City of Cockburn

# Bicycle and Walking Network Plan 2026 - 2036

Cockburn, the best place to be

www.cockburn.wa.gov.au

April 2026

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# Acknowledgement of Country

The Mayor, Councillors and staff of the City of Cockburn acknowledge the Whadjuk Nyungar people of Beeliar Boodja as the traditional custodians of this land. We pay our respect to the Elders, past and present.

# Forward

The Bicycle and Walking Network Plan aligns with the strategic aspirations, reflects the priorities of the community and helps to facilitate safe, efficient, connected and sustainable movement around the City.

Without an investment in sustainable and active transport modes, congestion will increase and there will be an increase in travel times, travel delays and fuel consumption; less efficient vehicle operation; poorer air quality and increased health related issues associated with a sedentary population. As our City grows, more congestion is noticeable. We are keen to encourage more people to walk or ride a bicycle when moving around our City.

Promoting riding a bicycle as a mainstream and viable transport alternative is part of the solution. The Bicycle and Walking Network Plan outlines our plan to encourage more people (particularly women and people aged from 8 to 80) to ride bicycles as part of their everyday trips. We want to move bike riding from being primarily a recreational or sporting activity to be the preferred choice for short trips (along with walking) rather than driving when possible.

Walking is a key element of every trip taken, requiring people to walk or wheel at some stage, although this is often overlooked. Pedestrians form the largest single road-user group and are the most vulnerable, including those using wheelchairs or mobility aids, families with prams and children. We have an aging population and the percentage of residents with disability is rising, so it is important to have connected paths with universal accessibility.

There are a lot of positives to riding a bicycle or walking:

- Choosing active transport is good for fitness as well as saving money.
- Good for business as people riding or walking tend to shop regularly and locally.
- More people riding and walking helps to build local community connections and provides more ‘eyes on the street’ helping with passive surveillance and looking out for one another.
- Traffic congestion and parking issues are less, especially around schools, shopping centres and train stations, when more people ride or walk there.

Transport experts at WSP consultants were engaged to update the plan. Behind the scenes, the City has been hard at work with our transport experts, shaping an updated Bicycle and Walking Network Plan that will help guide how we move around Cockburn in the years ahead.

Back in March and April 2025, our community shared fantastic ideas, local knowledge and aspirations through wide-ranging community engagement.

Key stakeholders attended a Bicycle Network Plan Workshop in December 2025. City of Cockburn staff, Main Roads WA, Department of Transport and Major Infrastructure, WestCycle, RAC WA, Public Transport Authority, Department of Biodiversity, Conservation and Attractions, Development WA, and neighbouring local governments worked together to help confirm and strengthen community feedback into clear directions for action.

In April 2026, Council was briefed regarding the draft Bicycle and Walking Network Plan. The plan had further review and refinement in May 2026, before presentation to Council for endorsement.

Due to the strong response and thoughtful input received early on, the City was able to develop this robust Bicycle and Walking Network Plan. The extensive feedback gathered has provided a solid foundation for the Plan.

The Action Plan will support delivery of a coordinated program through staged City led major routes, advocacy for externally delivered priority connections, ongoing safety upgrades at problem crossings, neighbourhood level network improvements, and a city-wide Safe Around Schools program prioritising assessments and targeted infrastructure upgrades to improve walking and riding in the City.

**This Bicycle and Walking Network Plan has been jointly funded by the State Government as part of the WA Bicycle Network Program, and the City of Cockburn.**

Front cover photo: Australia Day Coogee Beach Festival, Coogee Beach.

# Plan on a Page

*The vision of this Plan is:*
***"City of Cockburn is the best place to walk, wheel, and ride"***

## The City's endorsed active transport goal

The District Traffic Study defines a global shift of 1% (2031) and 2% (2041) from vehicle trips to active and public transport modes

## Role and Purpose of the Plan

This Plan establishes a strategic framework for prioritising, advocating for and coordinating investment in walking, wheeling and riding infrastructure across the City.

It identifies priority corridors and investment opportunities rather than committing to fixed projects, designs or delivery timeframes. Infrastructure outcomes will continue to be refined through integration with road upgrades, renewal programs, development activity and State-led infrastructure projects.

## Themes

- The best place
- Connected neighbourhoods
- Connected transport
- Connected centres
- Connected precincts

## Priorities

1. Major routes
2. Advocating for priorities
3. Problem crossings
4. Safe active neighbourhoods
5. Safe around schools
6. Policy and programs

## Delivering on the Plan

- The Plan does not rely on a standalone funding uplift but is intended to be delivered through an integrated investment approach, optimising outcomes from existing capital programs and external funding opportunities.
- The Plan is intended to integrate with existing capital programs, including road upgrades, footpath renewals, developer funded works and State led infrastructure projects.
- On State-controlled corridors, the City's primary role is advocacy and coordination to support inclusion of walking and riding outcomes.
- Delivery, timing and scope remain subject to State priorities and funding decisions.

## Measuring the success of the Plan

- People using the coastal paths
- People using bicycles to commute to work
- Kilometres of traffic stress level lowered
- Level of Traffic Stress (LOTS)
- Intersections upgraded / Crossing points added
- Reduced crash statistics
- New trees planted as part of walking and riding projects

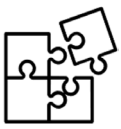
# 1 Introduction

## 1.1 Vision, Themes and Opportunities

This Plan sets the vision:

> ***"City of Cockburn is the best place to walk, wheel, and ride"***

To achieve this vision, the Plan sets out five key themes and relevant focus areas.

| | Theme | Focus areas |
|---|---|---|
|  | **The best place** | • Emphasising amenity features like canopy coverage, places to stop, rest, eat and enjoy on all routes, and lighting<br>• Wetlands to Waves: Leveraging the City's iconic natural features and improving the north-south coastal route wetlands routes, and improving east-west links through the Wetland Chains<br>• Improving safety at crash hot spots<br>• Developing Policies (such as Path Policy for best-practice design and to communicate priorities) |
|  | **Connected neighbourhoods** | • Safe routes to schools<br>• Access to local shops, parks and community facilities<br>• Access for aged care residents and to support aging in place<br>• Slow speed residential neighbourhoods<br>• Improving crossings<br>• Continuing to provide paths on every local street |
|  | **Connected transport** | • Continuing to improve walking and riding access to stations<br>• Improving walking routes to bus stops<br>• Support responsible use of legal e-bikes and eRideables<br>• Improving connections between schools and public transport<br>• Improve public transport to industrial precincts to support walking, wheeling or riding part way |
|  | **Connected centres** | • Improvements to Cockburn Central to support movement to Gateways Shopping Centre and Cockburn ARC<br>• Improving access to local shopping areas |
|  | **Connected precincts** | • Safe routes to and within the City's industrial precincts, including Latitude 32, Henderson and Bibra Lake Industrial Area<br>• Advocating for a new approach to development contributions so that infrastructure is in place when it is needed |

## 1.2 Achieving the vision

### THE ENDORSED ACTIVE TRANSPORT GOAL

Council endorsed the City of Cockburn District Traffic Study in August 2024. The chosen scenario of the District Traffic Study sets the target for active transport mode share in the City.

*The District Traffic Study defines a global shift of **1% (2031)** and **2% (2041)** from vehicle trips to active and public transport modes*

This Plan establishes the strategic framework so a shift from vehicle trips to active and public transport modes is more likely to be achieved.

Additional indicators to measure the success of the Plan in supporting the vision are detailed in Table 1.

*Table 1 Evaluation of the Plan*

| Indicator | Baseline | Target | Review timeframe | Review responsibility |
|---|---|---|---|---|
| **People using the coastal paths** | 2 permanent counters on the coastal path:<br><br>Perlinte View path 155 per day average Monday to Friday (171 daily average)<br><br>Rollinson Rd path near Dog Beach North Coogee 284 Monday to Friday (303 daily average over 7 days) | 429 people average Monday to Friday | Annually | Traffic and Transport |
| **People using bicycles to commute to work** | 0.7% riding and 1.2% walking mode share | 2% riding and 2% walking mode share | Census | Traffic and Transport |
| **Kilometres of traffic stress level lowered**<br><br>**Level of Traffic Stress (LOTS)**[1] | Priority Actions Existing LOTS:<br>LOTS 1:44km<br>LOTS 2:12.1km<br>LOTS 3:25.1km<br>LOTS 4: 63:4km | LOTS 1: 144.54km | Annually | Traffic and Transport |

[1] Level of Traffic Stress (LOTS).looks at factors including traffic volume, speed, and road design to categorise streets into four different stress levels, ranging from low stress (suitable for most riders) to high stress (only suitable for highly confident riders).Routes should minimise level of traffic stress and other stress factors to be attractive to a wider range of people riding. Please refer to Section 5.4 for more information on Level of Traffic Stress (LOTS).

| | | | | |
|---|---|---|---|---|
| **Intersections upgraded / Crossing points added** | Minimum of 3 locations, inclusive of crossing higher level of protection - traffic signals, school crossing guards, and raised platforms | Minimum of 3 locations, inclusive of crossing higher level of protection - traffic signals, school crossing guards, and raised platforms | Annually | Traffic and Transport |
| **Reduced crash statistics** | 29 crashes involving people walking or riding in 2023 requiring hospitalisation or medical treatment (Crash Map MRWA) | 0 Killed or Seriously injured | Annually | Traffic and Transport |

### 1.3 Role and purpose of the Plan

This Plan establishes a strategic framework for prioritising, advocating for and coordinating investment in walking, wheeling and riding infrastructure across the City.

It identifies priority corridors and investment opportunities rather than committing to fixed projects, designs or delivery timeframes. Infrastructure outcomes will continue to be refined through integration with road upgrades, renewal programs, development activity and State-led infrastructure projects.

# 2 Plan Development

### 2.1 Background

#### WHY A NEW PLAN IS NEEDED – THE CHANGING TRANSPORT ENVIRONMENT

The active transport environment has evolved since the previous Plan was adopted in 2016. Key changes include:

- The Long Term Cycle Network for Perth and Peel was developed and endorsed by 32 of 33 local governments, including by the City of Cockburn in April 2020. This identifies a coherent network across the region and guides planning and investment.
- State and national planning guidance for active transport has expanded, including trials for design approaches that were relatively novel in the previous Bicycle Plan. This includes Safe Active Streets, slow-speed shared spaces for active transport with 30km/hr speed limits. Department of Transport and Major Infrastructure's (DTMI) Safe Active Streets trial program ran between 2015 and 2023 and there is now a DTMI Safe Active Street guidance in Draft.
- The Principal Shared Path Expansion Program has continued, filling gaps for in longer-distance commuter riders particularly along the Kwinana Freeway PSP.
- The future location of Westport has been determined and planned changes associated with the transport network are progressing.

- Roe 8 Extension through Beeliar Wetlands was cancelled in 2017 and plans for alternative treatments for this land include shared path infrastructure.
- The number of local neighbourhood 40km/ hr speed zones has been increasing, with a significant trial in Inner City Group local governments. New speed reductions have been implemented at traffic signals, including a 70 km/h speed limit along major road corridors and 40 km/h zones at all children's crossings, even those further away from schools.

## WHY A NEW PLAN IS NEEDED – CELEBRATING THE SUCCESSES OF THE PREVIOUS PLAN

The City's previous Bicycle and Walking Network Plan (endorsed 2016) had the vision:

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*"To make Active Travel safer and more accessible for people of all ages and abilities"*

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The Plan identified a series of priority infrastructure projects, design guidance, planning and policy recommendations and complementary recommendations to support the vision. Of the 15 priority infrastructure projects identified, 5 have been completed, 5 are partially complete, and 5 are incomplete and have been reviewed.

The previous Plan also identified a series of infrastructure recommendations detailing desired design of infrastructure. The need for these recommendations has been superseded with updates to State and national guidance. The Planning and Policy recommendations (such as requirements for travel plans for significant new developments) have either been incorporated into the City's processes or part of state responsibilities.

### 2.2 How We Have Updated The Plan

## A THREE-PHASE PROCESS

Development of the Cockburn Bicycle and Walking Network Plan has occurred in three key phases:

**Phase One** involved reviewing existing background information and available data to understand the transport-related challenges and opportunities in the City, including review of recent community engagement outcomes, and engaging with key stakeholders.

**Phase Two** involved identifying potential solutions based on detailed understanding of the key walking and riding challenges and opportunities faced by the City over the next 10 years. Phase Two will see the development of the Draft Cockburn Bicycle and Walking Network Plan.

**Phase Three** is Council Briefing on the Cockburn Bicycle and Walking Network Plan to confirm that the solutions proposed meet the needs of the City's existing and growing community. This is followed by a Council adoption of the Cockburn Bicycle and Walking Network Plan and consideration of the financial model for implementation of the Plan.

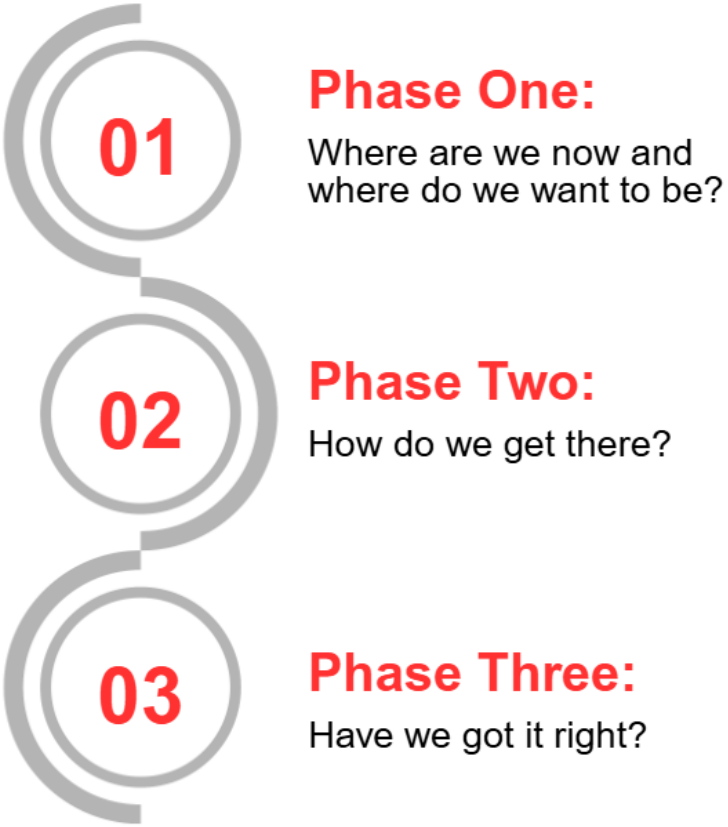


*Figure 1 Approach to updating the plan*

### 2.3 Document and Data Review

## THE CITY'S POLICY CONTEXT

Cockburn Bicycle and Walking Network Plan has been developed in alignment with the broader local transport planning context, used to inform and identify the vision, themes, opportunities and project alignment for the Plan.

This Plan supports the City's Strategic Community Plan, particularly the objective of **Our Community**, by promoting and supporting active, healthy lifestyles through improved opportunities for walking, wheeling and riding. The delivery of walking and cycling infrastructure contributes to recreation, wellbeing, social connection and community resilience across the City.

FINANCIAL ALLOWANCES WITHIN LONG-TERM FINANCIAL PLAN (LTFP)

The current LTFP settings include an annual allowance of $0.75 million dedicated to the Cycling and Walking program.

For future years, it is recommended that the Cycling and Walking program also utilise components of **existing Road Upgrade and Footpath Renewal programs** to deliver cycling and walking outcomes as part of those works.

This would achieve an anticipated total annual active transport expenditure of $1.5 million, without establishing a standalone uplift to the Cycling and Walking budget line. This is an important consideration in a budget-constrained environment.

The annual active transport expenditure will enable yearly Budget nominations for projects from various active travel streams.

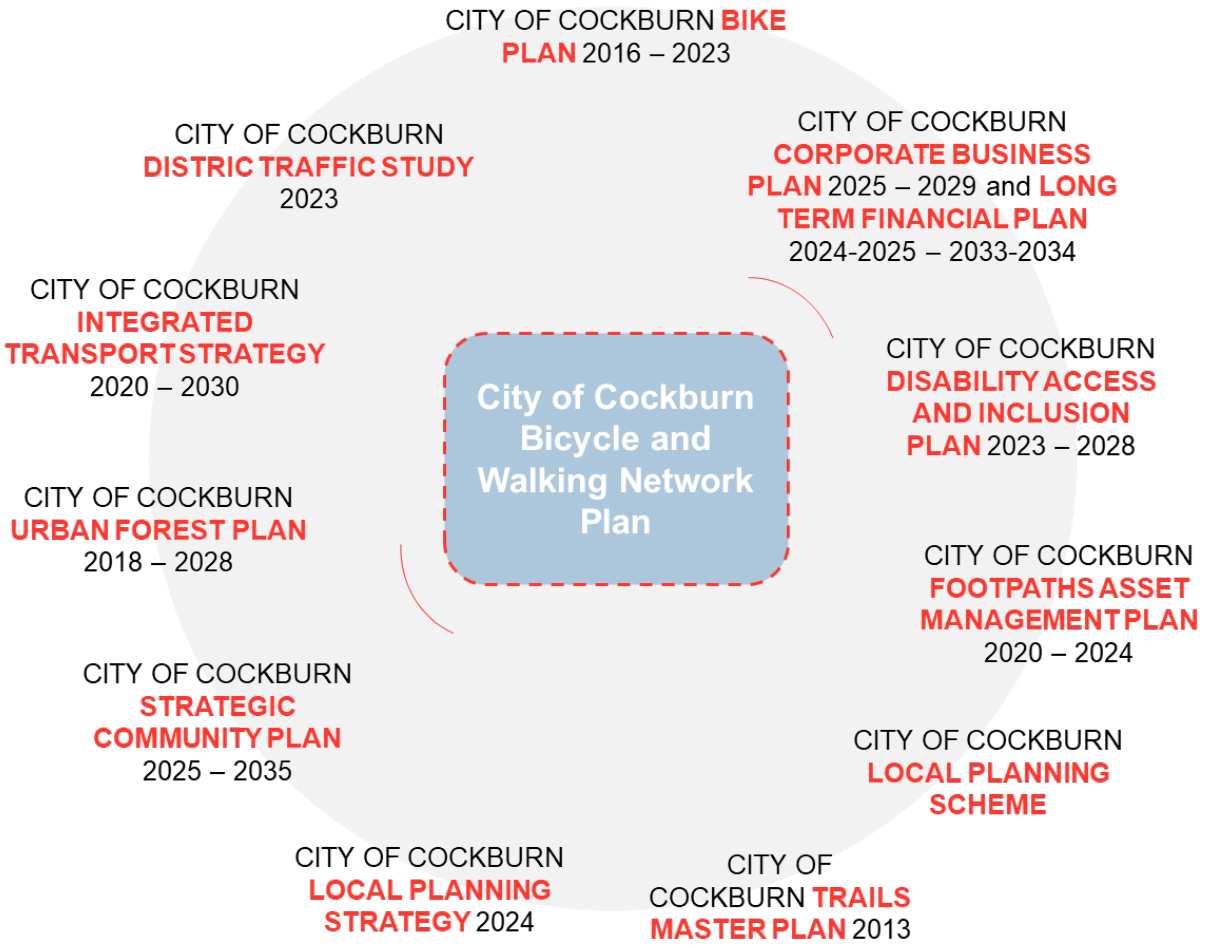


*Figure 2 City of Cockburn Plans Related to the City of Cockburn Bike Plan*

## 2.4 Engagement Summary

The City conducted extensive community engagement in early 2025. Overall, the City received:

- 292 map markers via the online social map and hardcopy survey
- 298 votes via the online quick poll
- 101 votes via the voting board quick poll
- 11 submissions via the gather tool
- 13 submissions via written email submission
- 130 map markers and comments via engaging with the community in-person at Pop-ups and meeting City Reference Groups.

Figure 3 shows the map markers, where the City collected feedback across the three mode categories of walking, riding, and micromobility (including e-Scooters).

The feedback is classified into positive responses (noted as ‘like’ and green icons on the map), identified issues (marked by red icons on the map), and suggested improvements or ideas (marked by blue icons on the map). This map highlights areas of strength within the network, pinpoints barriers to access or comfort, and captures community-driven priorities and solutions.

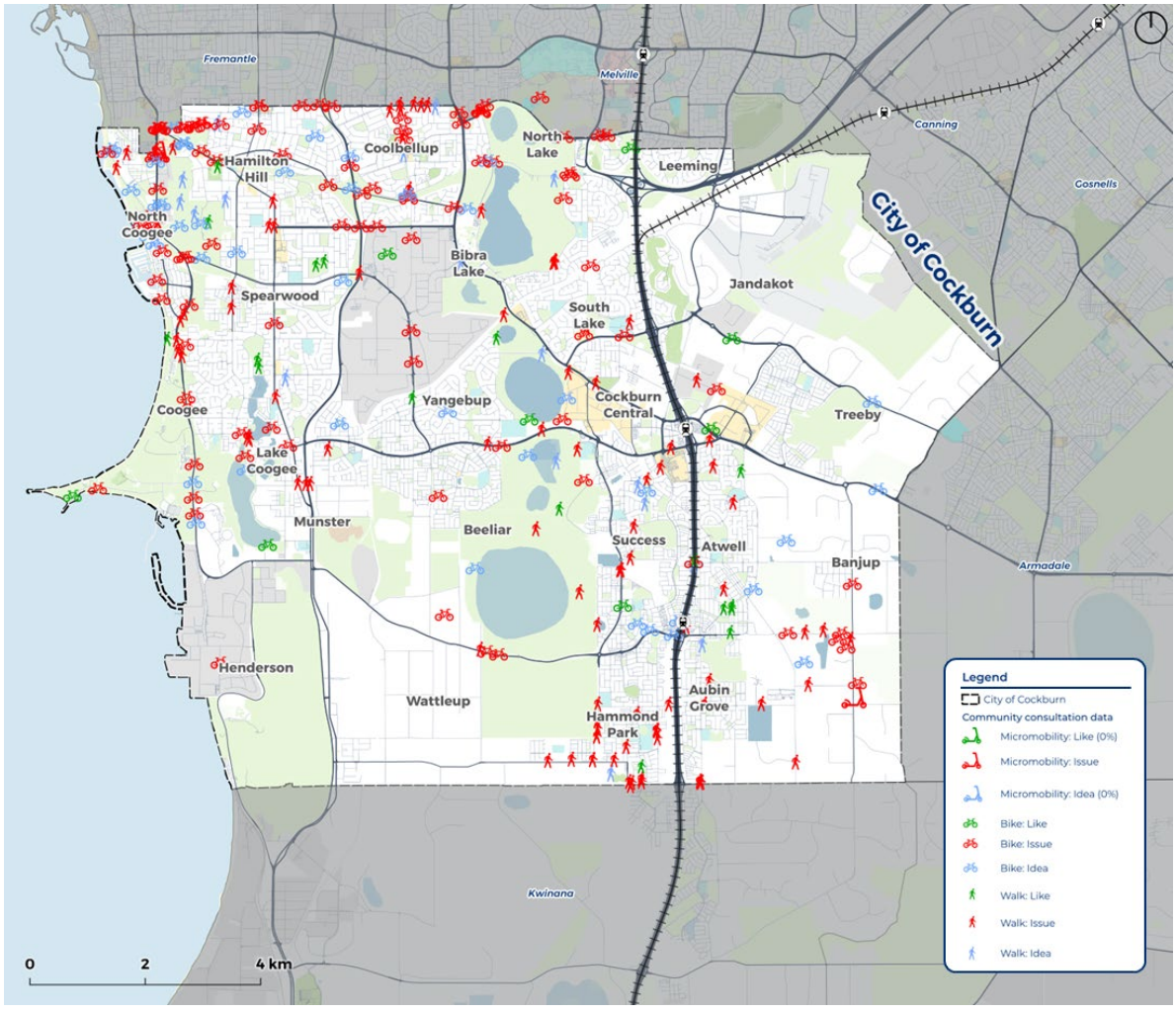


*Figure 3 Community Consultation Data*

## WHAT PEOPLE LIKE ABOUT WALKING AND RIDING IN THE CITY

The following were commonly identified as things people liked about walking and riding in the City:

- Pathways that connect to destinations
- Scenic routes along the coast, and the shady routes around the City's bushland, lakes, swamps and parks
- High-quality and wide shared paths
- Paths that are separated from traffic
- Paths where people walking and riding are separated

The detailed comment breakdowns received are available in the City's Community Feedback Report and comments will be considered when planning new projects.

*Figure 4 What people like about walking and riding in the City: Scenic routes along the coast and the shady routes around the City's bushland, lakes, swamps and parks (Locations pictures, top left to right: Thomsons Lake, Omeo Wreck, bottom left to right: Bibra Lake, Market Garden Swamp)*

## WHAT PEOPLE DON'T LIKE ABOUT WALKING AND RIDING IN THE CITY

The following were commonly identified as things people did not like about walking and riding in the City:

- Streets and roads with speeding vehicles and high traffic volumes
- Lack of safe crossing points for people walking and riding
- Lack of infrastructure (including footpaths, shared paths, bike lanes and overpasses)
- Lack of connectivity of existing paths and poor connections
- Difficulty walking and riding to school

The detailed comment breakdowns are available in the City's Community Feedback Report and comments will be considered when planning new projects.


*Figure 5 What people don't like about walking and riding in the City: Lack of infrastructure, such as no path at Robb Road, CY O'Connor Reserve, North Coogee (Left), and lack of safe places to cross, such as this narrow crossing point on Cockburn Road near Rollinson Road, North Coogee (Right)*

## IDEAS FOR IMPROVING WALKING AND RIDING IN THE CITY

Ideas for improving walking and riding in the City typically take the form of building on things people like and addressing the qualities people do not like. These ideas include:

- Improving connectivity, maintenance and width of paths
- Providing safe crossing opportunities including signals, overpasses and other improvements
- Developing the trails network, particularly around the lakes and connecting to beaches
- Adding paths and bicycle lanes
- Reducing vehicle speeds
- Adding bicycle parking
- Installing CCTV and lighting


*Figure 6 Ideas for improving walking and riding in the City: Install safer crossings (such as at Kwinana Freeway, top left), Reducing vehicle traffic speeds (Pictured, Bibra Drive, Bibra Lake, top right), improve maintenance and path width (Pictured: North Lake Road, Bibra Lake, bottom left), and providing additional bike parking (Pictured: CY O'Connor Beach, North Coogee, bottom right)*

# 3 What and how we build for walking, wheeling and riding

## 3.1 Design Recommendations

The design and form of walking, wheeling, and riding infrastructure is context dependent and can vary significantly from route to route and place to place. The bicycle design outcomes (see Table 3.1) are always applicable. There are a range of guidelines and guidance documents that inform the design of infrastructure, and minimum standards have evolved over time to be more inclusive including wider minimum widths developed by DTMI, Main Roads (MRWA), Austroads as well as interstate guidance.

DTMI's All Ages and Abilities Contextual Guidance profiles a facility selection tool that indicates appropriate types of infrastructure as an early step. The bicycle design outcomes should also be considered while designing infrastructure.

DTMI's Planning and Designing guidance includes recommendations for the form of shared and separated paths, Local Area Traffic Management (LATM), Safe Active Streets (interim). Bike Lane Guidance and Amenity Guidance are in development.

When infrastructure actions are identified in the Bike Plan, they will incorporate reference to the appropriate facility type or types. Features such as required path width, path material, and path position (such as near kerb or property line) depend on function of the path and other local factors interrogated on a project-by-project basis, for example the path location may need to change according to the type of path, safety, accessibility, avoid obstructions or other considerations.

| **Shared paths** | |
|---|---|
| **Minimum width** | **Desirable width** |
| 2.5m (local and secondary routes) | 3.0m (local and secondary routes) |
| 3.0m (primary route) | 4.0m (primary route) |
| **Separated paths** | |
| **Minimum width** | **Desirable width** |
| 4.0m*, where: | 4.5m*+, where: |
| 2.2m is provided for bike riders; and | 2.5m+ is provided for bike riders; and |
| 1.8m is provided for pedestrians | 2.0m+ is provided for pedestrians |

* Width does not include separation element (refer to Section 2.6)

***Table 3.1*** *Minimum and desirable path widths for shared and separated paths (Information sourced from Austroads Guide to Road Design: Part 6A and AS1428).*

*Figure 7 Excerpt from Planning and Designing for Active Transport, Shared and Separated Paths, DTMI describing shared path widths for different routes (Austroads)*

### Safe

Bike riders should feel safe at all times, including when stopping along the way or parking at their origin and destination. Speed, direction, mass and size must be balanced to provide users with the appropriate degree of protection, either through equalising these elements or by separation physically or in time (e.g. through signals). Consistency of design is also important for managing interactions between different modes and avoiding ambiguity on where people should ride.

### Comfortable

Bike rider comfort is critical to the whole experience of bike riding and making it a viable, everyday choice. Routes should minimise level of traffic stress and other stress factors, including the physical effort required to ride. Regular and ongoing maintenance is essential to lasting comfort and appeal.

### Coherent

Bicycle facilities and routes should form a low stress, high comfort network that gets people to where they need to go, linking to key destinations and integrating with other modes of travel. Routes should provide a continuous level of service from origin to destination and be easy to navigate, well signed and intuitive.

### Direct

Bike riders should be offered the most direct route based on existing and latent trip desire lines, avoiding detours and delays. Directness should be considered in terms of time and distance, with delays at intersections and crossings, as well as physical detours, minimised.


### Attractive

Facilities should be designed to integrate with their surroundings, enhancing sense of place and making the whole experience of riding more appealing. Routes should complement the areas through which they pass. Lighting, personal security, aesthetics, environmental quality and noise also impact the appeal of riding facilities.

### Adaptable

Bicycle infrastructure should be able to improve and evolve as demands change. Meeting the preceding design outcomes in a way that allows infrastructure to adapt to changing user and environmental needs will form a critical component of building out an effective bicycle network. Trialling of potential measures using more flexible infrastructure will assist in meeting this aim.

*Figure 8 Planning and Designing for Active Transport, All ages and abilities contextual guidance, DTMI, showing the Bicycle Design Outcomes*

| Road function | Target motor vehicle speed [T] | Target motor vehicle volume (per day) | Indicative range for selection of all ages and abilities bicycle facility by road function | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Shared zone | Safe active street | Painted bicycle lane | Buffered bicycle lane | Physically separated bicycle lane | Off-road path |
| Any road with complex or conflicting operational factors [P] | Any | Any | | | | | | |
| Access function, e.g. local access streets (with or without parking) | Up to 30 km/h | ≤1,500 | | | | | | |
| Access or collector function, e.g. local streets accessing residential properties or neighbourhood/town centres | Up to 40 km/h | ≤3,000 | | | | | | |
| | | ≤6,000 | | | | | | |
| Through traffic function, e.g. arterial roads linking significant destinations | Greater than 41 km/h [Y] | Any | | | | | | |
| Regional through traffic function, e.g. major arterials moving high capacity or commercial traffic (including freight) | Greater than 70 km/h | Any | | | | | | |

*Figure 9 Planning and Designing for Active Transport, All ages and abilities contextual guidance, DTMI, showing the Facilities Selection Tool*

## PATH POLICY

Development of a local government path policy can support the identification of what and where to build and can be used to prioritise works.

The City's internal project stakeholders have expressed a clear desire for a path policy that provides a prioritisation framework, that can be communicated clearly to other stakeholders and the community.

Stakeholders have expressed a desire for this to cover:

- Indication of how priority for path projects is determined
- Intention to deliver a path on every street
- Infrastructure solutions in industrial areas
- Infrastructure solutions in rural areas
- Local government requirements triggering Traffic Impact Statements and Assessments.

## RURAL AREAS

Path continuation along rural roads have been included on the long term cycle network plan but they are a low priority and unfunded by the State or local government.

Most rural areas are further from key destinations and not within the walkable or rideable catchment of schools, bus stops and shops.

Several areas are being considered for rezoning for future residential housing by the WA Planning Commission. These areas will have path networks constructed by the property developers in the future. The costs of upgrade from a rural road to a built-up area road, including kerbing, drainage, and various services, ranges between one and ten million dollars per kilometre of road. The upgrade is usually done as part of the subdivision process at the developer's cost.

Proposed local area traffic management devices (slow points) and footpath construction would be required to meet specifications stipulated in Austroads Guides regarding kerbing, drainage, clear zones, speed reduction, and spacing. These requirements can only be provided as a part of the process of upgrade to a built-up area road.

## INDUSTRIAL AREAS

Industrial areas face unique challenges with increased heavy vehicle traffic and often limited consideration for active travel modes.

Several design solutions have been developed for key industrial areas in the City, with consultation underway with DTMI to determine an appropriate standard for higher-order active transport infrastructure in these Precincts.

Figure 10 provides an example treatment.

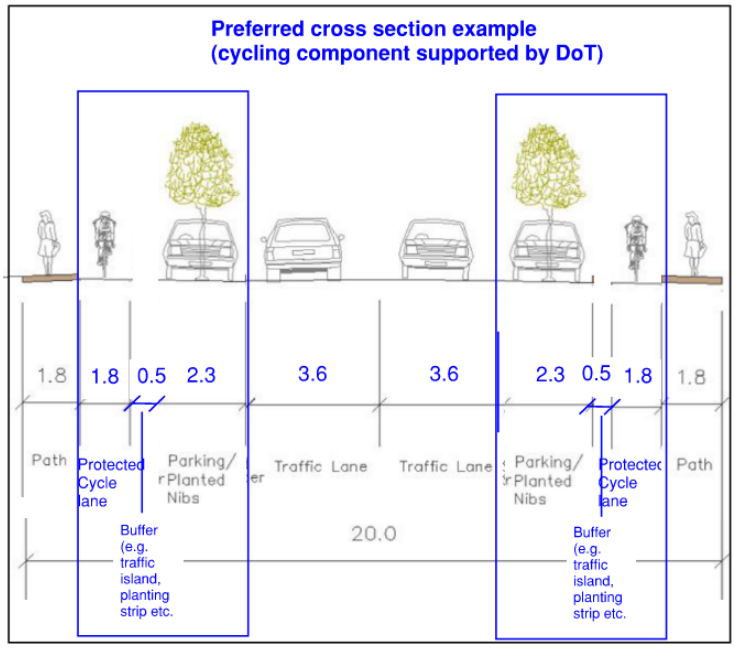


*Figure 10 Industrial area treatment option*

## FROM PAINTED LANES TO ALL AGES AND ABILITIES PROTECTED BICYCLE LANES

The City has extensive painted bicycle lanes throughout, which rarely constitute all ages and abilities infrastructure. Opportunities to convert these to protected infrastructure where appropriate are visualised below, indicated for consideration throughout the Action Plan, intended to be progressed, subject to funding and integration with other works, if suitable for delivery.

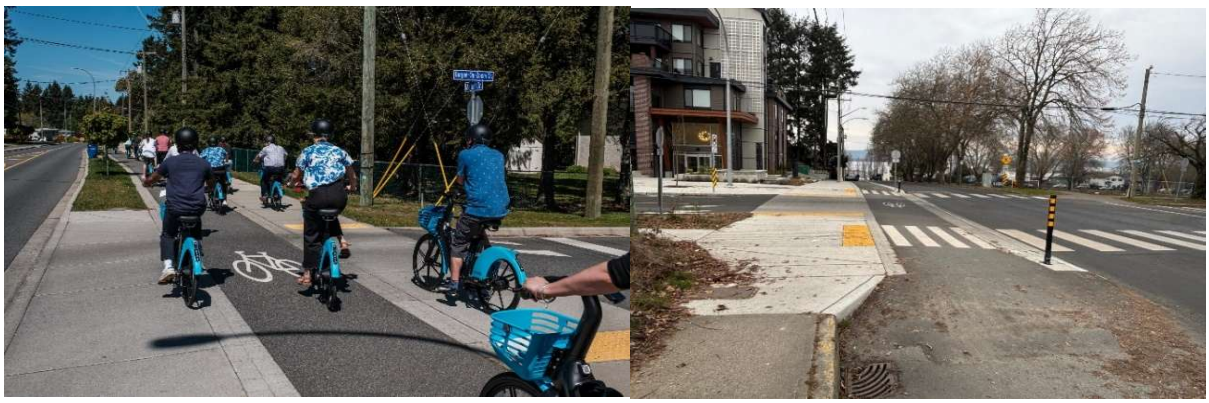

*Figure 11 Opportunities to provide more protection for existing on-road bicycle lanes*

## AMENITY FEATURES

Creating comfortable and inviting spaces for walking and riding is essential to support active travel. This includes consideration for things like trip facilities and shade / canopy coverage as part of all routes. Figure 12 shows places in the City to stop, rest and repair. Figure 13 shows a general tree canopy coverage through the City.

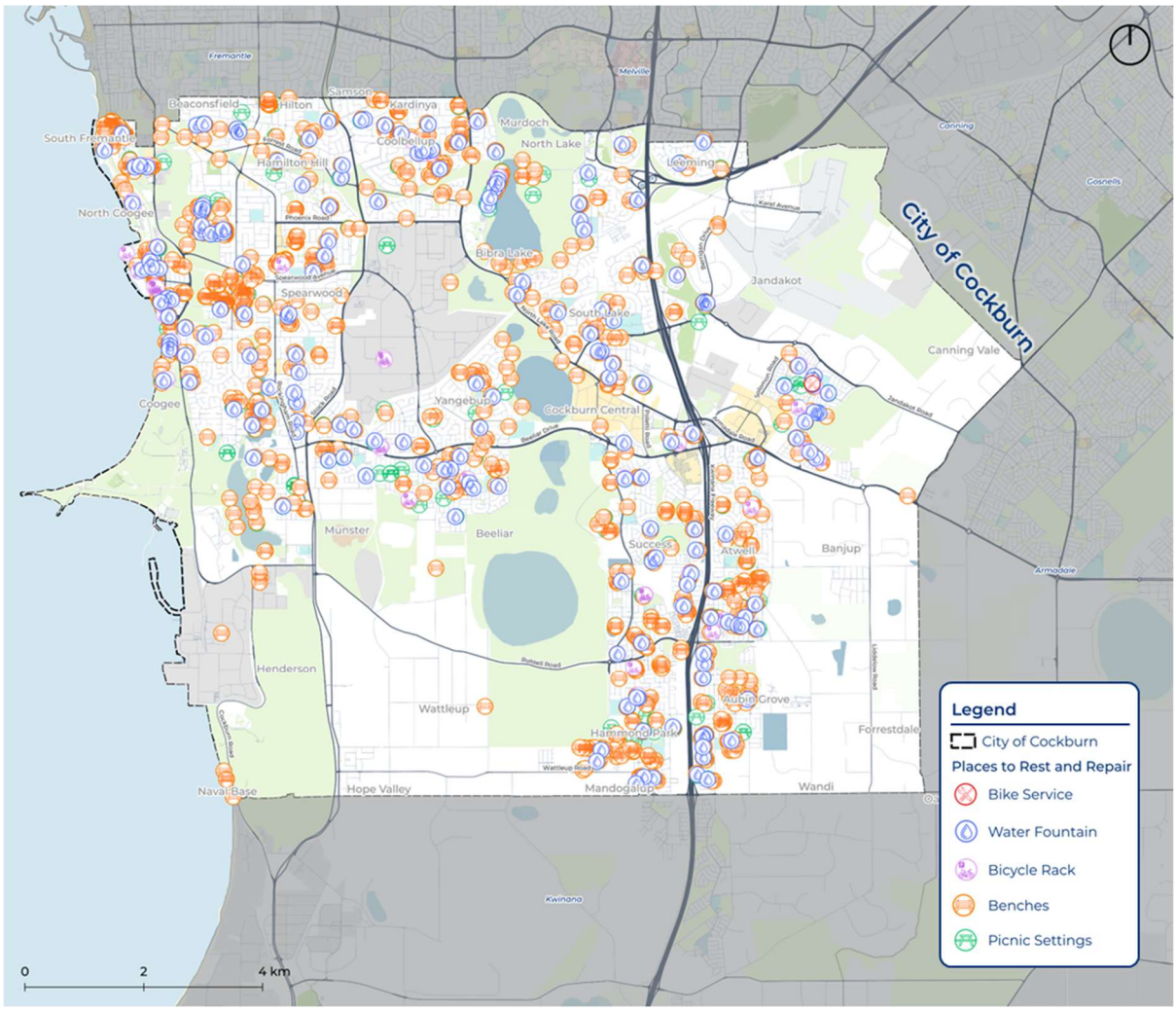


*Figure 12 Trip facilities in the City of Cockburn*

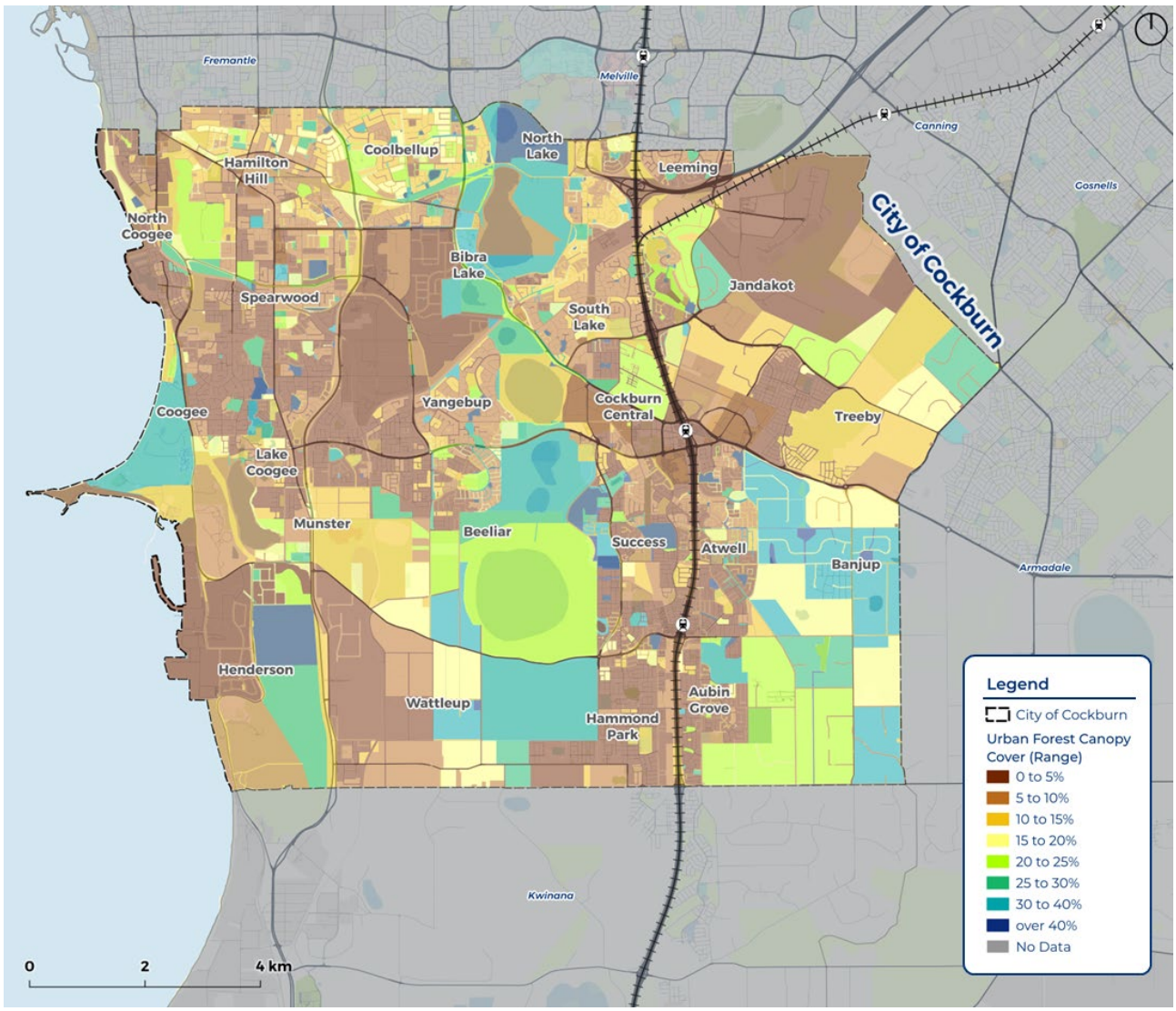


*Figure 13 Tree canopy coverage in the City*

# 4 The City at a Glance

## 4.1 People

The City of Cockburn is home to a diverse and growing population, shaped by a mix of cultural backgrounds, household types, and life stages. With strong projected growth over the next two decades, Cockburn is emerging as a key metropolitan hub, requiring responsive planning across housing, infrastructure, transport and community services.

The City of Cockburn is multicultural in character, with relatively young median age of 37 years old, a diversity of cultures and rising educational attainment, reflecting a community with unique needs and opportunities.

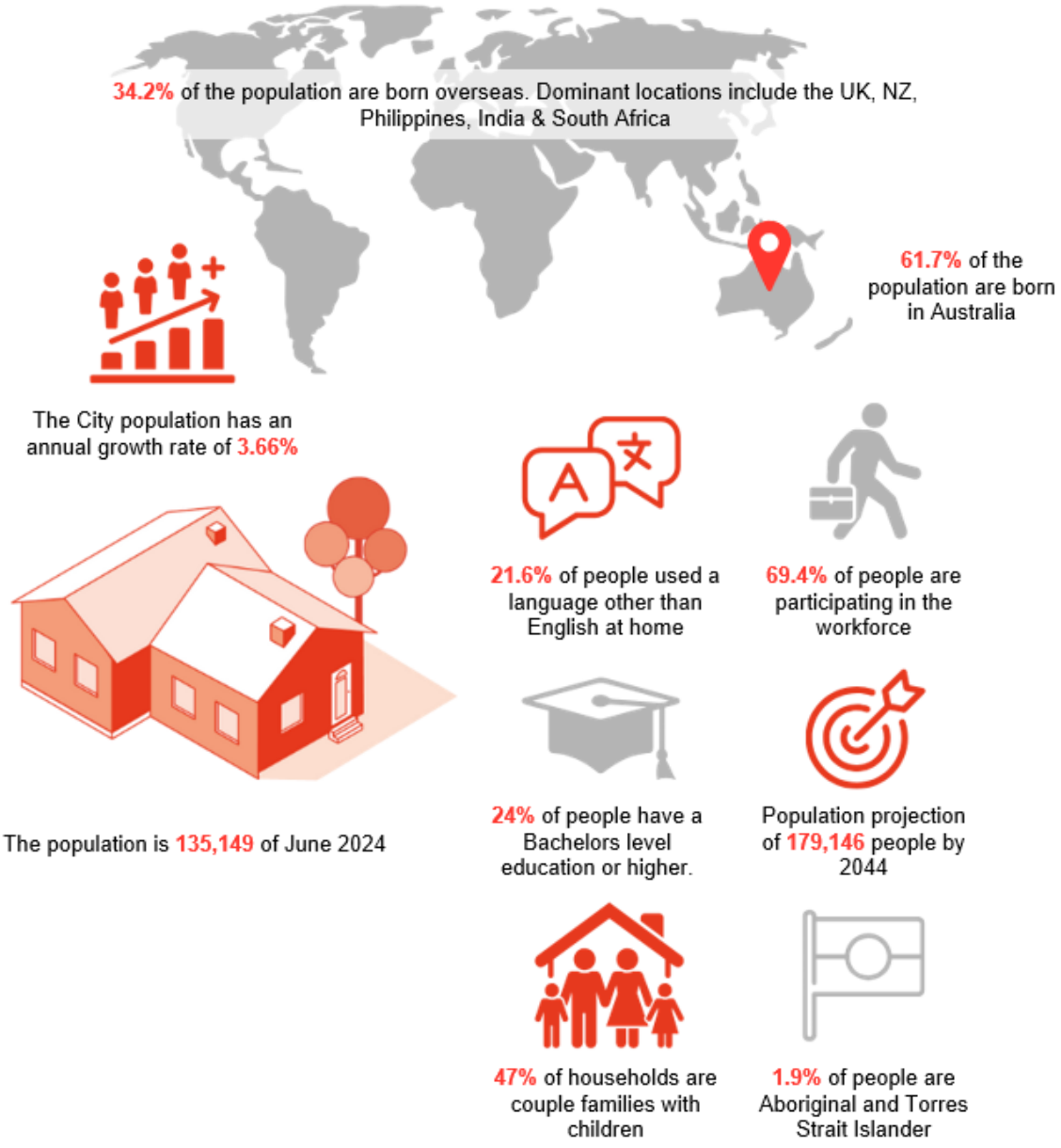


*Figure 14 About the City's residents (ProfileID and Census 2021)*

## 4.2 Travel behaviour

Census method of travel to work data provides information on how people travel to work. Work trips make a significant portion of overall travel, creating peak traffic, and provide a regular opportunity for people to shift towards active modes. In the 2021 Census, the City's residential working population method of travel to work showed:

- The City had lower riding and walking mode share relative to Greater Perth (which had 0.6% cycling and 1.6% walking mode share), and slightly lower from 2016 (where the City had 0.7% riding and 1.2% walking mode share).
- The City's residents had a high train mode share (6%) relative to Greater Perth (4.9%), though this was slightly lower than at the 2016 Census (where it was nearly 7%). The City's residents had lower bus mode share relative to Greater Perth, with 1.9% of City residents catching the bus to work vs 3.5%. As Census captures longest part of the journey, some residents may walk, wheel or ride to stations.
- 7% of the City's working residents worked from home, similar to Greater Perth. Working from home trends provide an opportunity for active local trips such as school drop off, visits to local centres for coffee or lunch, and for recreation and fitness.

Compared with Perth and the State in terms of active transport usage, for recreation (such as leisure and exercise) and as a mode of travel for 'transport' for related activities such as commuting to work or school, the City of Cockburn has a stronger focus on recreational riding and a lower proportion of people bike riding for transport.

Almost 10% more of Cockburn's population cycles for recreation, with 89.7% of trips undertaken for this purpose (Compared to 80.6% for Perth). Conversely, only 24.9% of trips are for transport within the City's residents, which is approximately 10% lower than Perth's overall figure of 34.1% and significantly below the State representation of 38%.

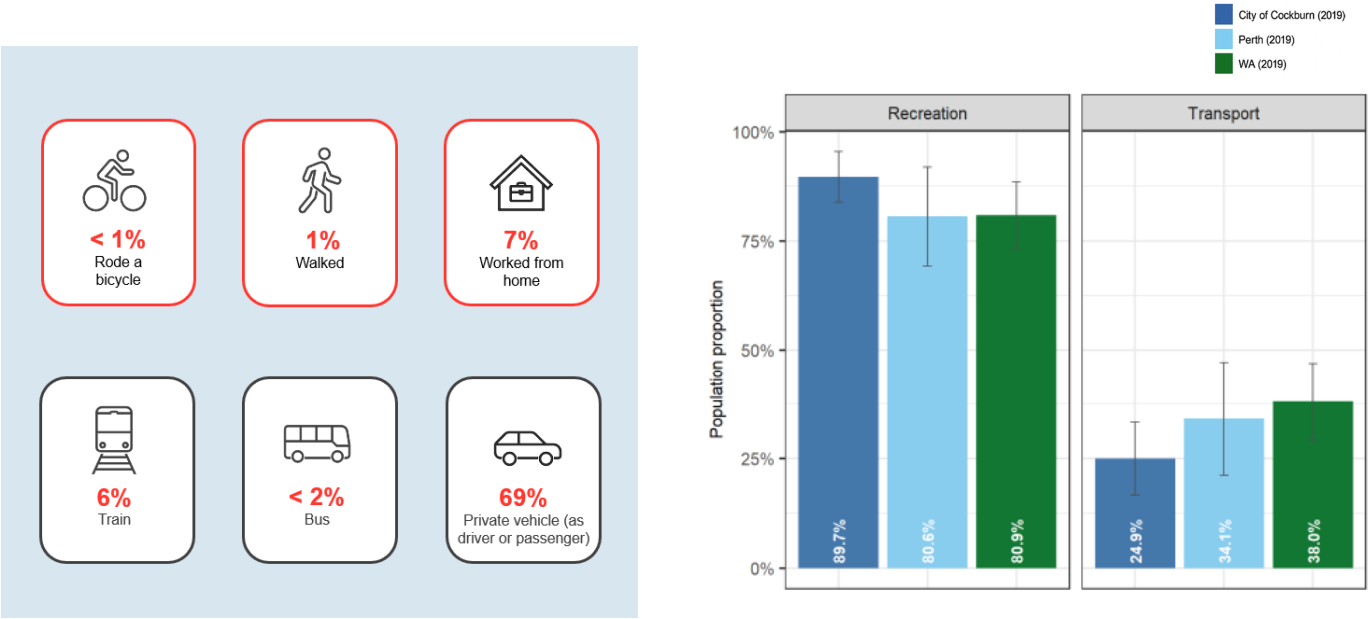


*Figure 15 Travel behaviour in the City (Census 2021 and City of Cockburn Cycling Participation Report 2019)*

## 4.3 Places

Located on Whadjuk Nyungar Boodjar, the City of Cockburn is sited in Perth's southern suburbs approximately 15–20 kilometres from the Perth CBD. The City blends natural landscapes of coastal beauty, regionally important wetland chains, and important urban growth areas. City of Cockburn covers a large geographic area of 170 square kilometres of land, encompassing 24 suburbs, with a range of older, established low density residential areas, residential in-fill development and newer residential developments.

The City of Cockburn spans from the coastal edges of Henderson, Coogee and North Coogee to the inland communities of Treeby, Jandakot and Banjup. The City is bordered by Fremantle, Melville, Canning, Gosnells, Armadale, Serpentine-Jarrahdale and Kwinana. The City also includes offshore gems like Rottnest Island and Carnac Island, however, these islands are managed directly by the State. Jandakot Airport is located within the City but on Commonwealth Government land and managed directly by the Commonwealth.

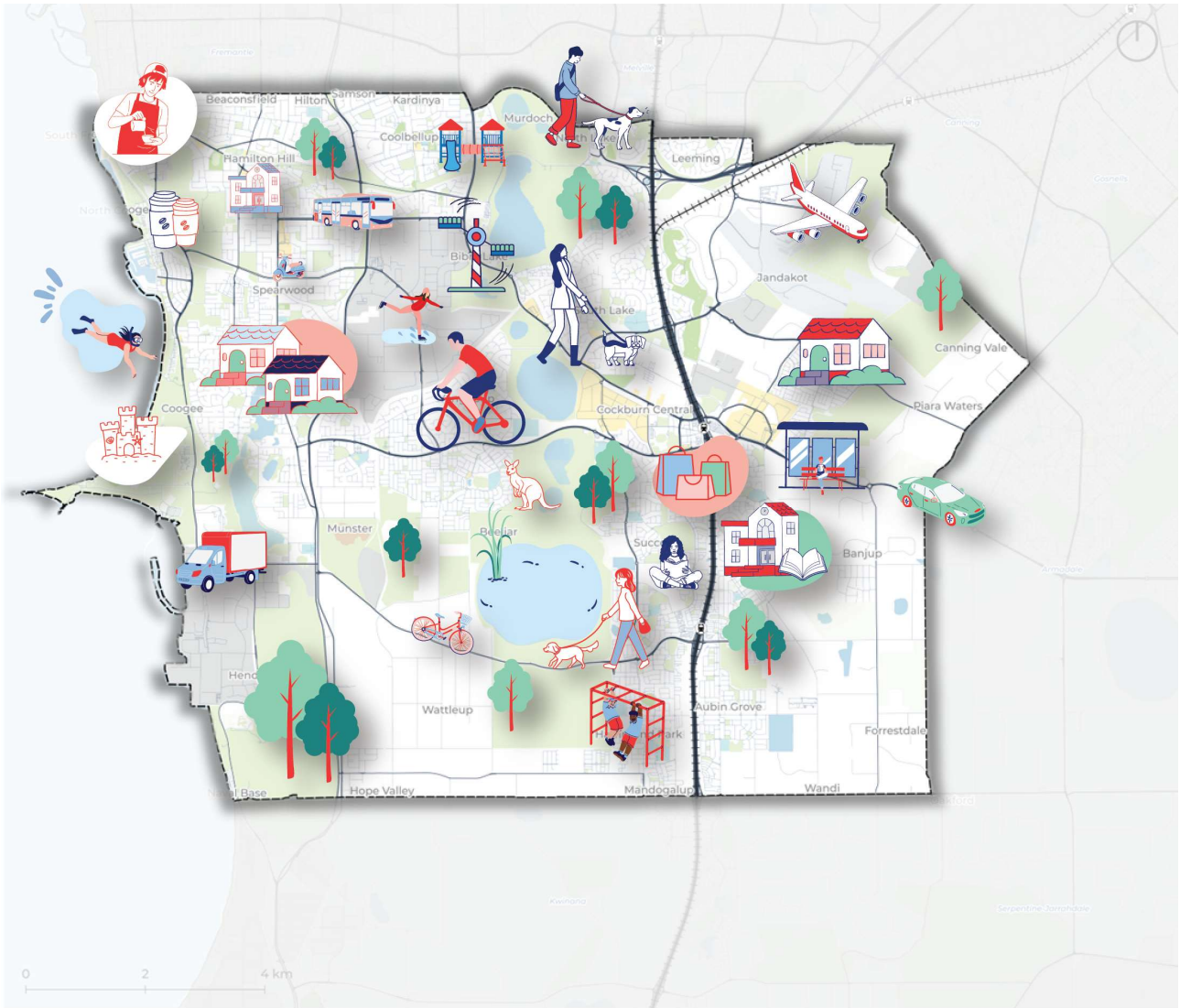


*Figure 16 Overview of the City's places*

There are 40 schools located within the City, including primary and secondary schools and two tertiary education campuses (Munster and Jandakot - South Metropolitan TAFE). Figure 9 maps the locations of the larger schools. There are also 16 schools/colleges/University/TAFE in neighbouring Council areas that local residents may attend as the City is within their local catchment area.

Over the past 40 years the national rate of active travel to school has declined from 75 to 25 per cent (Department of Transport, The declining rate of walking and cycling to school in Perth, 2021). The Your Move Schools program seeks to help more school children get to school actively, providing support for initiatives like regular active travel to school days, bike month breakfasts and events, bike skills and education courses, school street open days and more. Typically, parents, students and teachers work together torun activities tailored to their local context and earn points to spend in the Your Move 'shop' on resources and activities to enhance their active travel.

Links between schools and transport connections is also an important consideration to support parents using active transport as part of their trip-chains.

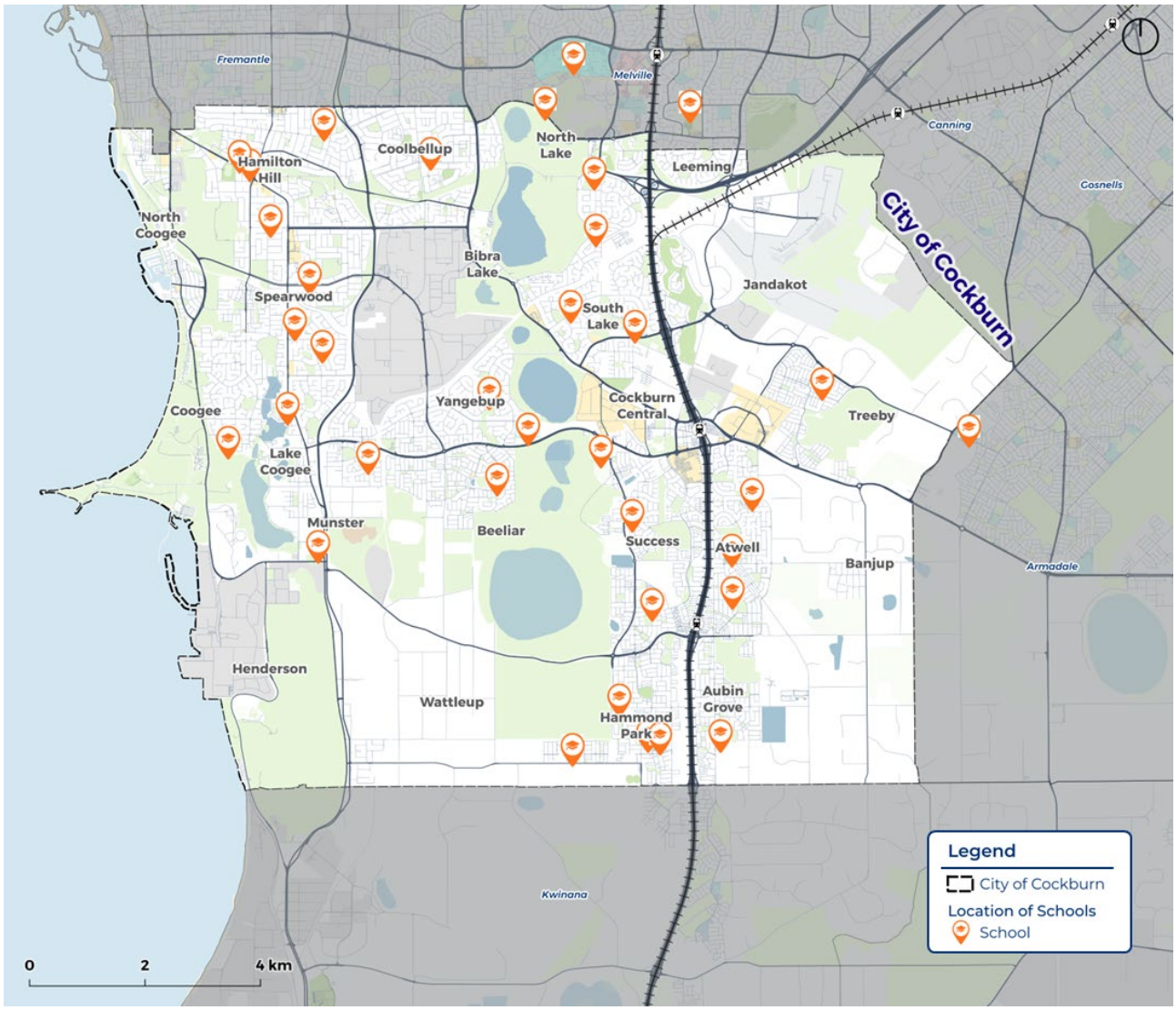


*Figure 17 Location of larger schools in the City*

### 4.4 The Future

## IN THE NEXT 10 YEARS

Figure 18 shows the City's projected residential growth to 2036. Growth is anticipated in coastal areas such as North Coogee, driven by demand for high-density coastal living. Cockburn Central is expected to mature into its intended role as a transit-oriented development hub, with increased residential density and a more established urban character. Emerging suburbs including Wattleup, Hammond Park, Jandakot, Banjup and Treeby are also projected to experience substantial infill and development, contributing to the City's overall expansion. Wandi, Mandogalup and Piara Waters are developing further in neighbouring council areas, Kwinana and Armadale.

Henderson will continue to have a low residential population due to its industrial, freight, and logistics land uses but will be a key growth area for economic activity. This precinct is expected to strengthen, supported by State investment projects and the strategic development of Latitude 32. These initiatives will reinforce Henderson's role as a key industrial hub within the region.

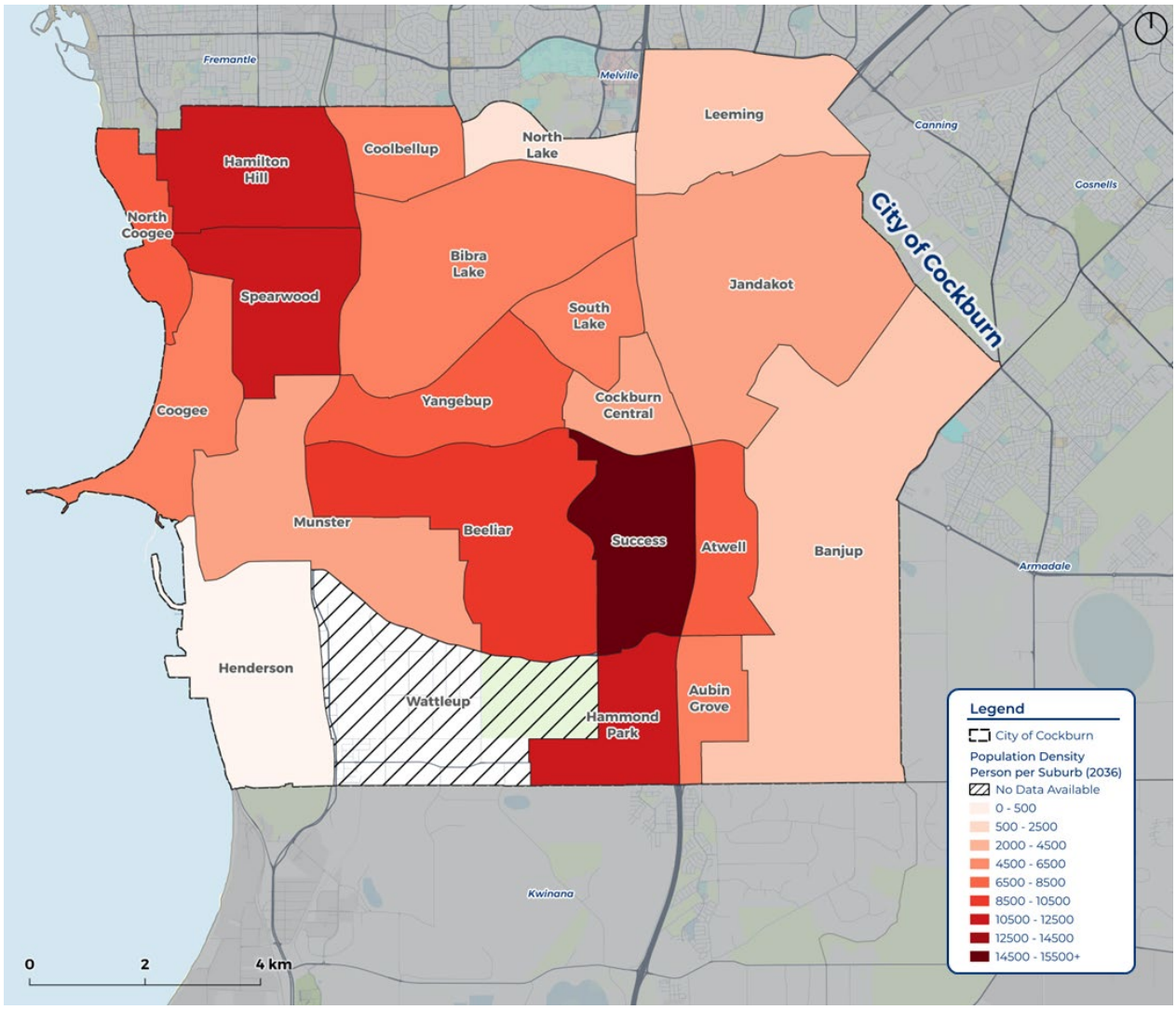


*Figure 18 The City's projected population density (2036)*

### 4.5 Planned projects by the City

## REGIONAL & MAJOR ROADWORKS

Between 2018 and 2031, the City of Cockburn has committed to an extensive program of 56 regional and major roadworks aimed at improving connectivity and supporting growth across the municipality. Figure 13 shows the location of the projects, showing 35 projects have been completed, with two in progress and a further 19 planned for future delivery before 2031. The map is subject to ongoing updates so the corridors, current status and project number have been summarised into Table 2 below.

Key initiatives include four planned upgrades along Hammond Road and significant works along Rowley Road, Russell Road, and within Cockburn Central. Notably, Cockburn Central represents the largest concentration of road infrastructure investment, reflecting its strategic importance as the City's regional transport hub.

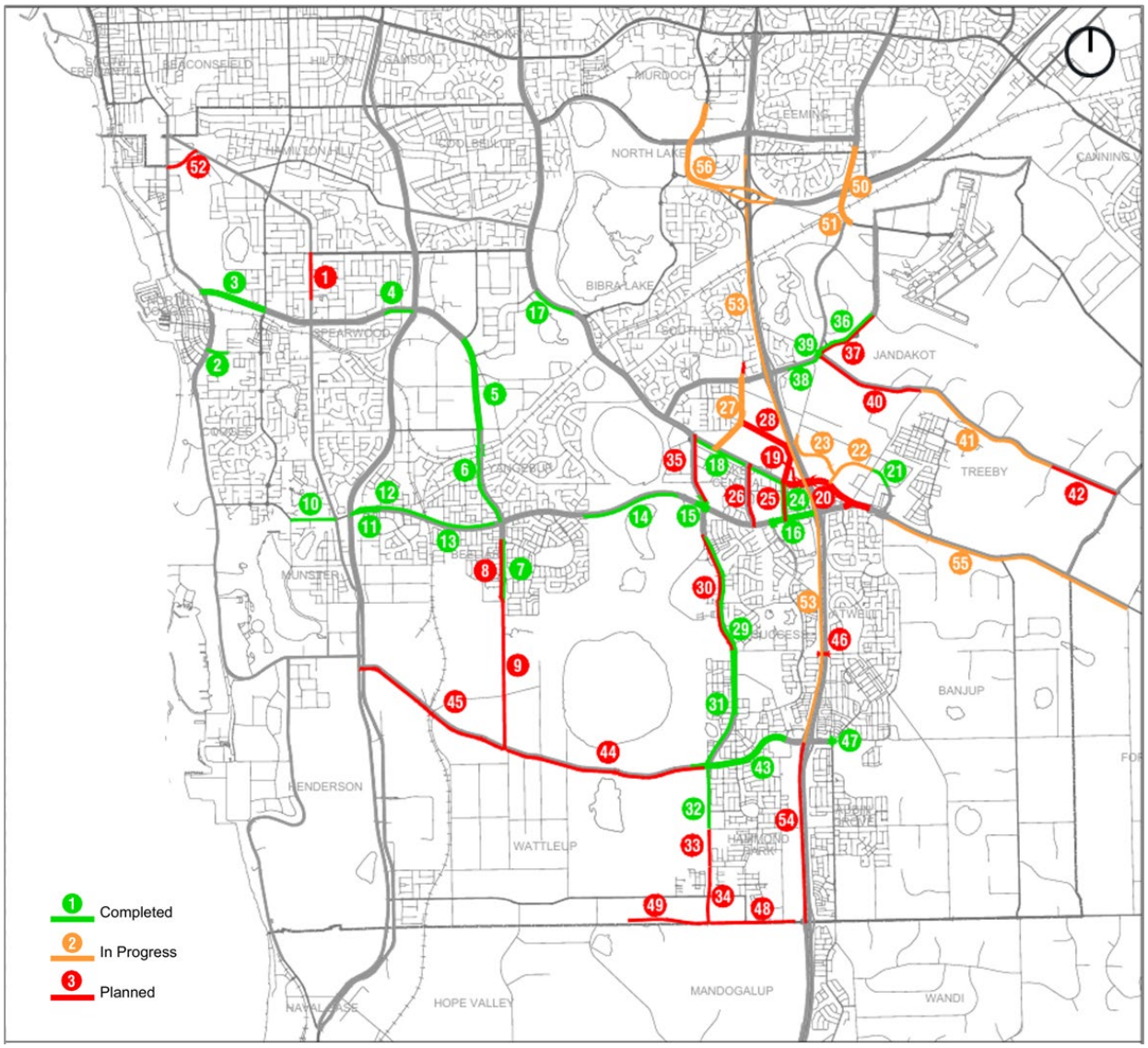


*Figure 19 City of Cockburn Planned Regional & Major Roadworks 2018 – 2031 (Map subject to ongoing updates)*

*Table 2 City of Cockburn Regional and Major Roadworks 2018 – 2031 (Status as at of May 2026)*

| City of Cockburn Regional & Major Roadworks Table 2018 – 2031 (status 2026) | | |
|---|---|---|
| **Complete** | **In progress** | **Planned** |
| Ocean Road **(2)** | Semple Court/Ngort Drive **(27)** | Rockingham Road **(1)** |
| Spearwood Avenue **(3,4,5,6,7)** | Kwinana Freeway **(54)** | Spearwood Avenue **(8)** |
| Mayor Road **(10)** | | Henderson Road **(9)** |
| Beeliar Drive **(11,12,13,14,15,16)** | | North Lake Road **(19,20)** |
| North Lake Road **(17,18)** | | Midgegooroo Avenue **(25)** |
| Verde Drive **(21,22)** | | Poletti Road **(26)** |
| Midgegooroo Avenue **(24)** | | Hammond Road **(33,34,35)** |
| Hammond Road **(29,30,31,32)** | | Pilatus Street **(37)** |
| Pilatus Street **(36)** | | Jandakot Road **(42)** |
| Berrigan Drive **(38,39)** | | Russell Road **(44,45)** |
| Russell Road **(43)** | | Bartram Road **(46)** |
| Gibbs Road **(47)** | | Rowley Road **(48,49)** |
| Jandakot Road **(40/41)** | | Rollinson Road **(52)** |
| Prinsep Road **(23)** | | Muriel Court **(28)** |
| Karel Avenue **(50,51)** | | |
| Kwinana Freeway **(53)** | | |
| Armadale Road **(55)** | | |
| Murdoch Drive connection **(56)** | | |
| **35 projects completed** | **2 projects in progress** | **19 projects in planning stage** |

## FOOTPATH PROGRAM AND MISSING LINKS

The City's draft Footpath Asset Management Plan 2024 - 2028 proposes an increased budget for path maintenance and renewal. The following missing links and key routes represent an investment opportunity in the next 5 - 10 years (subject to funding, collaboration with key stakeholders / asset owners / integration with other planned works).

1. Hammond Road – Russell to Frankland and Frankland to Wattleup (**secondary route** in the LTCN)
2. Farrington Road – Cockburn Melville border (**secondary route** in the LTCN)
3. Jandakot Road to Warton Road (**secondary route** in the LTCN)
4. Rockingham Road – Phoenix Shops area Coleville Crescent to Phoenix Road (**secondary route** in the LTCN)
5. Russell Road from Hammond Road – Rockingham Road (**secondary route** in the LTCN)
6. Stock Road (**primary route** in the LTCN)
7. Wetlands to Waves (extension from Hope Road shared path to the coast) (currently a **secondary route** in the LTCN but proposed change to **primary route**)
8. Rockingham Road (northern section - Cockburn Road to Phoenix Road) (**secondary route** in the LTCN)
9. Cockburn Road (south of Mayor Road this is a **primary route** in the LTCN, north of Mayor Road major priorities include connections across Cockburn Road)

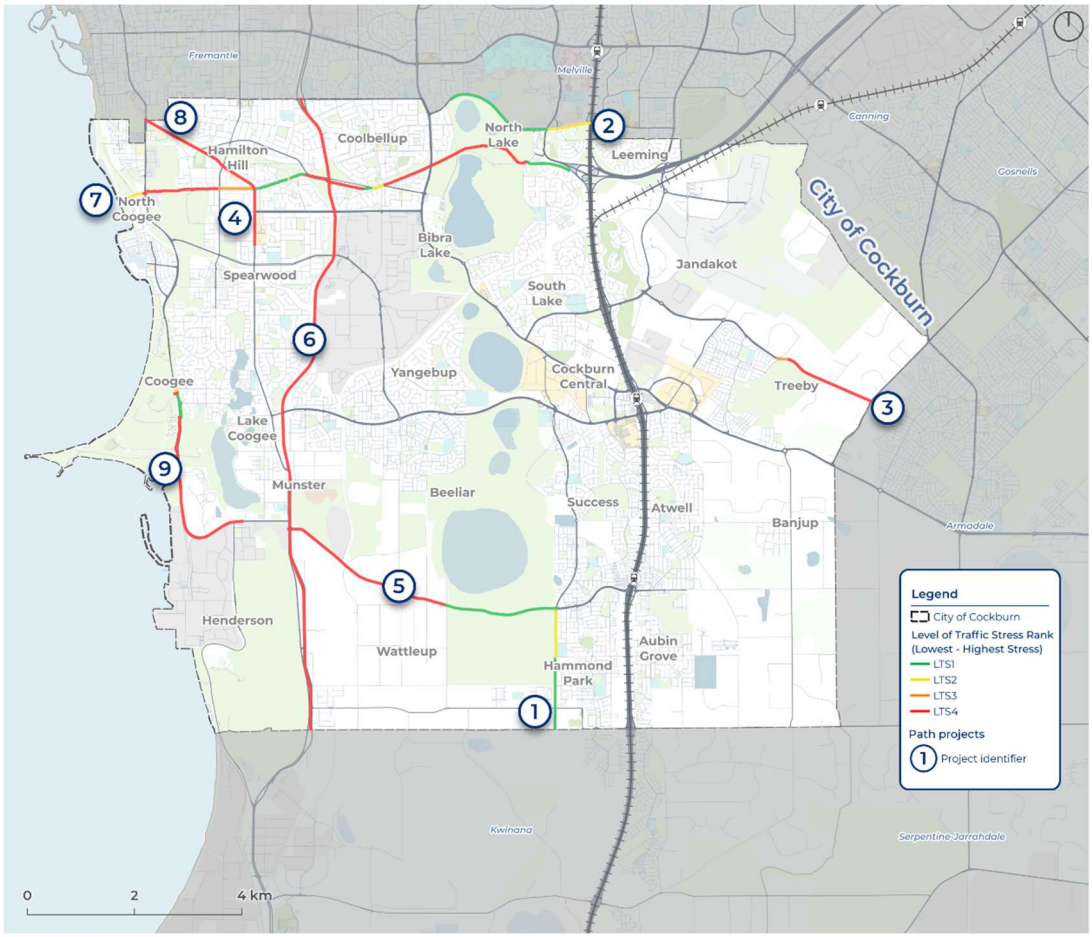


*Figure 20 Footpath proposed program showing Level of Traffic Stress (Refer to Section 5.4 for details)*

### 4.6 Planned projects by Others

These planned projects were identified during Stakeholder Engagement Workshop 1 and meetings with individual local governments.

| Organisation | Active Travel Projects |
|---|---|
| **City of Kwinana** | • Currently updating their Bike and Walk Plan and taking a neighbourhood approach<br>• Intersection upgrade planned at Rowley Road (**primary route** in the LTCN) / Lyon Road (**local route** in the LTCN), replacing roundabout with traffic signals |
| **City of Melville** | • Black Spot Funding received to upgrade Winterfold Road (**secondary route** in the LTCN) / North Lake Road (**primary route** in the LTCN) intersection at the boundary of the City of Cockburn and the City of Melville which will improve upgrades to the active transport routes here |
| **City of Fremantle** | • Currently updating their Bike Plan |
| **City of Armadale** | • Warton Road Shared Path (**primary route** in the LTCN)<br>• Mason Road upgrade (**local route** in the LTCN) |
| **City of Gosnells** | • Nicholson Road Shared Path (**secondary route** in the LTCN)<br>• Warton Road Shared Path (**primary route** in the LTCN) |
| **City of Canning** | • Connecting Orion Road (Jandakot Airport Holdings – Commonwealth Govt Special Control Area) (**secondary route** in the LTCN) to Leeming Road (**secondary route** in the LTCN) and Clifton Road (**local route** in the LTCN) Canning Vale in City of Canning and Fraser Road (not on LTCN) in City of Cockburn connect to Acourt Road/ Canderloro Road (**local routes** in the LTCN) in the City of Canning, to better link to Jandakot Airport and Ranford Road Station<br>• Canning Vale Sports Master Plan, and Canning Vale Sports Complex 166-167 Clifton Road (**local route** in the LTCN) Canning Vale to be completed by 2029<br>• Jandakot Eastern Link Road (**secondary route** in the LTCN) |

| Organisation | Active Travel Projects |
|---|---|
| **Main Roads WA** | • Intersection upgrade at Rockingham Road / Cockburn Road / Hampton Road intersection (Rockingham Road and Hampton Road are **secondary routes** in the LTNC)<br>• Pedestrian bridge at Stock Road Investigation (Hamilton Hill) (Location of supporting piers) (Stock Road is a **primary route** in the LTCN)<br>• Kwinana Freeway (northbound) additional lane (Russell Road to Beeliar Drive) (**primary route** in the LTCN)<br>• Kwinana Freeway (both directions) additional lane (Russell Road to Mortimer Road) (**primary route** in the LTCN)<br>• Kwinana Freeway (southbound) additional lane (Roe Highway to Berrigan Drive) (**primary route** in the LTCN)<br>• Stock Road (Planning Review stage) (**primary route** in the LTCN)<br>• Rowley Road (Planning Review undertaken and Planning Control Area in place as at July 2025) (**primary route** in the LTCN)<br>• Russell Road upgrade (**secondary route** in the LTCN) |
| **DPLH** | • Jandakot Road Planning Study (recommended urban expansion) (**secondary route** in the LTCN) |
| **RAC** | • RAC Surf Park in Cockburn Central (opening late 2027) (on Prinsep Road, a **local route** in the LTCN, and bordering **primary routes** on the Kwinana Freeway eastern side and Armadale Road) |
| **Latitude 32** | • Recently developed Active Transport Strategy |
| **Henderson Defence Precinct** | • Henderson Defence Precinct and Australian Marine Centre have developed integrated transport plans |

# 5 Walking, Wheeling and Riding in the City

## 5.1 The Long Term Cycle Network Hierarchy

The Long Term Cycle Network (LTCN) categorises routes according to their function.

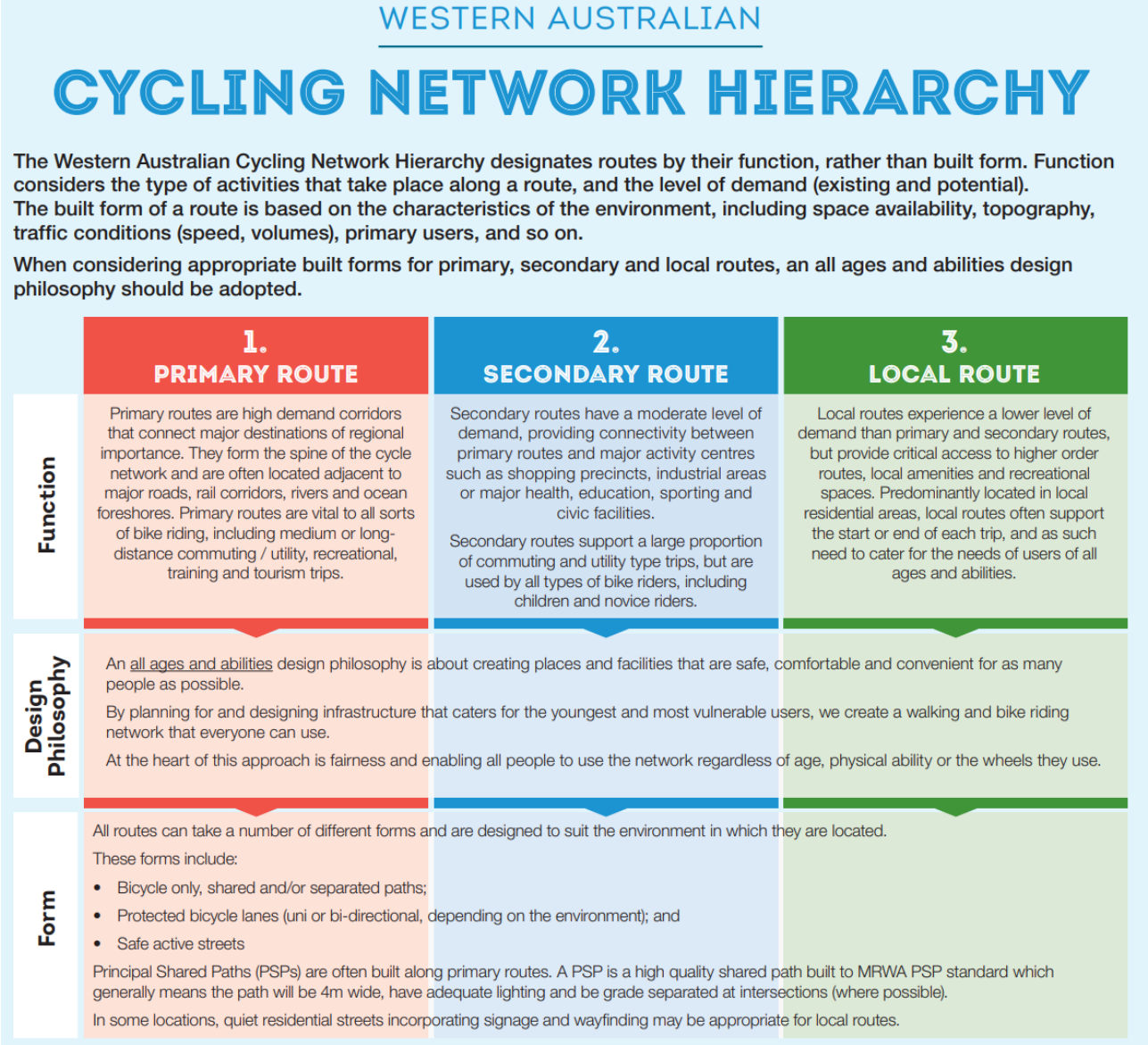


*Figure 21 Western Australian Cycling Network Hierarchy*

## 5.2 The City's long term cycling network

The Long-Term Cycle Network (LTCN) was endorsed by the City of Cockburn in April 2020. The plan is aspirational and identifies corridors and investment opportunities to improve the cycling network and obtain funding through development activity and State-led infrastructure projects.

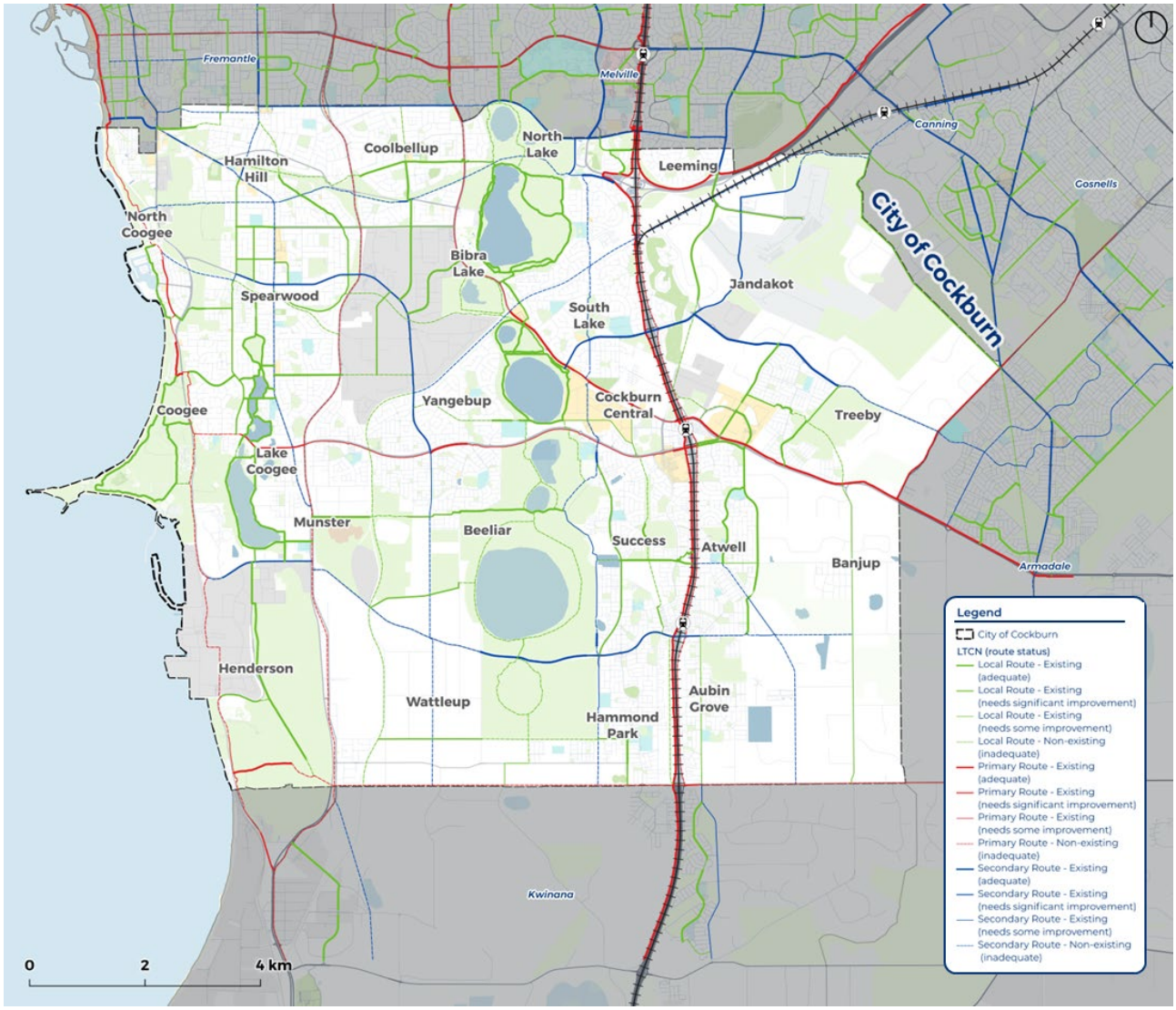


*Figure 22 The City's endorsed Long Term Cycle Network*

## 5.3 The City's active transport network gaps

Figure 22 shows the existing footpath network managed by the City and the proposed network to identify gaps where infrastructure for walking and riding does not currently exist within the locality.

It is important to note that this existence of a route does not necessarily mean that it meets all functional requirements. Therefore, Figure 23 highlights existing routes that require either some or significant improvement in red and orange, proposed routes (currently non-existing) in grey and the locally managed and determined footpath network in light blue.

Missing links are particularly evident on longer journeys and key routes, with significant breaks or extended sections absent in both major north-south and east-west corridors.

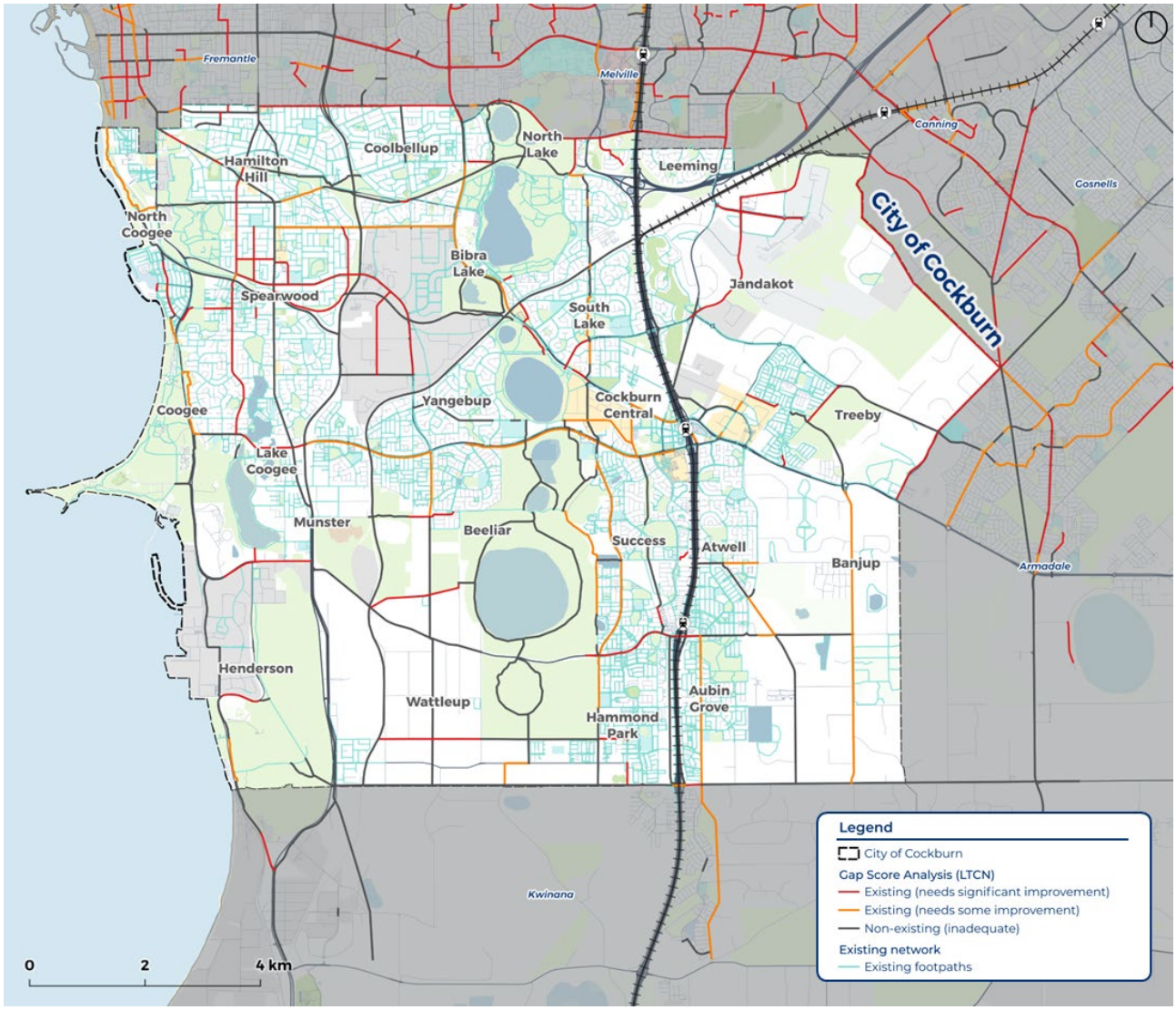


*Figure 23 The City's active transport network gaps*

## 5.4 Level of traffic stress

Level of Traffic Stress assessments looks at factors including traffic volume, speed, and road design to categorise streets into four different stress levels, ranging from low stress (suitable for most riders) to high stress (only suitable for highly confident riders). Level of Traffic Stress assessment helps define where and what type of infrastructure intervention is required to develop an all ages and abilities network.

Routes should minimise level of traffic stress and other stress factors to be attractive to a wider range of people riding. Generally, the higher the level of traffic stress, the more protective the required bicycle facility. This relates to the design direction provided in Section 3.1. Examples of low stress treatments include wide off-road paths separated from vehicle traffic with infrequent interruptions. In some instances. such as around the lakes, a lack of infrastructure has also been classified as high stress.

The Level of Traffic Stress Assessment for the City's active transport network shows:

- Limited comfortable riding routes both for north-south travel and east-west travel
- Comfortable recreational routes around lakes, but gaps between the lakes
- Network gaps

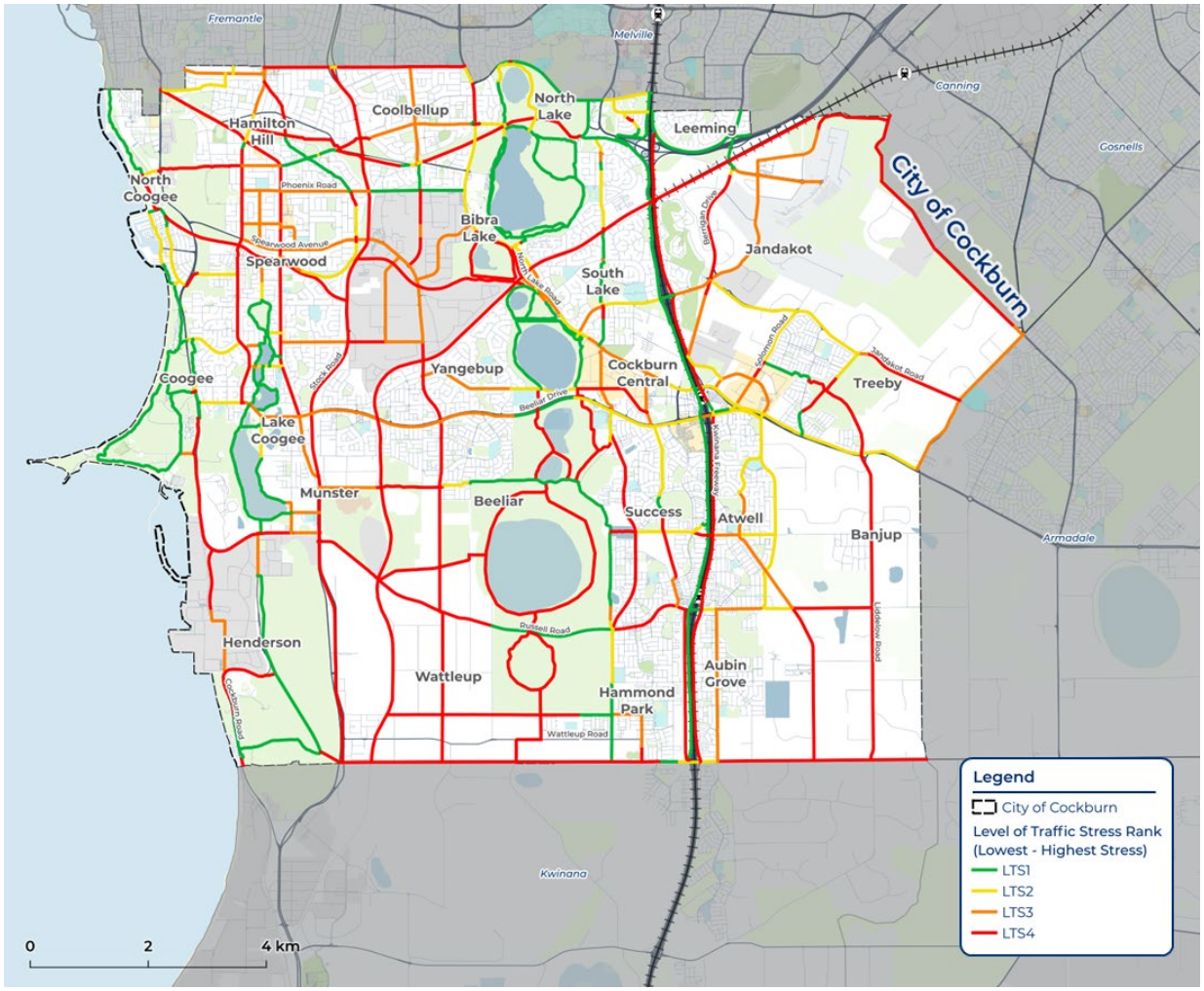


*Figure 24 The City's Network Level of Traffic Stress*

## 5.5 Crash hot spots

Crash Map MRWA data shows that during the 5 year period (2019 – 2023), a total of 134 crashes occurred involving a person walking or riding and requiring hospital or medical treatment in the City. These crashes are dispersed across the City, as shown in the heatmap (Figure 25). There are cluster areas of greater crash incident volumes, especially along high traffic volume corridors. However, some clusters of crashes have occurred in higher pedestrian movement environments such as Brenchley Drive in Atwell adjacent to Atwell College, Midgegooroo Avenue, Wentworth Parade, Rockingham Road, North Lake Road, Spearwood Avenue and Berrigan Drive.  A correlation of concerns is that many of the higher crash volume roads are also the location of numerous schools and shopping areas, creating potential desire lines for active transport crossings.

Importantly, crash data is based on reported incidents, whereas near misses and many pedestrian and bike incidents are often underreported. Crash statistics are complemented by extensive community engagement and feedback on locations where people feel unsafe walking or wheeling.

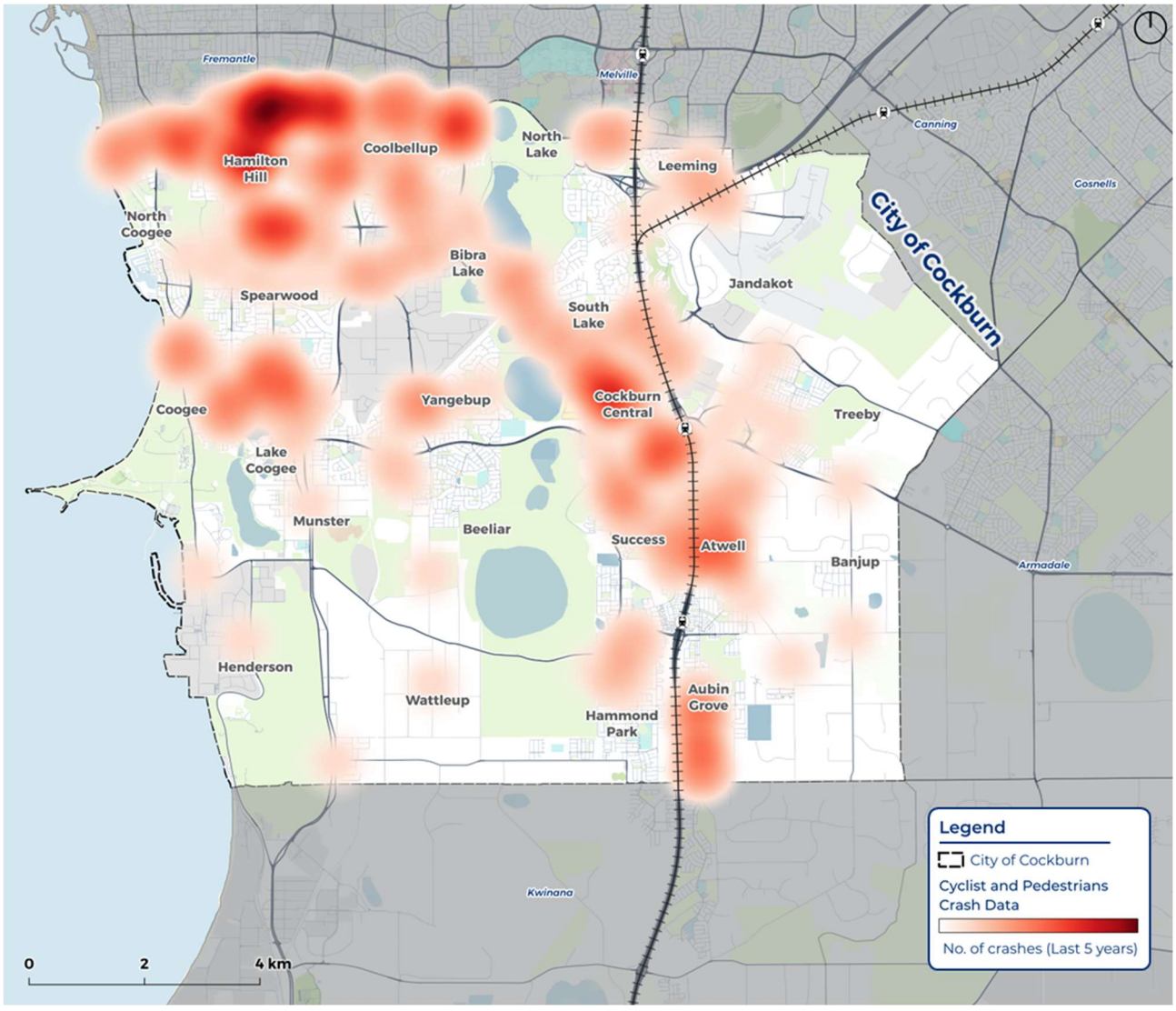


*Figure 25 Crash hot spots in the City*

# 6 Action Plan

## 6.1 The Infrastructure Programs

### MAJOR ROUTES

Longer corridors through the City that are staged for delivery over multiple years, where the City has the primary role in planning, design and delivery.

### ADVOCATING FOR PRIORITIES

Important routes for connectivity in the City where the City does not have the primary role in planning, design and delivery and is dependent on external delivery partners.

### PROBLEM CROSSINGS

Identified crash hot spots and intersections where people feel unsafe on the network, with an ongoing budget to continue to upgrade intersections and provide crossings as feedback is received.

### SAFE ACTIVE NEIGHBOURHOODS

Larger local projects concentrated in residential areas and grouped minor network connections.

### SAFE AROUND SCHOOLS

The program responds to increasing safety risks around school precincts, declining rates of walking and cycling to school, and strong community concern regarding traffic congestion, pedestrian safety and school access. There are 40 schools located within the City, including primary and secondary schools, as well as two tertiary education campuses at Munster and Jandakot (South Metropolitan TAFE). In addition, 16 schools are located in neighbouring local government areas that fall within local catchments and are frequented by City residents.

To improve safety, accessibility and active travel outcomes, all schools within the City, and schools with catchments in the City, should be systematically assessed for safety and infrastructure requirements, with funding allocated to deliver priority upgrades across the City.

#### *School Safety and Infrastructure Assessment*

Each school site should be assessed using a combination of desktop analysis and on-site observation to ensure a comprehensive understanding of local conditions, risks and opportunities.

The assessment process should include:

- Review of available traffic volume, speed and movement data, including relevant crash history

- Site visits during AM and PM school peak periods to observe travel behaviour, congestion, and safety risks
- Documentation of existing parking controls, including pick-up/drop-off arrangements and compliance
- Audit of all existing pedestrian and cyclist crossing infrastructure, including compliance with applicable standards
- Identification of key safety risks, access issues, gaps and improvement opportunities
- Connection to public transport for parents/carers should also be considered
- Preparation of a school-specific Action Plan, prioritised using a risk-based methodology that considers safety, vulnerability, demand and feasibility

### *Safe Route Mapping*

Each school should be assessed to identify and map designated active travel routes within two defined catchments:

- 400-metre catchment (approximately 5 minutes): immediate, highly walkable catchment
- 800-metre catchment (approximately 10 minutes): extended walkable and rideable catchment

Safe route identification should consider:

- Existing infrastructure, including footpaths, crossings, shared-use paths and traffic controls
- Planned or proposed upgrades, including new connections, surface treatments, missing links and network continuity
- Barriers to movement such as high traffic volumes, vehicle speeds, poor lighting, missing crossings or accessibility constraints

The outcome should be a clear set of preferred walking, wheeling and riding routes for each school, supported by infrastructure upgrades.

### *Action Plan and Delivery*

A comprehensive Action Plan should be prepared for each school, clearly identifying:

- Proposed infrastructure improvements (e.g. footpaths, crossings, traffic calming, speed management, wayfinding)
- Location, rationale and safety outcomes for each recommended treatment
- Priority ranking based on safety risk, exposure, demand and equity
- Indicative cost ranges to support funding and staging decisions

Collectively, the Action Plans should support a coordinated, multi-year delivery program, enabling the City to progressively fund and implement school safety and active travel infrastructure upgrades across all sites.

*Safe around schools funding allowance*

| Annual budget | What it delivers |
|---|---|
| **$500k / year** | 1 – 2 schools fully treated or minor upgrades at 4 – 6 schools |
| **$1.0m / year** | 3 – 4 schools per year; visible network improvement |
| **$1.5m+ / year** | Transformational program; aligning with external grant leverage |

### 6.2 Long Term Cycle Network changes

The Department of Transport and Major Infrastructure requested amending two major proposed routes in the City's Long Term Cycle Network, so the routes may be eligible for State funding in the future.

Preliminary concept designs and structure plans are being developed for these corridors by the State. They are unfunded at this stage but provides an opportunity for future progress, subject to feasibility, integration with road upgrades, renewal programs, development activity and State led infrastructure projects.

Any additional changes to the LTCN can be reevaluated in 5 years (at the time of next round of Bike Plan updates or on case-by-case basis) when we have relevant structure plans in place.

1. Retain the existing alignment of the Roe 8 & 9 (Wetlands to Waves) corridor route in the Long-Term Cycle Network and upgrade it from a Secondary Route to a Primary Route.


*Figure 26 New primary route along the Roe 8 and 9 corridor*

2. Fremantle Stage 6d (Coastal Primary Route) amendments required for the section of route between South Beach and North Coogee:
   - Amend the primary route in the LTCN to be aligned within the rail corridor between Douro Rd and Cockburn Rd (where it crosses over the freight rail line)

- Downgrade existing primary route between Douro Rd and Orsino Blvd to a secondary route
- Create a new local route along Robb Rd
- Create a new local route along Bennett Ave in line with the Robb Jetty Structure Plan

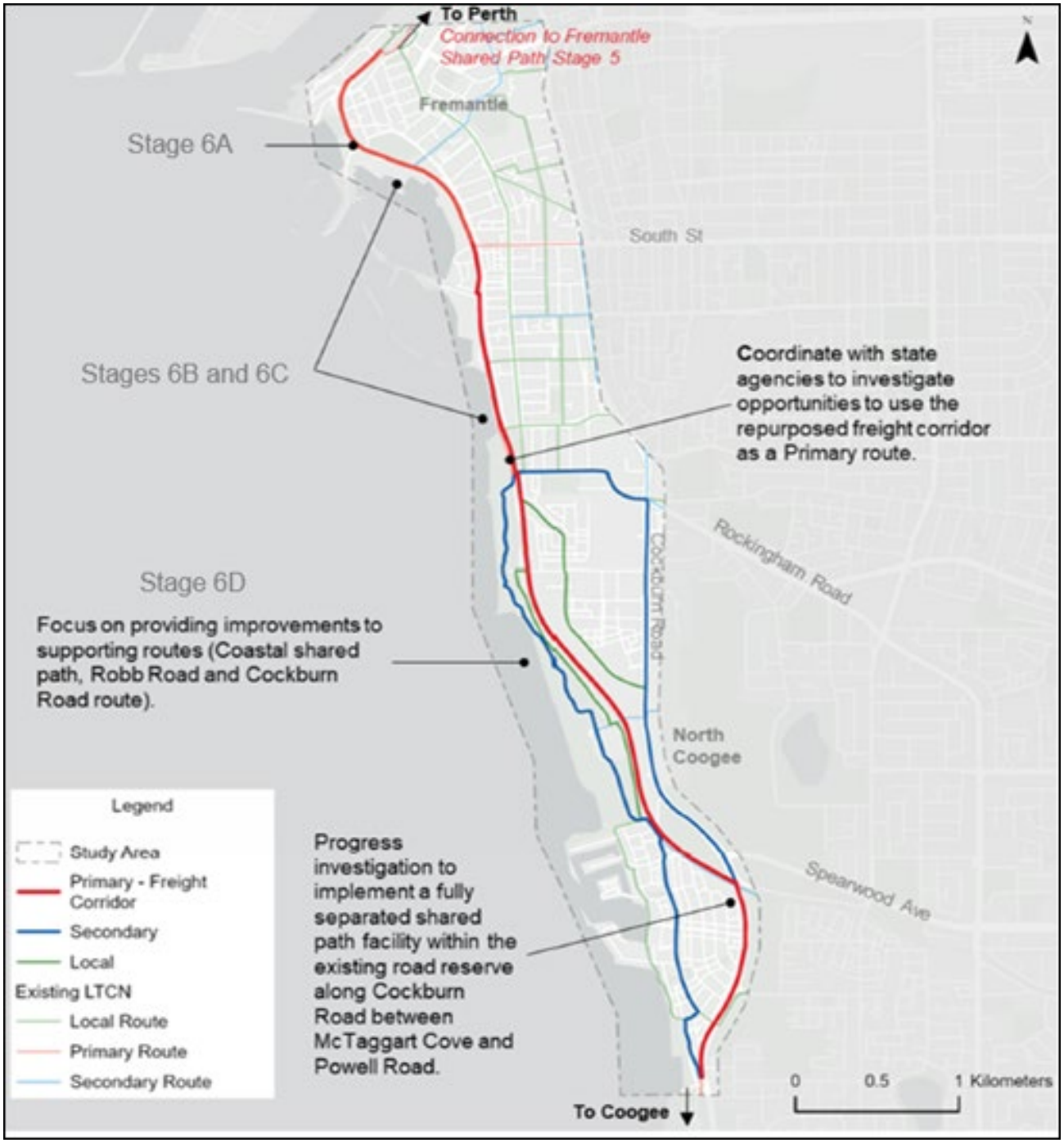


*Figure 27 Fremantle Stage 6 Corridor study recommendations relevant to the Stage 6D project area*

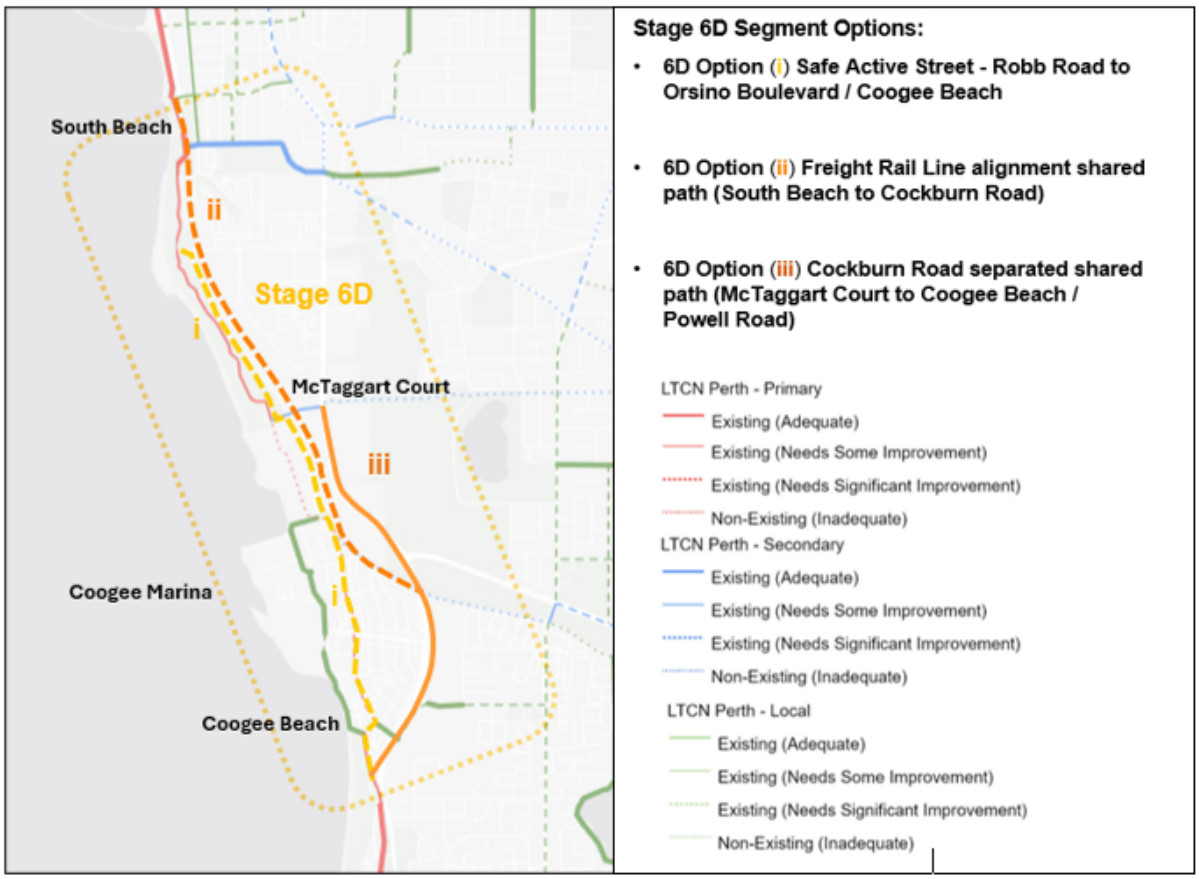


*Figure 28 Stage 6D options to be investigated in the scope of works*

### 6.3 Policy and programs

The Plan supports the City's Strategic Community Plan (SCP) objectives, particularly community health and wellbeing.

A variety of actions aimed at promoting and improving the experience of people using active transport in the City are intended to be progressed, subject to funding and integration with other works. Details are listed in Section 7 – Policy and Programs table.

### 6.4 Delivering the Plan

## RESOURCING AND GRANT FUNDING OPPORTUNTIES

The Plan does not rely on a standalone funding uplift but is intended to be delivered through an integrated investment approach, optimising outcomes from existing capital programs and external funding opportunities.

Resource availability, delivery sequencing and scope will be reviewed through future budget processes and Long Term Financial Plan updates.

This supports transparency around affordability while maintaining flexibility.

Current grant opportunities to support the City's delivery are identified in Table 3.

*Table 3 Key grant funding opportunities*

| Funding opportunity | Description |
|---|---|
| **Western Australian Bicycle Network (WABN) Grants Program** | State funding initiative to assist local governments in WA. Funding for the design and implementation of bicycle network infrastructure and programs in accordance with the State's priorities set out in the WABN Plan. Funding is available for up to 50% of the total project cost. Projects are encouraged to be spread over two financial years to facilitate high quality planning and design. |
| **Your Move Program** | Schools can receive grants for end of trip facilities and bike education programs from the DTMI's Your Move Program for schools, including the Connecting Schools Grant. Schools must join Your Move, actively participate in the program and achieve a high points status to be eligible for the grant. |
| **Bike Month Grants** | Community groups, organisations and LGAs can apply to share in $75,000 in grants from the DTMI and RAC to support local bike riding events and activities as part of Bike Month. |
| **Federal Active Transport Fund Grants** | The Active Transport Fund is a $100 million national funding program funding capital infrastructure works including: construction of new bicycle and walking paths. Upgrades to existing paths, crossings and links; Infrastructure on publicly owned road assets or corridors, and complete, stand-alone projects (not dependent on other works). |
| **RAC Community Sponsorships** | The program has a range of sponsorship categories for community groups to access including Grass Roots, Project and Partnership categories. |
| **Office of Road Safety Community Grants** | To encourage community groups to participate in road safety, the Road Safety Community Grant Program provides up to $5,000 in event grants and up to $25,000 for projects. |
| **Black Spot Program** | National and state funding initiative to assist in implementing measures at roads with proven history of crashes. The subject road would need to be nominated as a 'black spot' to be considered for funding. Black spot projects can also be nominated with road safety inspections. Project proposals should demonstrate a benefit to cost ratio of over 2 for the Australian Government Program and a benefit to cost ratio of over 1 for the State Black Spot Program. |
| **Roads to Recovery Program** | National funding initiative that supports the maintenance of local roads. LGAs could utilize this funding to fix / maintain local roads that are part of bike riding routes. |
| **Lotterywest Community Grants** | WA funding program open to LGAs and non for profits for $3,000+ with five priority areas: Inclusive thriving community; Connected cultural experiences; Protected sustainable ecosystems; Smart innovative society; |

| Funding opportunity | Description |
|---|---|
| | Active healthy people (delivered in partnership with Healthway) |
| **Streets Alive** | Town Team Movement program funded by MRWA, providing grants of up to $100,000 for projects designed to calm traffic on local roads. The program has a place making focus. |

## INTEGRATION WITH ROAD AND RENEWAL PROGRAMS

The preferred delivery model for this Plan is through integration with existing capital programs, including road upgrades, footpath renewals, developer funded works and State led infrastructure projects.

Standalone walking and cycling projects are intended to be targeted and opportunistic, responding to funding availability and project readiness.

## TIMING

The Action Plan identifies indicative investment opportunities to guide planning, advocacy and funding applications over the life of the Plan. Inclusion does not constitute a funding commitment, fixed delivery timeframe or finalised design outcome.

## TARGETS AND OUTCOMES

Targets included in this Plan are intended as aspirational and directional indicators of progress. Achieving broader mode shift and safety outcomes is influenced by multiple factors, including land use patterns, State infrastructure delivery and public transport services.

## KEY RISKS

Key risks associated with delivery of the Plan include external funding availability, reliance on State-led infrastructure programs, competing capital priorities and corridor constraints.

These risks are mitigated through an integrated investment approach that promotes flexibility, staged delivery and strong inter-agency coordination.

## THE ROLE OF THE CITY ON STATE-CONTROLLED CORRIDORS

On State-controlled corridors, the City's primary role is advocacy and coordination to support inclusion of walking and riding outcomes. Delivery, timing and scope remain subject to State priorities and funding decisions.

# 7 The opportunities

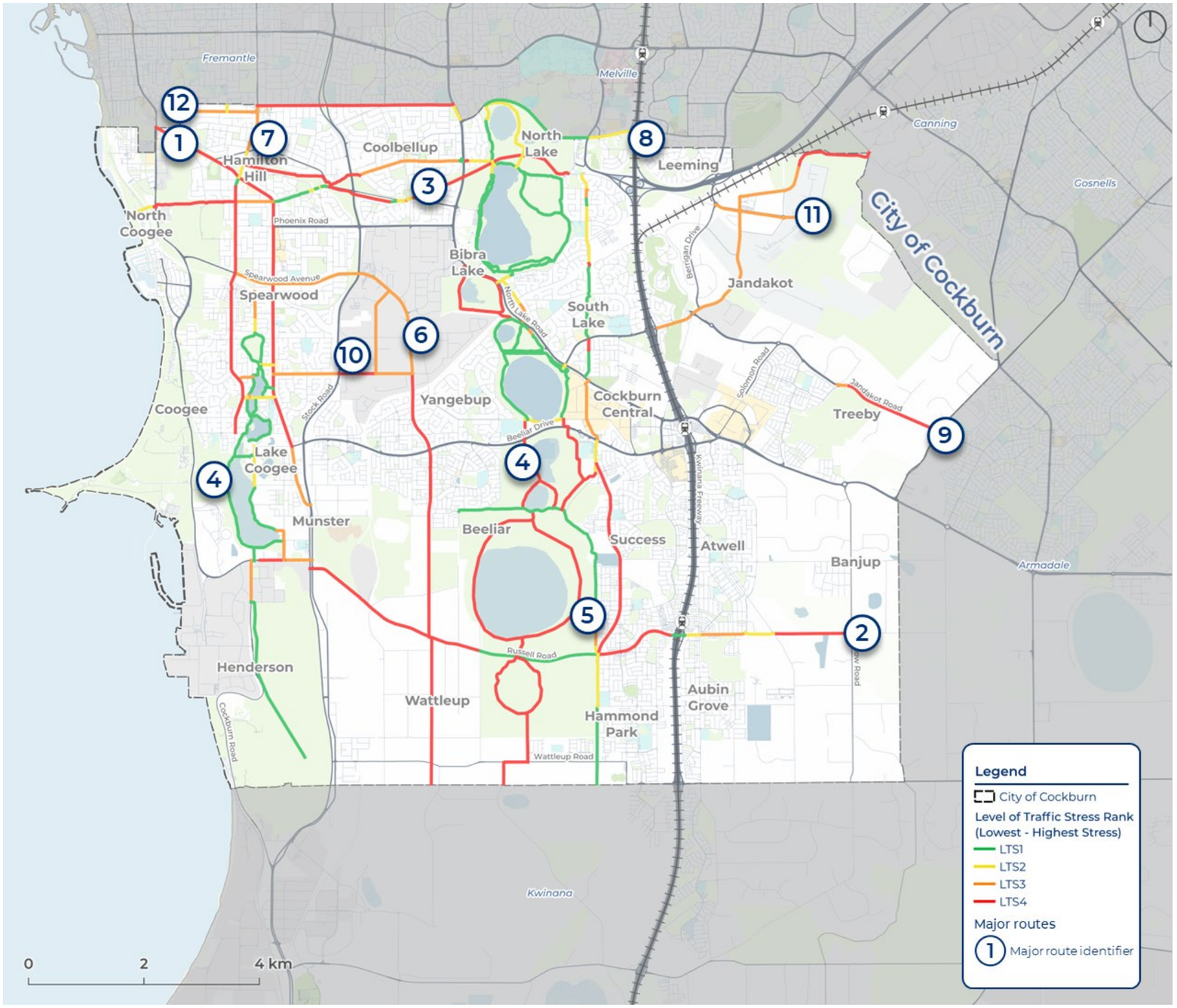


*Figure 29 Major routes– showing missing links and level of traffic stress, City roads and paths to be considered for infrastructure improvements as budget allows*

**Major routes - missing links and level of traffic stress - City roads and paths to be considered for infrastructure improvements as budget allows**

| # | Action | Alignment with themes | | | | | The City's Role | Key Partners | Funding opportunities |
|---|---|---|---|---|---|---|---|---|---|
| | | The best place | Connected neighbour hoods | Connected transport | Connected centres | Connected precincts | | | |
| 1 | **Rockingham Road secondary route**<br><br>This corridor provides connection from the coast to established, densifying residential areas, local activity centres and major shopping precincts, light industrial areas and key community facilities, local parks and recreation as well as being within school catchments for several schools. Upgrades to this corridor will provide priority for the route at access roads, improve crossings, resolve interface issues with bus stops and obstructions such as power poles, and be wider than the existing narrow concrete. The route upgrade has been designed from Cockburn Road to Phoenix Road. | ✓ | ✓ | ✓ | ✓ | ✓ | Plan<br><br>Design<br><br>Deliver | MRWA | MRWA Road Project Grants<br><br>WABN Grant<br><br>Federal Active Transport Fund |
| 2 | **Gibbs Road / Russell Road secondary route**<br><br>This east-west corridor provides direct access to Aubin Grove Train Station, the Wetland Chain (running North-South), the Henderson industrial precinct / Latitude 32, local shops and growing residential areas (including Banjup), and connects to the Kwinana Freeway PSP and coastal route (providing beach access as well as commuting access) and forms part of school access for several schools. | ✓ | ✓ | ✓ | ✓ | ✓ | Advocate<br><br>Plan<br><br>Design<br><br>Deliver | DPLH / Development WA<br><br>MRWA (signals and intersections) | WABN Grant<br><br>Federal Active Transport Fund |
| 3 | **Wetlands to Waves Roe 8/9 corridor secondary route**<br><br>The City is abundant with natural beauty and the Wetlands to Waves route showcases the variety its of landscapes, providing an important link combining transport and recreation in a high-amenity setting. Using the former Roe 8/9 corridor the City has an opportunity to provide high-quality paths as destination infrastructure that is sensitive to local context. This route combines parts of the secondary and local networks to provide a key east-west link between the wetland chain and the coast, providing a key route for established and densifying residential areas. The route will provide access to higher order cycling routes, the wetlands, and is within the catchment for several schools and local activity centres. | ✓ | ✓ | ✓ | ✓ | | Plan<br><br>Design<br><br>Deliver | MRWA | WABN Grant<br><br>Federal Active Transport Fund |

| # | Action | Alignment with themes | | | | | The City's Role | Key Partners | Funding opportunities |
|---|---|---|---|---|---|---|---|---|---|
| | | The best place | Connected neighbour hoods | Connected transport | Connected centres | Connected precincts | | | |
| 4 | **The Wetland Chains**<br><br>The City is home to two parallel wetland chains running north-south through the City. These chains provide opportunity to promote active recreation as well as transport along high amenity corridors separated from vehicle traffic. Parts of this route are managed by DBCA and the City's role will include advocacy and potential funding discussions with DBCA for the design and construction of infrastructure, as well as ongoing management and maintenance of these routes. The western wetland chain should include a link through Manning Park to Manning Lake. Safe crossings of the east-west road corridors which run through the wetland chains are critical. More detail should be developed in the City's Trails Master Plan, acknowledging that these routes, if developed, can play a significant transport function as well as recreational opportunity. | ✓ | ✓ | ✓ | ✓ | | Advocate<br><br>Partner<br><br>Plan<br><br>Design<br><br>Deliver | DBCA<br><br>MRWA (Signals and intersections) | WABN Grant<br><br>Federal Active Transport Fund |
| 5 | **Hammond Road**<br><br>Running north-south between North Lake Road and Frankland Avenue this link connects residential areas, community sport facilities and parks, schools, and shopping precincts / employment destinations. Some segments of the route have narrow concrete or gaps that don't support the secondary route function of this link. Upgrades to occur in line with road upgrades. | ✓ | ✓ | ✓ | ✓ | ✓ | Plan<br><br>Design<br><br>Deliver | MRWA | WABN Grant<br><br>MRWA |
| 6 | **Spearwood Avenue**<br><br>Currently this route features on-road painted lanes which do not provide for an all ages and abilities experience. This route connects to local parks, schools, and connects established residential areas with one of the City's industrial precincts | ✓ | ✓ | ✓ | ✓ | ✓ | Plan<br><br>Design<br><br>Deliver | Internal | WABN Grant<br><br>MRWA |
| 7 | **Carrington Street / Hamilton Road**<br><br>Upgrades to the existing narrow concrete shared paths along this route will connect established residential areas to local shopping areas and community facilities, and resolve intersection issues raised during engagement (particularly the Carrington Street / Healy Road intersection). | ✓ | ✓ | | ✓ | ✓ | Plan<br><br>Design<br><br>Deliver | MRWA (Signals and intersections) | WABN Grant<br><br>MRWA |

| # | Action | Alignment with themes | | | | | The City's Role | Key Partners | Funding opportunities |
|---|---|---|---|---|---|---|---|---|---|
| | | The best place | Connected neighbour hoods | Connected transport | Connected centres | Connected precincts | | | |
| 8 | **Winterfold Road / Farrington Road**<br><br>This route was raised frequently during engagement with issues including narrow widths of shared paths, high vehicle speeds, dangerous and limited crossing opportunities and unsafe painted bicycle lanes.<br><br>Upgrading the route with separated cycling facilities and wider paths will provide for a lower stress experience connecting to schools, the wetlands, local shops and community facilities and the primary cycling network. | ✓ | ✓ | | ✓ | | Plan<br><br>Design<br><br>Deliver | City of Melville<br><br>MRWA | WABN Grant<br><br>MRWA |
| 9 | **Jandakot Road**<br><br>Continuing the existing high-quality shared path on Jandakot Road, this project will connect residential growth areas including Treeby with Piara Waters High School (City of Armadale) and other regional connections to Warton Road (current projects for City of Armadale and City of Gosnells). | ✓ | ✓ | ✓ | ✓ | ✓ | Plan<br><br>Design<br><br>Deliver | DPLH | WABN Grant<br><br>MRWA |
| 10 | **Barrington Street and Wellard Street industrial area**<br><br>Barrington Street and Wellard Street form two key parts of the Bibra Lake Industrial Precinct. The streets have existing narrow concrete paths in some segments. Due to the conflict between people using the paths and vehicle types on the road network, these locations are suitable for the City's industrial precinct form. Early concept designs have been developed. | ✓ | ✓ | | ✓ | ✓ | Design<br><br>Deliver | Internal | WABN Grant<br><br>MRWA |
| 11 | **Jandakot Airport Precinct**<br><br>Located within the Karel Avenue and Orion Road link to higher order active transport infrastructure as well as local shopping destinations. The transition from on-road painted lanes to protected infrastructure would support safer active transport for a more diverse user group.<br><br>Connects to future projects in the City of Canning. | ✓ | ✓ | ✓ | ✓ | ✓ | Plan<br><br>Design<br><br>Deliver | MRWA<br><br>City of Canning | MRWA<br><br>Jandakot Airport |

| # | Action | Alignment with themes | | | | | The City's Role | Key Partners | Funding opportunities |
|---|---|---|---|---|---|---|---|---|---|
| | | The best place | Connected neighbour hoods | Connected transport | Connected centres | Connected precincts | | | |
| 12 | **Clontarf Road secondary route**<br><br>Clontarf road runs east-west between Hampton Road and Carrington Street through an established residential area, with narrow concrete paths on some segments. The route connects to shopping precincts, and the coast and is within the catchment for Winterfold Primary School, Christ the King School and Fremantle College. Engagement reflected that residents do not feel safe riding on the existing shared paths on this route | ✓ | ✓ | | ✓ | | Plan<br><br>Design<br><br>Deliver | City of Fremantle | WABN Grant<br><br>MRWA |

## Advocating for priorities

| # | Action | Alignment with themes | | | | | The City's Role | Key Partners | Funding opportunities |
|---|---|---|---|---|---|---|---|---|---|
| | | The best place | Connected neighbour hoods | Connected transport | Connected centres | Connected precincts | | | |
| **1** | Kwinana Freeway Primary Route<br><br>The City's advocacy role supports the inclusion connections from the primary route to the lower order network, and advocacy for connections over the Freeway such as Bartram Road Bridge (requested in community engagement). | | ✓ | ✓ | ✓ | ✓ | Advocate | MRWA | MRWA |
| **2** | Coastal Primary Route<br><br>The coastal primary route provides for multiple functions including tourism and recreation as well as longer commuter trips. Engagement revealed dissatisfaction of the width of paths and interactions between people walking and those riding, with a preference for separation of infrastructure for people walking and those riding bicycles and higher speed devices.<br><br>Connections from the coastal route to the local network support residents access to destinations along this route. As the Henderson precinct and Latitude 32 develop this is likely to increase as a high amenity commuting route. | ✓ | ✓ | ✓ | ✓ | ✓ | Advocate | DTMI<br><br>DBCA | DTMI |
| **3** | Stock Road / Rockingham Road Primary Route<br><br>Stock Road is a key north-south primary route located within established residential areas and will provide connection to a wide variety and density of uses. This route is under investigation. Permeability into the local network and safe crossing opportunities are priorities. | ✓ | ✓ | ✓ | ✓ | ✓ | Advocate | MRWA<br><br>DTMI | MRWA |
| **4** | Railway Route<br><br>The freight rail corridor currently managed by ARC is anticipated to be upgraded as part of the Westport project, providing an opportunity to simultaneously deliver a high-quality shared path along this corridor. | ✓ | ✓ | ✓ | ✓ | | Advocate | PTA<br><br>ARC<br><br>Westport | Westport |
| **5** | Stock Road Overpass<br><br>A previously existing overpass was demolished in 2019. As part of planning for the Stock Road primary route, the location of the supporting piers is being determined so construction of a replacement overpass can progress. | ✓ | ✓ | | ✓ | | Advocate | MRWA | MRWA |

## Problem crossings

| # | Action | Alignment with themes | | | | | The City's Role | Key Partners | Funding opportunities |
|---|---|---|---|---|---|---|---|---|---|
| | | The best place | Connected neighbour hoods | Connected transport | Connected centres | Connected precincts | | | |
| 1 | Cockburn Rd / Hampton Rd / Rockingham Rd | ✓ | ✓ | | ✓ | | Advocate | MRWA | MRWA |
| 2 | Farrington Rd crossings (multiple locations) | ✓ | ✓ | | ✓ | | Advocate<br><br>Deliver | MRWA<br><br>City of Melville | MRWA |
| 3 | Winterfold Rd / North Lake Rd | ✓ | ✓ | | ✓ | | Advocate | MRWA<br><br>City of Melville | MRWA |
| 4 | Hope Road crossings (Bibra Lake and North Lake) | ✓ | ✓ | | ✓ | | Advocate | MRWA | MRWA |
| 5 | Cockburn Road coastal crossings | ✓ | ✓ | | ✓ | ✓ | Advocate | MRWA | MRWA |
| 6 | Beeliar Drive / Dunraven Drive | ✓ | ✓ | | ✓ | ✓ | Advocate | MRWA | MRWA |
| 7 | Mayor Road crossing to Woodman Point | ✓ | ✓ | | | | Advocate | MRWA | MRWA |
| 8 | Port Kembla Dr / Phoenix Rd | ✓ | ✓ | | ✓ | ✓ | Design<br><br>Deliver | MRWA | MRWA |
| 9 | Beeliar Dr pedestrian overpass (Cockburn Central)<br><br>Consider pedestrian signals for crossing of Midgegooroo Avenue between Cockburn Central, Playground and ARC. | ✓ | ✓ | ✓ | ✓ | ✓ | Advocate | MRWA | Developer |
| 10 | Ongoing funding for responsive crossing improvements over 10 years | ✓ | ✓ | ✓ | ✓ | ✓ | Advocate<br><br>Deliver | MRWA | MRWA |

## Safe active neighbourhoods

| # | Action | Alignment with themes | | | | | The City's Role | Key Partners | Funding opportunities |
|---|---|---|---|---|---|---|---|---|---|
| | | The best place | Connected neighbour hoods | Connected transport | Connected centres | Connected precincts | | | |
| 1 | 40 km per hour speed zones for residential areas including local area traffic management<br><br>Speed issues were flagged as a major deterrent for active transport in the City. Across the Perth metropolitan area recent programs to reduce all residential speeds to 40km / hour have been successful, including neighbourhoods within the City. Continued roll out of slow speed residential zones supports safety for people walking, wheeling and riding. | ✓ | ✓ | | ✓ | | Plan<br><br>Advocate<br><br>Design<br><br>Deliver | MRWA | MRWA / City |
| 2 | Coolbellup Avenue Slow Speed Shared Space Upgrade<br><br>Traffic calming measures currently implemented on Coolbellup Avenue were raised in consultation as negatively impacting people riding. Serving local shops, schools and community facilities, providing a safe, slow speed environment on this important local route. Consider removing islands, widening paths for the length of the route, and installing raised platform intersections. | ✓ | ✓ | | ✓ | | Plan<br><br>Design<br><br>Deliver | Internal | MRWA / City |
| 3 | Kent Street / Sussex Street Safe Active Street neighbourhood<br><br>Kent Street and Sussex Street form a grid in the established residential neighbourhood of Spearwood, and connect to other routes in the cycling network on all sides as well as providing access to Spearwood Primary School, Pheonix Shopping Centre and community facilities on Rockingham Road, as well as local parks. Consider continuing to Gorham Way with a priority crossing of Azelia Road and improving access to Manning Park. | ✓ | ✓ | | ✓ | | Plan<br><br>Design<br><br>Deliver | Internal | MRWA / City |
| 4 | Atwell: Close residual footpath gaps on local residential streets<br><br>Construct missing footpaths on St Claire Gardens, Lipton Mews and Carlhausen Close/Mayhew Crescent to complete safe walking routes to schools and shops. | ✓ | ✓ | | ✓ | | Deliver | Internal | City |

| # | Action | Alignment with themes | | | | | The City's Role | Key Partners | Funding opportunities |
|---|---|---|---|---|---|---|---|---|---|
| | | The best place | Connected neighbour hoods | Connected transport | Connected centres | Connected precincts | | | |
| 5 | Banjup:<br><br>Deliver ongoing Traffic Calming Project with raised entry statements, reduction of speed to 60 km/h and light upgrades within 2026 / 2027. As per Section 2.1 ensure future development include verge upgrade with adequate path design. The current road environment is semi-rural, with an undeveloped verge, and not meeting Austroads Guidelines for the delivery of paths.<br><br>Review after 5 years post-implementation. | ✓ | ✓ | ✓ | | | Plan<br><br>Design<br><br>Deliver | Internal | MRWA / City |
| 6 | Beeliar: Construct missing local footpaths to support school access and calm-street movement<br><br>Install footpaths on remaining streets serving South Coogee Primary School (e.g. Streeter Way, Strelitz View, Wauhop Circle, Waylen Square) to complete the neighbourhood walking network. | ✓ | ✓ | | ✓ | | Deliver | Internal | City |
| 7 | Bibra Lake: Upgrade and complete footpaths on key connector streets<br><br>Construct a continuous footpath along Howson Way (Wellard Street to Spearwood Avenue), Wellard Street and Barrington Road to link residential areas with shared paths and future Stock Road Primary Route. | ✓ | ✓ | | ✓ | | Deliver | Internal | City |
| 8 | Cockburn Central: Complete footpath provision in industrial and mixed-use streets<br><br>Install footpaths on Spencer Street, Maclaglan Street and Cooper Road to support walking access to bus/train stations, lakes and employment areas.<br><br>Install Bike Repair Station at ARC. | ✓ | ✓ | | ✓ | | Deliver | Internal | City |
| 9 | Coogee: Address residual footpath gaps on collector streets<br><br>Construct missing and widen footpath sections along Mayor Road and local streets feeding coastal routes | ✓ | ✓ | | ✓ | | Deliver | Internal | City |
| 10 | Coolbellup:<br><br>Install drinking fountain at Tempest Park. | ✓ | ✓ | | | | Deliver | Internal | City |

| # | Action | Alignment with themes | | | | | The City's Role | Key Partners | Funding opportunities |
|---|---|---|---|---|---|---|---|---|---|
| | | The best place | Connected neighbour hoods | Connected transport | Connected centres | Connected precincts | | | |
| 11 | Hamilton Hill: Fill remaining footpath gaps on older local streets<br><br>Construct footpaths on Hyam Street/Sawle Road and complete local missing links connecting to Phoenix Road. Construct footpath on Parnell Road western side and Healy Road northern side path.<br><br>Install taps / drinking fountains at Davilak Oval and Enright Reserve. | ✓ | ✓ | | ✓ | | Deliver | Internal | City |
| 12 | Hammond Park: Complete footpaths supporting school catchments<br><br>Construct missing footpath sections along Frankland Avenue (Hammond Road frontage) connecting schools and residential areas. | ✓ | ✓ | | ✓ | | Deliver | Internal | MRWA / City |
| 13 | Jandakot: Improve footpath continuity on semi-rural connector roads<br><br>Construct missing footpaths on Solomon Road and connecting streets, Prinsep Road and Verde Drive to support walking and future path connections.<br><br>Install drinking fountain at Prinsep Park. | ✓ | ✓ | | ✓ | | Deliver | Internal | City |
| 14 | Leeming: Finish suburban footpath network linking to Primary Cycling Routes<br><br>Install remaining footpath sections along Heatherlea Way and Sylvan Crescent to connect neighbourhood streets to Roe Highway/Karel Avenue PSP | ✓ | ✓ | | ✓ | | Deliver | City | City |
| 15 | Munster: Deliver outstanding footpaths on residential streets linked to schools and reserves<br><br>Install footpaths on Blondell Drive, Shelley Way, Kipling Street and Beckett Close to complete local walking loops and access Santich Park facilities, as well as Barrington Street southern side path (Rockingham Road to Stock Road). | ✓ | ✓ | | ✓ | | Deliver | City | City |
| 16 | North Lake: Provide short missing neighbourhood footpath connections<br><br>Construct a short connecting footpath on Coleridge Place to link the cul-de-sac with Du Maurier Road and Farrington Road paths. | ✓ | ✓ | | ✓ | | Deliver | City | City |

| # | Action | Alignment with themes | | | | | The City's Role | Key Partners | Funding opportunities |
|---|---|---|---|---|---|---|---|---|---|
| | | The best place | Connected neighbour hoods | Connected transport | Connected centres | Connected precincts | | | |
| 17 | Spearwood: Fill missing footpath links between the cul-de-sac, parks and schools<br><br>Construct footpaths on Steinbeck Place, Buchan Close, Thackeray Street and Fallow Crescent to link local streets to Newton Primary School and parks.<br><br>Install bike rack at Edwardes Park. | ✓ | ✓ | | ✓ | | Deliver | City | City |
| 18 | Success: Complete neighbourhood footpath coverage<br><br>Install footpaths on Marraboor Place and Cherniss Court / Derwent Crescent to support pram, school and park access. | ✓ | ✓ | | ✓ | | Deliver | City | City |
| 19 | Yangebup: Complete missing footpaths supporting school and shopping access<br><br>Install remaining footpath links on Tern Loop, Milgun Drive and Yangebup Road to complete safe walking routes to Yangebup Primary School, local shops and Yangebup Lake. | ✓ | ✓ | | ✓ | | Deliver | City | City |

## Policy and programs

| # | Action | Alignment with themes | | | | | The City's Role | Key Partners | Funding opportunities |
|---|---|---|---|---|---|---|---|---|---|
| | | The best place | Connected neighbour hoods | Connected transport | Connected centres | Connected precincts | | | |
| **1** | Share the Road / Path Education campaigns<br><br>Continue to promote share the road and share the path education for all people using the paths and roads. These campaigns focus on improving awareness of shared-space etiquette, legal responsibilities, speed management, and predictable behaviour, particularly in locations with high conflict such as shared paths, school precincts, coastal routes and activity centres. | ✓ | | | | | Lead | DTMI | City |
| **2** | Maintenance promotion campaign<br><br>Promote the City's existing Customer Services Reporting platforms as a simple and accessible mechanism for the community to report maintenance issues, safety concerns, and obstructions affecting walking and riding infrastructure. Increased awareness and uptake of this tool supports faster identification of issues such as damaged paths, vegetation encroachment, debris, lighting outages, and signage problems, improving the overall reliability and quality of the active transport network. | ✓ | | | | | Lead | Internal | City |
| **3** | Wayfinding across the City<br><br>Deliver a coordinated wayfinding program to improve navigation, legibility and confidence for people walking and riding across the City. Wayfinding to be considered and implemented as part of all routes. | ✓ | ✓ | ✓ | ✓ | ✓ | Plan<br><br>Design<br><br>Deliver | Internal | City |
| **4** | Green the route<br><br>Integrate tree planting and greening as a core component of all major active transport infrastructure projects to enhance comfort, usability, and amenity. Greening initiatives focus on increasing shade, reducing urban heat, improving environmental outcomes, and enhancing the visual quality of streets and paths. This approach supports walking and riding in warmer weather and aligns active transport delivery with broader urban greening, climate resilience, and place-making objectives. | ✓ | | | | | Plan<br><br>Design<br><br>Deliver | Internal | City |

| # | Action | Alignment with themes | | | | | The City's Role | Key Partners | Funding opportunities |
|---|---|---|---|---|---|---|---|---|---|
| | | The best place | Connected neighbour hoods | Connected transport | Connected centres | Connected precincts | | | |
| **5** | Activation programs<br><br>Continue and evolve existing activation and promotion programs that encourage walking and riding, such as events, challenges, seasonal campaigns and partnerships. Activation initiatives help normalise active travel, increase awareness of new infrastructure, and support community ownership of the network. These programs are particularly effective when delivered alongside infrastructure upgrades, school initiatives, and neighbourhood-based improvements. | ✓ | ✓ | ✓ | ✓ | ✓ | Lead | DTMI | Various |
| **6** | Statewide policy change<br><br>Advocate to the State Government for policy and regulatory reforms that require developers to deliver walking and riding infrastructure concurrently with development, rather than deferring delivery until full area build-out. Strengthening state-level requirements would reduce network fragmentation, improve early access for new communities, and ensure active transport infrastructure is delivered when it is most needed and not when it is too late. | ✓ | ✓ | ✓ | ✓ | ✓ | Advocate | DTMI<br><br>DPLH | N/A |
| **7** | Actively monitor eRideable environment<br><br>Increasing use of eRideables including Ebikes and Escooters is impacting the comfort of all sharing the network. The City will follow up on the recommendations of the Parliamentary inquiry into eRideables and actively monitor eRideable share scheme options over the next 5 year period to make sure any rollout will appropriately promote safety for people walking, wheeling and riding. | ✓ | ✓ | ✓ | ✓ | ✓ | Monitor | DTMI<br><br>Businesses / operators | N/A |
| **8** | ACE approach embedded into active transport<br><br>Ongoing engagement and evaluation incorporates three essential elements into project delivery – activation, consultation and evaluation (ACE). Planning and building infrastructure alone will not necessarily lead to a significant increase in the number of people riding. Accordingly, the City recognises that we need to work towards planning for and delivering inclusive infrastructure projects which serve the needs of the local community and people visiting the area. This can be achieved through a range of engagement and monitoring activities. | ✓ | ✓ | ✓ | ✓ | ✓ | Lead | DTMI | N/A |

| # | Action | Alignment with themes | | | | | The City's Role | Key Partners | Funding opportunities |
|---|---|---|---|---|---|---|---|---|---|
| | | The best place | Connected neighbour hoods | Connected transport | Connected centres | Connected precincts | | | |
| **9** | Monitoring, evaluation and review of the Bicycle and Walking Network Plan<br><br>Regular reviews of the progress of the Bike Plan are critical. Review annually. | ✓ | ✓ | ✓ | ✓ | ✓ | Lead | Internal | N/A |

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