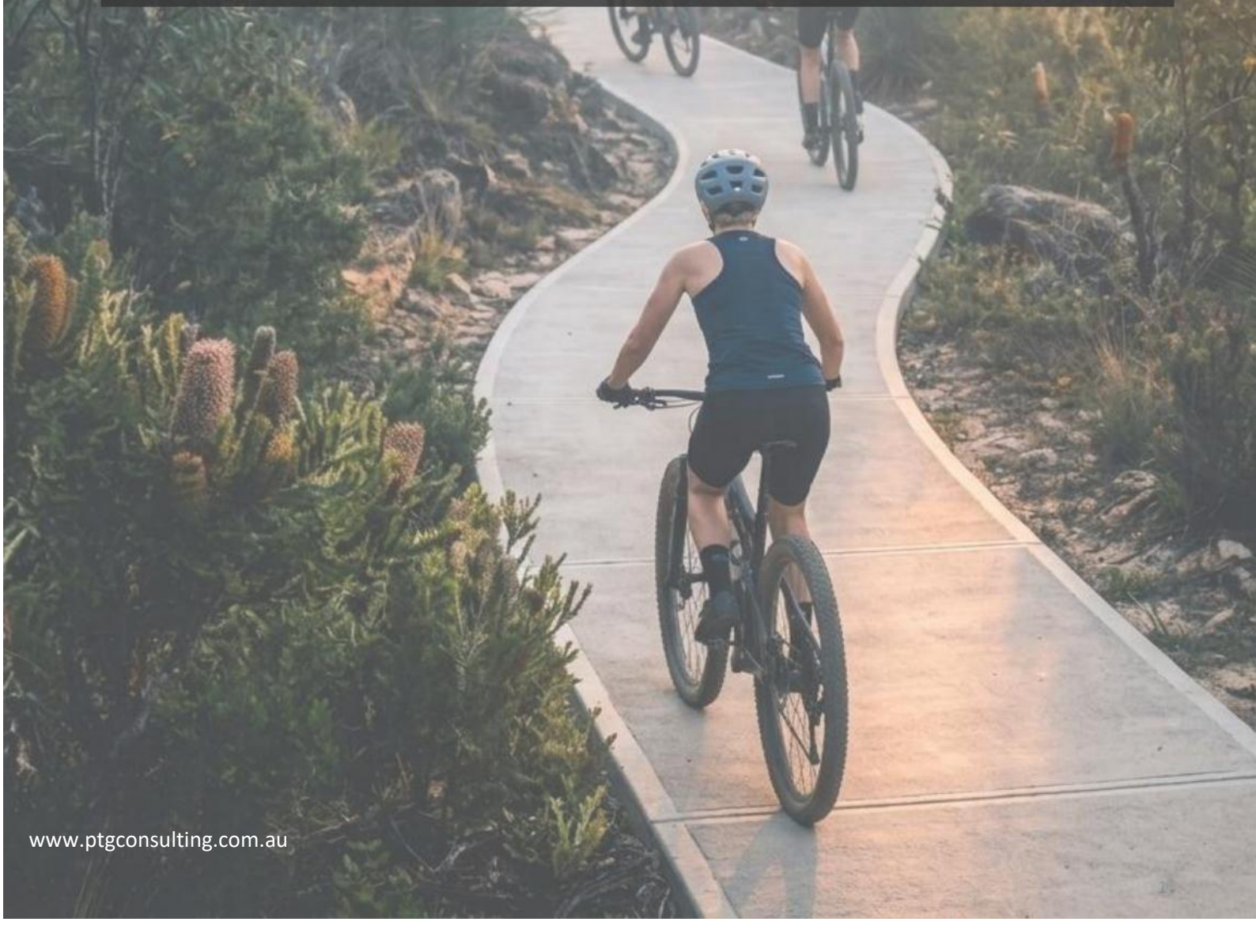
PTG/03210

Kalamunda Local Bike Plan 2026
Summary Report

25 September 2026 | Revision B

Prepared for City of Kalamunda



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REPORT DETAILS

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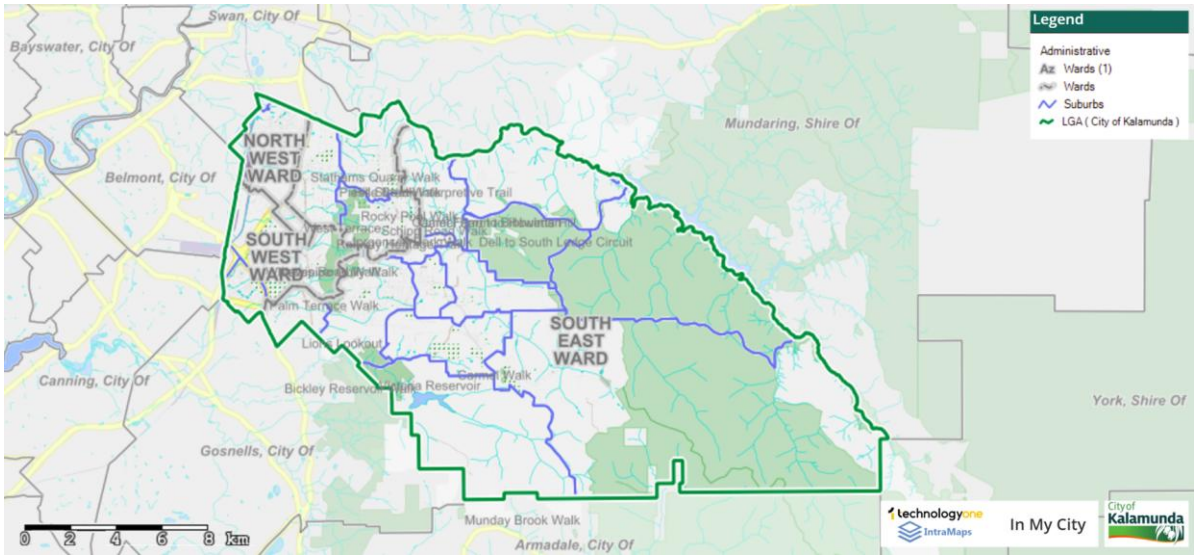
1 INTRODUCTION

1.1 Vision and Objectives

The City of Kalamunda vision is:

"Connected Communities, Valuing Nature and Creating our Future Together"

One of the key aspects of the vision story is for the City to be "*easily accessible to and from Perth CBD, and around the City*" – this Bike Plan supports this vision by setting out a clear way forward for investment in the active transport network.



This Bike Plan was developed to assist the City through the following objectives:

- **Improve safety** by delivering a bike riding network that reduces conflict with motor vehicles and other path users, informed by crash history, network analysis and community feedback.
- **Improve connectivity** by providing a comprehensive network of on-road and off-road facilities that connects residential areas with activity centres, schools, employment, public transport, recreational destinations, tourism attractions and neighbouring local government areas, supporting a wide range of trip purposes.
- **Support all ages and abilities** by planning and delivering a safe, comfortable and connected bike riding network that is accessible to people of different ages, abilities and confidence levels, in accordance with the All Ages and Abilities (AAA) approach.
- **Support recreation and tourism** by improving access to regional trails, recreational destinations and scenic routes, enhancing opportunities for leisure riding and strengthening the City's role as a bike riding destination.
- **Integrate bike riding with public transport** by improving connections to the High Wycombe Train Station and other public transport services, while supporting appropriate bicycle connections, parking, and end-of-trip facilities.
- **Encourage more people to ride** through education, encouragement, advocacy and behaviour change initiatives that promote bike riding as a safe, healthy and convenient travel option.
- **Support implementation and investment** by establishing a strategic framework to prioritise infrastructure improvements, guide future planning, inform Council's capital works program, and support applications for external funding.

1.2 Policy Context

As part of the Bike Plan, a review was undertaken of the existing local, state, and federal policies related to cycling in order to formulate a plan that is consistent with initiatives and directions set out by these policies.

2 THE BENEFITS OF CYCLING

Cycling can be undertaken for commuting, recreation, and tourism, providing a wide range of benefits to individuals and the wider community. Increasing cycling participation supports healthier lifestyles, improves transport choice, strengthens the local economy, and contributes to more sustainable and liveable communities. The benefits of cycling can be broadly categorised as:

- **Social Benefits** – Encourages regular physical activity, improves health and wellbeing, enhances social interaction and community safety, and provides an accessible and independent transport option for people of all ages and abilities.
- **Personal Economic Benefits** – Provides a low-cost alternative to driving, reduces household transport costs, and delivers long-term financial benefits through improved health and reduced reliance on private vehicles.
- **Commercial Economic Benefits** – Supports cycling tourism and local businesses, contributes to a healthier and more productive workforce, reduces infrastructure and parking demand, and enables more efficient use of public space.
- **Environmental Benefits** – Reduces reliance on fossil fuels, traffic congestion, greenhouse gas emissions, air and noise pollution, while supporting greener urban environments and reducing pressure for road expansion.

3 EMERGING TECHNOLOGY AND TRENDS

Emerging technologies are transforming the way people travel and creating new opportunities to enhance the City's transport network. Advances in connectivity, automation, shared mobility, and electric propulsion are broadening transport choice and increasing demand for infrastructure that accommodates users of all ages and abilities.





The DTMI's *Planning and Designing for Bike Riding in WA* promotes shared and separated path networks that support a diverse range of users and emerging mobility devices.

- **Mobility devices**, including prams, wheelchairs, mobility scooters, cargo bikes and tricycles, play an important role in providing safe, accessible and independent travel for people of different ages and abilities. Designing infrastructure that caters for these users contributes to a more inclusive transport network and encourages greater uptake of active and sustainable transport.
- The popularity of **e-rideable devices**, including e-bikes, e-scooters, e-skateboards, e-skates and e-unicycles, continues to grow. These devices provide a convenient, low-cost and sustainable alternative to private vehicles, making longer trips and first- and last-mile connections more

practical. Their increasing use reinforces the need for safe, well-connected cycling infrastructure that minimises conflicts with pedestrians and motor vehicles.

The City will continue to plan for emerging mobility in accordance with current Department of Transport guidance and legislation, recognising that infrastructure should safely accommodate both existing and future transport technologies.

4 STAKEHOLDER CONSULTATION

4.1 Community Consultation

A public online survey questionnaire was undertaken in January and February 2026 and distributed through the City's online platforms (website, newsletters, social media) and through other channels by external stakeholders. A total of 145 responses were received.

Community consultation was a critical component for developing this Bike Plan. The feedback received from the community helped the project team to understand the key issues riders face within the City and help guide the focus of the Plan to best meet the needs of existing bike riders and solutions that could encourage a greater uptake of cycling for all ages and abilities.

Highlights

- *85 per cent* of respondents use a standard bike
- *45 per cent* ride 3 to 8 days per week
- *81 per cent* travel more than 10kms
- *45 per cent* feel safe or very safe riding in the city of Kalamunda
- *55 per cent* of respondents cited lack of safe allocated bike lanes as the main barrier to riding more often
- *60 per cent* said more connected paths/trails was the one thing that would make cycling easier or more appealing



Figure 18 Bicycle and Other Micro-mobility Device Ownership

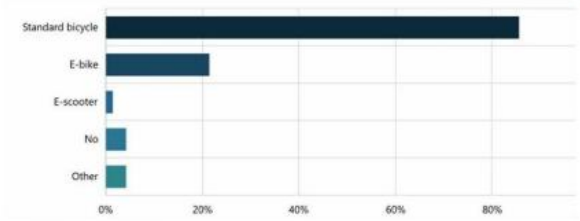


Figure 19 Cycling Use Frequency

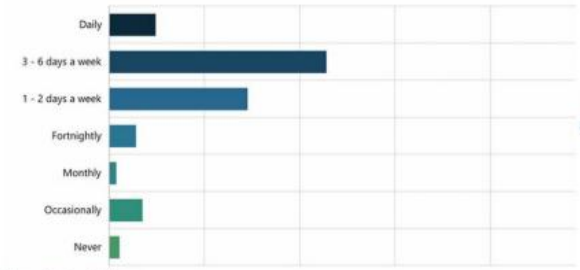


Figure 20 Travel Distance

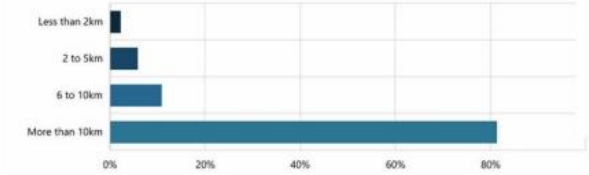


Figure 23 Determinants to Bicycle Use

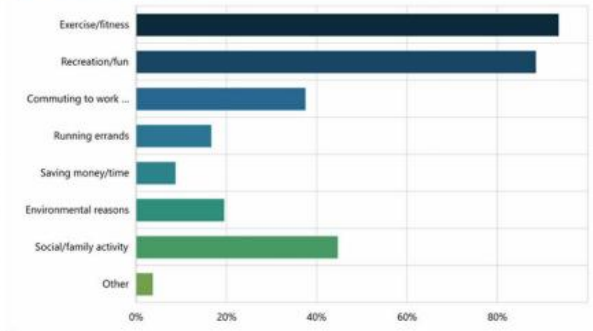
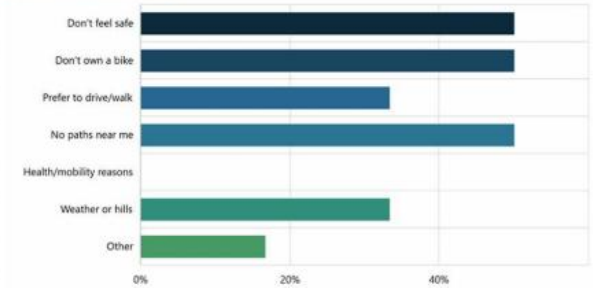


Figure 24 Barriers to Bicycle Use



4.2 External Stakeholder Consultation

Consultation with Main Roads WA, the Department of Transport and Major Infrastructure, the Public Transport Authority, Perth Airport, neighbouring local governments and WestCycle highlighted strategic priorities:

- Coordination with planned Principal Shared Path (PSP) and State road projects;
- Improved regional and cross-boundary connectivity;
- Safer access to High Wycombe Station and major activity centres;
- Safety improvements on key commuter and recreational routes.

5 BEHAVIOUR CHANGE AND EDUCATION PROGRAMS

Providing cycling infrastructure alone is not sufficient to increase cycling participation. Travel choices are also influenced by factors such as convenience, safety, cost, comfort, and established travel habits. Behaviour Change Initiatives and Education Programs complement infrastructure investment by improving awareness, building confidence, and encouraging people to choose active transport for everyday trips.

The City may consider implementing a range of behaviour change initiatives in partnership with State agencies, schools, community groups, and local organisations, including:

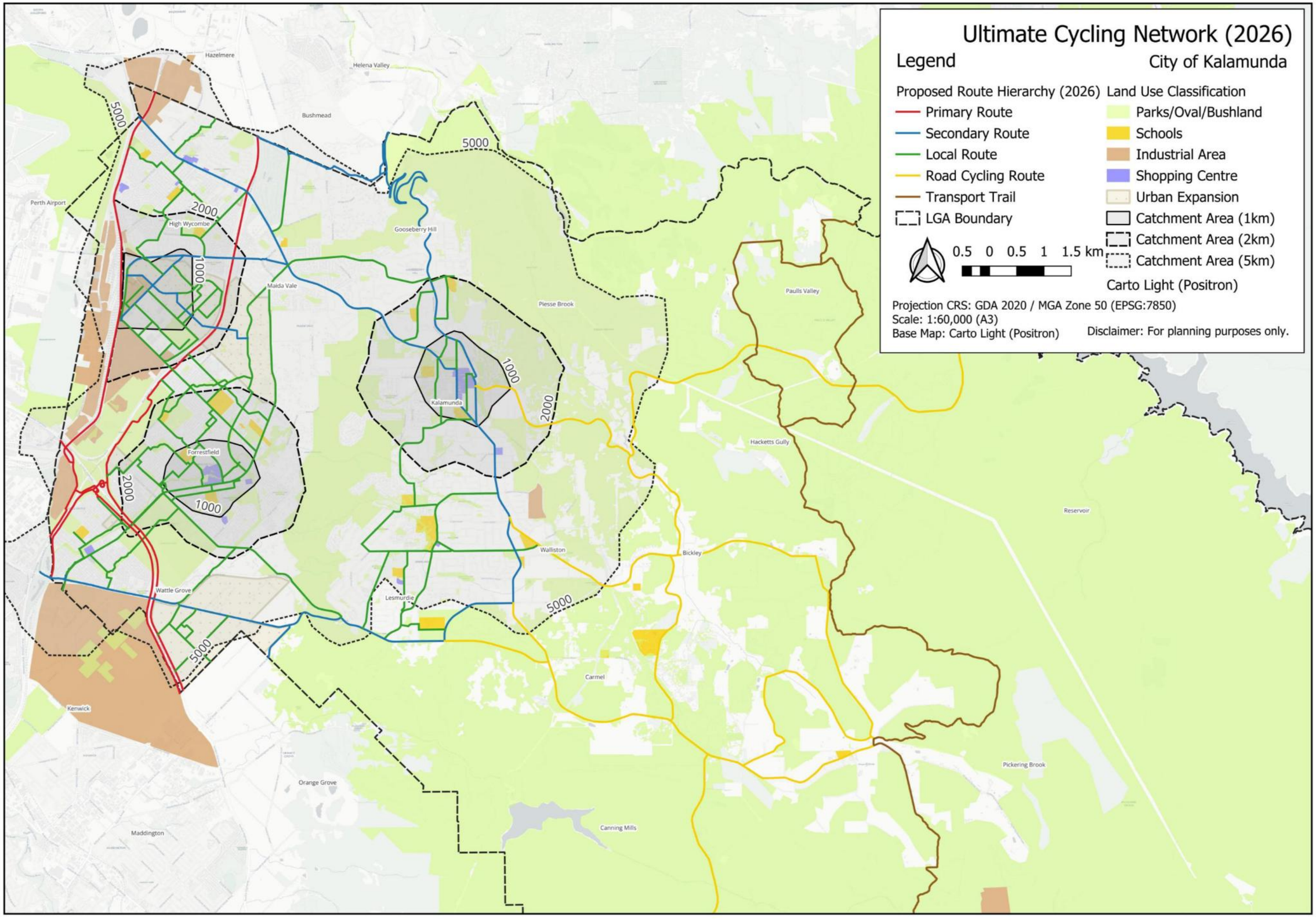
- **Healthy Streets –** Apply the Healthy Streets principles to create streets that prioritise walking, cycling, and community activity, encouraging a shift away from car-dominated environments.
- **Cycling Promotion and Safety Campaigns –** Trial temporary initiatives such as pop-up bicycle lanes to test infrastructure improvements, together with education campaigns promoting safe interactions between cyclists, motorists, and pedestrians (e.g. car dooring awareness and Share the Path programs).
- **Community Engagement –** Deliver community-based activities including bicycle maintenance sessions, cycling events, route information, and awareness campaigns to encourage participation and improve rider confidence.
- **School Programs –** Promote cycling among children through bicycle education, skills training, organised riding activities, and participation in programs such as Your Move. Early engagement helps establish lifelong active travel habits and supports greater uptake of cycling to school.

Together, these initiatives can complement infrastructure improvements by encouraging safer behaviours, increasing cycling participation, and fostering a stronger active transport culture across the City.






LOOK
BEFORE
OPENING
YOUR
DOOR
RIDE WIDE
OF THE
DOOR ZONE


Ultimate Cycling Network (2026)
Legend
City of Kalamunda
Proposed Route Hierarchy (2026)
Primary Route
Secondary Route
Local Route
Road Cycling Route
Transport Trail
LGA Boundary
Land Use Classification
Parks/Oval/Bushland
Schools
Industrial Area
Shopping Centre
Urban Expansion
Catchment Area (1km)
Catchment Area (2km)
Catchment Area (5km)
0.5 0 0.5 1 1.5 km
Carto Light (Positron)
Projection CRS: GDA 2020 / MGA Zone 50 (EPSG:7850)
Scale: 1:60,000 (A3)
Base Map: Carto Light (Positron)
Disclaimer: For planning purposes only.
Hazelmere
Helena Valley
Bushmead
Perth Airport
High Wycombe
Gooseberry Hill
Maida Vale
Piesse Brook
Paulls Valley
Kalamunda
Forrestfield
Hacketts Gully
Reservoir
Walliston
Bickley
Wattle Grove
Lesmurdie
Carmel
Kenwick
Orange Grove
Pickering Brook
Maddington
Canning Mills
5000
2000
1000

6 ULTIMATE CYCLING NETWORK

The proposed hierarchy for the City of Kalamunda comprises five route categories, consistent with the Western Australian Cycling Network Hierarchy, as follows:

- **Primary Routes** – Form the backbone of the cycling network, providing high-quality regional connections between major destinations and supporting commuter and recreational trips.
- **Secondary Routes** – Connect Primary Routes with activity centres such as shopping precincts, schools, employment areas, and community facilities, supporting a broad range of cycling trips.
- **Local Routes** – Provide neighbourhood connections to higher-order routes, local destinations, parks, and recreational areas, completing the local cycling network.
- **Road Cycling Routes** – Designated on-road routes that cater primarily for strong and confident riders undertaking recreational or sport cycling on longer-distance journeys.
- **Transport Trails** – Long-distance off-road routes, generally located within natural or former transport corridors, supporting recreational, tourism, and regional travel.

6.1 Primary Routes

Primary Routes form the backbone of the City's Ultimate Cycling Network, providing high-quality, direct connections to major activity centres and the wider PSP network. These routes are generally located along major highways and rail corridors, offering fully separated facilities that support both commuter and recreational cycling. While PSPs are generally planned, delivered and maintained by State agencies including the DTMI, MRWA, PTA, etc., the City has an important role in advocating for priority projects and ensuring effective integration with the local cycling network.

Roe Highway PSP

The Roe Highway PSP currently extends 30km from the Kwinana Freeway to Great Eastern Highway, with grade- separation at all intersecting roads. Completion of the remaining sections towards Midland from Kalamunda Road would establish an important north-south spine, improving access to activity centres, employment precincts, and connections with the Tonkin Highway PSP.

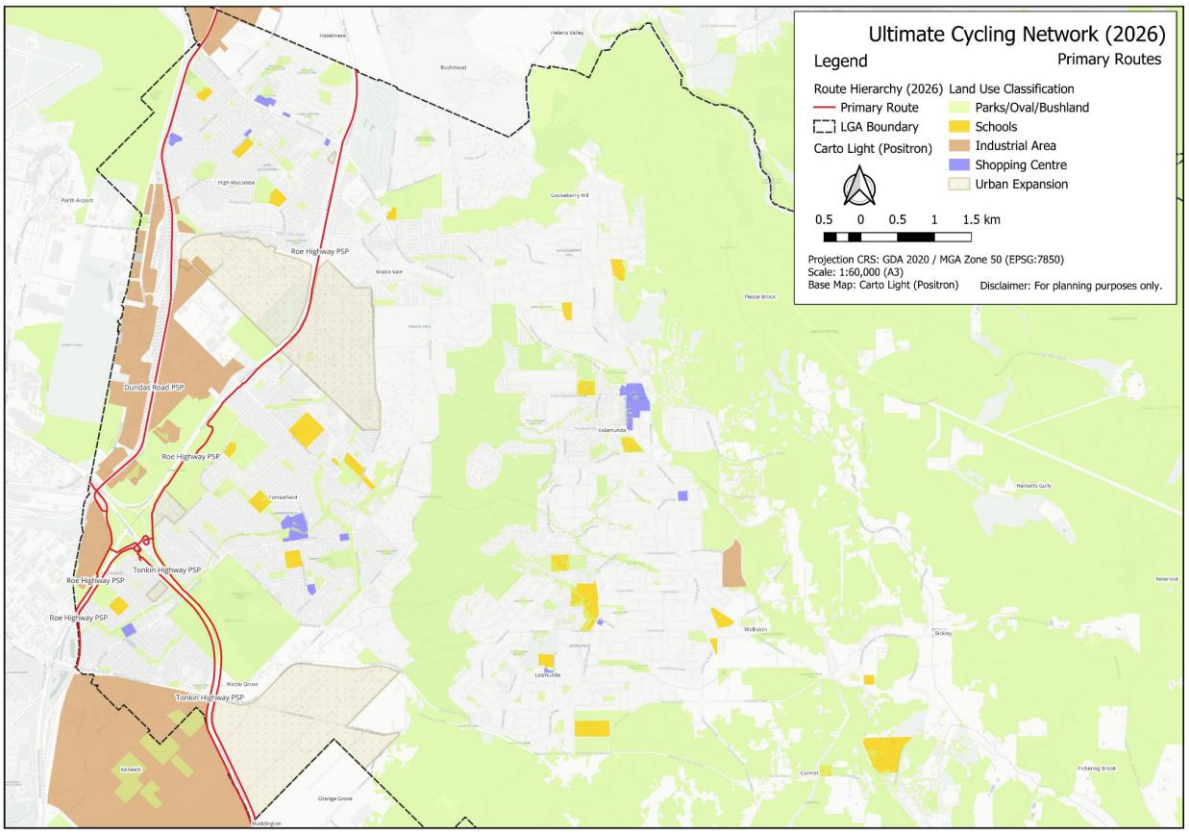
Tonkin Highway PSP

The Tonkin Highway PSP will provide a significant regional connection for the southern part of the City, linking Wattle Grove, Hartfield Park, and surrounding communities with the metropolitan PSP network and major employment areas in Maddington and Gosnells. Priority extensions include connections between Hartfield Park, Yule Brook, Welshpool Road East, and Kelvin Road to strengthen north–south connectivity.

Dundas Road / Abernethy Road Corridor

The Dundas Road/Abernethy Road corridor will become increasingly important with the continued development of High Wycombe Station and surrounding residential areas. A safe and convenient cycling connection along this corridor is critical to improving access to the Tonkin Highway PSP and major employment centres, including Welshpool, Kewdale, and Perth Airport. External stakeholder consultation identified the Dundas Road PSP as a priority project.

City of Kalamunda Primary Routes



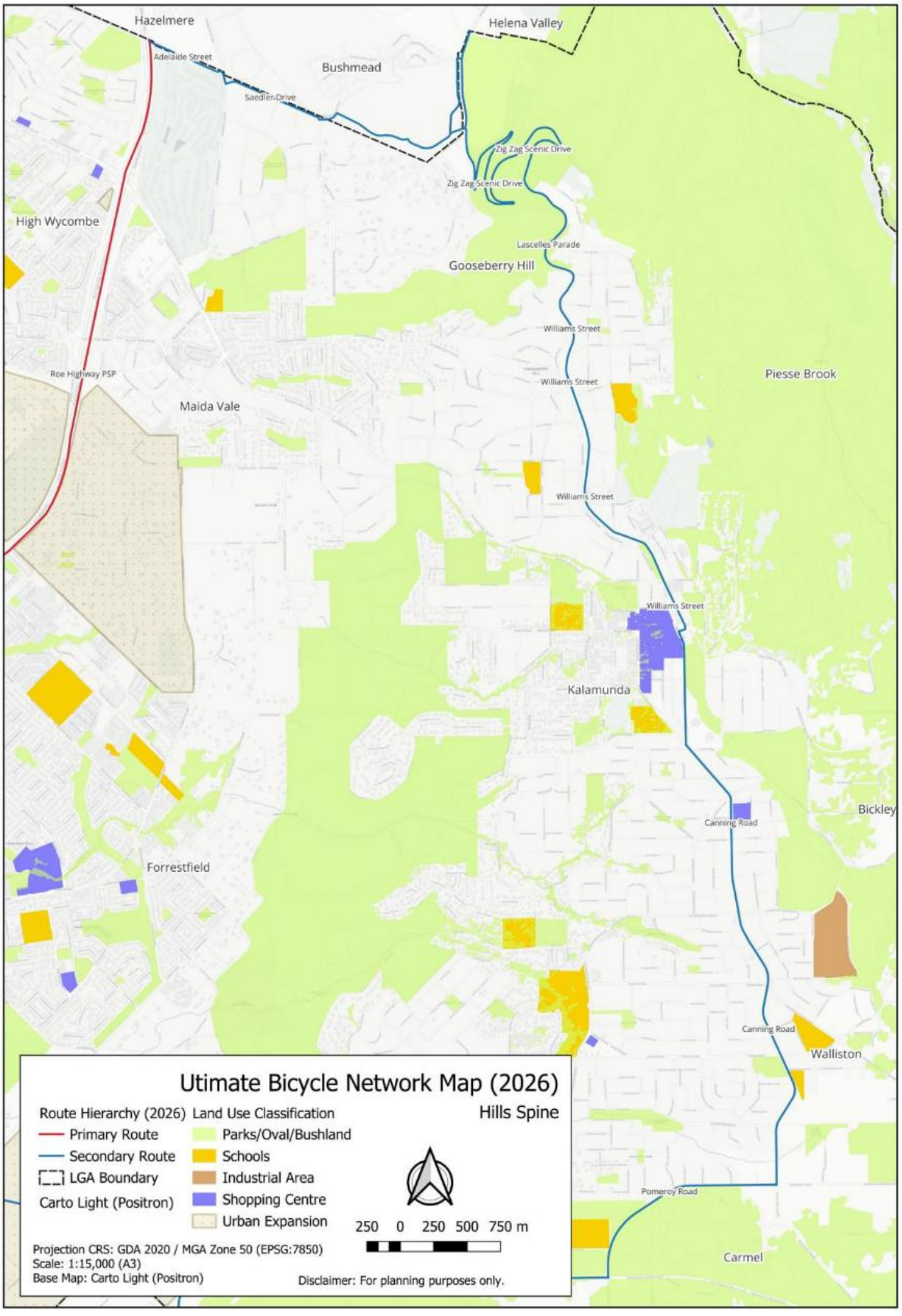
6.2 Secondary Routes

Hills Spine (Midland – Kalamunda – Lesmurdie)

The key component of the cycling network for the hills portion of the City is a north-south spine linking Midland, Kalamunda and Lesmurdie. The route includes the following key elements:

- Two-way bicycle access via Zig Zag Scenic Drive;
- Safe Active Street treatment between the top of Zig Zag and Haynes Street along Williams Street
- Multiple options for the link through Kalamunda Town Centre between Elizabeth Street and the southern end of Railway Road;
- Protected cycle lanes along Railway Road from Mead Street to Canning Road;
- Buffered cycle lanes along Canning Road from Railway Road to Pomeroy Road;
- Existing shared path on Pomeroy Road to connect to Lesmurdie State High School.

Hills Spine Secondary Route



High Wycombe Station Connections

The High Wycombe Station presents a significant opportunity to encourage greater uptake of cycling in the life of this Bike Plan and therefore the links to and through the station are critical to the Plan's success. While the Station includes good quality cycling and walking facilities in the immediate vicinity of the Station, connections from the wider area to these walking and cycling facilities remain limited.

The routes proposed to serve the High Wycombe Station are:

- **Maida Vale Road Secondary Route** – the primary connection from the areas east of Roe Highway to the train station, and the strategic connection to Kalamunda and the hills
- **New TOD Connector Road Secondary Route** – Connecting High Wycombe Station through High Wycombe South / Forrestfield North area and over Roe Highway to Maida Vale
- **Milner Road Secondary Route** – connection providing access from the existing residential area to Forrestfield North Light Industrial Precinct.
- **High Wycombe Local Route** – connection to the nearest existing residential area to the station.

Kalamunda Road

Kalamunda Road, along with Maida Vale Road, form a Secondary Route between the Kalamunda town centre and the High Wycombe Station. The section of Kalamunda Road from Maida Vale through High Wycombe towards South Guildford is also a Secondary Route but of lesser importance. This section of the Secondary Route will mainly serve road cyclists, as well as a smaller catchment of commuters in High Wycombe.

The recommended strategy for the Kalamunda Road Secondary Route is described as follows:

- Implement 2.0m wide buffered bicycle lanes from Canning Road to Hawtin Road generally using the existing carriageway with minor widening where required.
- Maintain the existing sealed shoulders between Roe Highway and Fernan Road and include 1.5m wide sealed shoulders between Fernan Road and Abernethy Road.
- Provide a continuous 2.5m wide shared path between Hawtin Road and Abernethy Road.
- Work with the City of Swan and Main Roads WA to implement sealed shoulders over the railway bridge immediately west of Abernethy Road.

Buffered bicycle lanes – with a painted buffer rather than a raised island – are recommended so that the large groups can make use of these lanes while riding two-abreast and/or overtaking.

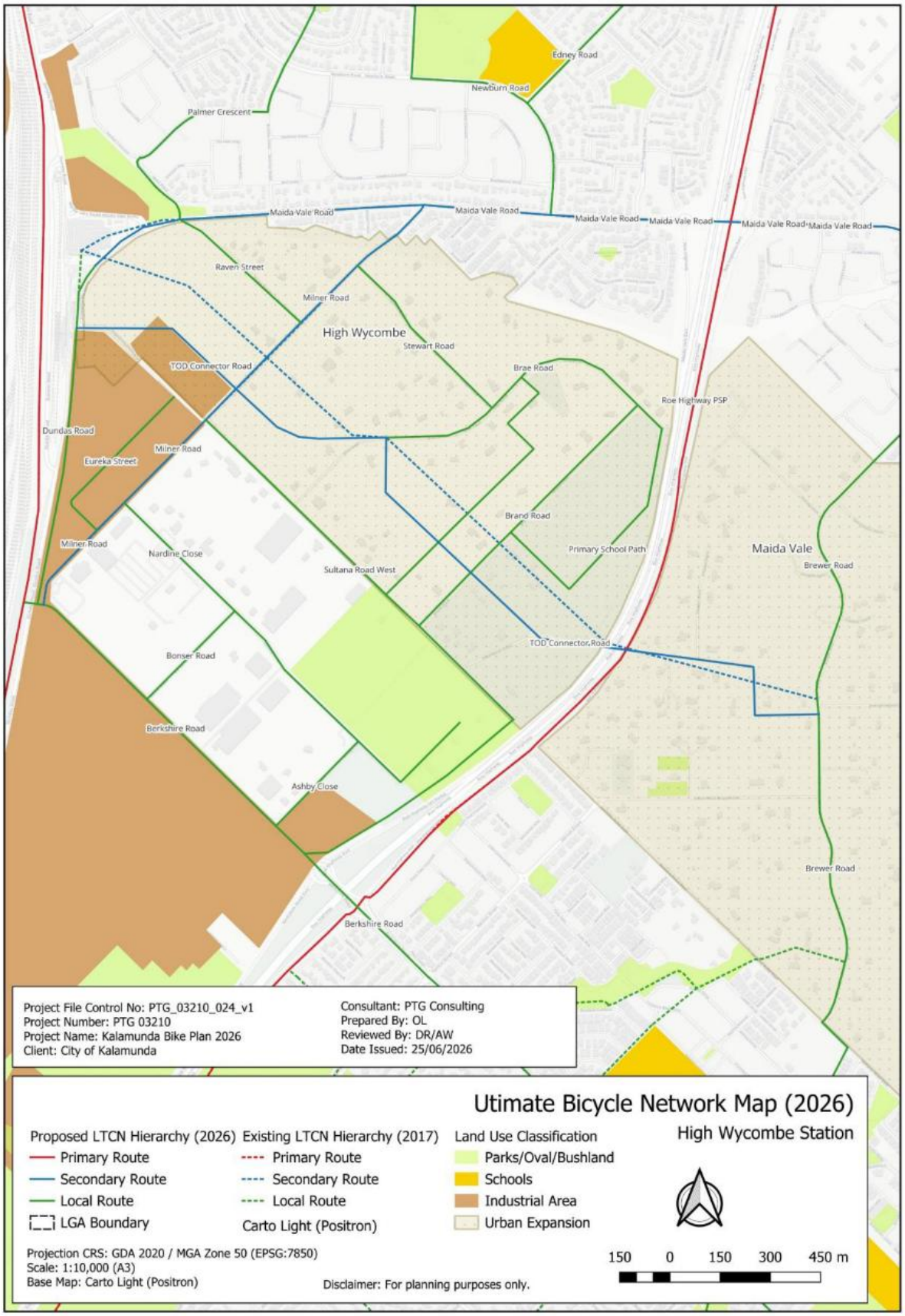
Wattle Grove to Lesmurdie

This Secondary Route connects the Foothill Spine in Wattle Grove with the Hills Spine in Lesmurdie via Welshpool Road East and Crystal Brook Road. To minimise conflicts with heavy vehicle traffic on Welshpool Road East, the route diverts via Crystal Brook Road in accordance with the Long-Term Cycle Network (LTCN).

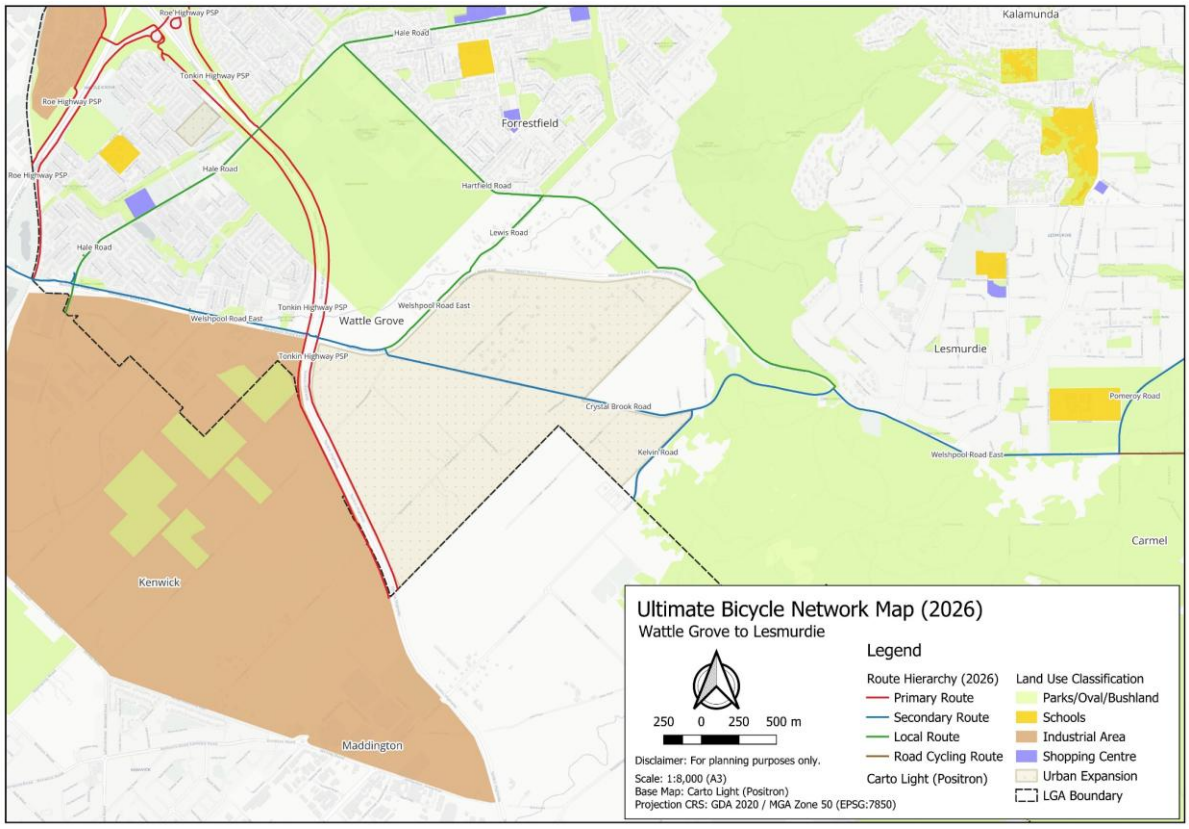
The recommended strategy for the Secondary Route from Wattle Grove to Lesmurdie is as follows:

- Undertake a Road Safety Audit to identify high-risk locations and appropriate treatments.
- Complete missing shared path sections along Welshpool Road East to ensure continuity
- Improve the transition between Crystal Brook Road and Welshpool Road East by addressing gaps in cycling infrastructure at the intersection.
- Undertake further engineering and environmental investigations to confirm the long-term feasibility of the Crystal Brook Road alignment.

High Wycombe Station Connections



Wattle Grove to Lesmurdie Secondary Route



Lesmurdie to Maddington

In the future (beyond the life of this Bike Plan), the Hills Spine Secondary Route should be further developed to connect to Maddington, via Kelvin Road. This would provide an entry to the hills area from the southern part of the metropolitan area and facilitate commuting to the growing employment centres in the Maddington Kenwick Strategic Employment Area (MKSEA) south of the City of Kalamunda.

In the meantime, any upgrades to these roads should provide for the future Secondary Route, for example through the provision of sealed shoulders on Kelvin Road.

6.3 **Local Routes**

Foothills Spine (Wattle Grove – Forrestfield – High Wycombe)

This route was developed as a spine linking the Roe Highway PSP at Orrong Road with Wattle Grove and Forrestfield and extending to both the Roe Highway PSP and High Wycombe South / Forrestfield North via Berkshire Road/TOD Connector Road. It is intended to serve local demand within Wattle Grove and Forrestfield, as well as commuters accessing the wider cycling network. A future extension through the Maida Vale South urban expansion area is also proposed to provide a continuous link to Maida Vale and the Kalamunda Road Secondary Route.

- **Wattle Grove**: Develop three complementary route options via The Promenade, Hale Road, and Kalari Drive/Coyong Road, converging at Hartfield Park to improve access to schools and surrounding neighbourhoods.
- **Forrestfield**: Prioritise Sussex Road as a Safe Active Street serving Forrestfield Primary School, with Hale Road retained as a secondary option where feasible.

- **Hale Road Crossing**: Establish a continuous connection to the Transmission Line Easement via Sussex Road/Coburg Street/Holmes Road or Hanover Road, with upgraded crossings and shared path links.
- **Strelitzia Avenue Corridor**: Upgrade existing shared paths and improve connections through Mallee Way and Akebia Way to Berkshire Road.
- **Transmission Line Easement**: Develop a continuous shared path with branch connections to surrounding streets and onward links to Maida Vale, High Wycombe South, and future urban expansion areas.

Forrestfield Local Routes

The Forrestfield Local Routes connect the Foothills Spine with surrounding residential areas, the Forrestfield District Activity Centre, and key community destinations including Dawson Park Primary School, Woodlupine Primary School, Forrestfield Primary School, and Darling Range Sports College. The network prioritises low-stress cycling environments through local streets, shared paths, and reserve connections to support school and local commuter trips.

The key elements of the local route include the following

- Develop a network of local routes linking residential neighbourhoods with schools, the Forrestfield Shopping Centre, Roe Highway PSP, and the Foothills Spine.
- Utilise existing reserves and public open space to provide low-stress off-road connections whenever practical.
- Safeguard future connections to Maida Vale and emerging development areas through structure planning.
- Improve links between the Forrestfield District Activity Centre and the surrounding suburbs.

The highest priority for implementation is the corridor between Forrestfield Shopping Centre and Dawson Park Primary School, as it serves the main residential catchment providing nearby access.

High Wycombe Local Routes

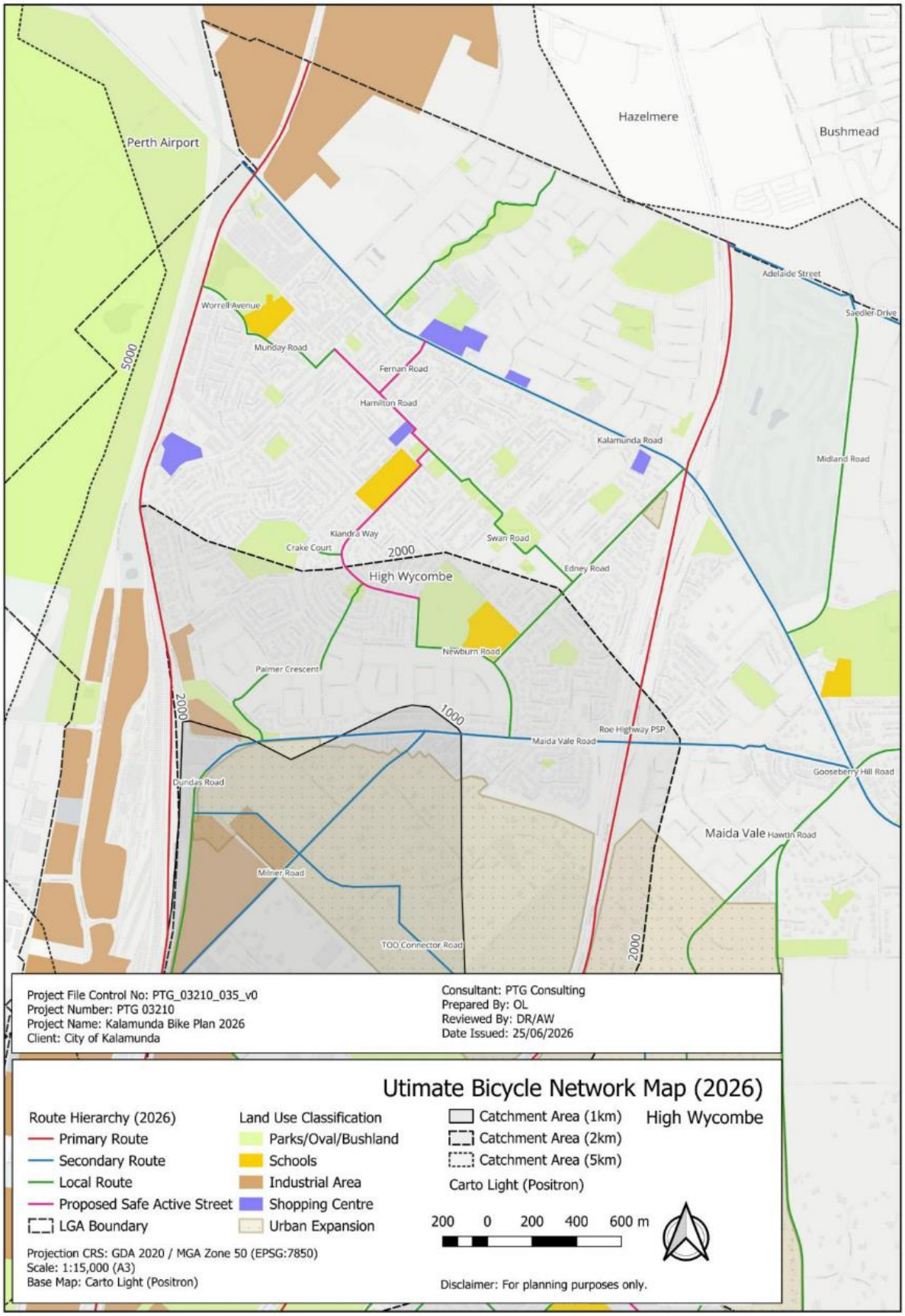
The High Wycombe Local Routes has been developed to link High Wycombe Station with its closest residential catchment, as well as serve the three primary schools located in the suburb – Edney, Matthew Gibney and High Wycombe. With the focus on school students and local commuters travelling short distances to the train station, the selected infrastructure types reflect low-speed mixed traffic cycling environments and/or path- based links. Cyclists that are more confident may elect to use the existing sealed shoulders on Newburn Road in preference to the Safe Active Streets.

Gooseberry Hill Local Routes

The Gooseberry Hill Local Routes improve access between residential areas, schools, and local activity centres despite the suburb's steep terrain and constrained road network. The proposed network focuses on supporting short local trips by providing safer and more direct cycling connections for residents and students.

- Gooseberry Hill Road serves as the primary east–west local cycling route, improving connectivity and providing a direct alternative to Kalamunda Road
- Strengthen cycling connections to local schools, including Mary's Mount Primary School and Gooseberry Hill Primary School, through improved local routes and path continuity.

High Wycombe Local Routes



Lesmurdie Local Routes

The hilly terrain and irregular road network in the Lesmurdie area makes it difficult to identify and develop high-quality cycling links. The number of schools in this area justify the provision of shared paths to facilitate students riding to school. The proposed network focuses on providing safer and more accessible cycling routes for students and local trips.

Lesmurdie Road as the primary north–south local cycling spine, upgrading existing paths to shared path standard and improving connectivity to Welshpool Road East.

Kalamunda – Falls Road – Lesmurdie – This route follows Cotherstone Road, Betti Road, Orange Valley Road, Burma Road, Trafalgar Road, part of Grove Road, and Gladys Road, connecting the western residential areas of Kalamunda and Lesmurdie with schools and shops. Missing links along the route include:

- Burma Road, Orange Valley Road to Connor Road – narrow footpath
- Trafalgar Road and Kimbarlee Way, Waterloo Crescent to Falls Road– narrow footpath
- Grove Road, George Road to Gladys Road – missing section of shared path on north verge
- Gladys Road – narrow footpath

Grove Road – this east-west link connects the Gladys Road, Lesmurdie Road and Canning Road routes as well as serving three schools.

Forrestfield to Lesmurdie

Following an extensive review of route options up and down the escarpment, a future Local Route has been nominated from Forrestfield to Lesmurdie via Hartfield Road and Welshpool Road East. This route is intended to provide a local commuter and utility cyclist connection between the hills and the foothills, as well as connecting to the wider cycling network via the Tonkin Highway PSP.

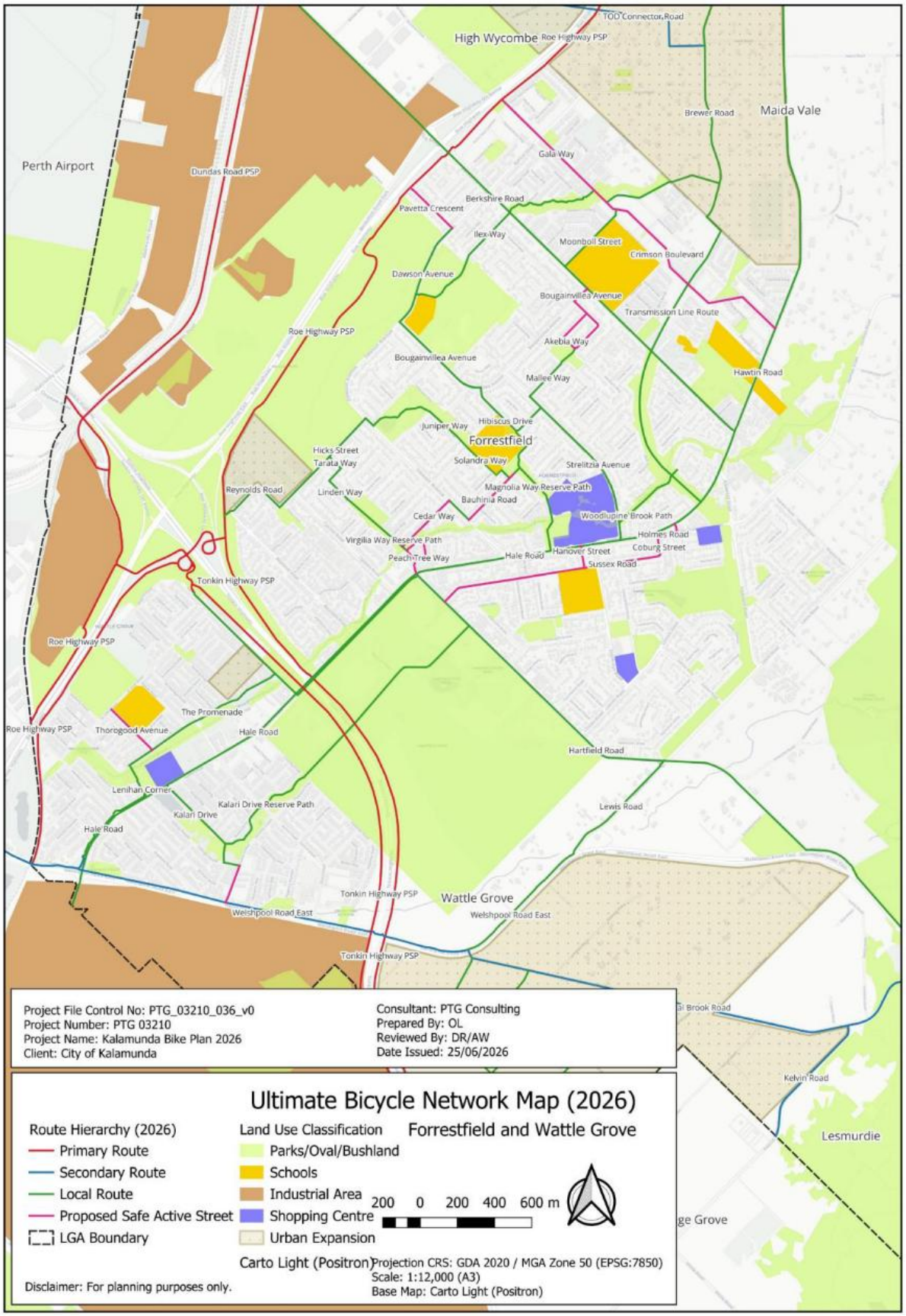
The key elements of the local route from Forrestfield to Lesmurdie consists of the following:

- Construct a high-quality shared path along the southern side of Hartfield Road, taking advantage of the Hartfield Park frontage to minimise conflicts with driveways while accommodating sporting precinct parking requirements.
- Improve the cycling environment along Hartfield Road between Lewis Road and Welshpool Road East through low-speed mixed traffic treatments, with provision for a future shared path where feasible.
- Construct a shared path along the northern side of Welshpool Road East to complete the connection to Lesmurdie Road and the Hills Spine.
- Investigate an alternative off-road alignment through adjacent Parks and Wildlife Service land to determine whether a more feasible and cost-effective route can be achieved than constructing a shared path within the constrained Welshpool Road East corridor.

6.4 Safe Active Streets

Safe Active Streets are cycle routes on quiet local streets, where speeds have been reduced to 30 km/h to allow people in cars and on bikes to share the street safely. With lower traffic speeds, streets are also much safer for pedestrians and children, and additional tree planting and landscaping make them more attractive places to walk or ride. Safe Active Streets are designed to create safe and comfortable riding environments for bike riders with all levels of experience. People on bikes can ride closer to the middle of the lane, with cars passing only if there is enough space to do so safely.

Forrestfield and Wattle Grove Safe Active Streets



Forrestfield

- **Hibiscus Drive – Pavetta Crescent**: Establish a connection between Forrestfield Town Centre and the Roe Highway PSP, serving Woodlupine and Dawson Park Primary Schools via existing public open space corridors and shared paths.
- **Peach Tree Way – Cedar Way – Bauhinia Road**: Provide a Safe Active Street and shared path connection between Hartfield Park and Woodlupine Primary School, including a safer crossing of Hale Road.
- **Hibiscus Drive – Mallee Way – Akebia Way**: Strengthen connections between Woodlupine Primary School, Berkshire Road, and Darling Range Sports College using existing crossings and shared paths.
- **Ilex Way**: Develop a Safe Active Street linking Dawson Park Primary School with Brewer Road through connected public open space corridors.
- **Gala Way – Crimson Boulevard**: Deliver a Safe Active Street connecting Roe Highway, Hawtin Road, the Transmission Line Easement, and the future Roe Highway PSP as part of the Hales Estate development.

High Wycombe

- **Kiandra Way**: Establish the primary local cycling spine connecting Scott Reserve, High Wycombe Primary School, and surrounding residential areas through connecting local routes.
- **Hamilton Road**: Develop a route linking High Wycombe Primary School with Matthew Gibney Primary School via Wittenoom Road to support school travel.
- **Fernan Road**: Provide a connection between the Hamilton Road Safe Active Street, Kalamunda Road, and the High Wycombe North Neighbourhood Activity Centre.

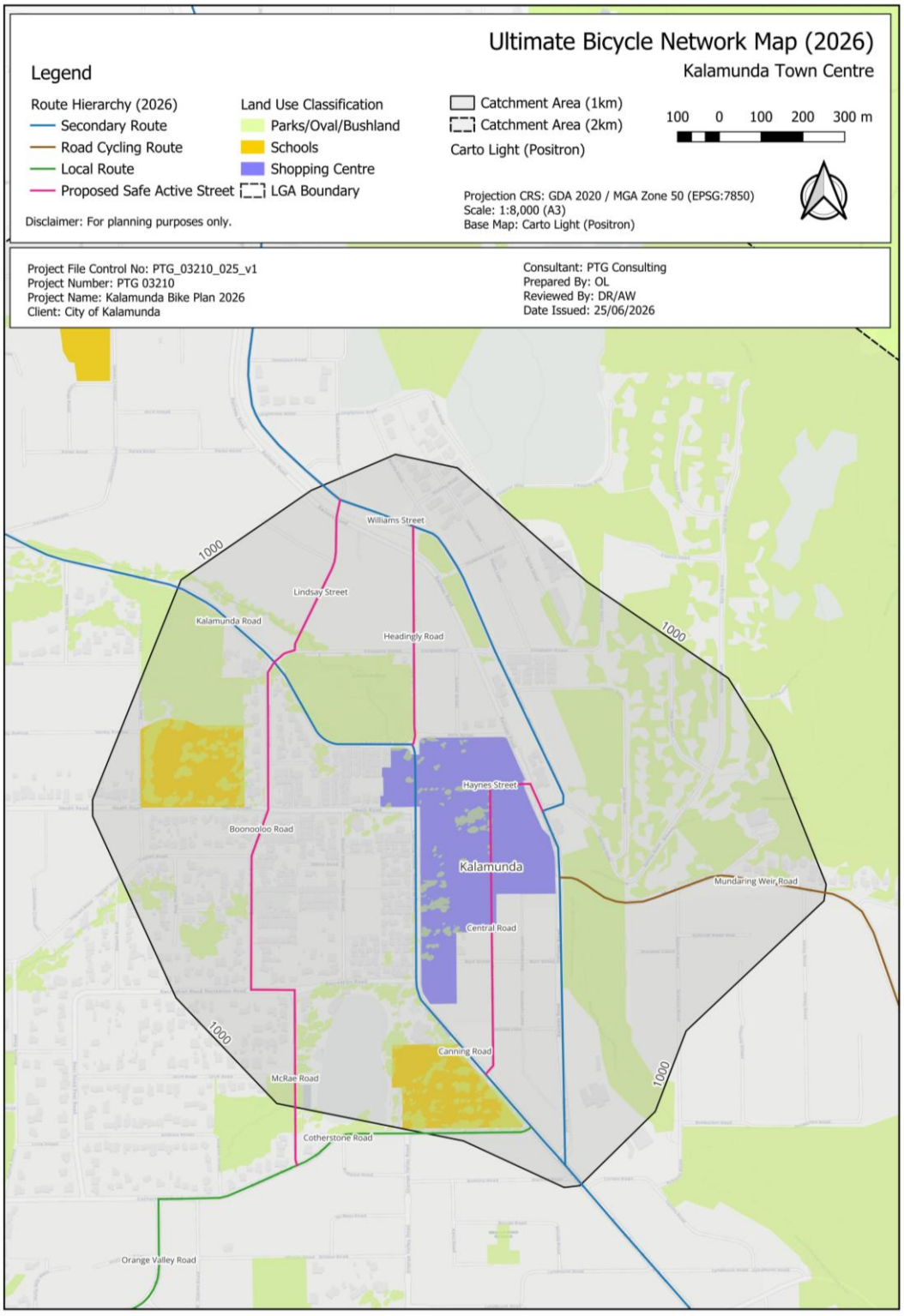
Wattle Grove

- **Thorogood Avenue**: Develop a key active transport corridor serving Wattle Grove Primary School, connecting to the surrounding shared path network through public open space.
- **Lancelot Green**: Establish a connection between the public open space corridor, Welshpool Road East, and the Maddington–Kenwick Strategic Industrial Area.

Kalamunda Town Centre

- **Williams Street – Lascelles Parade**: Implement a Safe Active Street as part of the Midland–Kalamunda–Lesmurdie Secondary Route to accommodate the constrained terrain.
- **Headingly Street**: Investigate as an alternative alignment for the Midland–Kalamunda–Lesmurdie Secondary Route, linking the Railway Heritage Trail with the proposed Canning Road cycling corridor.
- **Central Road – Central Mall**: Develop a connection between the Railway Heritage Trail, Kalamunda Senior High School, and the Canning Road corridor, with careful integration through the town centre.
- **Lindsay Street – Boonooloo Road – McRae Road**: Investigate a north–south connection linking the Midland–Kalamunda–Lesmurdie Secondary Route with Kalamunda Primary School, Kalamunda Senior High School, and surrounding residential areas, subject to further assessment of route gradients.

Kalamunda Town Centre Safe Active Streets



6.5 Other Shared Paths

In addition to the nominated Secondary Routes, Local Routes and Safe Active Streets outlined in the preceding sections of this report there are many other missing links in the City's shared path network. While these missing links may not form part of major continuous road biking routes they can be the difference between encouraging a parent to ride to school with their child or take up cycling as part of a more active lifestyle.

A review of missing links within the City has been undertaken and the sections listed below have been identified for future shared path funding.

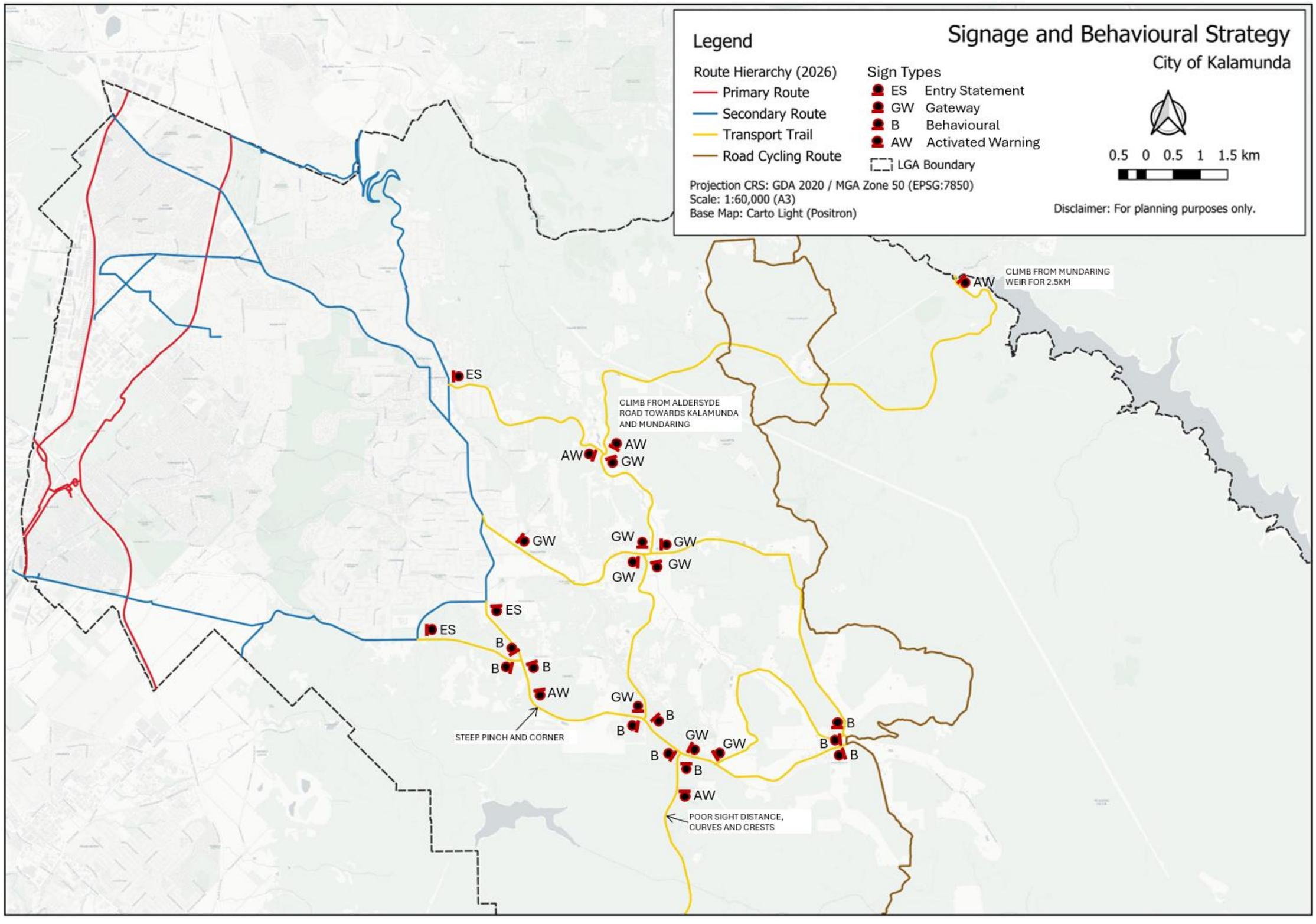
Suburb	Street	From	To	Comments
Bickley	First Ave	Nairn Rd	Lawnbrook Rd E	Serves Carmel Adventist College (Primary), replacing narrow footpath.
Gooseberry Hill	Ledger Rd	Huntley St	Aboyne Rd	Serves Gooseberry Hill Primary School, replacing narrow footpath in front of school.
Kalamunda	Burma Rd	Connor Rd	Orange Valley Rd	Serves Falls Road Primary School, replacing narrow footpath.
Lesmurdie	Albert Rd	Reid Rd	Arthur Rd	Serves Lesmurdie Senior High School, replacing narrow footpath.
Lesmurdie	Gladys Rd	Welshpool Rd E	Grove Rd	Serves Mazenod College and Lesmurdie Primary School, replacing narrow footpaths.
Lesmurdie	Grove Rd	George Rd	Chislehurst Rd	Missing link in a continuous shared path route.
Lesmurdie	Lesmurdie Rd	Welshpool Rd E	Rootes Rd	Missing link in a continuous shared path route, replacing a narrow footpath.
Lesmurdie	Reid Rd	Albert Rd	Pomeroy Rd	Serves Lesmurdie Senior High School, replacing narrow footpath.
Lesmurdie	Sanderson Rd	Wiloughby Rd	Gilroy Rd	Serves Lesmurdie Primary School, replacing narrow footpath in front of school.
Lesmurdie	Trafalgar Road - Kimbarlee Way	Waterloo Cres	Falls Road	Serves Falls Road Primary School, replacing narrow footpath.

6.6 Road Cycling Routes

The City of Kalamunda is a premium destination for recreational / road cyclists; both for single riders and for group / club rides. These types of riders are attracted to relatively low traffic volumes, uncongested riding environments, scenery, which suit the desired road cycling patterns.

- **Welshpool Road East (east of Pomeroy Road)** – Install additional signage to warn drivers of cyclists, improve the safety at Lesmurdie Road intersection, widening of the road in selected sections from Lesmurdie Road to Canning Road to allow drivers overtake cyclists.
- **Canning Road (south of Pomeroy Road)** – in the long term Canning Road should be widened to provide 2m wide sealed shoulders. In the short to medium term targeted widening at selected sections is recommended to reduce conflict between cyclist and drivers. A Road Safety Audit should be undertaken to inform identify the level of risk, assist the City to seek external funding and identify targeted staged improvements.
- **Mundaring Weir Road** – recondition of road pavement edges to allow cyclist to keep as far left as possible and identify sections where widening can be achieved. A Road Safety Audit should be undertaken to inform identify the level of risk, assist the City to seek external funding and identify targeted staged improvements
- **Signage and Behavioural Strategies** – develop a signage strategy that focuses on informing road users to expect to see cyclists, particularly on the popular training routes, and encourage safe and courteous behaviour from all road users.

Road Cycling Route Signage and Behavioural Strategy



7 SCHEDULE OF WORKS

Short Term Projects (0-10 years, <$250,000 per year) subject to funding availability

Item	Route	Primary Route	Start	End	Cost Estimate
80b	Roe Highway	Roe Highway PSP Completion	Kalamunda Road	Brinsmead Road (Northern City Boundary)	$1,056,000
81b	Tonkin Highway	PSP Completion	Welshpool Road East	Kelvin Road/ Mills Road	$2,096,000
81a	Tonkin Highway	PSP Extension on the Northern Side (including link to Hartfield Park)	Roe Highway	Welshpool Road East	$2,288,000
82a	Freight Railway / Dundas Road	Dundas Road PSP	Tonkin Highway	High Wycombe Train Station	$4,128,000
82b	Freight Railway / Dundas Road	Dundas Road PSP	High Wycombe Train Station	Wittenoom Road	$1,168,000
1a	Hills Spine	Zig Zag Option A	Ridge Hill Road	Ocean View Parade	$56,000
1c	Hills Spine	Kalamunda Railway Heritage Trail Sealed Path	Hill Street	Elizabeth Street	$480,000
1d	Hills Spine	Kalamunda Town Centre Section Options Study	Canning Road	Elizabeth Street	$80,000
3a	High Wycombe Train Station Connection	Maida Vale Road Protected Cycle Lanes Stage 1	High Wycombe Train Station	Priory Road	$1,744,000
3b	High Wycombe Train Station Connection	TOD Connector Road Protected Cycle Lanes Stage 1	High Wycombe Train Station	Roe Highway	$2,336,000
3d	High Wycombe Train Station Connection	Milner Road Protected Cycle Lanes	Maida Vale Road	Dundas Road	$992,000
20g	Foothills Spine	Hartfield Road Shared Path	Hale Road or Morrison Road	Sussex Road	$136,000
21i	High Wycombe Local Route Spurs	Norling Road & Newburn Road Shared Path	Kiandra Way/ Norling Road	Maida Vale Road	$512,000
21j	High Wycombe Local Route	Crake Court Public Access Way Upgrade	Kiandra Way	Newburn Road	$40,000
25b	Lesmurdie Local Routes	Burma Road Shared Path Extension	Orange Valley Road	Connor Road	$112,000
25c	Lesmurdie Local Routes	Trafalgar Road - Kimbarlee Way Path Upgrade	Waterloo Crescent	Falls Road	$176,000
25d	Lesmurdie Local Routes	Grove Road Shared Path Missing Link 1	George Road	Gladys Road	$176,000
25e	Lesmurdie Local Routes	Grove Road Shared Path Missing Link 2	Lesmurdie Road	Rooth Road	$192,000
44	Forrestfield (Gala Way)	Gala Way Safe Active Street	Fruit Tree Crescent	Hawtin Road	$80,000
61b	Canning Road	Targeted Shoulder Widening Stage 1	Pickering Brook Road	City Boundary	$720,000
61c	Canning Road	Targeted Shoulder Widening Stage 2	Pomeroy Road	Pickering Brook Road	$800,000
64b	Mundaring Weir Road	Targeted Shoulder Widening Stage 1	Railway Road	City Boundary	$720,000
64c	Mundaring Weir Road	Targeted Shoulder Widening Stage 2	Railway Road	City Boundary	$800,000
TOTAL COST ESTIMATE (0-10 Years)					$20,888,000
CITY FUNDED					$3,280,000

Medium Term Projects (Aspirational) subject to funding availability

Item	Route	Primary Route	Start	End	Cost Estimate
1b	Hills Spine	Lascelles Parade / William Street Safe Active Street	Zig Zag Scenic Drive	Hill Street	$1,024,000
1e	Hills Spine	Canning Road Buffered Bike Lanes Stage 1	Kalamunda Road	Railway Road	$1,216,000
1f	Hills Spine	Canning Road Buffered Bike Lanes Stage 2	Railway Road	Lesmurdie Road	$1,920,000
2c	Kalamunda Road	Sealed Shoulder	Fernan Road	Abernethy Road	$896,000
21a	High Wycombe Local Route	Fernan Road Safe Active Street	Kalamunda Road	Hamilton Road	$320,000
21b	High Wycombe Local Route	Hamilton Street Safe Active Street	Wittenoom Road	Kiandra Way	$752,000
21c	High Wycombe Local Route	Kiandra Way Safe Active Street	Western Avenue	Norling Road	$1,056,000
21g	High Wycombe Local Route Spurs	Munday Road Shared Path	Wittenoom Road/ Hamilton Street	Dundas Road	$432,000
22b	Berkshire & Dundas Road	Berkshire Road (East of Roe Highway) Shared Path Upgrade	Apricot Street	Hawtin Road	$1,424,000
25f	Lesmurdie Local Routes	Gladys Road Shared Path Section 1	Grove Road	George Road	$592,000
40a	Forrestfield (Bauhinia Road)	Bauhinia Road SAS	Dawson Avenue	Magnolia Way	$384,000
40b	Forrestfield (Bauhinia Road)	Dawson Ave Shared Path	Cedar Way	Bauhinia Road	$104,000
40c	Forrestfield (Bauhinia Road)	Cedar Way SAS	Cedar Way	Dawson Avenue	$384,000
40d	Forrestfield (Bauhinia Road)	Shared Path Upgrade - Bridge Over Woodlupine Brook	Cedar Way	Peach Tree Way	$432,000
40e	Forrestfield (Bauhinia Road)	Peach Tree Way SAS	-	-	$416,000
41a	Forrestfield (Hibiscus Drive)	Hale Road Shared Path	Hannover Street	Hibiscus Drive	$688,000
41b	Forrestfield (Hibiscus Drive)	Hibiscus Drive SAS	Bougainvillea Avenue	Strelitzia Avenue	$528,000
41c	Forrestfield (Hibiscus Drive)	Bougainvillea Avenue Shared Path	Hibiscus Drive	Dawson Avenue	$384,000
41d	Forrestfield (Hibiscus Drive)	Dawson Avenue Shared Path Upgrade	Bougainvillea Avenue	Pavetta Crescent	$416,000
41e	Forrestfield (Hibiscus Drive)	Pavetta Crescent SAS	Dawson Avenue	Roe Highway	$320,000
47b	Kalamunda Township	Central Road / Central Mall Option	Canning Road	Railway Road	$816,000
TOTAL COST ESTIMATE (Aspirational)					$14,504,000
CITY FUNDED					$8,692,800

New Projects (Time Horizon to be Determined)

Project No.	Routes	Description	Start	End	Total Project Cost Estimate
HWS1	Maida Vale Road	METRONET East High Wycombe Structure Plan	Dundas Rd	Butcher Rd	$626,500
HWS2	Ibis Place	METRONET East High Wycombe Structure Plan	Maida Vale Rd	TOD Connector Rd	$183,500
HWS3	Milner Road	METRONET East High Wycombe Structure Plan	Berkshire Rd	Stewart Rd	$1,260,000
HWS4	Eureka Street	METRONET East High Wycombe Structure Plan	Milner Rd	Sultana Road W	$513,000
HWS5	TOD Connector Blvd (N of Milner Rd)	METRONET East High Wycombe Structure Plan	High Wycombe Stn	Milner Rd	$495,000
HWS6	Raven Street	METRONET East High Wycombe Structure Plan	Maida Vale Rd	Milner Rd	$396,000
HWS7	TOD Connector Blvd (S of Milner Rd)	METRONET East High Wycombe Structure Plan	Milner Rd	LSP Boundary	$157,500
HWS8	Milner Road	High Wycombe South Local Structure Plan	Sultana Road W	LSP Boundary	$1,011,000
HWS9	Sultana Road West	High Wycombe South Local Structure Plan	Milner Road	LSP Boundary	$1,685,000
HWS10	TOD Connector Blvd (W of Brae Rd)	High Wycombe South Local Structure Plan	LSP Boundary	Brae Rd	$376,000
HWS11	TOD Connector Blvd (S of Brae Rd)	High Wycombe South Local Structure Plan	Brae Rd	Brand Rd	$505,500
HWS12	Brae Road	High Wycombe South Local Structure Plan	TOD Connector	Brand Rd	$1,153,500
HWS13	Stewart Road	High Wycombe South Local Structure Plan	Milner Road	Brae Rd	$764,500
HWS14	Brand Road (N of TOD Connector)	High Wycombe South Local Structure Plan	Brae Rd	TOD Connector	$1,555,000
HWS15	Brand Road (S of TOD Connector)	High Wycombe South Local Structure Plan	TOD Connector	Sultana Rd W	$360,000
HWS16	Berkshire Road (S of Harrison Rd)	Forrestfield High Wycombe Industrial Area Local Structure Plan	Harrison Rd	Berkshire Rd / Roe Hwy Interchange	$225,000
HWS17	Sultana Road West	Forrestfield High Wycombe Industrial Area Local Structure Plan	Milner Road	LSP Boundary	$842,500
HWS18	Milner Road (S of Sultana Rd W)	Forrestfield High Wycombe Industrial Area Local Structure Plan	Berkshire Rd	Sultana Rd W	$657,000
WG1	Brentwood Road (N of Neighbourhood Connector Rd)	Proposed Wattle Grove South LSP	Crystal Brook Rd	Neighbourhood Connector Rd	$421,000
WG2	Brentwood Road (S of Neighbourhood Connector Rd)	Proposed Wattle Grove South LSP	Neighbourhood Connector Rd	Tonkin Hwy PSP	$261,000
WG3	Victoria Road	Proposed Wattle Grove South LSP	Crystal Brook Rd	Tonkin Hwy PSP	$1,260,000
WG4	Neighbourhood Connector Rd (Brentwood Rd to Victoria Rd)	Proposed Wattle Grove South LSP	Brentwood Rd	Victoria Rd	$745,000
WG5	Neighbourhood Connector Rd (S of Victoria Rd)	Proposed Wattle Grove South LSP	Victoria Rd	LSP Boundary	$315,000
WG6	Primary School Cell Path	Proposed Wattle Grove South LSP	Access Rd	Neighbourhood Connector Rd	$459,000
WG7	Access Rd Path	Proposed Wattle Grove South LSP	Crystal Brook Rd	Neighbourhood Connector Rd	$389,000
HS1	Sadler Drive	Hills Spine Missing Link	Midland Road PSP	Broadmeadows Dr	$675,000
HS2	Broadmeadows Drive	Hills Spine Missing Link	Sadler Dr	Path	$135,000
HS3	Path (Broadmeadows Dr to Ridge Hill Rd)	Hills Spine Missing Link	Broadmeadows Drive W	Broadmeadows Drive E	$1,440,000
HS4	Adelaide Street	Hills Spine Missing Link	Roe Hwy PSP	Midland Road PSP	$540,000
TOTAL COST ESTIMATE					**$19,406,500**

8 ACTION PLAN

The Action Plan summarises all the recommendation provided in this Bike Plan, incorporating the timeframe and priorities

Category	No	Action	Performance Measure (KPI)	Priority
Infrastructure	1	Upgrade and expand cycling network as per the Schedule of Works (refer to Section 10.2)	Percentage of Schedule of Works projects completed or underway each year.	High
Maintenance	2	Regularly maintain roads and paths to ensure facilities are in good condition.	Routine inspections completed and reported defects rectified within the City's maintenance program.	High
	3	Regularly prune vegetation to ensure that facilities are accessible	Reported vegetation hazards addressed within the City's maintenance response time.	High
Advocacy	4	Advocate the State Government agencies or elected members for funding of major projects (e.g. Forrestfield Airport Link, PSPs)	Number of funding submissions or advocacy initiatives undertaken annually.	High
	5	Participate in the planning and design process of major projects (e.g. Roe Highway PSP) and ensure connections to local neighbourhoods are included within the scope	Participation in relevant project meetings and incorporation of local cycling connections where feasible.	High
	6	Assign resource time to implement advocacy actions	Staff resources allocated to advocacy activities each financial year.	Medium
Behaviour Change and Awareness	7	Raise awareness of cycling by including information regarding cycling related activities on the City's website, newsletter, and social media	Number of cycling-related communications or campaigns delivered annually.	High
	8	Make cycling related information such as route maps, road rules, safety, and cycling etiquette easily accessible, either electronically or in print form.	Cycling information maintained and updated on the City's website and publications.	Medium
	9	Communicate new cycling infrastructure concepts (e.g. Safe Active Street) to residents through easily accessible means.	Community engagement activities undertaken for new infrastructure projects	Medium
	10	Promote the completion of new cycling infrastructure or routes through related community or cycling events.	Number of community events or promotional activities associated with new infrastructure.	High
	11	Provide cycling education courses and lead rides to encourage inexperience riders to ride more often	Number of education sessions and participant attendance each year.	Medium
	12	Participate in Super Tuesday annual bike count event and Bike Week to promote cycling and provide positive reinforcement to existing bike riders.	Annual participation in Super Tuesday and Bike Week activities.	High
	13	Investigate the feasibility of a bicycle library scheme, potentially in libraries at Kalamunda, Forrestfield, and High Wycombe.	Feasibility study completion within 5 years and number of recommendations presented to the City.	Low
	14	Provide drivers education for City staff to encourage better road use behaviour, including sharing the road with bike riders.	Number of LGA staff participating in driver awareness training annually.	Low
	15	Collaborate with WestCycle to lobby MRWA and the Road Safety Commission to implement a Targeted Driver Education Program.	Joint advocacy initiatives or meetings undertaken annually.	Low
	16	Assign resource time (e.g. TravelSmart officer) to implement the Behaviour Change and Awareness actions.	Staff position or equivalent resources allocated to deliver behaviour change initiatives.	High
School Programs	17	Conduct programs, such as cycling lessons and sport events, at schools within the City to encourage cycling uptake	Number of schools participating and programs delivered annually.	High
	18	Encourage schools to participate in Your Move program.	Number (or proportion) of City schools participating in the Your Move program.	High
Cycling Tourism	19	Commission a detailed investigation into the opportunities and benefits of promoting cycling tourism in the City and develop an Action Plan	Completion of Investigation and Cycling Tourism Action Plan within next 5 years	Low
	20	Establish a funding stream to assist businesses in becoming 'Bicycle Friendly Businesses' – e.g. by part-funding additional bicycle parking	Funding program established and number of businesses supported within the next 5 years	Low
End-of-trip (EoT) facilities	21	Conduct an audit of existing EoT facilities to identify and create/update an inventory and map of EoT facilities within the City. Provide updated inventory to DTMI for inclusion in the Comprehensive Bike Maps.	Audit completed, inventory maintained and submitted to DTMI for mapping updates within the next 5 years	Medium
	22	Provide suitable EoT facilities at public lands (parks, library) that are managed by the City	Number of new or upgraded public EoT facilities installed annually.	High
	23	Update the Local Planning Scheme to include requirements for EoT facilities for new developments or create a new bicycle parking policy	Adoption of a Local Planning Scheme amendment or bicycle parking policy within the next 5 years	High



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