratively and which material changes must return to Council.

5. Funding and resourcing of Strategy commitments

Funding and resourcing must be connected to the Strategy's commitments.

The Strategy contains useful information about potential State and Commonwealth grant programs, including funding associated with the Long-Term Cycle Network and active transport.

External grants are valuable, but a five-year City strategy cannot rely primarily on opportunities arising elsewhere.

The Strategy should explain:

- what level of City funding is reasonably expected;
- what staffing and internal resources will be required;
- what actions depend on grants;
- what happens if grants are not obtained; and
- how priorities will be integrated into the Long-Term Financial Plan, Corporate Business Plan and annual budget.

Without this, actions can remain indefinitely conditional on future funding opportunities.

Requested outcome: Include a clear five-year resourcing and funding framework distinguishing anticipated City resources from external funding dependencies.

6. Annual public implementation reporting and action-status register

The Strategy needs a dedicated annual public implementation report and action-status register.

Page 31 states that progress will be reported through the City's Corporate Business Plan and annual reporting processes.

Those corporate processes are useful but do not necessarily allow a resident or Councillor to determine what has happened to every STS action.

A dedicated annual STS status report should make it possible to see whether each action is:

- not commenced;
- underway;
- completed;
- delayed;
- changed; or
- discontinued.

It should also identify expenditure, progress against targets and reasons for significant delay or change.

Requested outcome: Commit within the Strategy to an annual public STS implementation report and action-status register for the full five-year life of the Strategy.

7. Ongoing community oversight after adoption

Community oversight should continue after the Strategy is adopted.

The community's role should not finish when consultation closes.

The City visited Vincent, Stirling, Canning, Melville and Victoria Park specifically to learn what was working and what challenges those councils had experienced. Some peer councils maintain transport-related advisory or working groups involving community members and elected members.

The draft STS does not establish any equivalent ongoing mechanism through which community experience can inform implementation or review progress.

That is particularly important for walking and cycling infrastructure because problems with connectivity, personal safety, crossings and route quality are often apparent to people using the network before they appear in high-level performance data.

Requested outcome: Establish an appropriate ongoing community and elected-member mechanism to provide input into STS implementation and review.

B. Previous strategies and continuity

8. Incorrect historical date for Belmont on the Move

Correct the historical date for Belmont on the Move.

Appendix 1 states:

“In 2015, the City introduced Belmont on the Move: Integrated Movement Network Strategy...”

Council records confirm that **Belmont on the Move was adopted by Council on 23 August 2016**. That date was also confirmed by the Chief Executive Officer at the 28 July 2026 Ordinary Council Meeting.

If there was a preliminary process in 2015, that should be described accurately rather than using a date that could reasonably be understood as the Strategy's commencement or adoption date.

Requested outcome: Correct Appendix 1 to identify the Council adoption date of 23 August 2016 and, if relevant, separately identify any earlier development period.

9. Formal status of Belmont on the Move

The Strategy must accurately explain the formal status of Belmont on the Move.

The City has described Belmont on the Move as having been “largely superseded”.

At the 28 July 2026 OCM, the City identified the 2020 Long-Term Cycle Network and 2024 Activity Centre Planning Strategy as later documents that had affected various actions. The response did not identify a Council resolution expressly rescinding or superseding **Belmont on the Move as a whole**.

Expiry of a planning horizon, replacement of particular actions and formal supersession of an adopted Council strategy are not necessarily the same thing.

That distinction matters because the new Strategy itself relies upon the proposition that previous recommendations have been reviewed and consolidated.

Requested outcome: Clearly and accurately state the formal status of Belmont on the Move, distinguishing its planning horizon from any Council decisions that superseded specified actions or subject areas.

10. Action-level reconciliation of previous transport plans

Publish an action-level reconciliation of Belmont on the Move and the Sustainable Transport Plan.

The draft states:

“This STS has reviewed the previous recommendations and initiatives of the City's Belmont on the Move: Integrated Movement Network Strategy and previous Sustainable Transport Plan, and consolidated them, ensuring that they have been reviewed for current relevance and modified accordingly.”

That is an important claim, but the evidence necessary to test it is not included.

At the 28 July 2026 OCM, the City confirmed that it undertook an internal review of actions under Belmont on the Move and the Sustainable Transport Plan 2019–2023.

Requested outcome: Publish the underlying action-level reconciliation showing, for each previous commitment, whether it was completed, partly completed, remains outstanding, was discontinued, was superseded or has been transferred into another strategy or the new STS.

11. Lessons learned from previous Belmont transport strategies

The Strategy should identify lessons learned from the City's own previous transport strategies.

The draft records that City officers visited five other local governments to understand “what was working well, lessons learned, and the challenges” associated with sustainable transport.

That is useful.

However, there should be at least as much attention to what can be learned from Belmont's own previous strategies.

For example:

- Which actions were delivered?
- Which were not?
- Why were actions delayed or abandoned?
- Did funding arrangements work?
- Were responsibilities clear?
- Were outcomes measured?
- Did earlier governance arrangements make it difficult to identify what had been achieved?

Without examining those questions, the City risks repeating the weaknesses of earlier plans.

Requested outcome: Include or publish an evaluation of lessons learned from Belmont on the Move and the Sustainable Transport Plan and explain how those lessons informed the design of the new STS.

12. LTCN – aspirational network versus delivery programme

The Long-Term Cycle Network must not be presented as if it is a funded delivery programme.

Appendix 1 helpfully reproduces the 23 June 2020 Council resolution.

That resolution expressly states that endorsement of the LTCN:

- does not commit Council or State Government agencies to deliver all or any part within a particular timeframe; and
- does not commit any party to fund a specific route.

The LTCN is therefore an **aspirational network**, not by itself a delivery programme.

Action 1.3 of the new Strategy nevertheless says simply:

“Long-Term Cycle Network (LTCN) development - with priority for routes that are eligible for Federal and State Government funding.”

Requested outcome: Clearly distinguish the aspirational LTCN from actual STS delivery commitments and identify what parts of the network the City intends to progress during 2026–2031.

13. Identifiable active-transport projects and delivery periods

The Strategy needs identifiable active-transport projects, locations and indicative delivery periods.

The community feedback reported in the Strategy is unusually clear.

If barriers were removed, **60% of respondents said they would prefer cycling**. Identified concerns included high-speed roads, busy and insufficient crossings, separated bike paths or lanes and better connectivity.

Yet the five-year Strategy does not identify a clear programme of named cycling projects, routes or locations that will respond to those priorities.

The infrastructure actions mostly use broad verbs such as “improve”, “develop”, “install” and “expand”.

Requested outcome: Identify the priority walking and cycling projects or corridors the City expects to progress during the five-year Strategy, with at least indicative short-, medium- or longer-term delivery periods.

14. School and student active-travel programme

School and student active-travel safety needs an identifiable programme of action.

This issue deserves to be addressed separately from general road safety.

In July 2025 the City confirmed that only **5 of 12 schools** were registered in the Department of Transport's Your Move program and only **2 of those 5** had a Safe Routes to School Access Guide.

The new Strategy refers broadly to improving accessibility and connectivity to educational institutions and identifies State funding opportunities for safe school connections, but it does not establish a measurable City programme for improving active travel to schools.

Requested outcome: Include specific school active-travel commitments, including support for Your Move participation, safe-route planning, identification of school-access barriers and infrastructure responses.

C. Evidence, safety and environmental outcomes

15. Evidence and analysis removed from the 2025 draft

Material evidence and analysis removed from the 2025 draft should not simply disappear.

The 2025 draft contained considerably more supporting analysis, including dedicated sections on:

- travel behaviour costs and benefits;
- global, national and State priorities;
- literature review;
- gaps in the existing network;
- activity-centre planning;
- specific intervention concepts such as Safe Active Streets, Healthy Streets and pop-up bicycle lanes; and
- suburb-level crash data.

A shorter strategy is not inherently worse. A concise strategic document can be useful.

The concern is whether evidence needed to understand why particular actions were chosen, rejected or prioritised has been lost from the public decision-making record.

Requested outcome: Identify substantive evidence removed from the 2025 draft and either retain it, place it in a supporting evidence document or explain why it is no longer required.

16. Belmont-specific road-safety outcome

The Strategy should establish a Belmont-specific road-safety outcome.

The Strategy refers to the WA Road Safety Strategy's objective of reducing people killed or seriously injured by 50–70% by 2030.

It also presents City of Belmont data showing a recent increase in high-severity crashes and states that detailed analysis will be undertaken to identify locations for safety improvements.

However, the STS does not convert this evidence into a measurable Belmont road-safety outcome.

Requested outcome: Adopt a measurable Belmont-specific road-safety outcome or target and connect the proposed crash analysis to a transparent process for prioritising safety interventions.

17. Community safety, lighting, secure bike storage and crime prevention

Community safety, lighting, secure bike storage and crime prevention need identifiable actions.

The Strategy expressly says the community identified **community safety** as a priority, including:

- street lighting;
- bike storage locations; and
- crime prevention.

The survey also identified crime, theft and property damage and lack of street lighting as barriers to active transport.

However, those concerns are not translated into an equally clear community-safety workstream in the 19 actions.

A Strategy cannot reasonably state that these matters were community priorities and then rely on them being indirectly covered by more general infrastructure actions.

Requested outcome: Add specific actions addressing personal security, lighting, secure bicycle parking/storage, theft and crime prevention, with responsibility clearly assigned.

18. Weakened environmental and climate accountability

Environmental and climate accountability has been weakened in the delivery structure.

The 2025 draft expressly structured priority initiatives through the City's sustainability pillars, including **Planet**, and directly identified transport-related emissions as an intended outcome.

The 2026 Strategy still acknowledges the Strategic Community Plan's Planet objectives, including reducing emissions.

However, actual delivery has now been reorganised into:

- Infrastructure;
- Partnerships; and
- Education.

That structure is not inherently wrong, but it makes the direct line between STS actions and environmental outcomes much less visible.

Requested outcome: Restore an explicit action-level connection between the Strategy's initiatives and its environmental and climate objectives.

19. Transport emissions indicator and target

Transport emissions require their own measurable indicator and target.

This is a separate concern from whether environmental objectives are mentioned.

The Strategy says sustainable transport minimises environmental impacts and aligns with the City's objective to reduce emissions.

However, there is no clear transport-emissions target showing whether the Strategy is actually reducing the environmental impact it relies upon as part of its purpose.

Requested outcome: Include an appropriate transport-emissions indicator, baseline and target or defined outcome, or clearly explain what alternative measure will demonstrate the Strategy's contribution to emissions reduction.

D. Stage 2 consultation – communication, reach and accessibility

20. Stage 2 was not clearly communicated as an opportunity to influence the draft

Stage 2 was not initially communicated clearly as an opportunity to influence the draft.

The initial public communication stated that, using community feedback, the City had already “reviewed and updated the draft Strategy to reflect local needs and priorities” and that the Engagement Report and draft Strategy were “available for review”.

The 13 July Facebook notice used this wording, and substantially the same wording was repeated through B-News and Belmont Connect.

That wording did not clearly communicate the most important fact: **the draft was open for a new round of public feedback that could result in changes before Council endorsement.**

Requested outcome: Acknowledge this distinction in the final engagement report and ensure future draft consultations expressly state that submissions are open and may influence the document before the decision is made.

21. Stage 1 engagement and Stage 2 draft consultation were not clearly distinguished

October 2024 formative engagement and Stage 2 consultation on the draft must be clearly distinguished.

October 2024 was an engagement exercise intended to understand travel behaviours, barriers and improvements residents wanted to see.

The Strategy records 128 mapping pins from 59 contributors and 199 survey responses from 158 contributors.

That process helped inform development of the Strategy.

It was **not the same thing** as asking the community to consider the resulting draft Strategy and decide whether its actions, targets, governance and priorities were adequate.

The City's early Stage 2 messaging blurred those two processes by leading with the fact that community feedback had already been incorporated.

Requested outcome: Clearly identify Stage 1 formative engagement and Stage 2 consultation on the draft as two distinct stages throughout the final Strategy, Engagement Report and Council report.

22. Missing or unclear consultation mechanics at commencement

The original Stage 2 communication did not clearly provide the basic mechanics of consultation.

A resident encountering a consultation notice should not have to investigate whether a submission process exists.

The initial communication should have clearly and prominently stated:

- that submissions or feedback were open;
- the closing date and time;
- how feedback could be provided;
- where the draft could be read; and
- that feedback would be reviewed before Council considered endorsement.

These were specifically the details that required later clarification.

Requested outcome: Record in the Stage 2 engagement report what information was contained in the original notices, what was later corrected, and how the City's future consultation procedures will ensure these basic details are present from commencement.

23. Digital discoverability and broken project continuity

Digital discoverability of the consultation was inadequate.

The consultation was originally conducted under a Belmont Connect address referring to the **Sustainable Transport Plan**. The project later became the **Sustainable Transport Strategy**, and the former address produced a Page Not Found error.

This was raised directly at the 28 July 2026 OCM. The response that the new Strategy could be found through the City's website did not answer whether ordinary internet searches and old links successfully redirected residents to the current consultation page.

This matters because people who participated in the earlier project, bookmarked it, found an old search result or followed an older external link could reasonably expect that link to continue directing them to the same project.

Requested outcome: Explain the URL-change and redirect process, identify what testing was undertaken, and adopt a process requiring permanent redirects and ordinary-search testing where public engagement projects are renamed.

24. Belmont Bulletin omission – accessibility and consultation reach

Failure to advertise Stage 2 in the Belmont Bulletin created a separate accessibility and reach problem.

The Stage 2 consultation was not advertised in the Belmont Bulletin distributed during the consultation period.

This is not simply another example of insufficient promotion through one optional channel.

The City has previously stated that the Belmont Bulletin goes to **every residential letterbox** and therefore gives all residents an opportunity to find important City information. More recently, the City has confirmed that the Bulletin continues to be distributed to residences throughout the City.

The City's own material also treats the Belmont Bulletin as an important communication channel and has linked improvements to the publication with accessibility and making City information easier to understand.

That makes its omission particularly important for residents who:

- do not use Facebook or other social media;
- are not subscribed to B-News;
- do not regularly visit Belmont Connect;
- are less digitally confident;
- have not previously participated in the project; or
- reasonably rely upon the City's printed publication for important local information.

Council records indicate that the Bulletin is prepared well in advance of distribution. If production timing made inclusion difficult, that should have been considered when Stage 2 engagement was planned or compensated for through an equivalent broadly accessible non-digital communication method.

This issue is particularly relevant to the City's own engagement commitments to identify barriers to participation, try to include people who are hard to reach, and provide people with the information they need to participate meaningfully.

Requested outcome: The Stage 2 report should identify whether use of the Belmont Bulletin was considered, why the consultation was not advertised through it, what equivalent non-digital method was used to reach residents, and how future engagement planning will ensure that major City-wide consultations are accessible to residents who do not rely on digital channels.

25. Failure to initially notify October 2024 participants

October 2024 participants were not initially directly notified when the draft became available.

The October 2024 participants were the people whose feedback the City says helped shape the Strategy.

They were therefore an obvious group to notify when the resulting draft became available for review.

Direct notification did eventually occur after concerns were raised, but it should have formed part of the original Stage 2 engagement design.

Otherwise the engagement process can ask people for formative input, use that input to develop a document, and then fail to bring those same participants back when they finally have an opportunity to see whether their concerns were properly translated into the draft.

Requested outcome: Record the timing of direct notification in the Stage 2 chronology and adopt an expectation that participants in an initial engagement stage are directly notified when a resulting draft proceeds to formal public review.

26. Remedial action does not establish that the original process was adequate

Later remedial action should not be treated as proving the original consultation process was adequate.

The City subsequently made useful corrections, including extending the consultation period, updating public information and notifying previous participants.

Those actions should be acknowledged positively.

However:

a problem that is corrected after it is identified still occurred.

The final Engagement Report should therefore not simply describe the consultation as though all of the corrected information and extended period had existed from commencement.

That would lose important information about how accessible the consultation originally was and why remediation became necessary.

Requested outcome: Present an accurate chronology distinguishing:

1. the original Stage 2 process;
2. concerns identified;
3. corrective actions taken; and
4. the extended opportunity subsequently provided.

E. Engagement framework and governance

27. Engagement Strategy omitted from supporting strategies

The City of Belmont Engagement Strategy should be included in Appendix 2 – Supporting Strategies.

The STS says it aligns with and is supported by a number of City strategies and directs readers to Appendix 2.

However, the City's own **Engagement Strategy 2023 & Beyond** is not identified as a supporting strategy.

That omission is difficult to understand given how heavily the STS relies upon community engagement as part of its evidence base and justification.

Council Policy CP55 also identifies the City of Belmont Engagement Strategy 2023 & Beyond as part of the City's engagement framework.

Requested outcome: Add the City of Belmont Engagement Strategy 2023 & Beyond to Appendix 2 and appropriately reference it in the Strategy's engagement and implementation framework.

28. Compliance with the City's engagement framework

The Strategy must demonstrate how engagement complies with the City's engagement framework, not merely add the Engagement Strategy to a list.

This is a different concern from point 27.

Simply adding the Engagement Strategy to Appendix 2 would not demonstrate compliance with it.

The City's engagement framework includes commitments to:

- keep the community informed;
- engage at an appropriate level;
- identify barriers to participation;
- try to include people who are hard to reach;
- provide the information necessary for meaningful participation;
- include engagement results in decision-making;
- close the loop by reporting outcomes; and
- not conduct engagement where there is no scope for community input to influence a decision.

These commitments are directly relevant to development of the STS and its Stage 2 consultation.

Requested outcome: Demonstrate in the final engagement material how the STS process complied with the City's engagement framework, including how identified participation barriers were addressed and how the community will be shown what changed because of its input.

F. Demonstrating community influence

29. Traceability of October 2024 feedback into draft actions

October 2024 feedback should be traceable to the actions in the draft Strategy.

The Strategy says that the feedback gathered plays a crucial role in shaping facilities and services and identifies clear community priorities.

But the draft does not provide an auditable pathway showing how those concerns became particular STS actions.

For example, the community identified separated bicycle infrastructure, better connectivity, crossings, lighting, theft and crime concerns. A reader should be able to see exactly which actions respond to each of those priorities.

A summary of what people said is not the same thing as demonstrating what their feedback changed.

Requested outcome: Publish a traceability table showing:

community issue or priority → evidence received → relevant STS action or amendment → reason where no corresponding action was included.

30. Traceability and disposition of Stage 2 feedback

Stage 2 feedback must be traceable to the final Strategy, including reasons for non-adoption.

Stage 2 should now be subject to the same test.

It is not sufficient for the City to state that all submissions were “considered”.

For each substantive issue or theme raised during Stage 2, the community and Council should be able to see:

- what was raised;
- how officers assessed it;
- whether it was accepted, partly accepted or not accepted;
- what change resulted; and
- why no change was made where the issue was not accepted.

Requested outcome: Publish a Stage 2 submission-disposition matrix linking substantive feedback directly to the proposed final Strategy.

G. Stage 2 reporting and endorsement

31. Complete Stage 2 engagement outcomes report

A complete Stage 2 engagement outcomes report should be published.

Before Council is asked to endorse the Strategy, the City should publish a complete account of Stage 2.

It should include:

- participation and submission numbers;
- methods of participation;
- substantive themes raised;
- the consultation chronology;
- communication changes and the extension;
- officer assessment of the issues; and
- how the results informed the proposed final Strategy.

Requested outcome: Publish the complete Stage 2 engagement outcomes report as part of the material available before final Council consideration.

32. Amendment schedule – July 2026 draft to proposed final Strategy

A complete amendment schedule should compare the July 2026 draft with the proposed final Strategy.

An engagement report explains what people said.

An amendment schedule answers a different question:

What exactly is Council being asked to endorse that is different from the draft the public reviewed?

These documents should not be conflated.

Requested outcome: Publish a complete schedule of substantive amendments identifying:

- the relevant page, section or action;
- the July 2026 wording or position;
- the proposed final wording or position; and
- the reason for the change.

The reason should also indicate whether the amendment arose from community feedback, officer review, updated evidence, an external stakeholder or another source.

33. Visibility of significant feedback not resulting in amendments

Significant Stage 2 concerns that do not result in amendments must be visible.

An amendment schedule naturally shows what changed.

It does not show important issues the City decided **not** to change.

That information is equally important to Council.

Otherwise a substantial issue could have been raised by multiple submitters, considered by the Administration and rejected, yet never be apparent to an elected member reading only the final Strategy and its list of amendments.

Requested outcome: Separately identify significant Stage 2 concerns that did not result in amendment and provide the officer reasoning for retaining the existing position.

34. Stage 2 must be recorded in the final Strategy

The final Strategy itself must record Stage 2 engagement.

The current Engagement section describes the October 2024 exercise in detail.

Once Stage 2 has occurred, that is no longer the complete engagement history of the Strategy.

The final document should not continue to present the formative October 2024 exercise as though it represents the entirety of community engagement undertaken in developing the Strategy.

Requested outcome: Update the final Strategy's Engagement section to clearly record both:

1. the October 2024 formative engagement; and
2. the 2026 Stage 2 consultation on the draft,

including dates, participation, major themes and the effect Stage 2 had on the final document.

35. Accountability material must be public before Council endorsement

Council should not be asked to endorse the Strategy until the Stage 2 accountability material is public.

This final concern is about **sequencing**, not simply whether reports will eventually exist.

If the Engagement Report, disposition of submissions and amendment schedule are published only at or after endorsement, the community cannot see the effect of its submissions before the decision is made and elected members have less opportunity to scrutinise the changes.

Council should be able to see clearly:

- what the public said;
- what the Administration recommends;
- what changed;
- what did not change;
- why; and
- exactly what final Strategy it is being asked to endorse.

Requested outcome: Do not place the Sustainable Transport Strategy before Council for final endorsement until the Stage 2 engagement outcomes, submission-disposition information and complete amendment schedule have been published with sufficient time for elected members and the community to understand the proposed final document.

Conclusion

I recognise that some of these 35 concerns are related. They are deliberately separated because they raise **different questions and require different remedies**. For example:

- adding targets does not resolve the absence of named infrastructure projects;
- publishing an Implementation Plan does not resolve the question of Council oversight over future changes to it;
- adding the Engagement Strategy to Appendix 2 does not establish compliance with the City's engagement commitments;
- extending the consultation does not answer whether it was adequately communicated when it commenced;
- making the Strategy accessible through one website does not resolve broken links or the accessibility gap created by not using a City-wide printed communication channel;
- publishing an engagement summary does not demonstrate which submissions changed the Strategy;
- publishing amendments does not show which significant concerns were rejected; and
- acknowledging the LTCN does not identify what cycling infrastructure will actually be progressed during the five-year Strategy.

For that reason, I again ask that **each of points 1–35 be individually recorded, considered and responded to in the Stage 2 engagement outcomes material**.

The City has an opportunity to produce a Sustainable Transport Strategy that gives Council clear strategic direction, gives the Administration a workable implementation framework, and gives the community a transparent basis for judging whether progress has actually occurred.

I ask that the Strategy be amended to provide that level of clarity and accountability before it is endorsed.

Response

A. Strategic direction, governance and delivery

1. Measurable five-year outcomes and target.

2. Performance measure baselines and success threshold

This response covers points 1 and 2.

The City will record a baseline set of data for the 'Performance Measures' noted in the Strategy and will record and report annually against these. The environment for sustainable transport is highly complex and depends on numerous factors that are often outside of the City's control. It is of note that the WA State Government's proposed 'Active Travel Strategy – Wheel, Walk, Ride, Thrive' is still in preparation. It remains to be seen whether the State Government will set performance targets for their Active Travel Strategy.

From a project management perspective it is important to distinguish between what are project targets and what are benefits realisation targets. The implementation plan for the Strategy will set out project actions with delivery timeframes, and budgets as set out in the annual budget process – the project team will be measured against these. The 'Performance Measures' in the strategy largely amount to benefits realisation targets that will be influenced by numerous factors outside of the actions the City undertakes under the Strategy – this includes the actions of the community itself.

3. Publication of the Implementation Plan before endorsement

The Implementation Plan is an operational plan that will be prepared following Council's endorsement of the Strategy. The CEO/Administration is responsible for operations.

4. Council oversight of the Implementation on Plan and material changes

As per response to point 3 - The CEO/Administration is responsible for operations.

5. Funding and resourcing of Strategy commitments

The scheduling and resourcing of the Strategy actions will be undertaken in the development of the Implementation Plan. There are already existing budgets for several actions – e.g. connectivity, bus stop amenity and education initiatives, but larger infrastructure projects related to the LTCN, for example, will be subject to the City's overall project prioritisation process and availability of funding. City funding for such projects will need to be assessed in the broader context of the Long Term Financial Plan against other competing projects and priorities and will depend on State and/or Federal funding to support delivery.

6. Annual public implementation reporting and action status register

As noted above the Implementation Plan is an operational document. Once complete, a high-level summary of the key implementation plan projects will be available to view on the City's Belmont Connect website and updated as projects progress. Progress under the Strategy will be reported in the Corporate Business Plan annually.

7. Ongoing community oversight after adoption

It is the CEO's role to provide oversight of City operations. Through stage 1 and 2 of the engagement process for the Sustainable Transport Strategy a considerable body of community input has already been provided to inform the development of the Implementation Plan.

B. Previous strategies and continuity

8. Incorrect historical date for Belmont on the Move

Community engagement for the development of Belmont on the Move: Integrated Movement Strategy commenced in 2015, hence the wording in the Strategy. As it was endorsed by Council in 2016, this will be clarified in the final version of the Strategy.

9. Formal status of Belmont on the Move

The formal status of Belmont on the Move is as outlined in the 'Informing strategies and plans' section of the Strategic Community Plan 2024-2034 (SCP) that was adopted at the 23 June 2026 Ordinary Meeting of Council. The adopted SCP notes '*Belmont on the Move: Integrated Movement Strategy (to be superseded by the Activity Centre Planning Strategy and Sustainable Transport Strategy)*'. It is also noted that Belmont on the Move is '*To be retired 2026*'.

10. Action-level reconciliation of previous transport plans

The City has undertaken a review of the sustainable transport related-actions under Belmont on the Move, the Activity Centre Planning Strategy and the Sustainable Transport Plan 2019-2023. A summary of the review will be included in the appendix of the Sustainable Transport Strategy.

11. Lessons learned from previous Belmont transport strategies

Lessons learned from previous strategies will be considered in the preparation of the Implementation Plan.

12. LTCN – aspirational network versus delivery programme.

At the current time, the City is considering development of the LTCN secondary route from Redcliffe Station to Belvidere Street – the Belvidere St section of the LTCN route is being completed as part of the Belvidere Street Revitalisation Project. This consideration is based on the previous funding criteria under the WA Bicycle Network Grants Program. At the time of preparation of the Strategy, the State has not, however, released the details or criteria for the next round of the WA Bicycle Network Grants Program. The wording of action 1.3 "*Long-Term Cycle Network (LTCN) development - with priority for routes that are eligible for Federal and State Government funding*" is appropriate and proposed City LTCN projects will respond to the funding criteria once released. As noted in point 5 above, the development of any LTCN route, even when external funding is taken into consideration will amount to a major project and be subject to the City's overall project prioritisation process.

13. Identifiable active-transport projects and delivery periods

Following endorsement of the Strategy, the City will develop the Implementation Plan and associated projects.

14. School and student active-travel programme

Refer to the following Key actions under the Strategy which address the points raised. As noted above the individual projects under each action will be developed in the Implementation Plan.

1.1 Improve accessibility and connectivity to education institutions, community and City facilities, commercial and industrial precincts.

1.2. Improve accessibility and connectivity to public transport infrastructure – in conjunction with PTA.

2.1 Investigate routes and areas for reduced speed limit implementation as an improved environment for safe active travel modes.

2.2 Advocate to Main Roads WA to upgrade traffic signals for enhanced and safer pedestrian phases.

2.4 Advocate to PTA for improved accessibility and connectivity with the Perth metropolitan network, along with coordinated bus/ train scheduling.

3.2 Collaborate with schools to encourage active travel modes through tailored engagement programmes.

With regards to the 'Your Move' program the City is actively involved having a longstanding and ongoing relationship with a number of schools in the City of Belmont. This will continue under action 3.2 as listed above. The 'Your Move' program is voluntary, and participation is at the school's discretion.

C. Evidence, safety and environmental outcomes

15. Evidence and analysis removed from the 2025 draft

The revised Strategy was reduced in size to support readability and accessibility. The analysis referenced in this point remains on the public record and will be considered by the team in development of the Implementation Plan.

16. Belmont-specific road-safety outcome

Refer to response to points 1 and 2 regarding targets and performance measures.

17. Community safety, lighting, secure bike storage and crime prevention

Street lighting and crime prevention are addressed in the Council-adopted Corporate Business Plan 2026-2030 i.e. Objective 1.1. '*Facilitate improved community safety*' and associated actions.

Bike parking/storage is addressed in the Strategy under the following key actions:

1.4 Install improved sustainable transport infrastructure such as bike stations and end of trip facilities at key locations.

2.5 Encourage, where the planning framework permits, the provision of active transport facilities for all new land use developments, located in key growth and high-density areas.

18. Weakened environmental and climate accountability

Two of the 'Planet' actions from the previous version of the Strategy have been brought forward to the new Strategy i.e.

1.8 Integrate streetscape enhancements such as green verges and street trees with existing and planned footpaths and cycle routes.

2.6 Investigate opportunities to expand the EV and micromobility charging network in conjunction with relevant industry partners.

The action '*Advocate to State Government for LED street lighting upgrades to improve safety for sustainable transport users*' from the previous version of the Strategy is covered under Objective 1.1. of the Corporate Business Plan 2026-2030.

The City's Environment and Sustainability Strategy 2023 – 2033 (ESS) is the key strategy that addresses environmental outcomes in the City. The relevant key actions addressing emissions and transport are addressed in section 5 of the ESS.

19. Transport emissions indicator and target

Refer to response to points 1 and 2 regarding targets and performance measures.

Refer to point 18 above regarding the City's ESS.

D. Stage 2 consultation – communication, reach and accessibility

20. Stage 2 was not clearly communicated as an opportunity to influence the draft

Where a strategy has had a broad engagement phase prior to the development of a draft, the primary intent of a second phase is to close the loop with previous participants; to show how their feedback was considered and invite questions and conversation with officers who have prepared the strategy. The communication of this second stage of engagement matched that intent. The first version of the Engagement Report published also outlined:

"The Draft Sustainable Transport Strategy 2026-2031 is being advertised through Belmont Connect from 13 July to 2 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. This chapter will be updated following the public consultation period to summarise the Stage 2 consultation outcomes and any resulting amendments to the Strategy."

Once this respondent raised concerns, the City made minor amendments to communications and the draft Engagement Report for clarity, and the deadline for feedback on the Strategy was extended by 2 weeks to 16 August 2026.

21. Stage 1 engagement and Stage 2 draft consultation were not clearly distinguished

During the stage 2 engagement exercise the Belmont Connect page outlined a timeline of project stages that included the first engagement phase (stage 1) and highlighted that the draft strategy was available to review (stage 2).

In addition to the timeline, information on both stages was outlined on Belmont Connect in tabs. The use of different tabs for different stages of the project is consistent with how the City provides information on multi-stage strategy projects.

The draft Strategy and Engagement Report published alongside the commencement of stage 2 engagement provided detailed information on the results of the first engagement stage. Both documents were written prior to the second stage commencing to help reviewers understand the process to that point.

At the completion of stage 2, the strategy and a finalised Engagement report will reference the outcomes of stage 2, be made publicly available and included in the Council Meeting Agenda where the STS will be considered.

22. Missing or unclear consultation mechanics at commencement

The original communications published at the start of stage 2 promoted an opportunity for community to review the strategy and get in touch, however the deadline for feedback was missing from most of the published communications.

On receipt of concerns from this respondent early in the engagement period, updates were made to communications including the deadline for feedback was extended by two weeks, adding a new amended deadline to communications, an email was sent and additional communications were undertaken.

The amendments made to the Engagement Report were published in track-change mode to clearly identify the changes made from the original version that was posted on Belmont Connect.

23. Digital discoverability and broken project continuity

The City does not support that people were unable to find information on this project through published channels. The project was easily discoverable and all supporting City communications directed people to the STS project page on Belmont Connect. The project was prominently displayed on the homepage of Belmont Connect and the homepage of the City's website during the engagement period.

Feedback was received late in stage 2 that an independent search engine was directing some users to an incorrect URL. Once officers were made aware, a redirect was put in place to direct any potential searchers to the correct URL link that had been promoted.

The Sustainable Transport Strategy project page was highly visited during the timeframe of the second engagement phase.

24. Belmont Bulletin omission – accessibility and consultation reach

As the primary intent of the second consultation phase is to close the loop with previous participants, communications focused mainly on this target audience, while still inviting others to get involved.

This approach recognises that feedback on strategy documents will generally come from people who have already engaged in the process. It also recognises the level of engagement in strategy reviews are significantly less than other types of engagements as people are more likely to provide their experiences and thoughts on a topic rather than specific comments on a document.

The timeframe for drafting the Belmont Bulletin can also preclude 'close the loop' consultation exercises as content needs to be finalised well in advance to allow for drafting, design, print and distribution.

25. Failure to initially notify October 2024 participants

Direct emails were sent out to 151 participants of the stage 1 engagement process on 22 July and this was a key planned communication for the project. The City does accept that this occurred later than originally planned.

As noted in previous responses, the deadline for stage 2 engagement phase was extended by 2 weeks to 16 August 2026 to allow a full 3.5 weeks for recipients of this email to get involved.

26. Remedial action does not establish that the original process was adequate

This comment is not supported. The planned communications approach including the email sent on 22 July is consistent with how the City promotes close the loop engagement exercises on strategy documents.

E. Engagement framework and governance

27. Engagement Strategy omitted from supporting strategies

Noted and accepted. The Engagement Strategy 2023 & Beyond will be added to the Appendix 2 – Supporting Strategies

28. Compliance with the City's engagement framework

The engagement approach for this project is consistent with the City's engagement framework and the engagement approach undertaken for other City strategy documents.

The strategy and engagement report clearly outline the planned engagement approach and the results of the engagement.

F. Demonstrating community influence

29. Traceability of October 2024 feedback into draft actions

The key actions in the Strategy link clearly to the feedback from the community. This is as detailed in the officer comments included in the Engagement Report. As noted in point 17 above the community priority regarding community safety is as covered in the Corporate Business Plan and associated actions.

30. Traceability and disposition of Stage 2 feedback

Officer responses have been provided to all feedback received in stage 2.

G. Stage 2 reporting and endorsement

31. Complete Stage 2 engagement outcomes report

The Engagement Report has been updated with stage 2 community feedback and officer comments.

32. Amendment schedule – July 2026 draft to proposed final Strategy

A summary of changes made to the draft Strategy arising from the stage 2 feedback is outlined in the item to Council.

33. Visibility of significant feedback not resulting in amendments

Officer responses to stage 2 community feedback are provided in the updated Engagement Report provided with the Item to Council.

34. Stage 2 must be recorded in the final Strategy

As noted in response to point 33 above, the updated Engagement Report with stage 2 responses will be included with the Strategy when presented to Council. This will be referenced in the Engagement section of the final version of the Strategy.

35. Accountability material must be public before Council endorsement

Refer to responses to points 31,32,33 and 34.

STS Feedback 9

16 August 2026

City of Belmont
215 Wright Street
Cloverdale WA 6105



Belmont Community
**ENVIRONMENTAL
CHAMPIONS**

Dear Design, Assets, and Development Team,

BCEC submission on the Draft Sustainable Transport Strategy 2026–2031

Please find enclosed BCEC's submission on the City of Belmont's Draft Sustainable Transport Strategy 2026–2031.

BCEC supports the City's intention to improve sustainable transport and welcomes the community feedback already gathered. The Engagement Report demonstrates substantial latent demand: 60.1% of respondents selected cycling, including e-bikes, as a preferred mode if traffic, accessibility and safety barriers were removed. While the survey was self-selected and should not be treated as representative of the whole population, it provides a strong indication that safety and network continuity are important constraints.

Our submission focuses on how the Strategy can translate this community aspiration into measurable progress.

BCEC has undertaken an initial Bike Network Analysis using the open-source BrokenSpoke Analyzer. This proof-of-concept produced an overall City-wide connectivity score of 48.0 and classified 73.2% of the assessed network as high stress. The results also suggest an important spatial pattern: travel within some suburb pockets is comparatively well connected, but safe connections between suburbs and across major roads are much more difficult.

These figures are not presented as a formal baseline. The analysis relies on OpenStreetMap data, and our review identified incomplete or doubtful destination and network information. Instead, the analysis demonstrates that low-stress network connectivity can be measured through a documented and repeatable method once the underlying data has been verified.

BCEC proposes a collaborative approach through which the City and community could:

- Validate the roads, paths, crossings and community destinations used in the analysis.
- Correct identified OpenStreetMap gaps, potentially through supported community mapping activities.
- Establish a verified low-stress connectivity baseline.
- Set a measurable 2031 improvement target.
- Repeat the analysis at regular intervals and report progress publicly.

BCEC would be pleased to assist City officers with data verification, community mapping and knowledge transfer on independently running the analysis.

Our submission also recommends proportionate governance arrangements for the Strategy's implementation. We suggest that a verified baseline and proposed target be presented to Council within 12 months, supported by a public implementation summary and identifiable annual progress reporting. This would retain officers' ability to manage operational details while

giving Council and the community appropriate visibility of strategic commitments and outcomes.

We offer these recommendations constructively and would welcome an opportunity to meet with the relevant officers to discuss the methodology, its limitations and how a verified baseline could be developed efficiently.

Yours sincerely

Belmont Community Environmental Champions

BCEC SUBMISSION

Measuring Low-Stress Cycling Connectivity

Response to the City of Belmont Draft Sustainable Transport Strategy 2026-2031

Prepared by BCEC | 16 August 2026 | Officer version

RECOMMENDATION

Add low-stress cycling network connectivity and destination access to the STS performance framework; establish a verified Bicycle Network Analysis baseline in Year 1; return the baseline and a measurable 2031 target to Council for endorsement; and publish an identifiable annual action-status and progress report.

Executive summary

Belmont Community Environmental Champions Inc. supports the draft Strategy's aim of a well-connected, safe and environmentally responsible transport network. The draft identifies connectivity as a priority, but its performance table does not directly measure whether residents can reach everyday destinations through a connected, low-stress cycling network.

A recognised, repeatable method is available. The PeopleForBikes Bicycle Network Analysis (BNA), run locally through the open-source Brokenspoke Analyzer, assesses traffic stress and low-stress access to people and common destinations. It produces overall and category scores for a defined area.

BCEC's preliminary City-wide run scored 48.0. Only 26.8% of the modelled network was classified low stress and 73.2% high stress. Separate suburb runs generally returned higher overall scores. Read with the stress maps, this supports BCEC's observation that

local pockets can work reasonably well while high-stress roads and crossings fragment travel across the City.

The City's own engagement evidence points to the same problem and to substantial latent demand. Among the self-selected Belmont Connect survey respondents, 60.1% selected cycling, including e-bikes, as a preferred mode if traffic, accessibility and safety barriers were removed. In 173 responses about what would encourage more riding or micromobility use, the leading themes were safe protected infrastructure, better-connected continuous routes and safer crossings of major roads.

These results are a proof of concept, not the proposed formal baseline. The network appears sufficiently complete to demonstrate the method, but important destination categories and some network attributes require verification. BCEC offers to help the City complete that work and establish a defensible baseline.

BCEC's five requests

1. Add low-stress cycling network connectivity and destination access as an STS performance measure.
2. Complete a City-supported audit of relevant OpenStreetMap and City-held data before adopting the official baseline.
3. Publish the verified baseline and data-quality statement, then present a measurable 2031 target to Council for endorsement.
4. Publish a summary implementation schedule and report action status and outcome progress to Council and the community each year.
5. Work with BCEC on data verification, community mapping, officer knowledge transfer and repeat analysis.

1. The missing network-performance measure

The draft says that infrastructure will prioritise closing gaps in accessibility and connectivity and that progress will be reported through the Corporate Business Plan and annual reporting. Page 31 lists measures of usage, private-vehicle dependency, crashes, participation, satisfaction, emerging mobility, cycling activity and funding effectiveness. Each is useful, but none measures whether the network itself enables low-stress access.

Current evidence	What it shows	Question still unanswered
Mode share and counts	How much people currently ride	Can useful destinations be reached on a continuous low-stress route?
Crash data	Where reported harm occurred	Where stress suppresses cycling before a crash occurs
Community surveys	Perceptions and priorities	Which links create the greatest network barrier
Infrastructure length	How much has been provided	Whether individual facilities form a useful network
BNA	Low-stress access to people and destinations	Complements rather than replaces the other evidence

Table 1. BNA fills a network-outcome gap; it does not replace counts, crash analysis, surveys or engineering assessment.

1.1 What the engagement evidence adds

The Engagement Report records 199 survey responses from 158 contributors.

Respondents could select multiple modes, and the sample was self-selected, so the results should not be treated as a representative City-wide mode-share estimate. They are nevertheless direct evidence of the priorities expressed by people who participated in the City's process.

Engagement finding	Reported result	Relevance to this submission
Typical-day cycling, including e-bike	38.3% of survey selections	Shows cycling already forms part of travel for many respondents; not a population mode share.
Preferred cycling if all traffic, accessibility and safety barriers were removed	60.1% of survey selections	Shows a substantial preference gap associated with barriers.
What would encourage more riding or micromobility use	173 responses	Top three themes: protected infrastructure; connected, direct and continuous routes; safer major-road crossings.
Interactive mapping	128 pins from 59 contributors	Identifies specific barriers that can be tested against stress and connectivity outputs.

Table 2. City of Belmont Engagement Report, July 2026. Survey questions allowed multiple selections; results describe respondents, not all residents.

2. What BNA measures

PeopleForBikes describes the BNA as a four-stage process: data collection, traffic-stress analysis, destination-access analysis and score aggregation. Its low-stress standard broadly corresponds to Levels of Traffic Stress 1 and 2 and is intended to reflect the comfort of a typical adult who is interested in cycling but concerned about motor-vehicle interactions.

- **Traffic stress:** classifies streets and paths using available road, speed, lane, parking, cycling-facility and intersection attributes.
- **Destination access:** tests whether people and common destinations can be connected through the low-stress network within the analysis trip distance.
- **Score aggregation:** combines access outcomes into an overall score and category scores from 0 to 100.
- **Repeatability:** allows the same boundary, dataset and tool version to be rerun after network changes.

Low-stress share and overall score are different. The share describes how much of the modelled network is low stress. The overall score describes low-stress access to people and destinations. A small but well-placed local network can therefore support a relatively high score even when much of the total road network remains high stress.

3. Preliminary City-wide result

48.0	26.8%	73.2%	43,278
Overall score	Low-stress share	High-stress share	Modelled population

The preliminary City-wide analysis indicates that high-stress segments dominate the modelled network. Parks and retail are the strongest category scores, while transit is the lowest. Transit and core services are also among the categories most affected by sparse destination mapping and must be verified before target-setting.

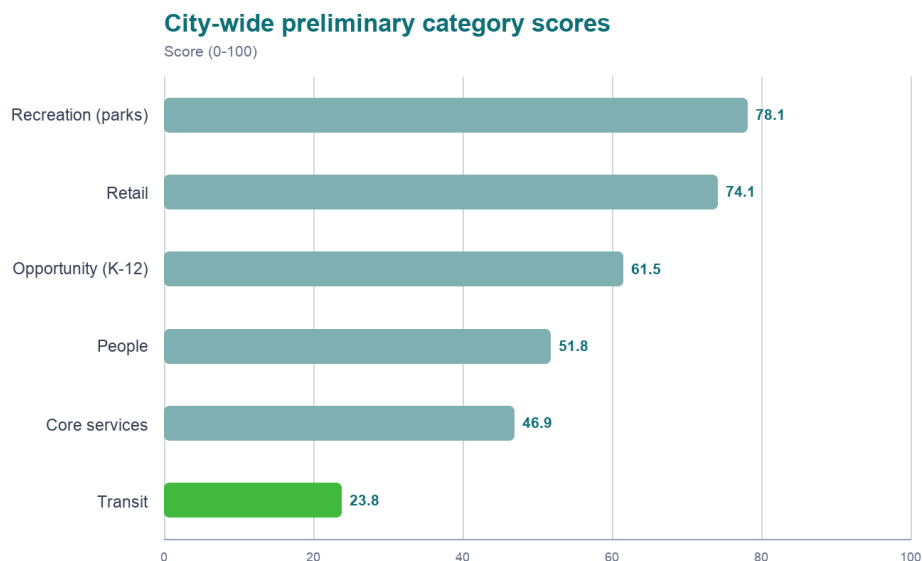


Figure 1. City-wide preliminary category scores. Indicative only; source: BCEC BNA outputs dated 15 August 2026.

Category	Score	Interpretation at this stage
People	51.8	Moderate modelled access to nearby people.
Opportunity (K-12)	61.5	Moderate access to mapped schools.
Core services	46.9	Treat cautiously: health and social-service POIs are sparse.
Retail	74.1	Relatively strong access to mapped retail.
Recreation (parks)	78.1	Strongest category in this run.
Transit	23.8	Lowest category; mapped transit coverage requires verification.

Table 3. Preliminary category scores. These are not proposed as the formal baseline.

4. City and suburb pattern

Separate runs were completed for Rivervale, Cloverdale, Redcliffe, Belmont, Kewdale, Ascot and Perth Airport. All residential suburb runs returned a higher overall score than the City-wide run. This does not mean every suburb street is low stress: the suburb low-stress shares range from 15.4% to 47.4%, while the overall score also reflects the placement of people and mapped destinations.

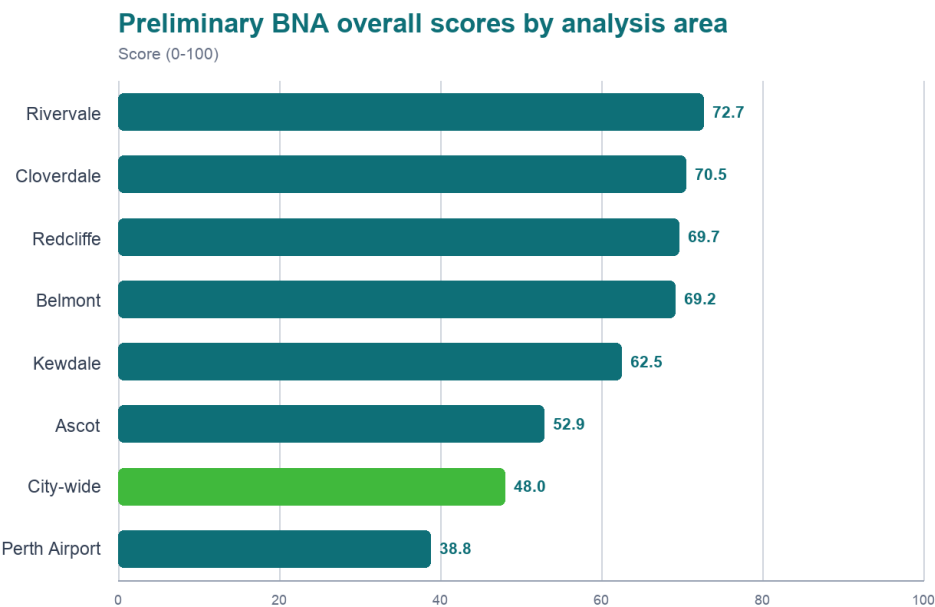


Figure 2. Preliminary overall scores from separately analysed areas. The results are diagnostic and are not additive.

Area	Overall	Low-stress share	Population
Rivervale	72.7	21.9%	9,109
Cloverdale	70.5	15.4%	8,857
Redcliffe	69.7	19.9%	4,265
Belmont	69.2	24.1%	7,935
Kewdale	62.5	29.7%	7,761
Ascot	52.9	47.4%	3,563
Perth Airport	38.8	28.9%	1,743

Table 4. Separate boundary runs use their own analysis context and should not be summed.

Connected pockets, disconnected city

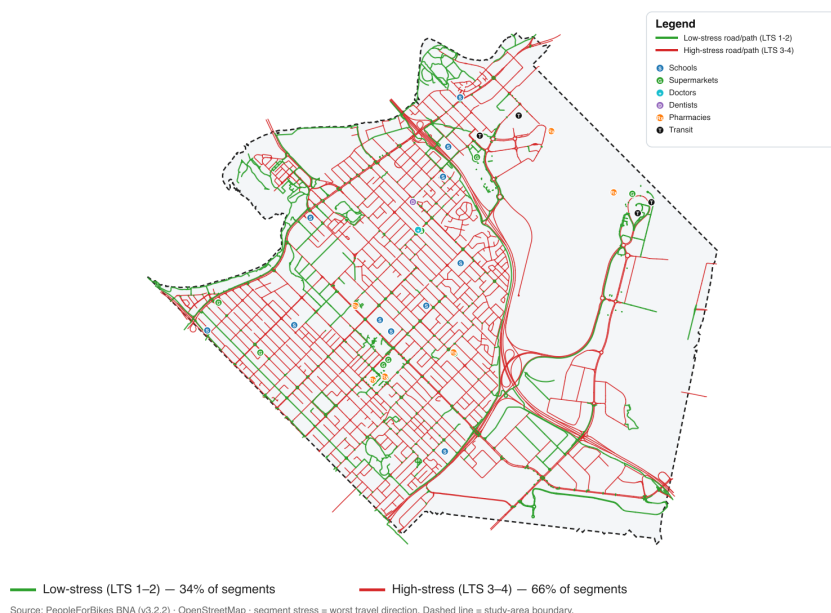
The score pattern and the supplied stress maps are consistent with BCEC's practical observation: local streets and paths can support useful movement within suburb pockets, while high-stress arterial roads and difficult crossings interrupt travel between suburbs and to regional destinations. The City-wide result is therefore the strategic indicator; suburb and grid results are supporting diagnostics that help locate barriers and equity gaps.

Community evidence identifies the same seams

The engagement mapping identified difficult or unsafe walking and cycling conditions on the corridors that divide or constrain cross-City movement. Great Eastern Highway attracted 10 State-road responses about crossings and access; Orrong Road attracted eight about heavy traffic, unsafe cycling and poor connectivity; and two responses identified the Leach Highway Principal Shared Path termination and poor connection to Orrong Road. On local roads, respondents also identified barriers on Kooyong Road, Surrey Road, Abernethy Road, Epsom Avenue, Wright Street and Stanton Road. These are not statistically representative counts, but they are geographically specific community evidence that can be compared with the traffic-stress map and used to prioritise validation and engineering investigation.

City of Belmont — whole LGA

Bicycle network — Level of Traffic Stress - BNA score 48.0/100



5. Data quality and limitations

IMPORTANT

The current score must not be adopted as the formal baseline. The results are suitable to demonstrate the method, but destination layers and selected network attributes require verification.

5.1 Sparse destination layers

The City-wide output contains one doctor, one dentist, no hospitals, six pharmacies, no social services and four transit points. Most suburb outputs contain no mapped doctors, dentists or transit points. A zero can represent a genuine absence, a facility outside the analysis boundary, or an unmapped or unrecognised OSM tag. Rivervale's strict polygon check found no in-boundary health-service features under the queried tags but did find three IGA supermarket features, illustrating that category completeness varies.

Area	Doctors	Dentists	Pharmacies
City of Belmont	1	1	6
Rivervale	0	0	0
Cloverdale	0	0	3
Redcliffe	0	0	0
Belmont	1	1	1
Kewdale	0	0	0
Ascot	0	0	0
Perth Airport	0	0	2

Table 5. Selected destination counts. Hospitals and social services are zero in every listed output.

5.2 Speed units and stress classification

The speed treatment is consistent with the mapped result. Prepare logs report a city default of 30 km/h, but the stress rules compare speeds in mph after conversion in speed_limit.sql. A tagged 30 km/h road is about 20 mph, not 30 mph, and the mapped 30 km/h road appears low stress. Tagged 50 km/h roads convert to about 31 mph and remain high stress under the current segment rules. Defaults matter most where explicit maxspeed tags are missing, so posted speeds should form part of the validation audit.

5.3 Other known issues

- Alexander Road, Wright St, Oats St painted cycle lanes are known to be untagged in OSM for this analysis context, although painted cycle lanes still rank as high stress paths.
- Some apparent missing destinations are boundary effects; a nearby Chemist Warehouse found through a bounding-box search was outside the Rivervale polygon.
- City-wide and suburb population results are modelled independently and should not be summed or treated as statutory population estimates.
- The local OSM extract file was modified on 15 August 2026 and contains object edits through 24 July 2026, but its header does not record a clear replication timestamp.
- The run used Brokenspoke Analyzer 3.2.2, a custom City boundary and WorldPop 2026 population data. Those inputs and settings should be retained with the baseline.

6. From proof of concept to formal baseline

- **Agree the data specification.** Document the road, path, speed, lane, parking, cycling-facility, intersection, crossing and destination attributes required for Belmont.
- **Reconcile City and OSM data.** Compare City asset, posted-speed, crossing, transit and community-facility data with OSM, recording discrepancies.
- **Verify high-impact features.** Prioritise attributes likely to change stress classifications and destination categories with zeros or implausibly low counts.
- **Use community mapping.** BCEC can coordinate local knowledge, field checks and structured OSM mapping parties under City-approved quality assurance.
- **Freeze the baseline dataset.** Archive the boundary, OSM extract, population data, speed inputs, tool version, run commands, settings and data-quality register.
- **Run quality checks.** Review signed speed zones and outliers and validate samples of low- and high-stress segments against known conditions.
- **Publish the baseline.** Report the City-wide score, category scores, stress share, maps and limitations, supported by suburb diagnostics.
- **Set the 2031 target.** Select a numeric improvement target only after the verified baseline is complete.

7. Target and reporting framework

BCEC does not recommend setting a numeric target from the current run. Once validated, the public STS performance framework should link a City-wide outcome target with diagnostic measures and project evaluation.

Role	Indicator	Proposed use
Primary outcome	Verified City-wide overall BNA score	Baseline in Year 1; numeric 2031 improvement target
Network condition	Low- and high-stress share	Report change, including priority LTCN routes
Destination access	Verified category scores	Set targets only after data-completeness checks
Equity diagnostic	Suburb and grid results	Identify lowest-performing areas and whether gaps narrow
Project evaluation	Before-and-after BNA comparison	Apply to major links, crossings and corridors

Table 6. Suggested hierarchy for the target and supporting indicators.

Council and public oversight

The draft provides some oversight, but not enough over the decisions that define success. It states that progress will be reported through the Corporate Business Plan and annual reporting processes, and significant expenditure will still be considered through Council budgets. The Engagement Report, however, describes the five-year Implementation Plan as an internal working document. Neither document expressly requires the completed plan, the baseline, the 2031 target or material changes to return to Council.

Recommended balance. BCEC does not ask Council to manage technical reruns or every operational adjustment. Officers can maintain the detailed working plan. Council and the public should nevertheless receive a published summary of actions, lead roles, indicative timing and dependencies; Council should endorse the baseline and target that define success; and material changes to the target, method or priority action set should be disclosed through an identifiable public report.

Recommended reporting cycle

- Within 12 months of adoption: validate the data and present the baseline, data-quality statement and proposed 2031 target to Council for endorsement and publication.
- Annually: provide Council and the community with an identifiable STS action-status report, refresh key data, rerun the analysis and explain material delays or changes.
- After major projects: undertake a before-and-after comparison where connectivity should change.
- Mid-term and 2031: complete full data revalidation and report progress against the Council-endorsed target.
- If the methodology, target or priority action set changes materially: document the change publicly; return policy-level changes to Council; and rerun the historical baseline where necessary to preserve comparability.

8. Requested amendments

Performance measure

SUGGESTED WORDING

Low-stress cycling network connectivity and access to everyday destinations. Data method: Bicycle Network Analysis using verified OpenStreetMap and City-held data; baseline established in Year 1; results reported City-wide and supported by suburb-level diagnostics using a documented, repeatable methodology.

Infrastructure action 1.10

SUGGESTED WORDING

Establish and maintain a verified low-stress cycling network connectivity baseline, measurable 2031 target and project-evaluation process, with results informing network priorities and funding submissions.

Partnership action 2.7

SUGGESTED WORDING

Partner with community cycling and mapping groups to validate network and destination data, support community mapping activities and strengthen transparent active-transport reporting.

Delivery and reporting

SUGGESTED WORDING

Within 12 months of adoption, present the verified baseline, data-quality statement and proposed 2031 target to Council for endorsement and publication. Thereafter, publish annual progress through an identifiable STS action-status report as part of, or clearly linked from, the Corporate Business Plan and annual reporting process.

Governance and change control

SUGGESTED WORDING

Publish a summary implementation schedule identifying actions, lead roles, indicative timing and external dependencies. Technical updates may be managed administratively; material changes to the Council-endorsed target, measurement method or priority action set must be disclosed and returned to Council where they alter the Strategy's intended outcomes.

9. About BCEC and its offer

BCEC is Belmont Community Environmental Champions, a locally founded volunteer group established by residents in 2023. Its record of organising volunteers and community environmental action gives it relevant local knowledge and reach for structured mapping parties and field verification.

Under City-approved data standards and quality assurance, BCEC can help reduce establishment effort and build officer capability by:

6. coordinating structured OSM mapping parties, local field checks and destination and network-feature verification;
7. sharing the documented Analyzer workflow and supporting reproducible reruns; and
8. helping interpret maps and scores and review identified barriers with the community.

Conclusion

The City does not need to choose between an administratively workable Implementation Plan and meaningful public accountability. Its existing indicators should be complemented by a direct measure of low-stress network connectivity. With a verified dataset, a Council-endorsed baseline and target, a public action schedule and annual status reporting, Council and the community will be able to see whether Belmont's cycling network is becoming safer, more connected and more useful over the life of the Strategy.

Appendix A - Detailed preliminary scores

A dash indicates that a category value was not present in the suburb output row. A value of 0.0 may represent either genuine absence or an incomplete destination layer. Separate runs should be interpreted diagnostically.

Area	Overall	People	K-12	Core services
Rivervale	72.7	88.4	64.1	77.3
Cloverdale	70.5	82.4	75.9	79.5
Redcliffe	69.7	91.1	88.8	-
Belmont	69.2	80.0	48.4	85.1
Kewdale	62.5	86.9	62.1	-
Ascot	52.9	74.0	27.8	-
Perth Airport	38.8	83.1	0.0	40.1

Table A1. Overall, People, K-12 and Core services scores.

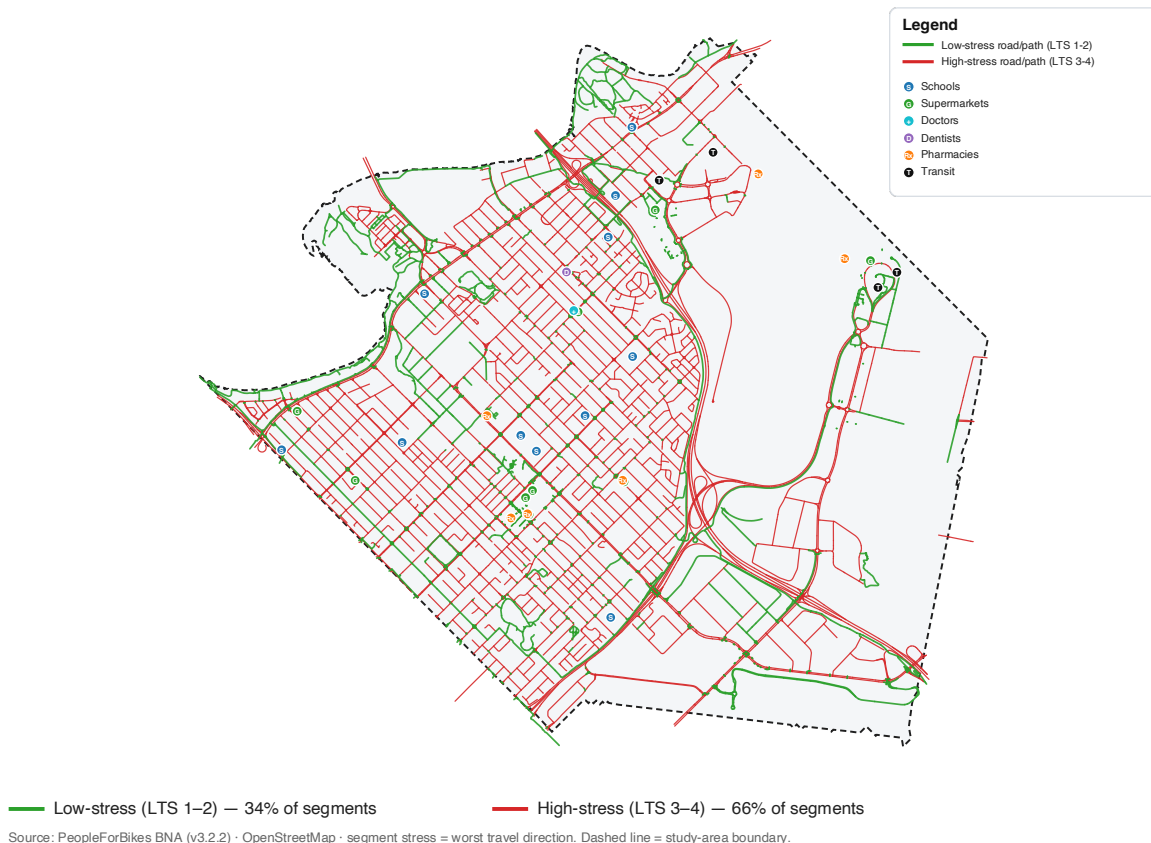
Area	Retail	Parks	Transit
Rivervale	85.4	92.5	0.0
Cloverdale	73.9	86.6	0.0
Redcliffe	42.7	91.8	88.8
Belmont	84.2	82.2	0.0
Kewdale	52.9	89.4	0.0
Ascot	71.7	58.4	0.0
Perth Airport	36.5	23.2	8.0

Table A2. Retail, parks and transit scores.

Appendix B - Map annex

City of Belmont — whole LGA

Bicycle network — Level of Traffic Stress · BNA score 48.0/100



Rivervale

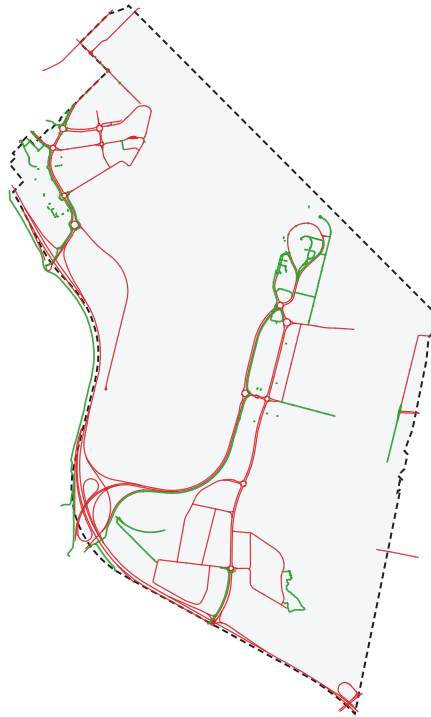
Bicycle network — Level of Traffic Stress · BNA score 72.7/100



Source: PeopleForBikes BNA (v3.2.2) · OpenStreetMap · segment stress = worst travel direction. Dashed line = study-area boundary.

Perth Airport — City of Belmont portion

Bicycle network — Level of Traffic Stress · BNA score 38.8/100



— Low-stress (LTS 1–2) — 36% of segments

— High-stress (LTS 3–4) — 64% of segments

Source: PeopleForBikes BNA (v3.2.2) · OpenStreetMap · segment stress = worst travel direction. Dashed line = study-area boundary.

Kewdale — City of Belmont portion

Bicycle network — Level of Traffic Stress · BNA score 62.5/100



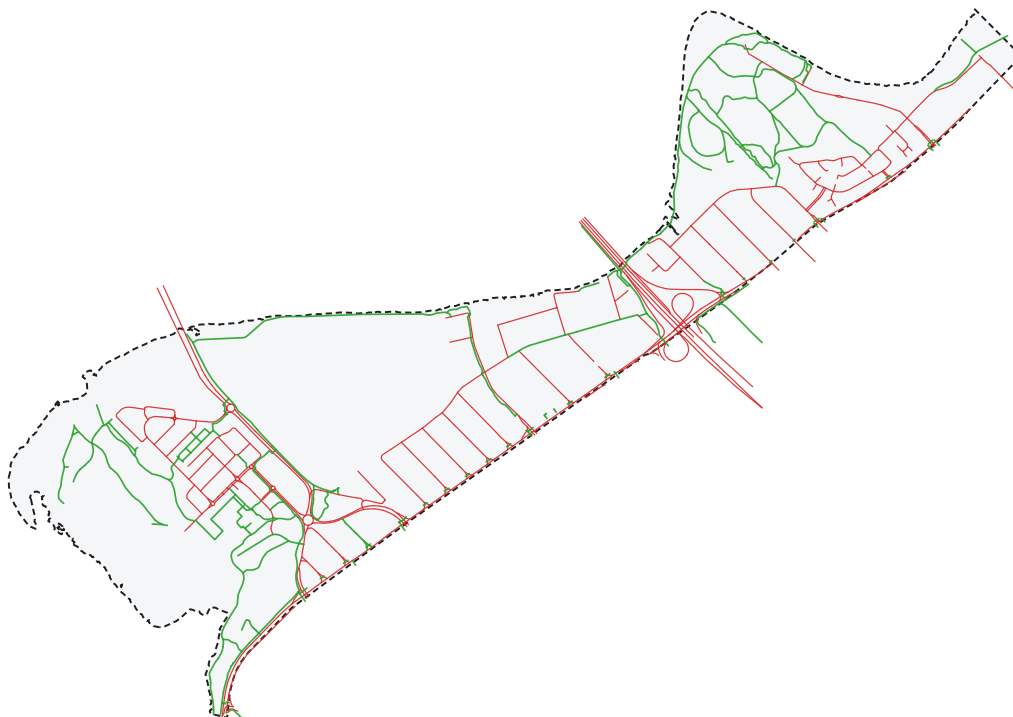
— Low-stress (LTS 1–2) — 39% of segments

— High-stress (LTS 3–4) — 61% of segments

Source: PeopleForBikes BNA (v3.2.2) · OpenStreetMap · segment stress = worst travel direction. Dashed line = study-area boundary.

Ascot

Bicycle network — Level of Traffic Stress · BNA score 52.9/100



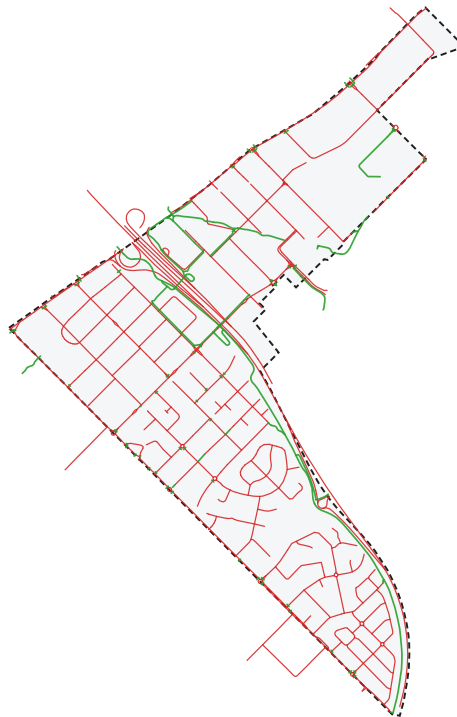
— Low-stress (LTS 1–2) — 35% of segments

— High-stress (LTS 3–4) — 65% of segments

Source: PeopleForBikes BNA (v3.2.2) · OpenStreetMap · segment stress = worst travel direction. Dashed line = study-area boundary.

Redcliffe

Bicycle network — Level of Traffic Stress · BNA score 69.7/100



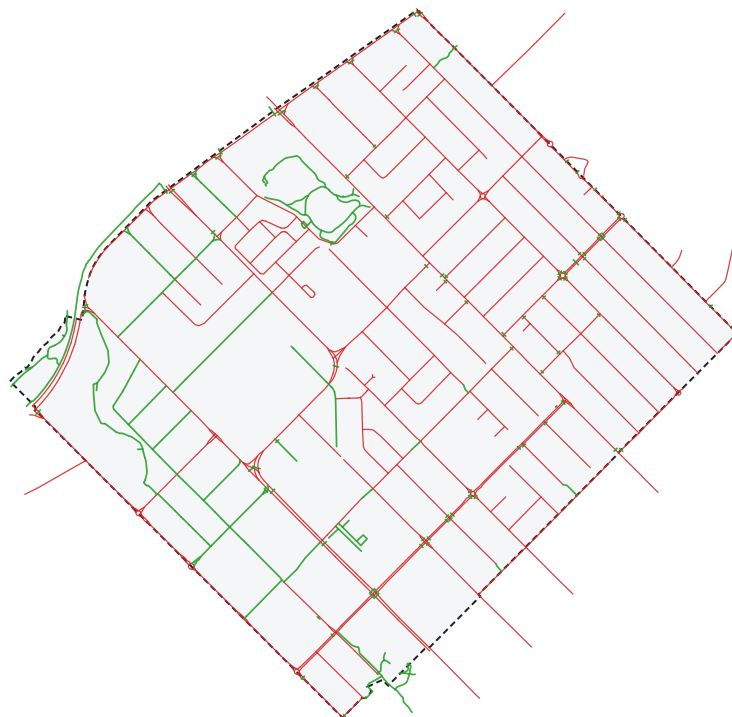
— Low-stress (LTS 1–2) — 22% of segments

— High-stress (LTS 3–4) — 78% of segments

Source: PeopleForBikes BNA (v3.2.2) · OpenStreetMap · segment stress = worst travel direction. Dashed line = study-area boundary.

Belmont (suburb)

Bicycle network — Level of Traffic Stress · BNA score 69.2/100



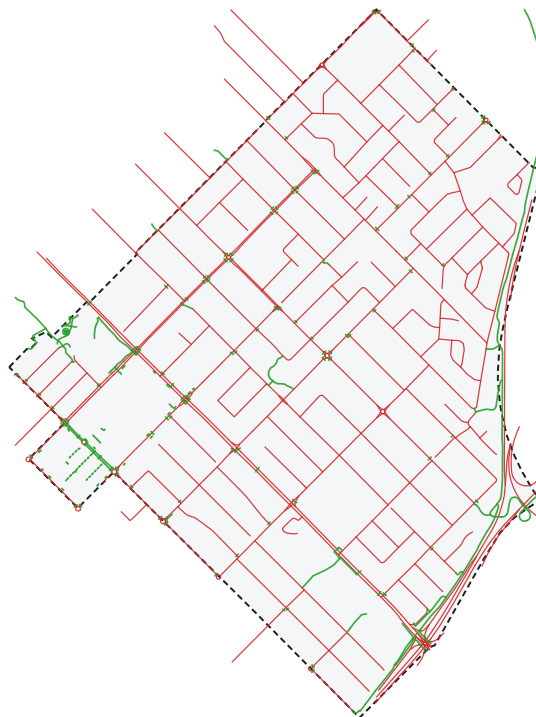
— Low-stress (LTS 1–2) — 33% of segments

— High-stress (LTS 3–4) — 67% of segments

Source: PeopleForBikes BNA (v3.2.2) · OpenStreetMap · segment stress = worst travel direction. Dashed line = study-area boundary.

Cloverdale

Bicycle network — Level of Traffic Stress · BNA score 70.5/100



— Low-stress (LTS 1–2) — 36% of segments

— High-stress (LTS 3–4) — 64% of segments

Source: PeopleForBikes BNA (v3.2.2) · OpenStreetMap · segment stress = worst travel direction. Dashed line = study-area boundary.

Response

1. Add low-stress cycling network connectivity and destination access as an STS performance measure.

The 'Cycling Activity' performance measure will be amended to include low stress cycling network connectivity and destination access.

2. Complete a City-supported audit of relevant OpenStreetMap and City-held data before adopting the official baseline.

The City has adopted the LTCN network. It is therefore appropriate that a low-stress cycling network connectivity assessment be applied only to the LTCN. The City will consider the most appropriate approach to measure this metric during the preparation of the Implementation Plan.

3. Publish the verified baseline and data-quality statement, then present a measurable 2031 target to Council for endorsement.

The City will record a baseline set of data for the 'Performance Measures' noted in the Strategy and will record and report annually against these. The environment for sustainable transport is highly complex and depends on numerous factors that are often outside of the City's control. It is of note that the WA State Government's proposed 'Active Travel Strategy – Wheel, Walk, Ride, Thrive' is still in preparation. It remains to be seen whether the State Government will set performance targets for their Active Travel Strategy.

From a project management perspective it is important to distinguish between what are project targets and what are benefits realisation targets. The implementation plan for the Strategy will set out project actions with delivery timeframes, and budgets as set out in the annual budget process – the project team will be measured against these. The 'Performance Measures' in the strategy largely amount to benefits realisation targets that will be influenced by numerous factors outside of the actions the City undertakes under the Strategy – this includes the actions of the community itself.

4. Publish a summary implementation schedule and report action status and outcome progress to Council and the community each year.

The Implementation Plan is an operational document. Once complete, a high-level summary of the key implementation plan projects will be available to view on the City's Belmont Connect website and updated as projects progress. Progress under the Strategy will be reported in the Corporate Business Plan annually.

5. Work with BCEC on data verification, community mapping, officer knowledge transfer and repeat analysis.

The City will engage with industry stakeholders, as appropriate, in the delivery of the STS.