Sustainable Transport Strategy

2026 – 2031

City of Belmont

Executive summary

The City of Belmont's Sustainable Transport Strategy 2026-2031 (STS) provides a strategic framework to guide the City towards providing a well-connected, safe, and environmentally responsible transport network that enhances the quality of life for all residents and visitors.

The STS was developed based on feedback received through an extensive community engagement process, supported by analysis of available data and consideration of best practice principles.

Engagement opportunities included an online interactive map, a community survey, and in-person events held throughout the City. The community identified the following priorities for consideration:

- **Active transport enablement** (e.g. footpaths, bike paths, pram ramps)
- **Road safety** (e.g. reduced speed limits, pedestrian crossings, traffic calming devices)
- **Community safety** (e.g. street lighting, bike storage locations, crime prevention)
- **Education** (e.g. workshops, promotion of benefits such as wellness and connectivity)
- **Community perception** (e.g. participation and convenience of active transport movement)
- **Wayfinding** (e.g. universal messaging in appreciation of the diverse community)

In response to community feedback, the STS outlines key actions to be addressed within the following three focus areas:

- **Infrastructure** – encourages safe and active transport movement across the city.
- **Partnerships** – collaborate with other agencies for active transport facilities.
- **Education** – programmes for improved sustainability and maximising active transport participation.

Implementation will be supported through an ~~action~~ implementation plan, ongoing monitoring, and regular review to ensure the STS remains responsive to community needs, delivers safe active transport infrastructure, promotes sustainable travel choices for residents and visitors, while also enhancing public health outcomes, and strengthening social equity.

Effectiveness of the STS will be evaluated against various metrics, with progress reported through the Belmont Connect webpage, the City's Corporate Business Plan and annual reporting processes.

Contents

Introduction

A transport network is considered sustainable if it meets current travel needs while minimising economic, social and environmental impacts and remaining effective in supporting the mobility needs for future generations.[1]

With the City's population projected to exceed 62,000 residents by 2046[2], alongside significant growth in visitors associated with employment, the City recognises the limited capacity for the transport network to accommodate increased demand if dependence on private vehicle travel continues at the current rate. There is therefore a need to reduce private vehicle use and focus on shifting travel behaviour towards more sustainable transport modes. These modes, as identified in this report, include walking, cycling, public transport and embracing newer technologies such as e-rideable devices, electric and the autonomous vehicles of the future.

The Sustainable Transport Strategy (STS) 2026 – 2031 has been prepared to provide strategic direction for the City of Belmont to ensure the transport network remains resilient while supporting the City's liveability, accessibility and economic growth objectives.

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*[3], and consolidated them, ensuring that they have been reviewed for current relevance and modified accordingly.

Further background on previous foundation documents for the STS is provided in **Appendix 1 – Our journey so far**.

E-bicycle maintenance mechanic. Source: City of Belmont.

Strategy purpose

Through the Sustainable Transport Strategy, the City of Belmont aspires to be a model of sustainability in transport and is committed to making active transport a safe and accessible option for all members of the community.

Strategic context

The Sustainable Transport Strategy 2026-2031 is aligned with the City's '*Our Plan for the Future. Strategic Community Plan 2024-2034'* and contributes towards our community's vision and objectives for the future. Sustainable transport closely aligns to four (of the five) pillar objectives for People, Planet, Place and Performance, specifically for **a safe and healthy community** and **a City that is easy to get around safely and sustainably**.[4]

People

Planet

Place

Performance

Performance area	Desired Outcome	Objectives
People	Outcome 1: *A safe, healthy community*.	1.1. Facilitate improved community safety.
	Outcome 3: *People of all ages and abilities feel connected and supported*.	3.1. Support the health and wellbeing of families and children.

Performance area	Desired Outcome	Objectives
Planet	Outcome 4: *Healthy and sustainable ecosystems*.	4.1. Protect and enhance our environment.
	Outcome 5: *Climate resilience*.	5.1. Adapt sustainable practices to reduce emissions.

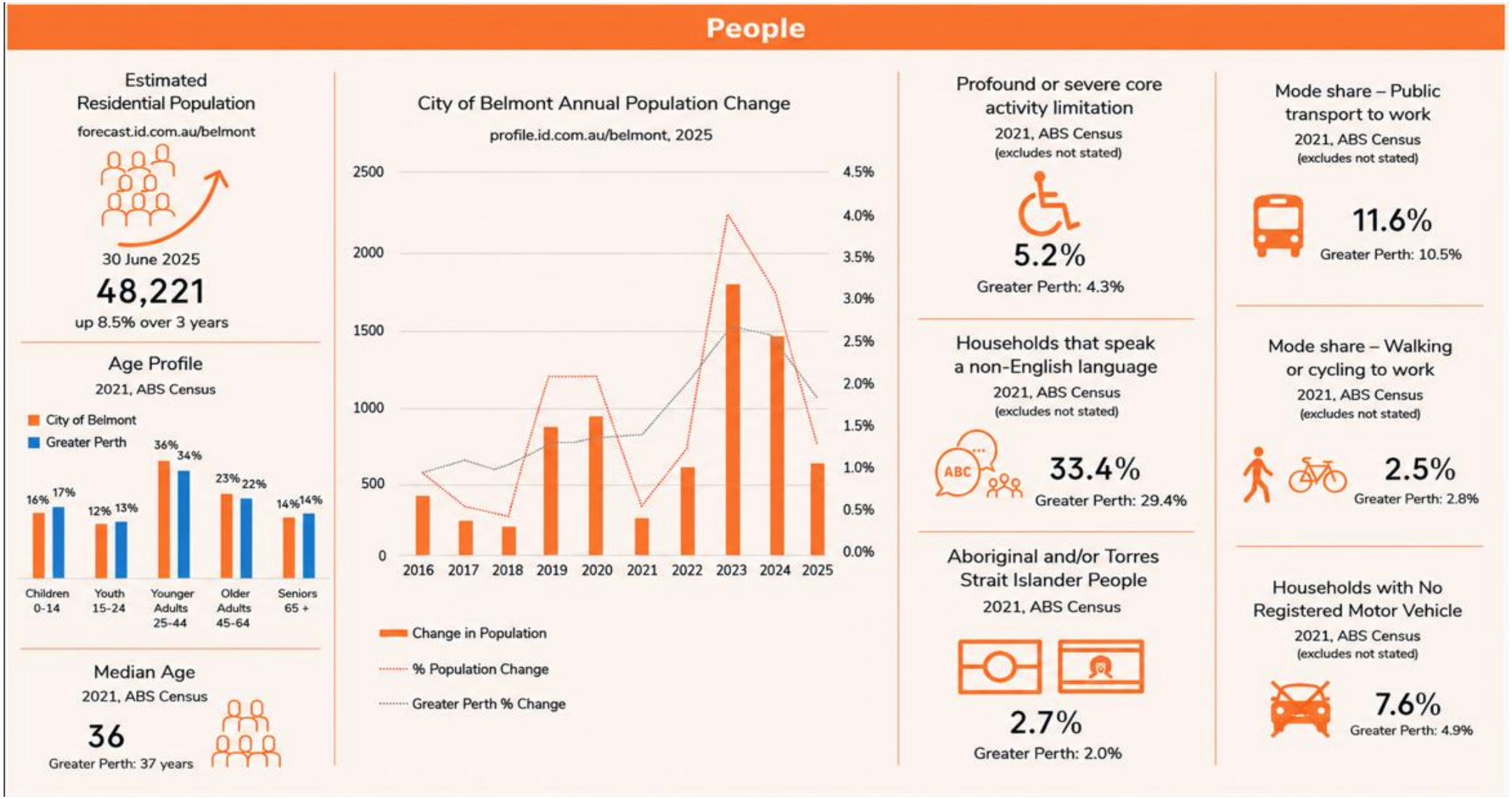
Performance area	Desired Outcome	Objectives
Place	Outcome 6: *Sustainable population growth with responsible urban planning*.	6.1. Responsible planning and development to enhance liveability, with consideration for supporting infrastructure and services.
	Outcome 8: *A city that is easy to get around safely and sustainably*.	8.1. Make our city more enjoyable, connected and safe for people to walk and cycle. 8.2. Deliver a safe, efficient and sustainable road network with supporting infrastructure, including sufficient parking.

Performance area	Desired Outcome	Objectives
Performance	Outcome 10: *Effective leadership, governance and financial management.*	10.3. Embrace technology, creativity and innovation to solve complex problems and improve our city.
	Outcome 11: *A happy, well informed and engaged community.*	11.2. Effectively inform and engage the community about local services, events and City matters.

The STS aligns closely, and is supported by, a number of City strategies – refer to **Appendix 2 – Supporting strategies**.

Our community at a glance

The City has a diverse population demographic which requires consideration with the planning and implementation of sustainable transport initiatives.



Engagement

Community engagement

In October 2024, the City undertook a community engagement exercise to better understand local travel behaviours and identify improvements that residents would like to see.

There were multiple avenues for people to share their feedback, thoughts, and ideas, including the following:

- **Mapping Tool**: Participants could visit *Belmont Connect* to place pins on an interactive map, marking locations of interest and providing comments. 128 pins were gathered from 59 contributors.
- **Survey**: Respondents were invited to answer 11 questions on how they use sustainable transport within the City and what improvements they would like to see. 199 responses were gathered from 158 contributors.
- **In-Person**: In person events were held across various locations in the City during Bike Month (October 2024), attendees were directed to the Belmont Connect engagement page or provided hard-copy surveys to complete. Respondents could also provide feedback at the Civic Centre, during community events or through visits requested - by schools, community support centres, and other institutions - ensuring that engagement was accessible to diverse community groups.

Examples of sectors in the City of Belmont community that were a focus of the STS engagement

The feedback gathered plays a crucial role in shaping the facilities and services that will enhance the City's liveability and connectivity. It also helps identify key themes and opportunities related to the experiences of residents as they walk, ride, wheel, or use public transport throughout the City.

When participants were asked which modes of transport were used on a typical day of travel (multiple-choice), the highest percentages were:

78% travel by car, which is reflective of the ABS 2021 Census data,

48.5% walk,

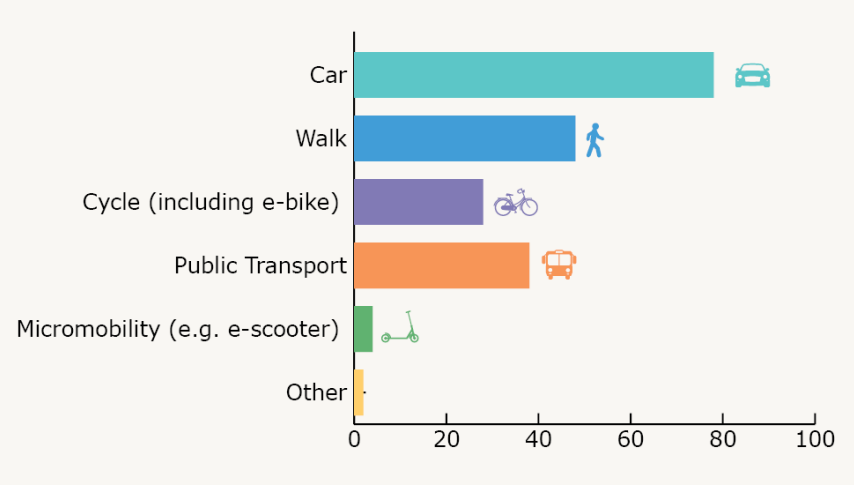
38.9% use public transport.

Walking and public transport percentages are both much higher than the recorded ABS 2021 Census data. However, this could be due to participants already walking or cycling on the day of the questionnaire or during the in-person events.

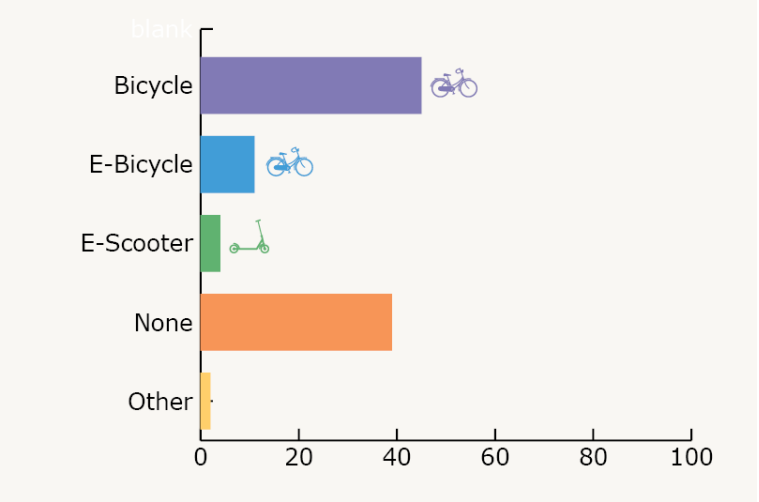
When participants were asked whether they owned a bike (including an e-bike) or other micromobility device, the highest percentages were:

45% of respondents owned bicycles,

39% did not own any form of bicycle or other micromobility device.



Respondents Typical Transport Mode Choice



Respondents Owning a Bicycle or other Micromobility Device.

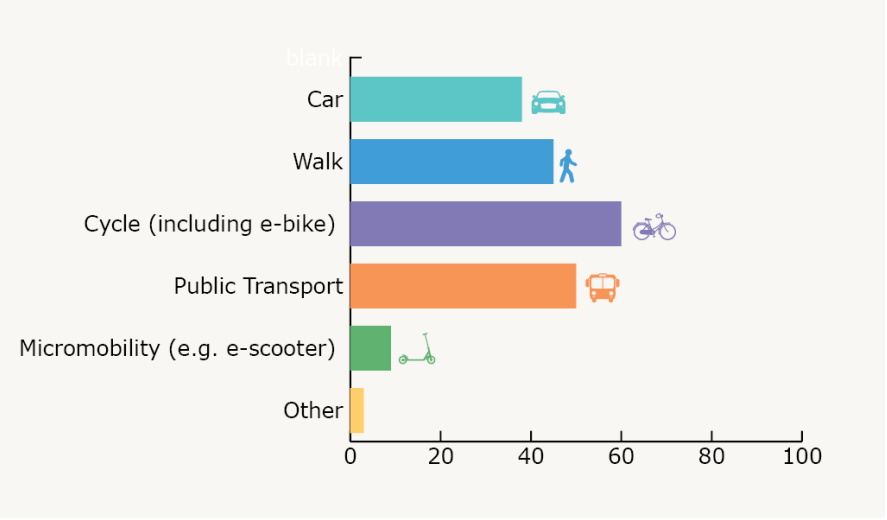
When participants were asked which modes of travel would be preferred if all traffic, accessibility, and safety barriers were removed (multiple-choice and based on an ideal scenario), it was revealed that:

60% cycling,

50% public transport,

45% walking,

38% car.



Respondents' mode of choice if all barriers were removed.

One of the survey questions directed respondents to engage with the mapping tool and pin locations where they encountered barriers preventing them from using active transport, whilst another asked what might encourage a user to take public transport or ride/cycle/use a mobility device more. Overall, the common themes and areas of concern included the following:

Active Transport concerns:

- High-speed roads
- Busy road crossings
- Insufficient crossings
- Crime, theft, and property damage
- Separated bike paths/lanes
- Better connectivity

Lack of street lighting

Narrow footpaths

Interaction on roads, streets and shared paths:

- Cyclists and e-scooter riders traveling at high speeds close to pedestrians
- Frightening interactions between cars and cyclists on the road.

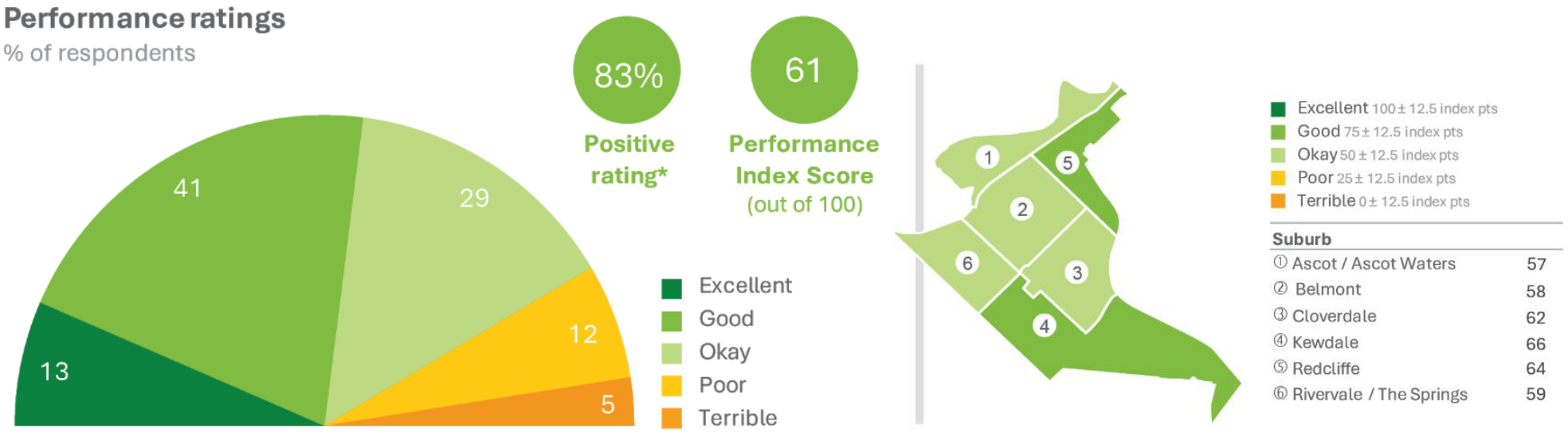
Public Transport

- Lack of connectivity and frequency
- Safety and anti-social behaviour

Community scorecard

The City's MARKYT Community Scorecard surveys from 2023, 2024 and 2025 showed similar concerns to those raised by the community for the STS survey: Traffic management; Footpaths, trails, and cycleways; Streetscapes, trees and verges.

The City's performance ratings for footpaths, trails, and cycleways, as reported in the 2025 MARKYT Scorecard[5], have shown consistent results over recent years, with a current score of 61, surpassing the industry average of 52. Access to information on walking, cycling, and public transport also scores 61. This suggests that while the City is performing well, there is an opportunity to implement positive change as future growth and planning continue.



Catalyse 2025 MARKYT Community and Wellbeing Scorecard: Source: City of Belmont.

Specific variances within City of Belmont were also assessed by suburb and demographic group to highlight some of the high-performing areas as well as those that the City should consider for developing the Implementation Plan.

Demographic variances

Performance index score

Gender	
Male	60
Female	63
Respondent age	
18-34^ years	60
35-49 years	60
50-64 years	60
65+ years	64

Life stage	
Younger adult, no child	63
Baby/toddler (0-4)	61
Primary school (5-11)	55
High school (12-17)	57
Adult child at home (18+)	60
Older adult, no child	64
Home ownership	
Homeowner	61
Renting / other	60

Diversity	
Disability	56
Mainly speak LOTE	58
First Nations	43

Catalyse 2025 MARKYT Community and Wellbeing Scorecard: Source: City of Belmont.

What did our community tell us?

It is important for everyone in the City's local community to access and enjoy the local streets. Which is why closing the gaps in the existing networks is important, with more paths, crossings, safer bike riding and walking options for everyone to enjoy.

The community identified the following priorities for consideration:

- **Active transport enablement** (e.g. footpaths, bike paths, pram ramps)
- **Road safety** (e.g. reduced speed limits, pedestrian crossings, traffic calming devices)
- **Community safety** (e.g. street lighting, bike storage locations, crime prevention)
- **Education** (e.g. workshops, promotion of benefits such as wellness and connectivity)
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Effective infrastructure planning must support safe and efficient movement across the City, aligning with how the community lives, works, and accesses goods and services. By coordinating land use, infrastructure, and transport, the City can create more connected, functional, and liveable environments.

Perth Local Governments

City staff visited the following Local Governments: City of Vincent, City of Stirling, City of Canning, City of Melville and the Town of Victoria Park.

The objective of this engagement was to understand common themes of what was working well, lessons learned, and the challenges associated with the provision of sustainable transport infrastructure, to help inform development and implementation of the City's STS.

What's been working:

- Major projects reliant on external funding are not a key focus, however they are worked on and promoted as opportunities arise.
- Modest scale projects, lower costs, with community support are favoured as they deliver quick wins, these can involve addressing "connection gaps" in the footpath/ cycle network or improving access to bus stops.
- Community support for low speed 30km/hr and 40km/hr speed zones is increasing.
- Bike parking provision around facilities and during events is important to encourage active transport.
- Clearly defined cycle pathways and/or shared spaces with pedestrians, signage and surfacing type/ colour.
- Policies and standards need to be flexible/ adaptable for site and route specific application.
- Safe Active Street projects are generally working well.

Challenges:

- 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.
- Significant scale projects require detailed investigations for accurate cost estimates, before applying for grant funding, as significant cost escalation can result in funding being withdrawn.
- Behavioural issues on shared path use, educational programmes for mutual respect.
- E Scooters increasing presence on the network, speed compliance, behavioural issues and incidents.
- Speed limit reductions not always supported by the community, educational opportunity to promote benefits.

Preparation and review of the draft Strategy

The draft Sustainable Transport Strategy 2026-2031 was posted on the Belmont Connect website with an Engagement Report outlining the feedback received during the October 2024 community engagement. 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.

During the 2026 engagement exercise:

- 351 visits were made to the Belmont Connect STS project page by 217 visitors.
- 9 responses were received

The Engagement Report was updated to include the community feedback received on the draft STS and associated officer comments. Consideration was given to the submissions received and the draft STS was amended where suitable.

Transport network

The private vehicle is the preferred mode of transport in the City of Belmont, particularly for commuting, accounting for 81% of journeys according to the 2021 ABS Census.[6] Reducing reliance on private vehicle travel requires investigation of the existing built environment to understand how it can be reconfigured to reduce barriers to active transport and promote sustainable travel modes.

Roads and Streets

The City of Belmont maintains a road network of approximately 234 km[7] , classified within a hierarchy of access and distributor roads, and bounded by Tonkin Highway, Leach Highway, Great Eastern Highway (GEH) and Orrong Road, which are State-managed roads that distribute regional traffic relatively effectively to and around the City. Growth on the City's road network is predominantly from trips generated by development in the City of Belmont.

Footpaths

The City has an extensive footpath network with most roads having a footpath on at least one side. Path duplication is provided in areas of higher activity to reduce the need for path users to cross a busier road at unsuitable locations. Gaps in footpath provision will be further assessed in the Implementation Plan.

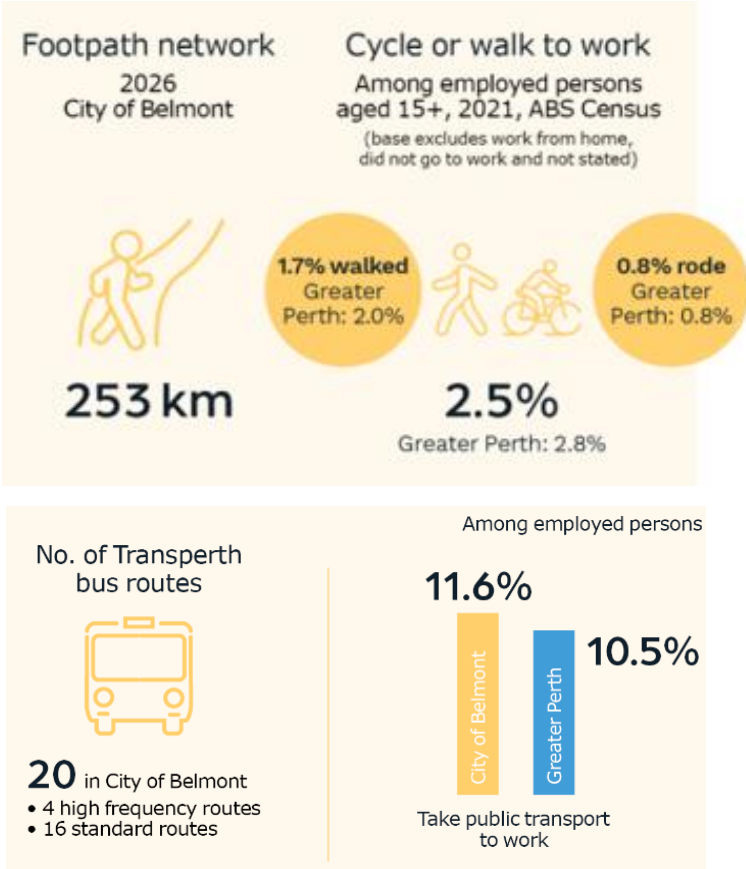
Cycle Network

The cycle network comprises of Principal Shared Paths (PSPs), shared paths and sealed shoulders. PSPs are typically found on major roads and freeways and constructed to a higher standard than general shared paths and footpaths. Shared paths are constructed to support both pedestrian and bike riders and are typically at least 2.5m wide.[8] Sealed shoulders are incorporated within the road carriageway of some of the busier City roads.

Public Transport Network

Transperth bus and train services provide City of Belmont residents with sustainable alternatives to private vehicle travel. Census data indicates buses are well patronised by the City's residents for commuter journeys. The Airport Line and METRONET upgrades to the Armadale and Thornlie-Cockburn Line have significantly improved rail access within or near the City. Future expansion of Perth's ferry network may also present opportunities for services within the City of Belmont.[9]

Refer to **Appendix 3 – Transport network** for further details.

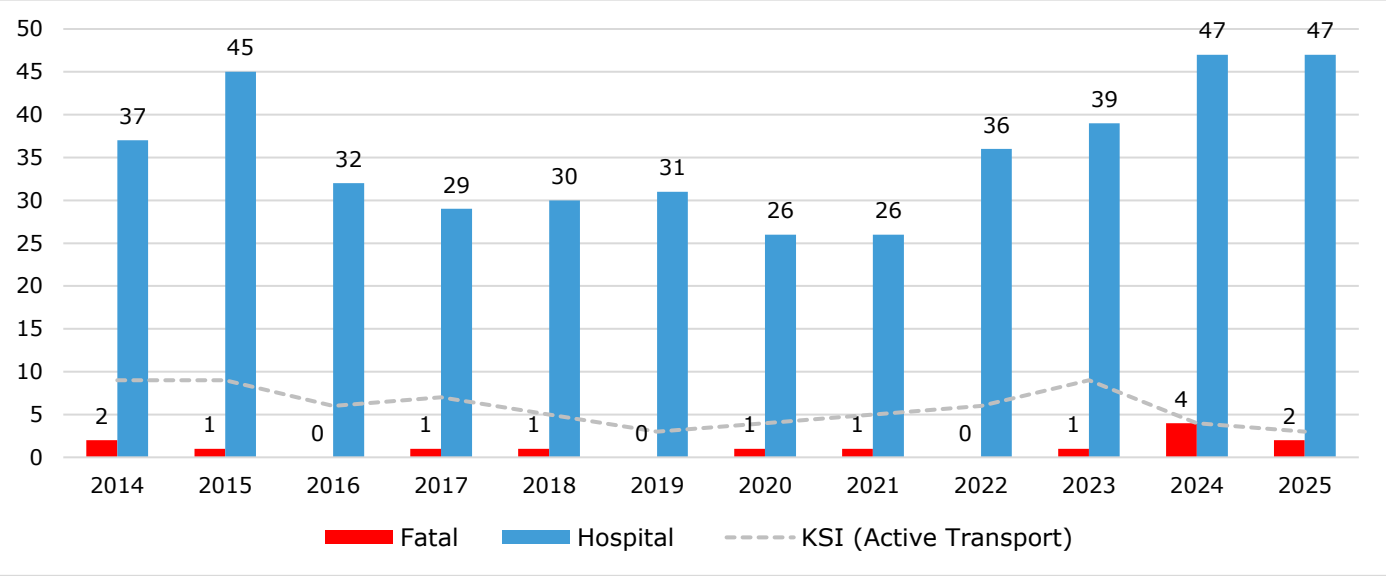


Sustainable network information and usage data. Source: 2021 ABS Census and City of Belmont

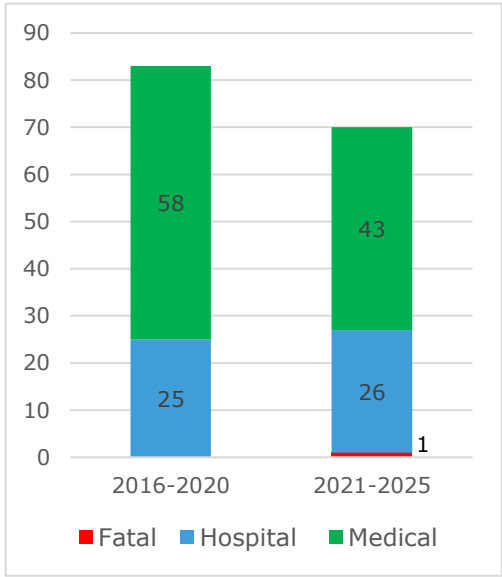
Road safety

The 'Driving Change – Road Safety Strategy 2020-2030', sets out the WA State government's vision for reducing the number of people killed, or seriously injured (KSI) on our roads by 50-70% by 2030.[10] The overarching foundation of the road safety strategy is the Safe System approach, which recognises that while road users can make mistakes, the transport system should be designed to prevent those mistakes from resulting in death or serious injury. Local government is recognised as a partner critical to the success of the road safety strategy.

The high severity crashes bar chart between 2016 and 2025 reveals a recent increase in these types of crashes compared to previous years within the City.

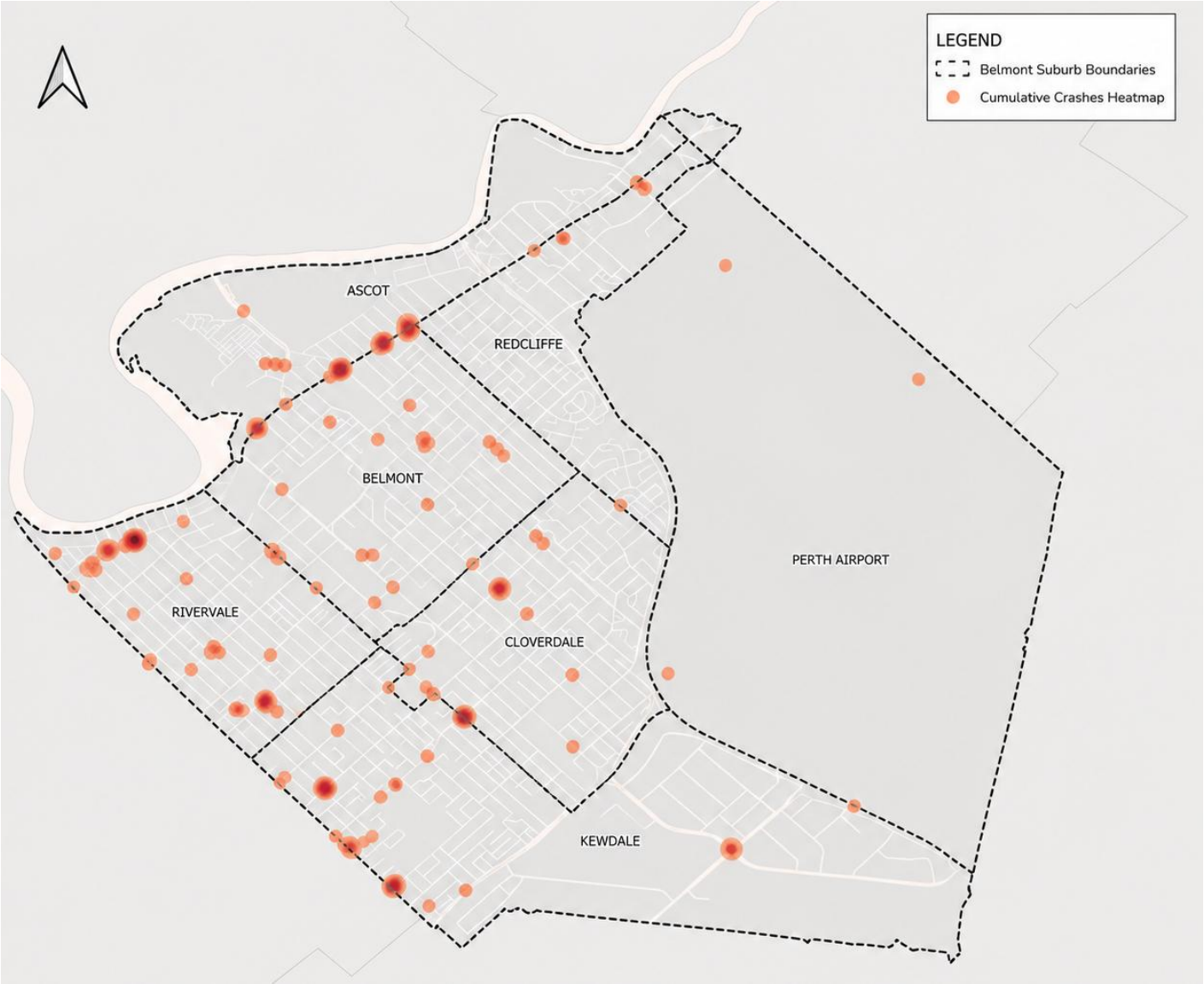


High Severity Crashes from 2016 - 2025 (City of Belmont). Source: Main Roads Western Australia



Active Transport Casualty Crash 5-Year Trend (City of Belmont). Source: Main Roads Western Australia

The accompanying Cumulative Crashes Heatmap further highlights areas with the highest concentration of crashes recorded during the same period. The heatmap focuses strictly on pedestrians, cycling and e-rideable crashes. Orrong Road, as an important interface corridor, has been included in the heatmap.



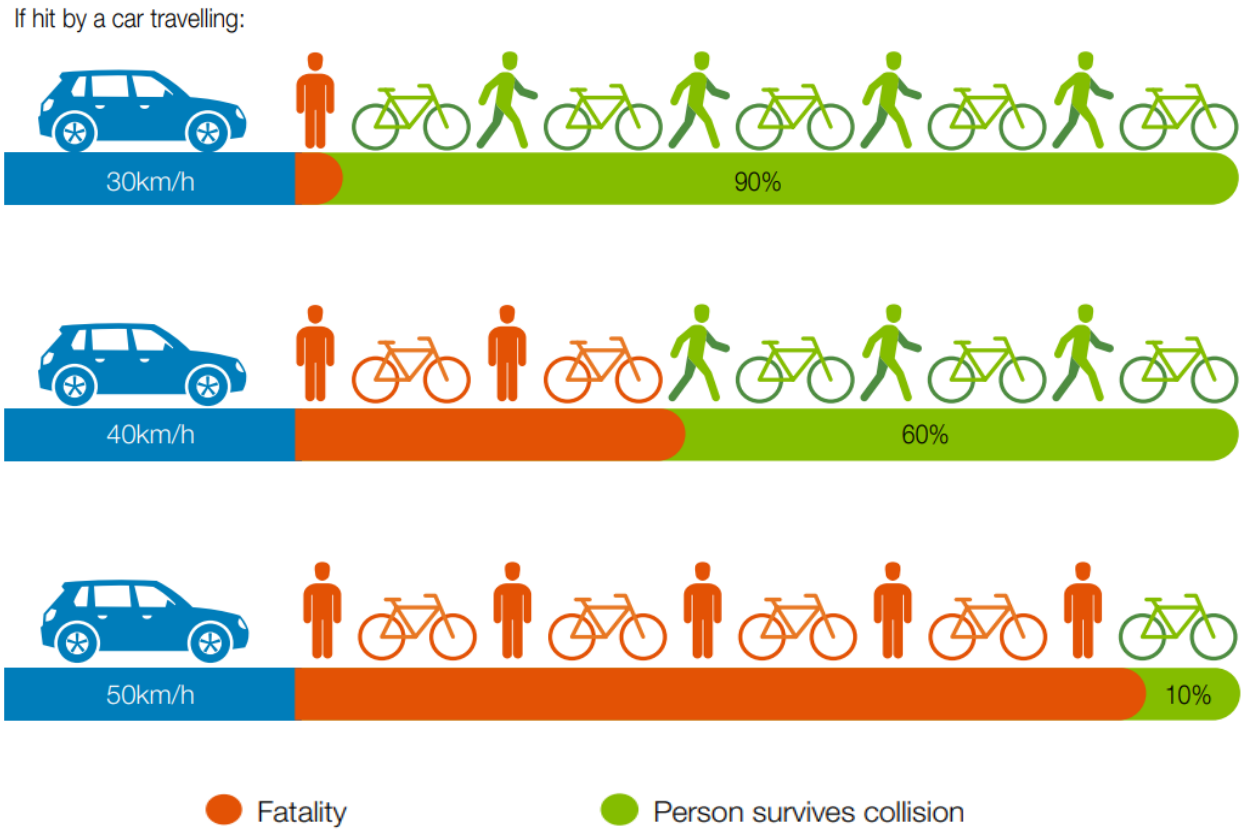
Cumulative Crashes Heatmap from 2021 – 2025 (City of Belmont). Source: Main Roads Western Australia

This highlights pre-existing safety issues associated with active transport modes and will assist with the development of active transport related safety measures.

A large proportion of crashes occur on busy state arterial roads such as GEH and Orrong Road. This is not surprising as these roads carry significant traffic volumes and contain many signalised intersections which contain a greater concentration of crashes.

A detailed analysis of crash data by suburb will be completed to support finalisation of the Strategy's Implementation Plan.

The analysis will confirm the severity and key patterns of incidents involving pedestrians, cyclists, and other mobility device users. This will help ensure specific locations are targeted where safety improvements are most needed.



Crash severity risk map. Source: DTMI

In line with the crash data findings, the image on the left highlights the correlation between vehicle speed and the severity of injuries for pedestrians and cyclists. Notably, a vehicle speed of 30 km/h is likely to provide a 90% chance of survival for a vulnerable road user if struck.[11]

All speed zoning, including on local government roads, is established in accordance with Main Roads WA 'Speed Zoning Policy'.[31] The Policy sets out the process for review of speed limits and the associated speed limit ranges that are applicable to each street environment.

Emerging technology and trends

New technologies are becoming increasingly available and popular, providing users with simple, fast, flexible and cost-effective alternative transport options. These technologies provide more sustainable travel choices and include micromobility options such as e-bikes, e-scooters, motorised scooters and other e-rideable devices.

In transport planning, micromobility devices are generally considered distinct from mobility devices because they serve different purposes, despite some similarities in their size and operation.

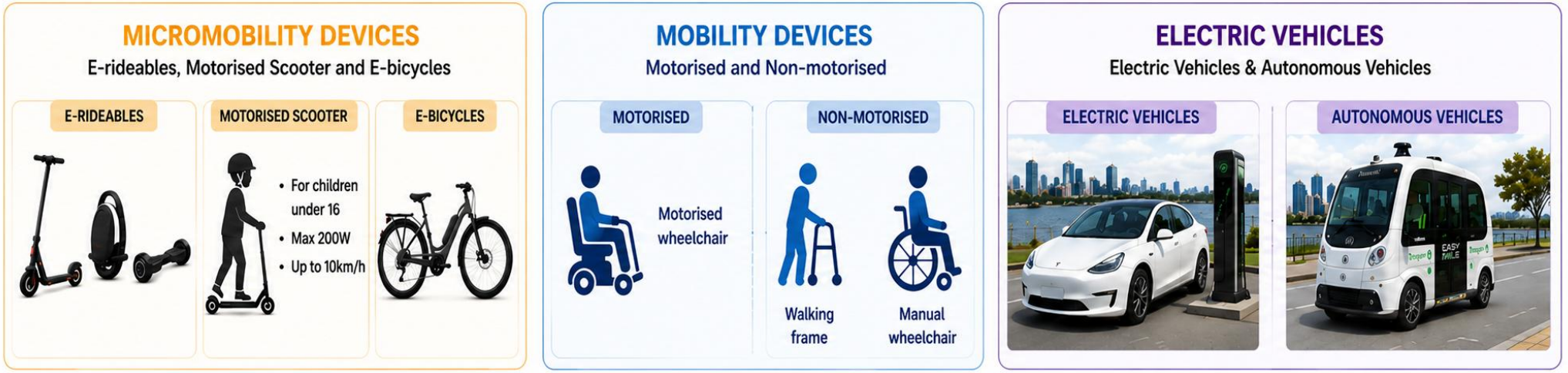
- **Micromobility** are typically *optional* devices, to improve convenience, efficiency or travel speed for short-distance trips.
- **Mobility** devices aid people with mobility impairments and are typically *necessary* for the user to participate in daily activities. Examples include wheelchairs, walking frames and motorised wheelchairs.

Electric vehicles (EVs) are also an emerging technology with the potential to improve environmental outcomes within the City of Belmont.

Autonomous vehicles (AVs) are automated driving systems intended to enhance road safety through advanced vehicle technologies, as well as improve traffic efficiency. In the future, autonomous vehicle technology may also improve accessibility and support more efficient public and shared transport services.

Collectively, these technologies are influencing how people travel within urban areas and should be considered as part of our sustainable transport network.

Appendix 4 – Emerging Technology and Trends provides further details.



Images of emerging technologies that make up sustainable transport modes (City of Belmont)

Exploring opportunities

As the City continues to grow, increasing road capacity alone is unlikely to provide a sustainable long-term solution to transport challenges. This STS proposes an approach that focuses on addressing gaps and implementing actions that create a safer environment for sustainable urban mobility. This approach will encourage more people to integrate active transport into their daily routines and help address future traffic volume challenges.

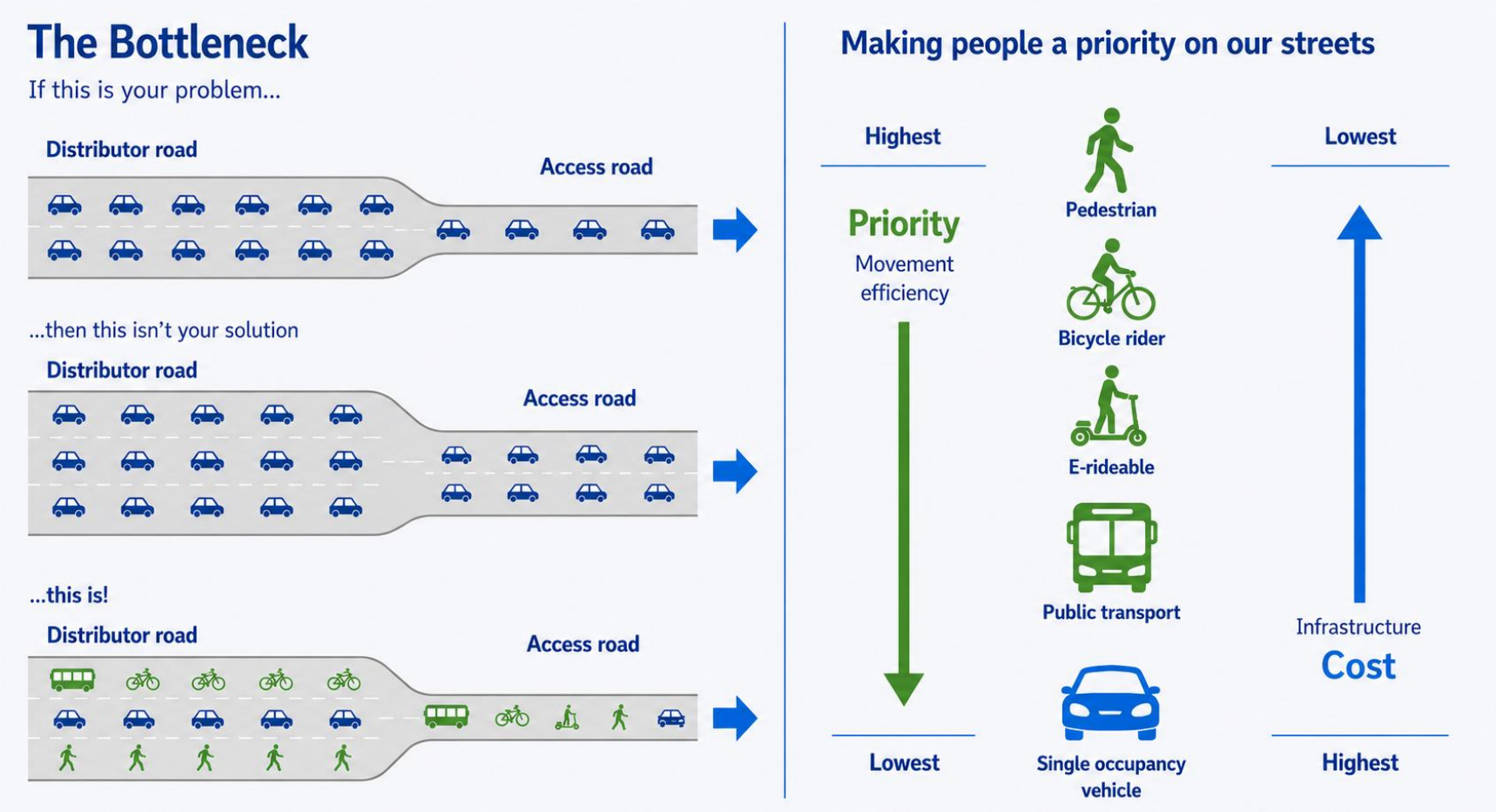


Image above adapted from sustainable travel literature (City of Belmont)

Long Term Cycle Network (LTCN)

The aspirational Long-Term Cycle Network (LTCN) was endorsed by the City and the Department of Transport and Major Infrastructure (DTMI) in 2020.

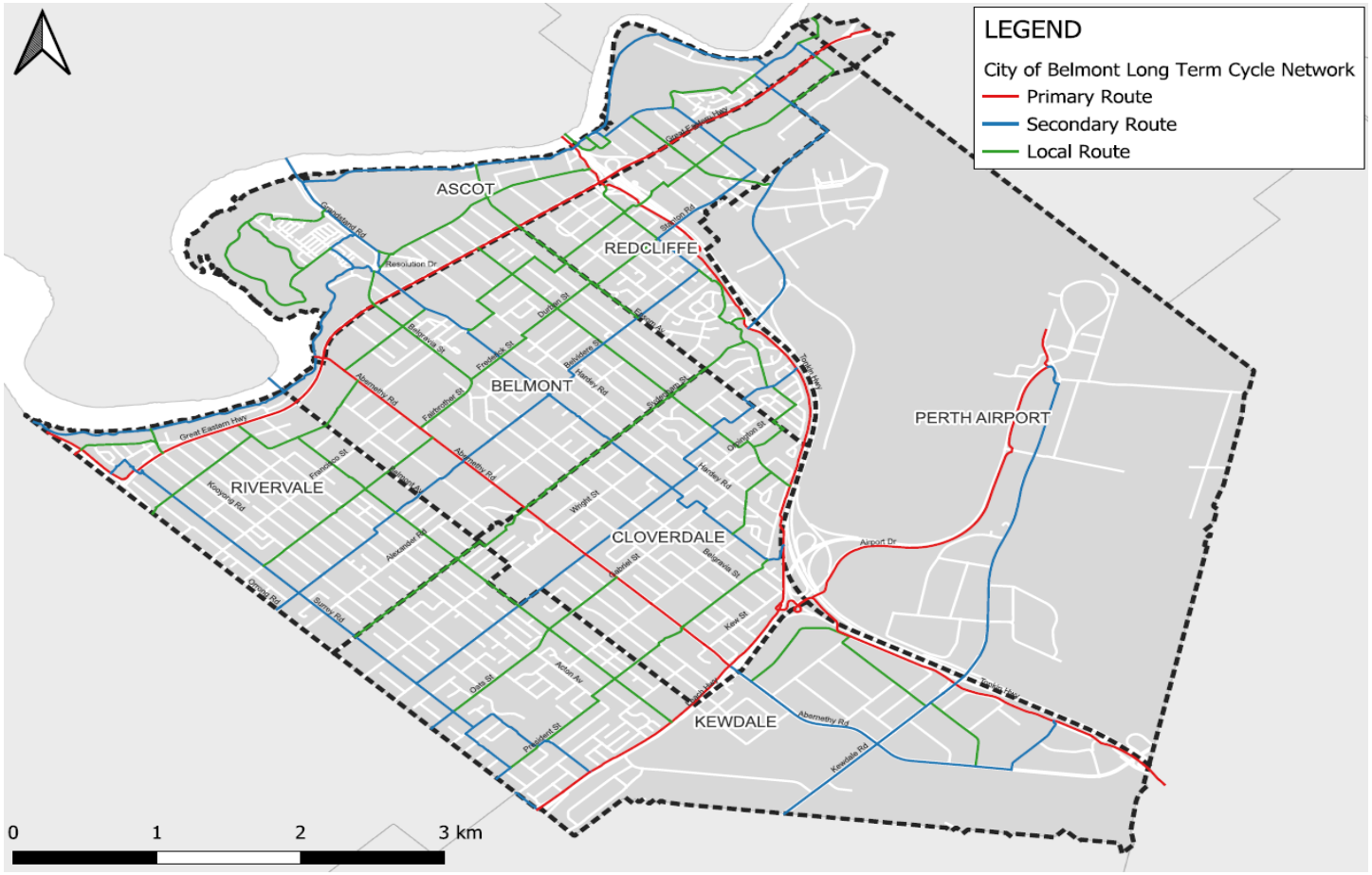
The LTCN has identified routes to link parks, schools, community facilities and transport services, and its implementation will contribute to making bike riding a convenient and viable option for residents and visitors. Routes are classified by their function, and the level of demand, as primary, secondary or local in accordance with the WA Cycling Network Hierarchy.[12]

The route classification is not determined by its built form but connectivity to activities and access points that take place along the route.

Primary routes run along major roads such as Tonkin Highway, GEH, Leach Highway and Abernethy Road. Various secondary routes and local routes are also proposed throughout with routes and linkages arranged in a grid-like pattern.

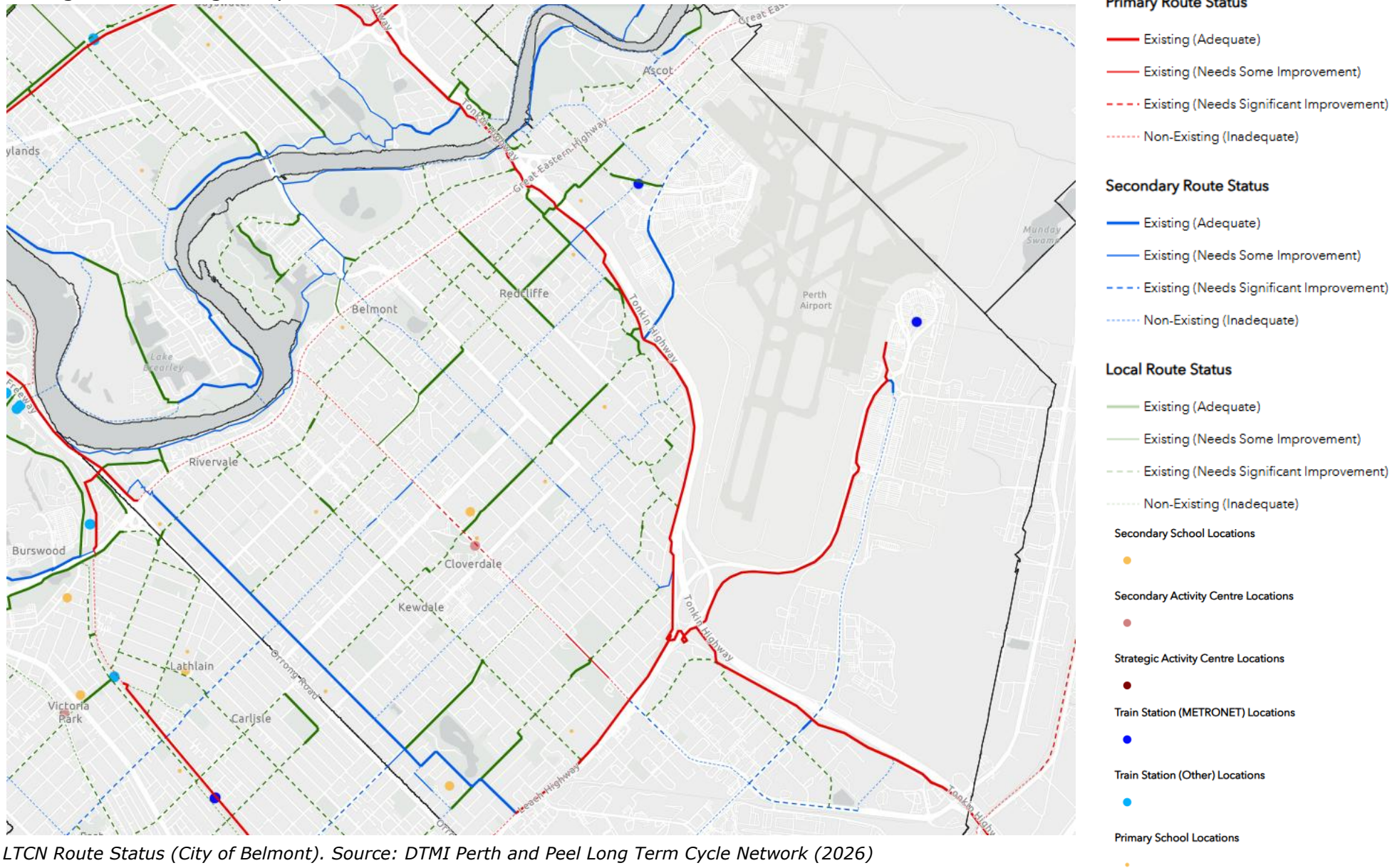
	1. PRIMARY ROUTE	2. SECONDARY ROUTE	3. LOCAL ROUTE
Function	Primary routes are high demand corridors that connect major destinations of regional importance. They form the spine of the cycle network and are often located adjacent to major roads, rail corridors, rivers and ocean foreshores. Primary routes are vital to all sorts of bike riding, including medium or long-distance commuting / utility, recreational, training and tourism trips.	Secondary routes have a moderate level of demand, providing connectivity between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities. Secondary routes support a large proportion of commuting and utility type trips, but are used by all types of bike riders, including children and novice riders.	Local routes experience a lower level of demand than primary and secondary routes, but provide critical access to higher order routes, local amenities and recreational spaces. Predominantly located in local residential areas, local routes often support the start or end of each trip, and as such need to cater for the needs of users of all ages and abilities.

WA Cycling Network Hierarchy. Source: DTMI



City of Belmont Long Term Cycle Network (2024). Source: DTMI

A comparison of the aspirational LTCN with the current cycling network highlights opportunities for improvement, particularly within Belmont, Rivervale and Cloverdale. Delivery of the full network will be a long-term undertaking, and the LTCN may be refined as needs and priorities evolve. Despite these challenges, the City has made progress and will continue to develop its cycling network towards the LTCN goal as funding and priorities allow.



LTCN Route Status (City of Belmont). Source: DTMI Perth and Peel Long Term Cycle Network (2026)

Green routes and cycle streets

There are opportunities for the City of Belmont to consider *Green Routes* and *Cycle Streets* in the context of LTCN development.

Green routes

There is an opportunity to increase physical activity in everyday activities such as walking to local parks, engaging people in aged care facilities and encouraging less experienced bike riders.[13] Important considerations are the destinations they serve, the users they intend to attract and landscaping features that will contribute to a distinctive sense of place. Key elements to these routes may include improved wayfinding signage and pavement markings, enhanced lighting, high quality paths that are shared or separated depending on user volumes, safe crossing points and attractive landscaping.

Cycle streets

The principle concept of these streets is for cyclists to feel comfortable riding directly on the street. By nature, these streets have low volume traffic and low operating speeds. These streets require infrastructure modifications such as traffic calming measures or closed to through-traffic at intersections to reduce vehicle speeds and volumes while maintaining connectivity and access for cyclists and pedestrians, creating filtered and permeability for pedestrians and cyclists.[14] These streets do not include all the measures required for a Safe Active Street.

Cycle street treatment example in Doubleview, WA. Source: Google Streetview

Pop-up bicycle lanes

Pop-up bicycle lanes gained popularity during the COVID-19 pandemic, when cities responded to an increase in cycling demand and the need for rapid, flexible transport solutions by trialling temporary cycling infrastructure. In Australia, trials in Melbourne and Sydney proved to be a successful initiative, with several installations retained or upgraded as permanent bike lanes.[1516]

Pop-up bicycle lanes typically utilise temporary materials such as barriers, bollards, and line marking to delineate cycle lanes within existing road corridors. They enable the monitoring of community uptake, safety outcomes and network performance before committing to permanent infrastructure upgrades. Typically, these trials are intended to remain in place for 12 to 18 months, after which they could be removed or, transitioned into permanent cycling infrastructure if deemed successful.

There is an opportunity for the City to consider the use of pop-up bicycle lanes to test the effectiveness of proposed LTCN routes prior to their permanent development.

Pop-up bicycle lane in Melbourne. Source: Bicycle Network

Cycling to train stations

Cycling to train stations offers an excellent opportunity for City of Belmont residents to integrate cycling into their longer commuter journeys, particularly for trips to key employment destinations such as the Perth CBD.

- **Redcliffe Train Station** is conveniently located near Perth Airport and serves as an accessible public transport interchange for residents of Redcliffe, Belmont, and Cloverdale. The station is supported by bicycle parking and a dedicated bike shelter.

- **Oats Street, Queens Park and Carlisle Train Stations** along the Armadale and Thornlie-Cockburn Train Lines, while located outside the City's boundaries, remain within a convenient cycling distance, particularly those in Rivervale and Kewdale.

Oats Street Station, a potential destination for City residents to ride to. Source: City of Belmont

End-of-trip facilities

To encourage the use of active transport, it is important to provide end-of-trip facilities such as safe and secure temporary parking for cyclists and micromobility device users. These facilities must be conveniently located and well illuminated to maximise utilisation and ensure public safety. Provision of shelter and shade is also desirable where feasible at indoor destinations.

Bicycle parking in the City of Belmont. Source: City of Belmont

Wayfinding

The installation of wayfinding signage was identified as a priority consideration by the community. In response, the City will explore installations of simple, attractive, and brightly coloured wayfinding signage that display distances and estimated travel times to key destinations.

Attractive example of wayfinding in Singapore. Source: Dementia Singapore

Share the path

As the City's walking and cycling network continues to expand, promoting respectful and courteous behaviour between path users will become increasingly important. Shared paths accommodate a diverse range of users, including pedestrians, cyclists, people using mobility devices, and children. The City will investigate opportunities to deliver a "Share the Path" education and awareness programme that promotes considerate behaviour among all path users. Key messages may include giving way to pedestrians, travelling at appropriate speeds, passing at a safe distance, and using a bicycle bell or verbal warning when overtaking.

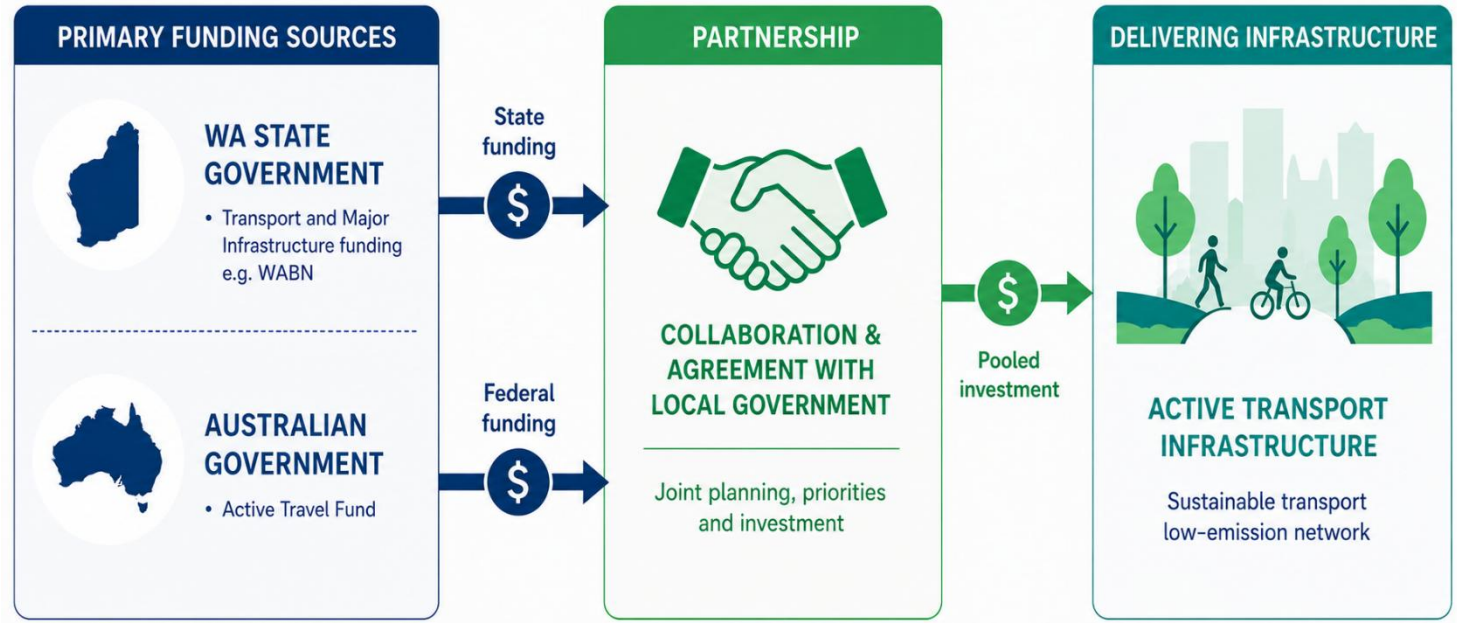
Share the Path Program. Source: City of Sydney Council

A successful example of this approach has been delivered by local governments in Sydney, where face-to-face engagement sessions are conducted along popular shared paths and cycling routes to help build community awareness.

The City will also explore opportunities to partner with cycling education providers and local businesses to deliver complementary activities such as bicycle safety checks, maintenance workshops, route information, and skills development programmes.

Funding

External funding support will be critical to delivering sustainable transport infrastructure and education programmes. Funding opportunities are currently available through State and Federal funding programmes.



Potential funding arrangements for active transport. Source: City of Belmont

WA State Government – Transport and Major Infrastructure Funding

The Western Australian Government continues to provide investment in sustainable transport, active travel and community safety initiatives. These include road safety awareness campaigns, school-based safety programmes, and public transport affordability to make Sunday free for public transport and free student travel to and from school.

Opportunities for local government to obtain State funding support for pedestrian and bicycle network infrastructure exists through the Western Australian Bicycle Network (WABN) Grants Program, administered by the Department of Transport and Major Infrastructure (DTMI). The 2026/27 WA State Budget allocated $36.2 million toward the overall WABN, with substantial funding anticipated to remain available over the forward estimates period.[17] However, it is understood this is primarily for pre-allocated projects and weighted towards the principal shared path (PSP) programme.

Current metropolitan funding priorities are focused on projects supporting the Long-Term Cycle Network (LTCN), principally primary and secondary cycling routes within 2 kilometres of METRONET stations. While limited funds are available for local government projects at this time, it is anticipated that additional funding will become available over the timeframe of the STS, and the City of Belmont will continue to build stakeholder relationships to identify and prioritise strategically significant projects that best align with funding opportunities.

The WABN Ggrants Pprogram also assists local governments in preparing Local Bike Plans and related strategic planning documents through lump sum grants of up to $25,000. Under the WABN Grants Program, funding contributions generally match local government expenditure on a 50:50 basis.

The State Government has allocated $8.9 million overall to support students riding or walking to school in 2026/27 including $771,000 for a Safe School Connections Program.[18] These funds made available through the Road Trauma Trust Account are expected to be an ongoing priority and a consideration for the City through the life of the STS.

Australian Government – Active Transport Fund

Further opportunity is available through the Active Transport Fund (ATF), an Australian Government initiative that supports the delivery of new and upgraded walking and cycling infrastructure to improve safety, connectivity and access to key destinations. Launched in October 2024, the ATF was established as part of the Australian Government's commitment to the National Road Safety Strategy 2021–2030 and allocated $100 million over 5 years across Australia.[19] It prioritises projects that contribute to road safety, support emissions reduction and the creation of active and liveable communities. Eligible projects must be publicly accessible, located within public road reserves or transport corridors, and be submitted by a local, state or territory government. Individual projects are capped at $5 million and funding contributions of up to 50% of total project costs are available.

Key stakeholders

As the City moves towards a sustainable future and focuses on ways to adapt to predicted growth, it is important to acknowledge key stakeholders. Collaboration and partnerships are essential for planning, delivering and managing a sustainable transport network.

The City will aim to explore opportunities with various agencies and active transport representative groups to ensure the City's priority initiatives are achieved going forward.

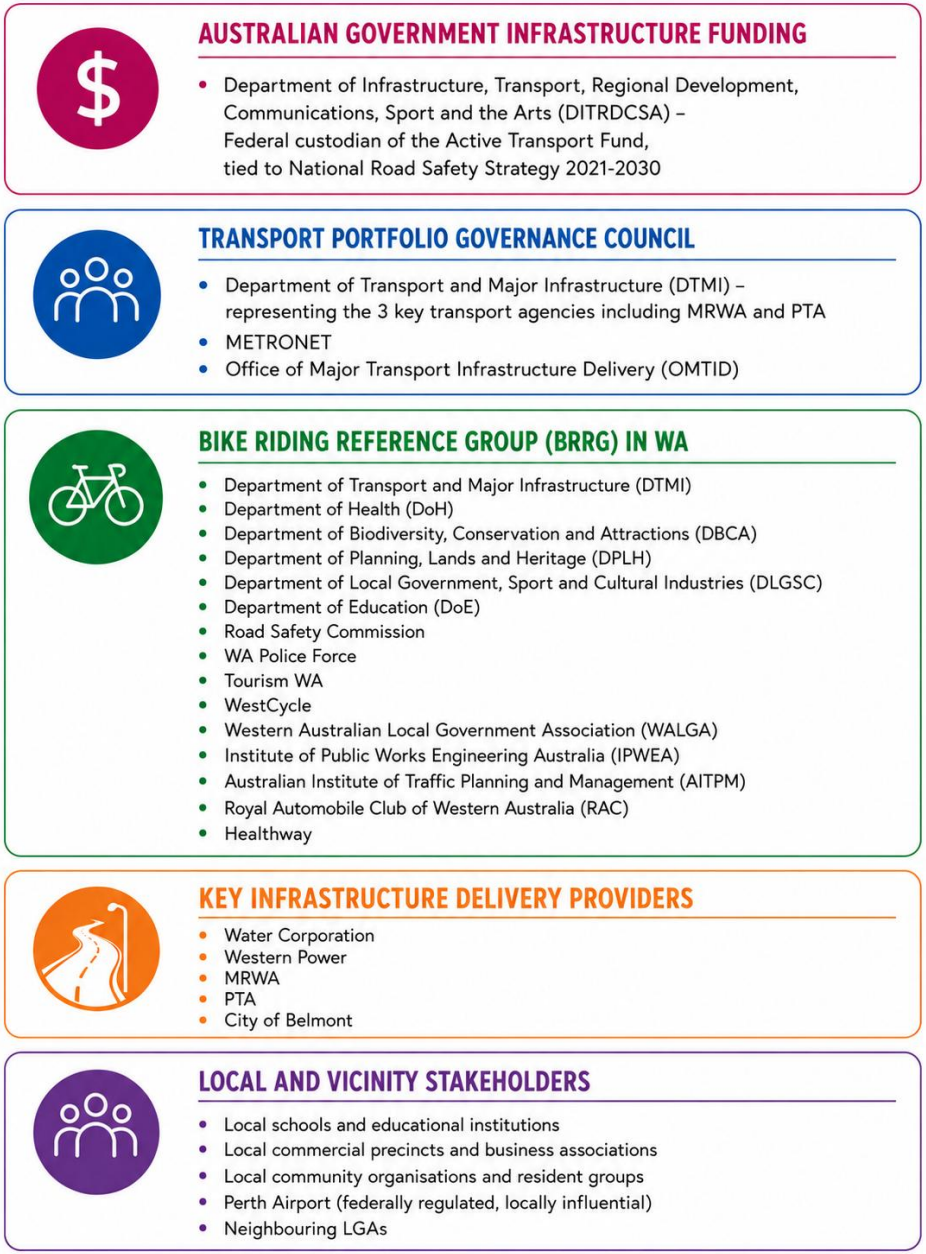
Primary stakeholders are recognised as:

The Department of Transport and Major Infrastructure (DMTI) – agency responsible for the WABN Grants Program, and

The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (DITRDCSA) – agency responsible for the Active Transport Fund.

Focus areas

The STS will be delivered through three focus areas: Infrastructure, Partnerships and Education. A series of key actions have been identified under each focus area which are outlined below.



Infrastructure

Infrastructure will be developed that encourages safe and active transport movement across the City with the priority being on closing gaps in accessibility and connectivity.

Focus area	Key actions	Responsible
1. Infrastructure	1.1 Improve accessibility and connectivity to educational institutions, community and City facilities, commercial and industrial precincts.	Manager Design, Assets & Development
	1.2 Improve accessibility and connectivity to public transport infrastructure – in conjunction with PTA.	Manager Design, Assets & Development
	1.3 Long-Term Cycle Network (LTCN) development - with priority for routes that are eligible for Federal and State Government funding.	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
	1.6 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
	1.7 Adopt universal access design principles for infrastructure upgrades for all mobility users.	Coordinator Design
	1.8 Integrate streetscape enhancements such as green verges and street trees with existing and planned footpaths and cycle routes.	Manager Parks, Leisure & Environment
	1.9 Provide sustainable transport infrastructure at City events to encourage active transport.	Sustainable Transport Officer

Partnerships

Advocacy initiatives and strengthening partnerships with key stakeholders will play an important role in the development of sustainable transport in the City.

Focus area	Key actions	Responsible
2. 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 Advisor
	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
	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.	Manager Planning
	2.6 Investigate opportunities to expand the EV and micromobility charging network in conjunction with relevant industry partners.	Manager Design, Assets & Development

Education

Education programs will be delivered to maximise active transport participation across the City.

Focus area	Key actions	Responsible
3. Education	3.1 Deliver structured engagement programmes to raise awareness and educate the community on sustainable transport options and benefits.	Sustainable Transport Officer
	3.2 Collaborate with schools to encourage active travel modes through tailored engagement programmes.	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 the DTMI and Road Safety Commission to promote road safety campaigns and programmes for road users, including drivers, cyclists and-scooter riders.	Sustainable Transport Officer

Active travel users in Faulkner Park, Belmont. Source: City of Belmont.

Delivery and performance reporting

The initiatives identified above will be progressed under a detailed Implementation Plan for the 5-year lifecycle of this strategy.

The effectiveness of the STS towards influencing positive behavioural change and adopting sustainable transport modes will be evaluated under Performance Measures and informed by Data, refer below. A baseline for the measures will be established as part of the Implementation Plan. Progress against the performance measures baseline will be updated annually.

Progress against the Strategy will be reported through the Belmont Connect webpage, the City's Corporate Business Plan and annual reporting processes. ~~The effectiveness of the STS towards influencing positive behavioural change and adopting sustainable transport modes will be evaluated under Performance Measures and informed by Data, refer below.~~

PERFORMANCE MEASURE *What we will measure*	DATA COLLECTION METHOD *How we will measure it*
SUSTAINABLE TRANSPORT USAGE Walking, cycling and public transport mode share.	• **Census Journey to Work Data** (where available). • **PTA Public Transport Patronage Reports** • **Community Scorecard Surveys**
PRIVATE VEHICLE DEPENDENCY Single-occupancy vehicle trips and traffic congestion.	• **Census Journey to Work Data** • **Community Scorecard Surveys** • **Traffic volume monitoring** (where available).
ROAD SAFETY Pedestrian and cyclist-related crashes and incidents.	• **MRWA Crash Data** – Review of crashes involving vulnerable road users.
COMMUNITY PARTICIPATION Participation in active transport programs and initiatives.	• **DTMI Your Move Program Activity** – Number of registered schools and workplaces and level of activity in the program. • **Community Scorecard Surveys**
COMMUNITY SATISFACTION Improved satisfaction with pedestrian and cycling amenities.	• **Community Scorecard Surveys** – Insights on commuting travel choices, safety perceptions and priorities.
ADOPTION OF EMERGING MOBILITY TRENDS Adoption of e-mobility solutions.	• **Community Scorecard Surveys** • Targeted user surveys and observational studies (where undertaken).
CYCLING ACTIVITY AND NETWORK CONNECTIVITY Growth in cycling participation and low stress cycling network connectivity and destination access.	• **Super Tuesday Bike Count Data** • **Traffic Map MRWA Data** – Annual bicycle count data on PSPs. • **Low-stress cycling network measures** – TBC
FUNDING EFFECTIVENESS City funds leveraged through external grant funding and partnerships.	• Annual review of City capital expenditure, grant funding secured and project delivery outcomes.

PERFORMANCE MEASURE *What we will measure*	DATA COLLECTION METHOD *How we will measure it*
SUSTAINABLE TRANSPORT USAGE Walking, cycling and public transport mode share.	• **Census Journey to Work Data** (where available) • **PTA Public Transport Patronage Reports** • **Community Scorecard Surveys**
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ROAD SAFETY Pedestrian and cyclist-related crashes and incidents.	• **MRWA Crash Data** – Review of crashes involving vulnerable road users.
COMMUNITY PARTICIPATION Participation in active transport programs and initiatives.	• **DTMI Your Move Program Activity** – Number of registered schools and workplaces and level of activity in the program. • **Community Scorecard Surveys**
COMMUNITY SATISFACTION Improved satisfaction with pedestrian and cycling amenities.	• **Community Scorecard Surveys** – Insights on commuting travel choices, safety perceptions and priorities.
ADOPTION OF EMERGING MOBILITY TRENDS Adoption of e-mobility solutions.	• **Community Scorecard Surveys** • Targeted user surveys and observational studies (where undertaken).
CYCLING ACTIVITY Growth in cycling participation and network use.	• **Super Tuesday Bike Count Data** • **Traffic Map MRWA Data** – Annual bicycle count data on PSPs.
FUNDING EFFECTIVENESS City funds leveraged through external grant funding and partnerships.	• Annual review of City capital expenditure, grant funding secured and project delivery outcomes.

Performance measures and informing data methods. Source: City of Belmont

Appendix 1 – Our journey so far

~~In 2015, the City introduced~~ Belmont on the Move: Integrated Movement Network Strategy (BotM), a 10-year strategic transport plan shaped by extensive community engagement ~~.~~ was adopted by Council at the 23 August 2016 Ordinary Council Meeting.

This was followed by the Sustainable Transport Plan (STP) in 2019 – the City's first dedicated transport plan.

The Long-Term Cycle Network (LTCN) was considered at the Ordinary Council Meeting (OCM) of 23 June 2020, with the following resolution:

That Council:

1. Endorse the aspirational Long Term Cycle Network (LTCN) developed in collaboration between Council officers and the Department of Transport.

2. Notes that endorsement of the LTCN does not commit Council nor State Government agencies to deliver all, or any part, of the LTCN within a particular timeframe – nor does endorsement commit any party(s) to fund any specific route within the LTCN.

3. Confirms support for Local and State Government agencies to work together in delivering the aspirational LTCN over the longer term.

The Activity Centre Planning Strategy (ACPS), was adopted by Council at the 27 February Ordinary Council Meeting. The ACPS carried forward many of the place-based actions from Belmont on the Move with revised timeframes. The ACPS includes sustainable transport actions related to other Activity Centres that were not referenced in Belmont on the Move.

Status of the actions associated with the above is summarised below.

ACTIVITY CENTRE	BELMONT ON THE MOVE (BOTM)				ACTIVITY CENTRE PLANNING STRATEGY (ACPS)			
	Completed	Ongoing / In Progress	For Consideration under STS 2026–2031	N/A for STS 2026–2031	Completed	Ongoing / In Progress	For Consideration under STS 2026–2031	N/A for STS 2026–2031
Belmont Town Centre	2	6	1	4	-	1	-	1
Belvidere Street	2	5	-	2	-	2	1	-
Eastgate	-	-	-	-	-	2	1	-
Kooyong Village	6	-	3	-	-	1	3	-
Redcliffe Station/DA6	1	6	-	-	-	2	2	-
The Springs	1	5	1	2	-	-	2	2
Ascot	-	-	-	-	-	4	1	1
Ascot Waters	-	1	2	4	-	-	-	4
Belgravia	-	-	-	-	-	-	1	4
Belmay	-	-	-	-	-	-	2	2
Belmont Square	-	-	-	-	-	2	1	3
Epsom Avenue	-	-	-	-	-	1	2	4
Francisco Street	-	-	-	-	-	-	-	4
Golden Gateway	-	-	-	-	-	-	-	4
Love Street	-	-	-	-	-	-	2	3
Wright Street	-	-	-	-	-	3	2	-
Belmont Business Park	-	-	-	-	-	3	-	2
Great Eastern Highway	-	-	-	-	-	3	-	2
Kewdale Industrial Area	-	-	-	-	-	1	-	1
Redcliffe Industrial Area	-	-	-	-	-	1	-	1
Orrong Road (BoTM)	1	5	3	1	-	-	-	-
BOTM TOTALS	**13**	**28**	**10**	**13**	**ACPS TOTALS**	**26**	**20**	**38**
	BOTM GRAND TOTAL			**64**		**ACPS GRAND TOTAL**		**84**

INITIATIVE TYPE	SUSTAINABLE TRANSPORT PLAN 2019–2023				
	Completed	Ongoing / In Progress	For Consideration under STS 2026–2031	N/A for STS 2026–2031	TOTAL
Short Term Initiative	1	10	3	-	**14**
Long Term Consideration	-	6	6	5	**17**
TOTALS	**1**	**16**	**9**	**5**	**31**

Action Status – Previous Documents.

Appendix 2 – Supporting strategies

STRATEGY / PLAN	ASPECTS RELEVANT TO THE STS
Activity Centre Planning Strategy 2024 (ACPS)	Travel behaviour programs to encourage use of alternative modes of transport, wayfinding measures, improvements to pedestrian and cyclist priority, opportunities for public realm and streetscape improvements.
Active Recreation Strategy 2026–2031 (ARS)	Cycling and walking on our built environment network are activities that sit under the framework of this strategy.
Access and Inclusion Plan 2022–2026 (AIP)	Outcome 1: People with disability have the same opportunities as other people to access the services and events of the City of Belmont – walk, wheel and ride, City of Belmont, Department of Transport and Major Infrastructure and Transperth, Your Move map. Outcome 2: People with disability have the same opportunities as other people to access the buildings and facilities of the City of Belmont – accessible routes and footpaths, along with end of trip facilities as appropriate. Outcome 3: People with disability receive information from City of Belmont in a format that is accessible – wayfinding and signage.
Streetscape Enhancement Strategy 2022–2027 (SES)	Streetscape landscaping of roundabouts, cul de sac ends, verges and medians which will create an enjoyable walking, cycling, or driving experience and enhance the amenity of the surrounding neighbourhood.
Urban Forest Strategy 2025–2030 (UFS)	Expand and Enhance initiative: the further development of green verges and well-designed streetscapes to facilitate pedestrian movement and encourage active transport, connecting neighbourhoods, activity centres, business precincts, public infrastructure and community facilities.
Community Safety Strategy 2025–2030 (CSS)	Improved lighting in public spaces and advocacy for improved State owned infrastructure.
Environment and Sustainability Strategy 2023–2033 (ESS)	Climate resilience and renewable energy use.
Economic Development Strategy 2023–2028 (EDS)	Related theme of wellbeing economy.
Great Eastern Highway Urban Corridor Strategy (UCS) 2024	Potential new connections and improvements to existing infrastructure to provide greater pedestrian and bike rider amenity and safety. The strategy identifies landscaping areas to provide opportunities to achieve additional greenery and planting adjacent to pedestrian and cyclist infrastructure.
Local Planning Strategy (LPS) 2026	Supports promoting alternative transport modes.
Engagement Strategy 2023 & Beyond	How we communicate with community, stakeholders and customers; which could include promoting sustainable transport options, asking for feedback or advocacy.

STRATEGY / PLAN	ASPECTS RELEVANT TO THE STS
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Great Eastern Highway Urban Corridor Strategy (UCS) 2024	Potential new connections and improvements to existing infrastructure to provide greater pedestrian and bike rider amenity and safety. The strategy identifies landscaping areas to provide opportunities to achieve additional greenery and planting adjacent to pedestrian and cyclist infrastructure.
Local Planning Strategy (LPS) Draft 2026	Advertised in 2026, following consent from the Western Australian Planning Commission (WAPC).

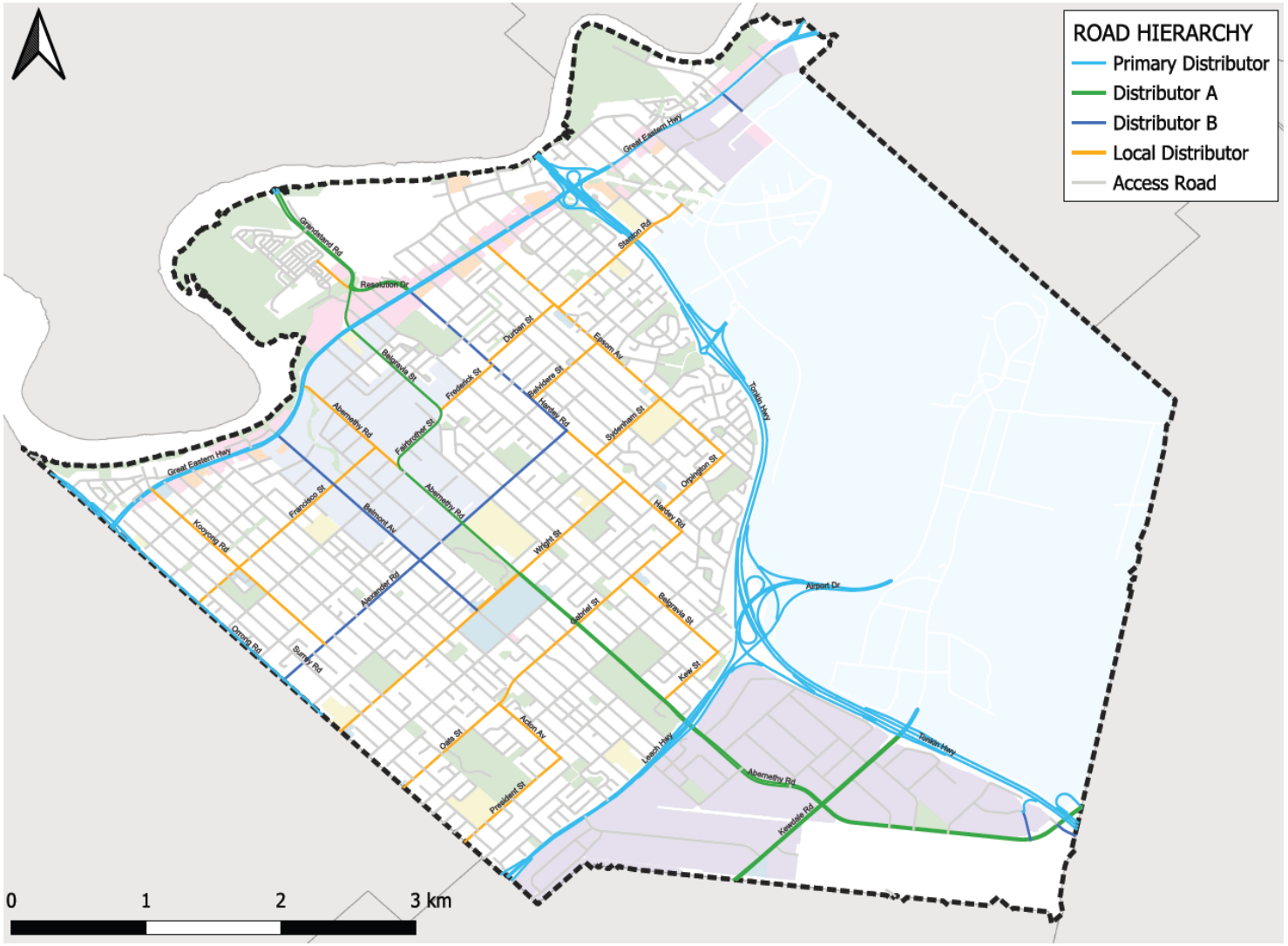
Appendix 3 – Transport network

Roads and streets

The road network in the City of Belmont is well-developed, featuring a traditional grid pattern for local streets, bounded by major strategic highways including Tonkin Highway, Leach Highway, GEH and Orrong Road.

The existing road network is crucial for traffic movement throughout the broader Perth area, given its strategic proximity to Perth Airport and connectivity to major industrial and employment centres in Kewdale and the Belmont Business Park Area.

The Grandstand Road / Belgravia Street / Abernethy Road corridor performs a District Distributor function through the heart of the City, serving the city centre, mixed business area, along with a bridge connection over the Swan River.



Road Hierarchy (City of Belmont). Source: Main Roads Western Australia

Future road network plans aim to improve safety for all road users including a review of existing road speed limits.

The City completed traffic studies in the Redcliffe area and Abernethy Road in response to community concerns about safety and living amenity.[20]

The Redcliffe area study examined road usage and planned developments, including upgrades to Perth Airport, Redcliffe Rail Station and Development Area 6 (DA6).

The Abernethy Road study recommended upgrades at multiple intersections to improve safety and provide an acceptable level of service into the future.

Orrong Road is a known barrier to active transport in the City. The State Government's Orrong Connect project proposed improvements to enhance sustainable transport across this corridor. However, the status of this project remains uncertain.

Road Speed Limit (City of Belmont). Source: Main Roads Western Australia

Footpaths

The City has an extensive network of local and regional footpaths and shared use paths, totalling 253km. The grid-like nature of the road network within the City enhances pedestrian movement and accessibility, with the City's street network including a footpath on the majority of streets along at least one side.

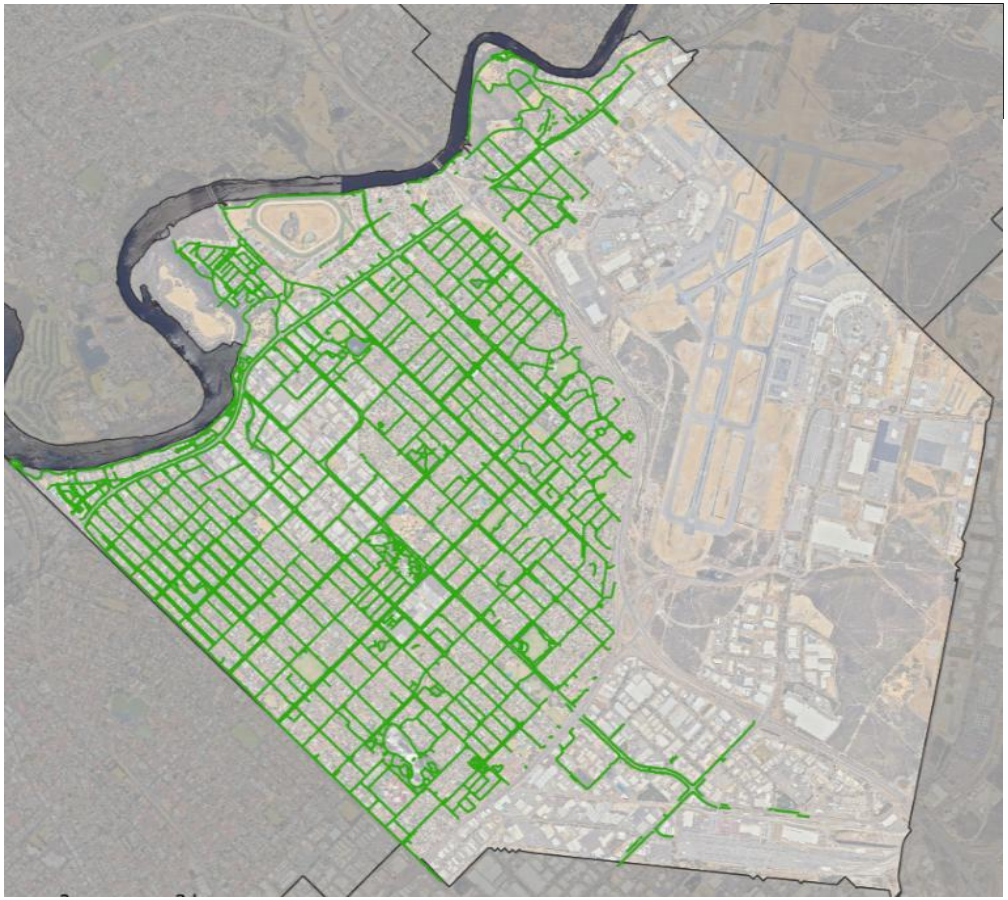
Parks such as Garvey Park and Tomato Lake feature a network of well-designed pedestrian paths, providing connections to and from the parks, with particularly popular routes along the Swan River.

Pedestrian crossings of varying quality are available throughout the street network. Higher-quality crossings are important at shopping centres and intersections with significant vehicle-pedestrian interaction. The City has implemented enhanced crossing facilities at several major intersections, with recent pedestrian crossings on Wright Street and Fulham Street. The only raised formalised pedestrian crossings are located on Belmont Avenue, within the Belmont Forum car parking area.

Grade-separated crossings for pedestrians are limited on Great Eastern Highway (GEH), Orrong Road, Tonkin Highway and Leach Highway.

Footpaths differ in quality and condition, with fault surveys being conducted every two years and full footpath condition surveys every four years.

Analysis of pedestrian activity, traffic volumes, network linkage, and topography helps to prioritise footpath renewals and upgrades.



Footpath Network of City of Belmont. Source: City of Belmont.

Cycle network

The City's current cycle network includes 90 kilometres of shared paths and 24 kilometres of sealed shoulders and cycle lanes, encompassing facilities along GEH and a network of quieter streets. The grid layout of the road system means that local cycling routes are less clearly defined, making every street potentially accessible to cyclists.

A principal shared path (PSP) runs alongside Tonkin Highway and Leach Highway, while a network of high-quality shared paths can be found along the Swan River, as well as parallel to GEH, Dunreath Drive, and Airport Drive.

In 2015, Surrey Road was identified as a suitable location for a bicycle boulevard by the then Department of Transport as part of its Safe Active Streets Program (SAS). This project spans 4.4 kilometres, from the GEH underpass in Rivervale to the PSP at the end of Jeffery Street in Kewdale. The posted traffic speed has been reduced to 30 km/h, and the road environment features large blue STS pavement markers with prominent white and yellow bike symbols painted on the surface.

Whilst the completion of the SAS has seen positive growth in the number of people using the route for bike riding, particularly over weekends, there have been safety issues along the route. Opportunities for improvement have been identified, some of which include the reapplication of SAS blue patches to improve visibility, enhancing existing road treatments and updating existing road signage on the approach to display the 30km/h.

The Belmont Your Move map, an initiative by the DTMI (formerly DoT) provides information on walking, cycling, and public transport, illustrates the various shared paths, bicycle lanes, and sealed shoulders throughout the City.[21]

Navigating around the City has been made easier for commuters with the City's website and the Your Move Map which highlight various routes and transit connections throughout the City.

Belmont 'Your Move' Map. Source: City of Belmont

Public transport network

Bus services

The City is currently well-served by 20 bus routes. 16 standard routes operate daily from 6am to 8pm, with a bus interchange located at Redcliffe Train Station. During weekdays, services run approximately every 20 minutes during peak hours, every 45 minutes during off-peak times, and every 30 to 60 minutes on weekends.[22]

Additionally, there are four high-frequency bus routes within the City, operating daily from 4:30 a.m. to just past midnight. These routes offer services approximately every 10 minutes during weekday off-peak periods, every 5 minutes during peak times, and every 15 minutes on weekends and public holidays.

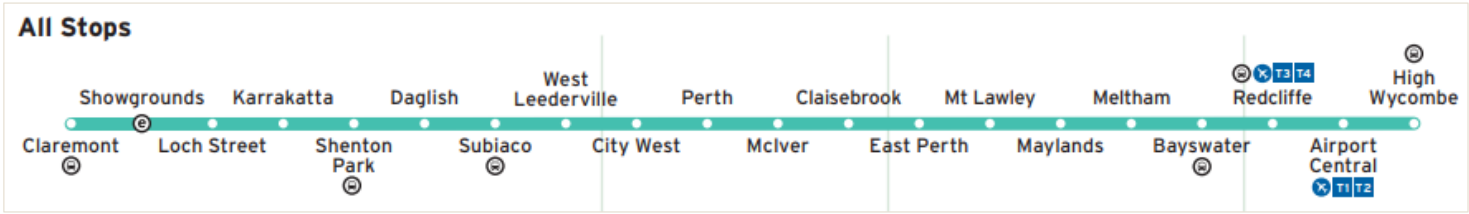
- **Route 935**: Redcliffe Station to Kings Park
- **Route 940**: Redcliffe Station to Elizabeth Quay
- **Route 998**: Clockwise Circle Route
- **Route 999**: Anti-clockwise Circle Route

High Frequency Bus Routes in City of Belmont

Train services

The City is currently serviced by one suburban train station, Redcliffe Train Station which began operation in 2022 and is located within Zone 1 of the Transperth fare system. The station is located along the Airport line extending from High Wycombe to Claremont and includes stops at the Perth Airport and Perth CBD.

To encourage sustainable transport the station provides riders with two bike shelters and 88 bicycle bays.



METRONET Airport Line Stations. Source: City of Belmont

The need for timetable alignment between train and bus services at the Redcliffe Train Station has been considered by the PTA to encourage and provide users with an easy and seamless connection, with services running every 5 minutes within peak AM and PM periods from 5:30am to just past midnight.

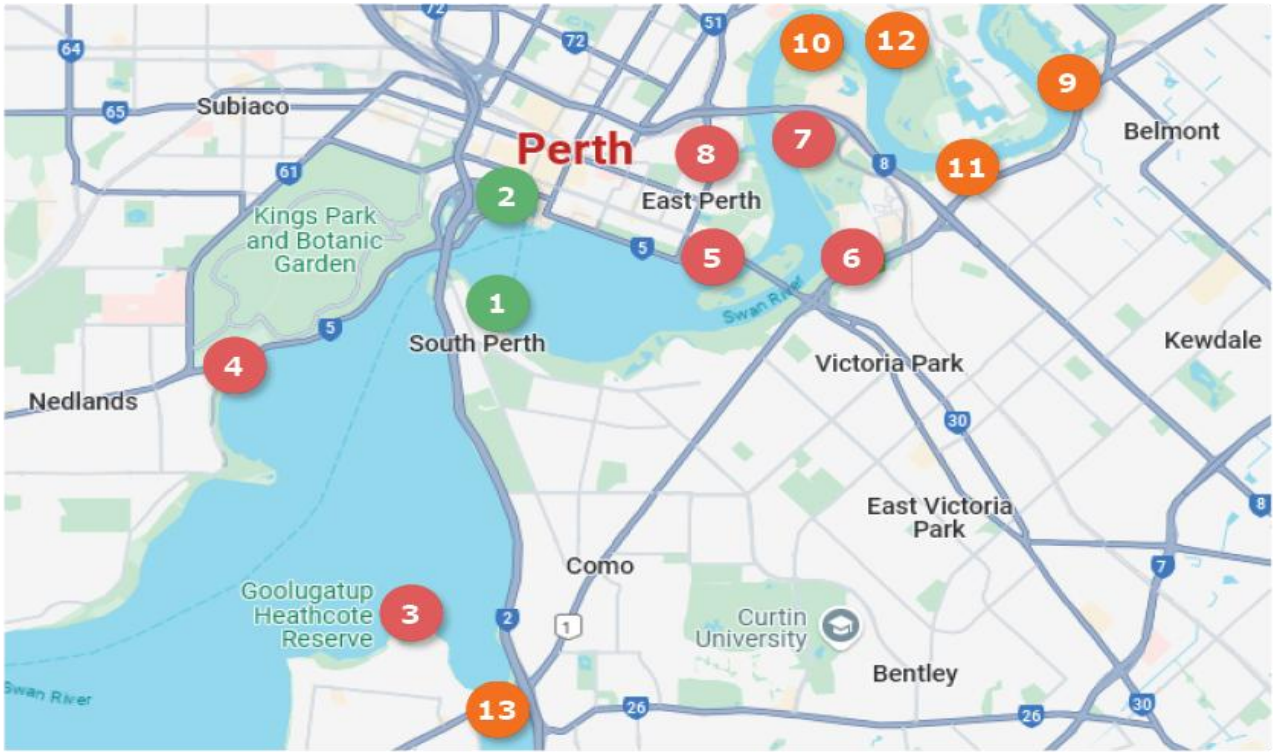
Ferry services

The State Government has recently explored the introduction of several new ferry routes along the Swan River, with the City identified as having two potential stop locations. This consideration follows significant increase in ferry usage in recent years, with 935,000 boardings in 2024/25.[23]

At present, there is no definitive timeline for the implementation of these proposed ferry stops.

However, discussions around potential locations within the suburbs of Belmont and Rivervale along the Swan River have been in consideration by the State Government.[24]

The City of Belmont encourages future ferry use and stops in our area, and will support with active travel options and advocacy for public transport links directly to the potential future stops.



Swan River Ferry Map. Source: Transperth

Already in operation

1 **Elizabeth Quay**
2 **South Perth**

Being investigated

3 **Applecross**
4 **Matilda Bay**
5 **Point Fraser**
6 **Burswood Park**
7 **Optus Stadium**
8 **Claisebrook Cove**

Future consideration

9 **Belmont**
10 **Belmont Park**
11 **Rivervale**
12 **Maylands**
13 **Canning Bridge**

Appendix 4 – Emerging technology and trends

Emerging technology presents an exciting opportunity to enhance the existing transport network within the City. Automation, ride-sharing and electric propulsion are driving change across all aspects of mobility, from the way we move around to how we plan and develop infrastructure for the future. DTMI's *Planning and Designing for Bike Riding in WA* serves as a guideline for shared and separated paths for establishing optimal infrastructure to support various emerging technologies.

All forms of active transport, micromobility and mobility devices. Source: City of Belmont (adapted from DTMI)

Micromobility is a broad term and refers to any tool or equipment designed to assist individuals in moving from one place to another, enhancing functionality and independence for people with varying levels of physical ability.[25]

E-rideables

The emergence of e-rideable devices are opportunities for authorities to consider how the transport network can safely accommodate a broader range of mobility options. These devices include e-scooters, e-skateboards, hoverboards and e-unicycles, and provide a low-emission, low-noise and space-efficient alternative to private motor vehicles, while also offering a convenient and cost-effective travel option for residents and visitors.

E-rideable riders are recognised as vulnerable road users and often share space with both vehicles and pedestrians. Accordingly, consideration should be given to provide them with safer and more connected infrastructure, lower-speed environments, separated paths where appropriate, and clearly defined shared spaces.

E-rideable device. Source: ridebeam.com

E-Rideable Current Laws. Source: Department of Transport

Improved integration of e-rideables within the transport network may also support stronger first- and last-kilometre connections to activity centres, schools and public transport infrastructure.

While e-rideables offer a range of transport and environmental benefits, their increasing popularity has also raised safety concerns, including conflicts with pedestrians, inappropriate riding behaviour, excessive speeds and rider unfamiliarity with device operation or road rules.

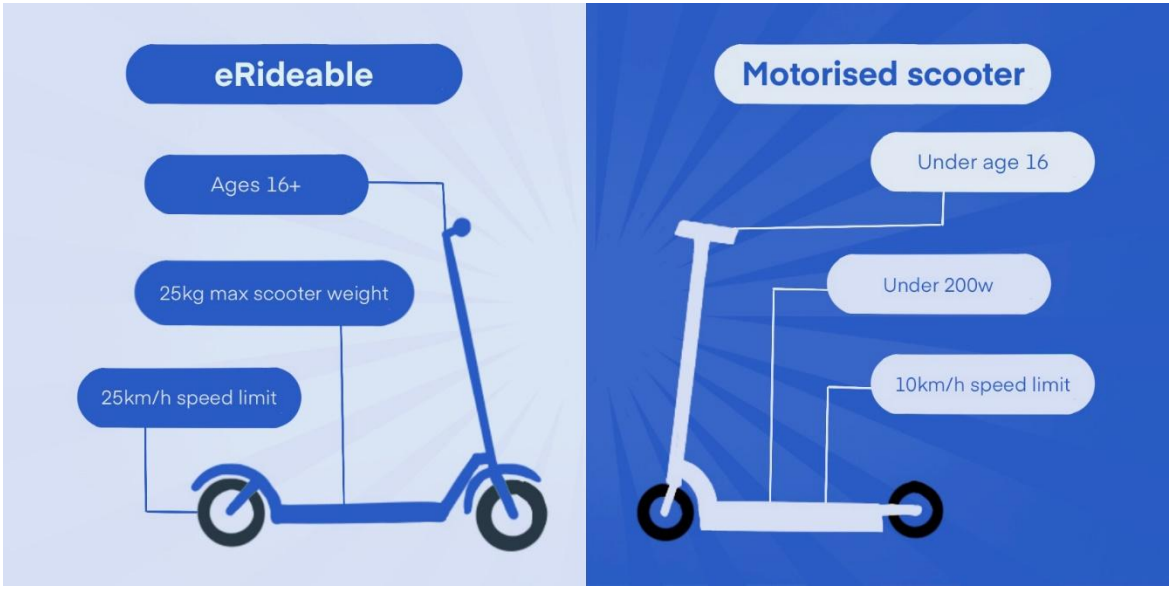
In response, the Western Australian Government introduced dedicated e-rideable road rules in December 2021, providing greater clarity regarding where devices can be used, applicable speed limits and rider responsibilities. These regulations established a framework for the safer integration of e-rideable riders into the transport network while recognising their growing role in supporting sustainable transport outcomes.

E-bikes

Electric bicycles (e-bikes) are classified as bicycles rather than e-rideable devices in Western Australia but are considered as part of the broader micromobility category.

Motorised scooters

Motorised scooters are low-powered electric scooters used by children under 16 years of age. These devices are limited to a maximum speed of 10km/h and a power output of 200 watts.

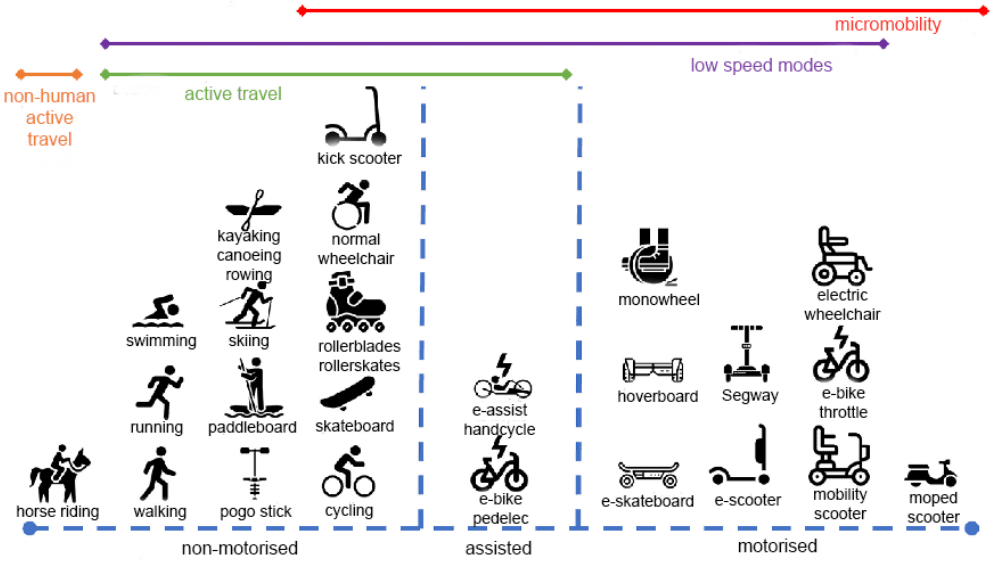


Differences between eRideable and Motorised scooter. Source: Road Safety Commission

Mobility devices

A mobility device generally refers to equipment designed to assist a person's movement, mobility or independence. In the context of sustainable transport, this commonly includes mobility scooters and powered wheelchairs used by elderly persons or people with mobility impairments. In Australia, people pushing prams are generally considered pedestrians rather than users of mobility devices, although they are often considered within broader accessibility and inclusive-mobility discussions.

Personal mobility device. Source: mobilityfrontiers.com



Taxonomy of active travel modes Source: Cook et al., 2022, under CC BY 4.0 Elsevier.

	Cargo e-bike	Small Car
Typical monthly fuel cost (approx.)	**$5**	**$135**
Carbon dioxide emissions per km	**0-2 g/km**	**146.5 g/km**
Annual ownership cost (approx.)	**$250**	**$11,230**
Carry what you need	**Usually**	**Usually**
Suitable for short trips	**Yes**	**Not always**

Cargo E-Bike and Small Car Cost Comparison. Source: West Cycle

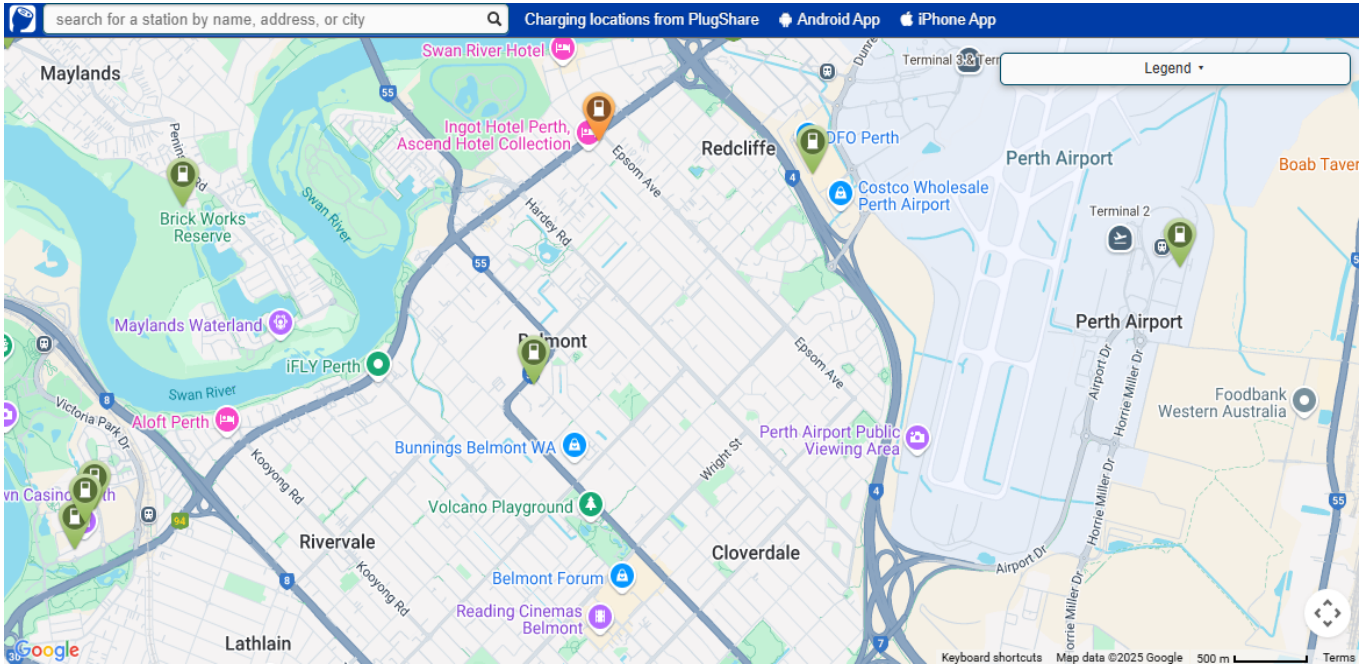
Electric and autonomous vehicles

Electric Vehicles (EVs) are powered wholly or partially by electricity using rechargeable battery systems and are increasingly being adopted as a lower-emission alternative to conventional petrol and diesel vehicles.

Autonomous vehicles (AVs), also known as self-driving vehicles, use advanced technologies to operate with reduced or no direct human control. As these technologies continue to develop, they are expected to influence future transport networks, mobility patterns and road safety outcomes.

The transition to Electric Vehicles (EVs) and the development of Autonomous Vehicles (AVs) are reshaping the future of sustainable transport. The steady increase in adoption of EVs in Western Australia has great potential to reduce greenhouse gas emissions from the transport sector. The transport sector in Australia contributes 16% of the nation's greenhouse gas emissions.[26]

Reports indicate that a higher percentage of battery-operated EVs suggests a growing preference for fully electric solutions over hybrids. The shift not only highlights a positive trend toward sustainable travel options but also indicates a potential for further growth as technology and infrastructure continue to develop. The continued increase in EV registrations reflects an ongoing commitment to environmental sustainability in the region.



RAC EV Charging Station Map. Source: RAC

To ensure EVs are convenient and efficient, the State Government's EV Strategy includes investing over $200 million to support the electrification of cars and buses in Western Australia.[27] This includes rebates for consumers buying a new EV or hydrogen fuel cell vehicle and WA EV Network providing access to fast charging stations along major transport routes, the Charge Up grant scheme for Local Government Authorities (LGAs), not-for-profits, and Small and Medium-sized Enterprise (SMEs) installing charging infrastructure around the state, and the provision of electric buses and charging infrastructure at key depots. Royal Automobile Club (RAC) provided an interactive map to easily locate charging stations across Western Australia and can be accessed through EV charging stations map.

RAC Intellibus®. Source: RAC

In September 2024, the State Government rolled out one of eighteen new electric Perth CAT buses which have begun passenger services in the Perth CBD. These buses are WA's first locally made electric buses, marking a major milestone toward achieving a cleaner, low-emissions public transport network.[28] Additionally, Western Australia Local Government Association (WALGA) is currently underway in coordinating the purchase and installation of 105 charging stations across 22 Local Governments in WA and the purchase of 129 EVs. The project aims to overcome barriers for LGAs when transitioning to EVs and moving towards achieving Australia's net zero emissions target by 2050.[29]

AVs also offer commuters additional transport options. However, careful planning is essential to ensure that these vehicles integrate seamlessly with existing transport modes and do not introduce new challenges. As cities adopt these emerging technologies, they have opportunities to promote and integrate sustainable travel options.

In partnership with the City of South Perth and supported by the State Government, the RAC Intellibus® was Australia's first driverless and electric vehicle to operate on public roads. The trial which also visited Geraldton and Busselton, provided more than 28,000 passengers the chance to experience the potential benefits of automated vehicle technology first-hand.[30]

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