

Appendix A

POLICY REVIEW





PTG.03210 – City of Kalamunda – Local Bicycle Plan 2026	Literature Review

This document provides a review of relevant national, state, regional, and local policies, strategies, frameworks, and plans to ensure that the **City of Kalamunda Local Bicycle Plan 2026** is aligned with higher-order policy directions, reflects regional transport and land use strategies, and integrates with the City's own planning and financial frameworks.

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National Level

National Urban Policy (2024)

The *National Urban Policy* sets a shared vision of the Australian, state, and territory governments for sustainable and inclusive urban growth. It aims for metropolitan regions that are well-connected, foster active transport, drive innovation, and function as hubs of productivity. The framework is built around three national urban goals:

- Liveable and Equitable
- Productive and Innovative
- Sustainable and Resilient.

The policy is implemented through **five principles**: equity and inclusion in planning, economic growth and innovation through investment, sustainability and climate resilience in design, collaborative governance, and evidence-based decision-making of which two are identified to be most relevant to the *City of Kalamunda Bicycle Plan 2026*:

Principle 1: Equitable and inclusive outcomes – urban places should be affordable and accessible, providing all people with access to services, employment, and transport. This supports cycling as an affordable, inclusive mobility option across the City.

Principle 3: Sustainable and climate-resilient environments – design should enhance health and wellbeing through active lifestyles, ensure equitable access to green and blue spaces, and promote innovation in sustainable development. This reinforces the role of cycling in reducing emissions, building resilience, and improving community health.

Aligning Kalamunda's Bicycle Plan with the *National Urban Policy* ensures that local initiatives resonate with broader state and federal priorities, thereby strengthening the strategic justification for investment and funding.

National Road Safety Strategy 2021-30

The *National Road Safety Strategy 2021–30* establishes Australia's national approach to reducing road trauma under the Safe System framework. It sets the goal of halving road deaths and reducing serious injuries by 30% by 2030, with a longer-term vision of zero fatalities and serious injuries (Vision Zero). The strategy emphasises safer roads, safer vehicles, safer speeds, and safer road users, supported by strong governance and data-driven monitoring.

Key directions relevant to the *City of Kalamunda Bicycle Plan 2026* include:

1. **Safe Infrastructure**: Calls for investment in separated and protected cycling infrastructure, intersection upgrades, and safer crossings to reduce cyclist vulnerability.

2. **Safe Speeds**: Supports lower speed limits in areas with high pedestrian and cyclist activity to reduce crash severity.
3. **Safe Road Users**: Promotes education and behaviour-change initiatives to encourage mutual respect between drivers and cyclists.
4. **Equity in Safety**: Recognises vulnerable road users—including cyclists—as a national priority group for protection.

By aligning with this strategy, the Bicycle Plan can demonstrate how safer cycling infrastructure contributes to national targets for road trauma reduction. This connection strengthens the justification for local investment in protected cycleways, speed management, and community safety programs.

National Cycling Strategy Implementation Report (2016)

The *National Cycling Strategy Implementation Report 2016* reviewed progress under the *National Cycling Strategy 2011–2016*, which sought to double cycling participation by 2016. The report assessed actions across infrastructure, safety, integration with transport systems, and promotion of cycling. It highlighted that while progress had been made in policy adoption and network planning, challenges remained in funding, consistent data collection, and delivery of infrastructure at scale.

Key findings relevant to the *City of Kalamunda Bicycle Plan 2026* include:

1. **Participation Trends:** Cycling uptake was uneven across regions, with greater growth where connected, safe infrastructure was delivered—demonstrating the value of continuous networks.
2. **Barriers Identified:** Lack of sustained investment, inconsistent design standards, and limited monitoring were recurring issues, underscoring the importance of strong governance at the local level.
3. **Best Practice Lessons:** Successes were linked to integrated planning with land use and public transport, alongside community engagement and education programs.

For Kalamunda, the report provides lessons learned: the Bicycle Plan should prioritise network continuity, robust monitoring, and integration with wider transport systems. It also justifies the need for dedicated funding streams and governance mechanisms to avoid repeating past implementation gaps.

State Level

Western Australia Bicycle Network Plan 2014-2031

The *WABN Plan 2014–2031* sets out the State's long-term framework for improving cycling infrastructure and participation, aiming to make cycling a safe, convenient, and mainstream mode of transport across Western Australia. Its objectives include expanding the Principal Shared Path (PSP) network, developing local bicycle routes, improving end-of-trip facilities, and ensuring cycling is fully integrated into land use and transport planning.

The plan also highlights the importance of state–local government collaboration, consistent design standards, and investment in projects that connect people to schools, workplaces, and public transport, while also identifying potential funding avenues for local governments.

The plan is structured around five strategic themes:

- **Infrastructure:** Deliver a safe, connected, and continuous cycling network.
- **Programs:** Support education, promotion, and initiatives to encourage cycling.
- **Planning:** Integrate cycling into transport and land use planning at all levels.
- **Safety:** Improve cyclist safety through infrastructure, awareness, and enforcement.
- **Governance:** Strengthen partnerships and coordination across agencies.

As the overarching state framework, the WABN Plan provides clear direction for the *City of Kalamunda's Local Bicycle Plan* by reinforcing the need for collaboration, consistent design standards, and targeted investment in projects that enhance connectivity to schools, workplaces, and community hubs.

Regional Integrated Transport Strategy 2017-2021

The *Regional Integrated Transport Strategy (RITS) 2017–2021* was developed by the Easterm Metropolitan Regional Council (EMRC) to provide a coordinated framework for transport planning across Perth's Eastern Region. It addresses the interconnectedness of land use and transport, recognising the need for integrated planning to ensure efficient, safe, and sustainable movement of people and goods.

The Strategy emphasises reducing car dependency, expanding walking and cycling infrastructure, enhancing public transport services, and maintaining efficient road and freight networks. It also highlights sustainability and climate goals by promoting emissions reduction and investment in active transport.

Among its key directions which are directly relevant with Kalamunda's Bike Plan include:

1. **Integrated Land Use and Transport:** Support compact urban growth by aligning transport corridors with new development.
2. **Active Transport:** Develop walking and cycling networks that provide safe, continuous, and accessible alternatives to driving.
3. **Road Network Efficiency:** Improve safety and manage congestion through targeted upgrades and demand management.

It sets the regional transport priorities that Kalamunda must integrate into its Local Bicycle Plan. Its emphasis on active transport expansion supports the City's efforts to connect suburbs, schools, and activity centres with safe and continuous cycling routes.

North-East Sub-regional Planning Framework (2018)

The North-East Sub-regional Planning Framework, part of the *Perth and Peel @ 3.5 Million* plan, provides the spatial strategy for accommodating population and employment growth in Perth's north-east, which includes the City of Kalamunda.

It sets out where growth will occur, the hierarchy of activity centres, and the infrastructure required to support development. The framework emphasises compact and connected urban form, efficient transport corridors, and integration of housing, employment, and environmental conservation. Cycling and walking are identified as key to creating accessible centres and reducing reliance on cars.

Among its key directions which are directly relevant with Kalamunda's Bike Plan include:

Activity Centres and Corridors: Identify and strengthen a network of centres and growth areas that require strong transport and cycling connections.

Transport Infrastructure: Plan for road, public transport, and active transport improvements to support future growth.

The Framework provides the "where" for future demand — identifying activity centres, urban growth precincts, and strategic corridors that will shape Kalamunda's future transport needs. For the Bike Plan, it means prioritising cycle routes that connect to growth areas, activity centres, and regional corridors.

Active Transport Infrastructure Policy and Supplements (2021-22)

The *Active Transport Infrastructure Policy (2021) and its Supplements (2022)* as published by the Department of Transport WA sets the framework for planning and delivering walking, cycling, and micromobility infrastructure along State-controlled roads and rail corridors, replacing the *Main Roads WA Cycling Infrastructure Policy (2000)* and complementing *PTA's Accessibility Policy*.

The key principles of the policy could be summarised as follows:

- **Active transport** is a **core mode** that must be prioritised in planning and design.
- **Networks** should be **continuous**, **high quality**, and **accessible** for all ages and abilities.
- **Integration** at early project stages **cost-effective**, **sustainable** outcomes.

The policy directly supports Kalamunda's efforts to deliver an inclusive, safe, and connected bicycle network. It underscores the need for integration with the **Long-Term Cycle Network (LTCN)** and ensures consistency with State priorities for sustainable mobility, climate resilience, and health. For Kalamunda, this means embedding cycling and walking infrastructure in local road upgrades and public transport connections, ensuring projects align with state standards, and leveraging behaviour change programs to boost uptake.

Long-Term Cycle Network (LTCN) Change Management Process: Interim Guidance

The *Long-Term Cycle Network (LTCN) Change Management Process: Interim Guidance* establishes the Department of Transport WA's process for maintaining and updating the Perth and Peel Long-Term Cycle Network to ensure it remains current, strategically aligned, and eligible for WA Bicycle Network funding. The guidance recognises that local bike plans, transport strategies, major infrastructure projects, and detailed route investigations may necessitate amendments to the LTCN.

The key principles of the guidance can be summarised as follows:

- LTCN should be maintained as an accurate and coordinated long-term network through **structured collaboration** between **state** and **local governments**.
- Proposed network changes should be supported by **strategic justification**, **stakeholder consultation**, and assessment of network-wide impacts.
- Route amendments should follow a **formal approval process** proportionate to their **significance** to ensure consistency and funding eligibility.

The guidance is directly relevant to the Kalamunda Bike Plan as the Plan serves as a key input into future updates of the **LTCN**. It reinforces the importance of developing a strategically justified and connected local cycling network that aligns with the State's cycling hierarchy, while ensuring that any proposed route changes are supported by appropriate evidence, stakeholder endorsement, and consideration of broader network connectivity.

Perth and Peel Mountain Bike Master Plan

The *Perth and Peel Mountain Bike Master Plan* was developed by WestCycle, with support from the State Government, Lotterywest and the West Australian Mountain Bike Association in 2017 to map out the development and management of mountain-bike trail networks across the Perth and Peel regions. It balances the recreational and tourism potential of mountain biking with environmental protection, community engagement, and sustainable governance models.

The plan identifies priority trail locations, sets trail classifications and standards, and outlines governance structures for managing trail networks over the long term.

The Master Plan sets out a range of key directions to undertake which include:

- Developing a **strategic trail network** that provides **connected** facilities at local and regional levels, particularly in **high-demand** areas such as **Kalamunda**.
- Ensuring **sustainable** development and management to environmental impacts while maintaining quality user experiences.
- Strengthening **governance** and **partnerships** between state agencies, local governments, land managers, and user groups.

Kalamunda already hosts one of the region's most popular mountain bike networks. The Master Plan underscores the need to protect and enhance these assets, ensure sustainable trail management, and leverage mountain biking's tourism potential. It also reinforces the role of state–local collaboration and consistent standards, providing guidance for integrating recreational mountain biking with the City's broader cycling strategy.

Our Bike Path 2022-2026 (2023)

The *Our Bike Path 2022–2026* builds on the 2014–2020 plan, setting out a unified vision and strategic priorities for WA's bike riding community. It is a community-led framework that defines cycling's wider benefits, identifies priorities and challenges, promotes participation, and elevates cycling in planning and investment decisions.

The plan focuses on the following themes and components

- **Four objectives**: contribution, priorities, planning platform, participation
- **Core principles**: safety, collaboration, innovation, respect, sustainability, inclusion
- **Community-led** and **stakeholder-driven** approach
- **Strategic priorities** to guide all organisations, not just one entity

The plan provides a consistent framework for aligning local bike initiatives with state-wide priorities, strengthens advocacy for funding and partnerships, and reinforces the importance of safety, inclusivity, and community engagement in the Local Bike Plan 2026.

Local Level

City of Kalamunda Bicycle Plan (2017)

The *City of Kalamunda's Bicycle Plan* established a structured framework for cycling in the City, combining policy alignment, community consultation, network planning, and staged delivery mechanisms. It adopted a hierarchical network approach (primary, secondary, and local routes), supported by complementary education and behaviour change programs. The plan reflected best practice at the time balancing strategic spines (e.g., Roe Highway, Hills Spine) with neighbourhood-scale connectivity (e.g., Safe Active Streets), while embedding supporting measures such as school engagement and a Bicycle Library initiative.

As the current project involves updating the City of Kalamunda Bicycle Plan, this document provides the primary baseline for assessing previous recommendations, implementation outcomes, and opportunities for future network development.

The plan features the following framework:

1. **Evidence and Policy Context:** The plan referenced national and state strategies, demonstrating vertical integration.
2. **Community Input:** Consultation directly shaped corridor prioritisation, ensuring local uptake of the proposed network.
3. **Network Hierarchy:** Applied a three-tier model (primary–secondary–local) for route classification, consistent with state guidance.
4. **Design Interventions:** Introduced Safe Active Streets as an innovative local response to traffic calming and cycling safety.
5. **Delivery Tools:** Included an Action Plan and Schedule of Works, providing a structured pipeline for implementation and monitoring.

The plan provides a **baseline for evaluation**. It identifies the strategic corridors, local connections, and community-driven priorities that remain critical today. For the new plan, the focus will be on assessing which projects were delivered, where gaps remain, and how the network should evolve to integrate **state-level frameworks** (e.g., WABN Plan, Active Transport Policy) and **new local strategies** (e.g., Pathways AMP, Activity Centre Plans). The education and Safe Active Streets components are also directly relevant for scaling community-focused initiatives alongside infrastructure delivery.

Pathways Asset Management Plan 2025-2029 (2025)

The *Pathways Asset Management Plan (AMP) 2025–2029* establishes the city's long-term framework for managing shared paths, footpaths, and cycleways as physical assets. It applies **asset management methodology** covering inventory, condition assessment, lifecycle costing, risk management, and renewal planning to ensure safe, functional, and financially sustainable infrastructure.

The plan is tied to the city's broader financial and strategic planning frameworks, particularly the Long-Term Financial Plan and Strategic Community Plan, ensuring funding allocations align with service levels and community expectations.

The plan features the following framework:

1. **Inventory and Condition Data:** The plan consolidates asset data, including network extent, material types, and condition ratings, forming the basis for objective prioritisation.
2. **Lifecycle Management:** Applies lifecycle principles—planning, acquisition, operation, renewal, and disposal—to optimise performance and minimise whole-of-life costs.
3. **Risk and Service Levels:** Defines risk tolerances and service level standards (e.g., accessibility, safety, connectivity), linking them to budget implications.
4. **Prioritisation and Funding:** Provides a prioritisation model for renewal and upgrade works, supported by funding strategies and forward works programs.
5. **Integration with Other Networks:** Recognises overlaps with transport, recreation, and community infrastructure planning, highlighting shared responsibilities across departments.

The plan serves as a critical delivery tool for the Bicycle Plan, ensuring that cycling projects are not treated as one-off capital works but embedded into the city's asset lifecycle system, as well as provides the technical and financial backbone in implementation, ensuring projects are both deliverable and maintainable in the long term.

Kalamunda Advancing 2031: Strategic Community Plan (2024)

The *Strategic Community Plan (SCP) Kalamunda Advancing 2031: Strategic Community Plan (2024)* is the City's overarching visioning document that establishes long-term priorities for social, economic, and environmental outcomes. While broad in scope, it emphasises **connected communities, sustainable urban growth, and enhanced quality of life**, all of which where Cycling has a direct impact.

The SCP identifies **community wellbeing** and **accessibility** as key performance outcomes, where active transport including cycling plays a critical role. It also recognises **climate resilience** and **environmental stewardship** as priorities, which the Bicycle Plan supports through the promotion of low-emission mobility.

For the Bicycle Plan, it provides **strategic justification** and a framework for alignment:

- **Direct Contribution:** Investment in cycling infrastructure supports SCP objectives such as **active lifestyles, safe and attractive neighbourhoods, and inclusive mobility options for all ages and abilities**.
- **Implementation Mechanism:** The Bicycle Plan operationalises the SCP's higher-level aspirations through **specific corridor and network projects**.
- **Service Integration:** Service-level targets (e.g., **path width, surface quality, accessibility standards**) should be harmonised with benchmarks in the Pathways Asset Management Plan to ensure consistency across City documents.

Aligning the Bicycle Plan with the SCP strengthens its case for resourcing and ensures that cycling projects are **prioritised in future funding rounds** by demonstrating clear delivery against community-identified long-term goals.

Kalamunda Accountable: Long Term Financial Plan to 2036 (2021)

The City's *Long Term Financial Plan to 2036* is a statutory financial sustainability document that models projected revenues, expenditures, and capital investment priorities over a 15-year horizon. Its purpose is to ensure that the City's strategic objectives, as set out in the Strategic Community Plan, are realistically funded and deliverable. The plan identifies financial capacity, borrowing limits, and prioritisation frameworks that influence the scale and timing of infrastructure delivery, including active transport projects.

For the Bicycle Plan, the plan has several key points of alignment:

Strategic Funding Framework: It sets out the envelope of available funds for capital works, which the Bicycle Plan must align with to ensure cycling corridors and upgrades are sequenced within realistic funding horizons.

Cost Efficiency and Value: Projects that demonstrate strong **cost–benefit outcomes** (e.g., reduced congestion, improved health, avoided emissions) are more likely to secure inclusion in capital works schedules.

Integration with Grant Funding: The plan anticipates external co-funding (e.g., state and federal grants). Bicycle Plan projects should therefore be structured as **"shovel-ready" packages** that can be quickly matched with external funding opportunities.

Long-Term Service Levels: Financial forecasts in the LTFP are also linked to asset renewal cycles, meaning the Bicycle Plan should set **pathway design and maintenance standards** that can be sustained under projected operating budgets.

By aligning Bicycle Plan priorities with the plan, the City ensures that cycling infrastructure is not only strategically justified but also **financially deliverable**, reinforcing its eligibility for both internal allocation and external co-funding.

Community Health and Wellbeing Plan 2018-2022

The *Community Health and Wellbeing Plan 2018–2022 (CHWP)* establishes the City's framework for managing public health in line with the *Public Health Act 2016*. It prioritises physical activity, mental wellbeing, social inclusion, and healthy environments, setting out an integrated and collaborative approach to enable residents to lead healthy, productive, and fulfilling lives. Although its formal period has ended, the plan continues to provide a relevant policy lens, particularly in positioning active transport initiatives such as cycling as a key enabler of health and wellbeing outcomes in the City of Kalamunda.

The bicycle plan may align with goals of community health and wellbeing such as:

Physical Activity Promotion: Daily physical activity is promoted as a preventative health measure. Cycling infrastructure directly supports this objective by making active mobility safer and more attractive.

Mental Health and Wellbeing: Access to safe cycling routes contributes to stress reduction, opportunities for recreation, and community connection, all of which are recognised determinants of mental health.

Equity of Access: Inclusivity, particularly for children, older adults, and people with mobility limitations. The Bicycle Plan should embed **universal design standards** to ensure equitable access to facilities.

Healthy Environment: Cycling aligns with the plan's objectives to reduce pollution, promote green space use, and create liveable neighbourhoods.

For the City of Kalamunda, the Bicycle Plan acts as a **delivery mechanism** by embedding health into transport planning. By framing new corridors, Safe Active Streets, and end-of-trip facilities as **public health infrastructure**, cycling projects can be justified not only as **transport improvements** but also as **health investments**. This multi-benefit framing strengthens alignment with state public health goals and broadens eligibility for funding across both health and transport portfolios.

City of Kalamunda Local Planning Scheme No.3

The *City of Kalamunda Local Planning Scheme No.3* is the statutory instrument guiding land use, development, and zoning across the City of Kalamunda. It provides the legal framework for planning decisions, ensuring development aligns with strategic priorities, environmental protection, and community needs.

Cycling infrastructure is embedded indirectly through zoning provisions, development standards, and requirements for connectivity, particularly in relation to new subdivisions, mixed-use precincts, and public open spaces.

The local planning scheme includes the following themes which may be of relevance:

- Integration of land use and transport planning
- Provision for active transport networks within development approvals
- Protection of environmental and cultural assets
- Facilitation of safe, accessible, and connected community infrastructure

The scheme establishes the legal basis for ensuring cycling infrastructure is incorporated in all new developments. Alignment with the scheme ensures that the Bicycle Plan can influence subdivision design, path connections, and integration with public spaces and transport corridors.

City of Kalamunda Activity Centres Strategy (2021)

The *Activity Centres Strategy* provides a long-term framework for the planning and development of Kalamunda's activity centers, prioritizing growth, mixed-use development, and increased accessibility.

The strategy emphasizes creating compact, vibrant centers that integrate commercial, civic, and community functions while supporting a range of transport options. Active transport, including cycling, is highlighted as a key component in achieving connected, liveable, and sustainable urban centers.

Multimodal connectivity: The strategy encourages seamless integration of cycling routes with pedestrian networks, public transport hubs, and surrounding neighbourhoods.

Active transport prioritization: Emphasises safe and convenient walking and cycling access within centres and along key corridors.

Land use integration: Promotes mixed-use development that reduces travel distances and supports cycling as a practical commuting option.

Place-making and public realm: Encourages high-quality streetscapes, safe crossings, and amenities that enhance cycling convenience and comfort.

Sustainability and liveability: Supports low-emission transport modes, climate-responsive design, and access to community services for all ages and abilities.

The Bicycle Plan can leverage the strategy to identify high-priority corridors connecting residential areas to activity centers, optimize cycling infrastructure investment, and ensure new developments facilitate safe, convenient, and well-connected cycling. This also provides justification for integrating cycling considerations into future precinct-level design and redevelopment projects.

Kalamunda Activity Centre Precinct Structure Plan (2024)

The *Kalamunda Activity Centre Precinct Structure Plan (ACPSP)* provides a framework for the ongoing development and revitalization of the Kalamunda town centre, balancing its heritage, character, and commercial functionality with contemporary urban design. The plan addresses the town centre's current diversity in land use, topography, and built form, aiming to create cohesion, activation, and a functional mixed-use environment.

The precinct structure plan has identified key directions which may be of relevance:

Main Street Activation: Reinforce Haynes Street as a high-activity spine with mixed uses and pedestrian-friendly design.

Public and Civic Spaces: Introduce a multi-use civic space and shared streets to encourage social interaction and economic activity.

Cultural and Heritage Integration: Link Stirk Park, Zig Zag Cultural Centre, and the Bibbulmun Track to strengthen identity and engagement.

Connectivity and Accessibility: Ensure safe, legible pedestrian and cycling linkages throughout the centre and to surrounding areas.

Parking and Infrastructure: Consolidate parking to support walking and cycling while minimising car dominance.

The precinct structure plan guides key streets, shared spaces, and pedestrian/cyclist corridors where active transport infrastructure should be prioritised. Aligning the Bicycle Plan ensures cycling supports town centre activation, cultural engagement, and accessibility for all ages, providing justification for targeted investment in key routes and connections.

Bicycle Network's Super Counts (2024)

The *Bicycle Network's Super Counts*, including the annual *Super Tuesday* event, provides a large-scale, nationwide visual count of cyclists. These counts capture participation trends, peak times, and demographic information, supporting evidence-based decision-making for

local governments, planners, and cycling advocacy groups. The Super Counts data offers a robust dataset for analyzing cycling trends and informing infrastructure decisions. By aligning local planning efforts with national data, the City of Kalamunda can prioritize cycling initiatives that reflect broader patterns and needs. The inclusion of e-bike data also supports the development of infrastructure catering to diverse cycling modes.

The *City of Kalamunda Bicycle Plan (2017)* included participation in Super Tuesday and Bike Week as an **action plan measure** to promote cycling and positively reinforce existing riders. These events remain highly relevant to the formulation of the city's Bicycle Plan for 2026 as they provide updated, localized data on cycling activity, helping to monitor the effectiveness of network improvements, inform corridor prioritisation, and support targeted community engagement and promotional initiatives. Participation ensures continuity with previous strategies while strengthening the evidence base for future infrastructure and program investments.



Appendix B

HIGH WYCOMBE SOUTH / FORRESTFIELD NORTH STRUCTURE PLANS





LEGEND

Structure Plan Boundary

Region Scheme Reserves

- Parks and Recreation
- Primary Regional Road

Notice of Delegation

- Bush Forever

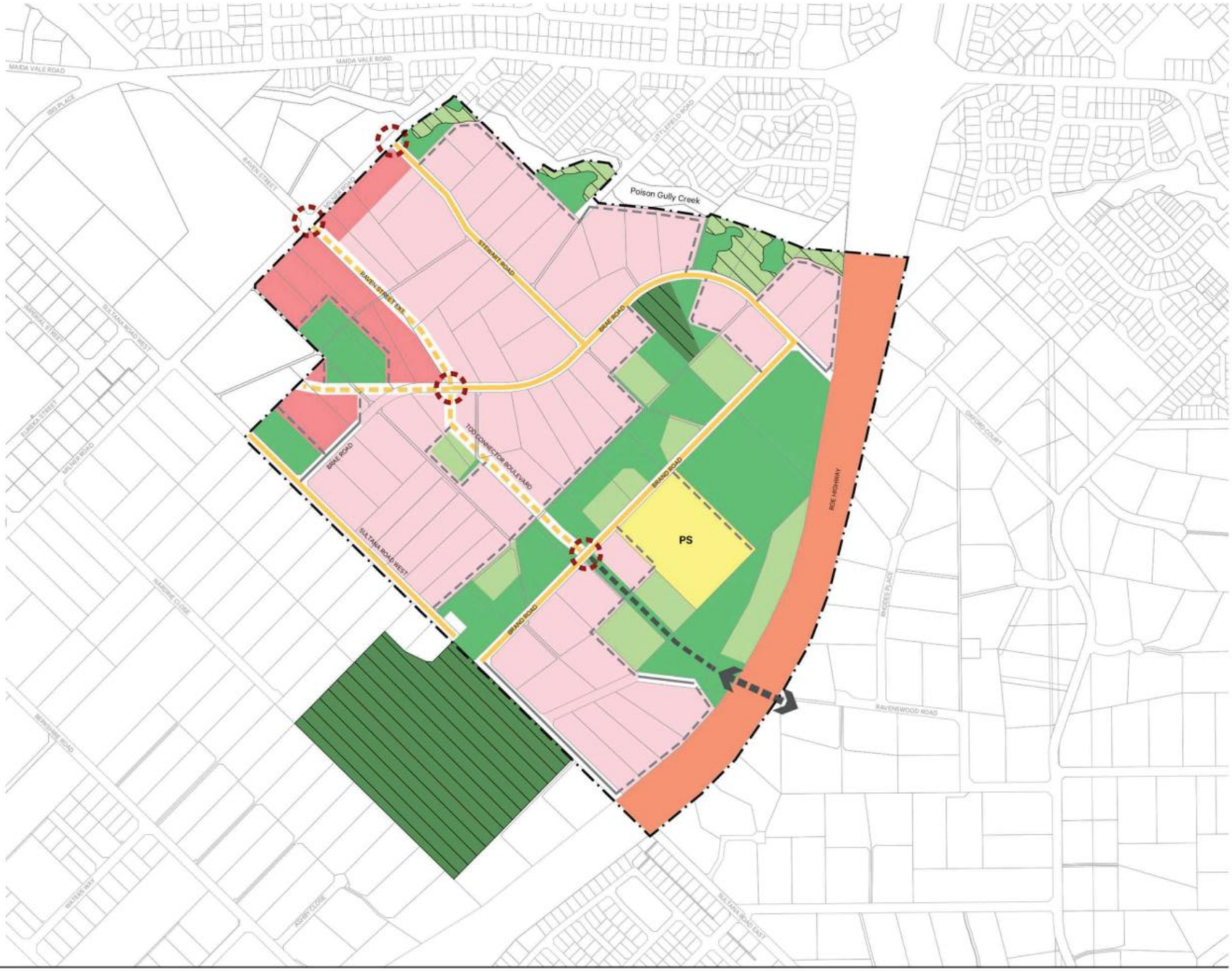
Land Use and Residential Density

- Environmental Conservation
- Local Open Space
- PS — Public Purposes - Primary School
- Residential Medium Density (R30 - R60) *
- Residential High Density (R60 - R100) *

Other Categories

- Neighbourhood Connector (Existing / Proposed)
- Local Street (Existing / Proposed)
- Proposed Roundabout
- Potential Future Fly-Over Roe Highway
- Future Connector

* *Applications for subdivision or development at the higher end of the density band shall be assessed against a range of criteria. Refer Part One, Section 4.2 of the Local Structure Plan.*



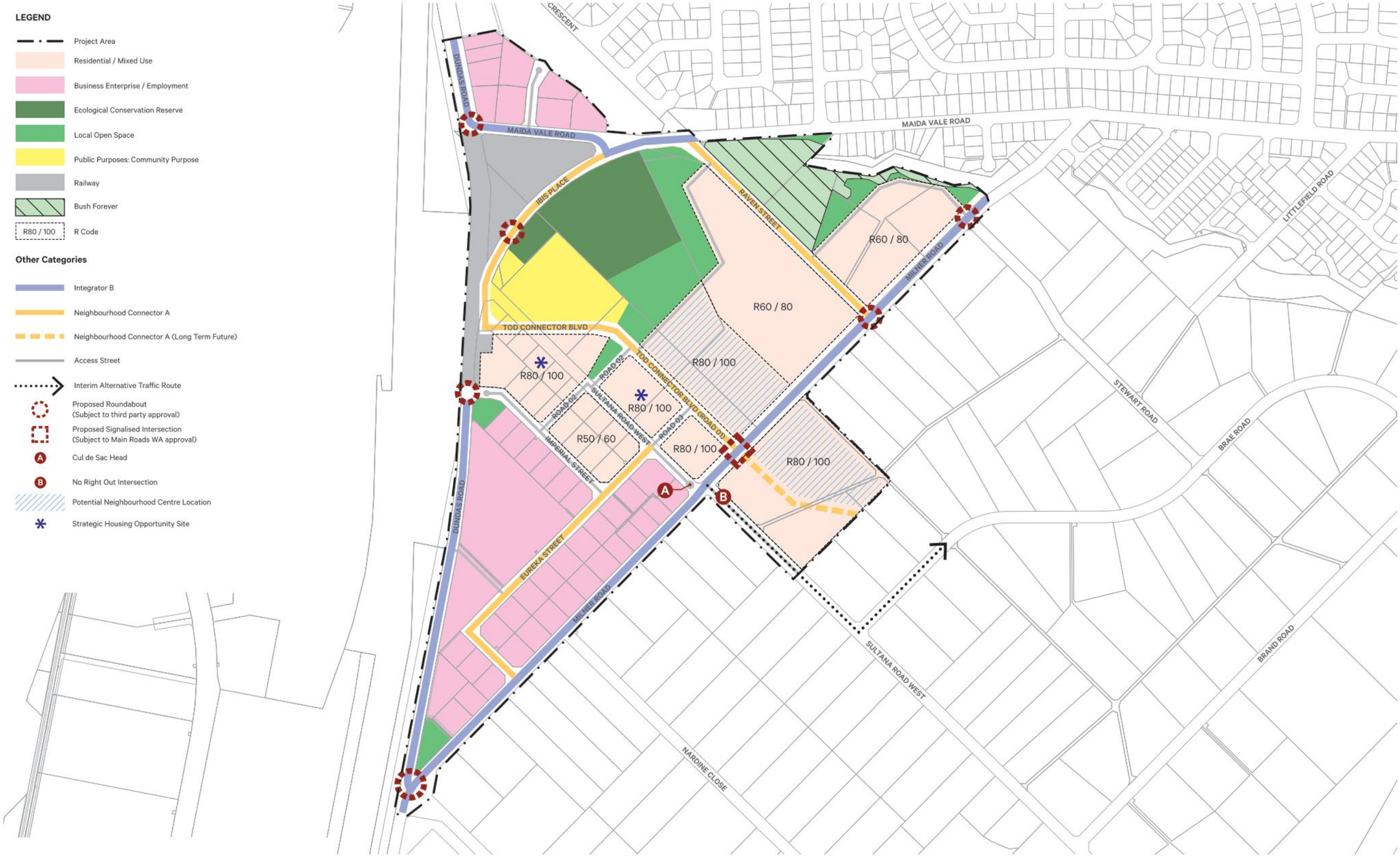
Plan 1: Local Structure Plan

High Wycombe South Residential Precinct

Date: 18 Oct 2023 Scale: 1:8000@ A3 1:4000 @ A1 File: **17-527 ST-1 A** Staff: MC GW Checked: MC

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Plan 1 - Structure Plan Map

0 60 120m

Date: 18 Oct 2024 Scale: 1:6000@ A3 1:3000 @ A1 File: **23-332 ST-1** Staff: MC JP EC GW Checked: MC



Structure Plan Notes
Subdivision and Strata Titling Requirements

General
1. Berkshire Road / Milner Road / Dundas Road is a full movement intersection.

Lot Size
2. Industrial subdivision is to meet the requirements of the Scheme and WAPC Policy DC4.1 – Industrial Subdivision unless otherwise specified.
3. The following minimum lot sizes apply to any subdivision within the Structure Plan area:
   a. Lot 50 Sultana Road West - 3,000m², subject to:
      i. The construction of Road 2A;
      ii. Minimum lot frontage of 30m; and
      iii. Compliance with all development requirements of this Structure Plan.
   b. All other lots within the Structure Plan area - approximately one (1) hectare.

Battleaxe Development
4. No battleaxe subdivision will be supported unless otherwise depicted on the Structure Plan Map.
5. Single or shared battleaxe legs are not permitted to service industrial development on existing Lots 50, 51 and 308 Sultana Road West and Lots 305, 306 and 307 Ashby Close. Approval to non-residential development is contingent on securing direct access to a constructed public road.
6. No further subdivision will be permitted on Lots 50, 51 and 308 Sultana Road West and Lots 305, 306 and 307 Ashby Close based on a shared battleaxe leg access arrangement.

Industrial Strata Titling
7. Industrial unit strata titling will only be supported in circumstances where a management statement is imposed as a condition of strata approval to the satisfaction of the City that ensures appropriate management arrangements and ongoing compliance with all development criteria as contained with the Scheme, this Structure Plan, any supporting planning policy or design guidelines, or any other requirements specified by the City.

Development Criteria and Requirements

Land Use Permissibility
8. Although the permissibility of uses is as set out in Table 1 in the Scheme, the Structure Plan intent is to facilitate land uses that take advantage of the lands strategic location in respect to major transport infrastructure, including Perth Airport, Roe Highway and Tonkin Highway. On this basis, logistics and other transport based industries are preferred land uses to take advantage of the lands locational attributes.
9. When considering development applications for 'D' and 'A' uses under the Scheme, due regard will be given to the extent that the proposed use supports the Structure Plan intent in accordance with 8 above and the requirements relating to Lot 50 Sultana Road West as specified below.

Built Form
10. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, any wall or building facing any street is to be painted or otherwise treated to ensure an appropriate standard of visual amenity to the satisfaction of the City.
11. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, service areas, bin and storage areas and services such as air conditioners and other machinery are to be screened such that they are not visible from the street.

Vehicle Access and Movement
12. Vehicular access for non-residential development is not permitted via existing battleaxe legs.
13. Vehicular access for all non-residential development is to be taken directly from a gazetted and constructed public road.
14. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, internal driveways and car parks are to be designed to ensure slow speeds. Lengths of driveway or car parks exceeding 50 metres are to incorporate speed control devices including minor level changes.
15. In regard to Lot 50 Sultana Road West, vehicle access from Sultana Road West shall be permitted for residential purposes only. All other vehicle access shall be from Road 2A (Nardine Close Extension).
16. Vehicle access at the intersection of Ashby Close and Berkshire Road will be restricted to left in, left out only.

Pedestrian Movement and Amenity
17. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, footpaths are to be provided connecting car parking areas to buildings to the satisfaction of the City.

Landscaping
18. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, landscaping is to be provided within any development site of a sufficient quality to ensure an attractive well-landscaped environment.
19. Landscaping within car parks throughout the Structure Plan area is to be in accordance with the requirements of the Scheme, any applicable planning policy and design guidelines.
20. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, the tree species implemented, when not used for screening purposes, shall be of a type having high branch free stems to facilitate surveillance and visibility of building fronts and with a large canopy to achieve adequate shading of car parking areas.

Signage
21. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, signage is to relate directly to the building containing the use or service and any associated products for advertising purposes, and is not to be excessive or unnecessary. Third party signage is not permitted.

Energy Efficiency
22. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, building openings should be orientated to benefit from passive climatic heating and cooling opportunities to reduce fixed energy consumption.
23. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, all new buildings should incorporate energy saving design and technology where practical to do so.

Design Guidelines
24. For additional development criteria and requirements applicable in the Structure Plan area, refer to the Forrestfield/High Wycombe Industrial Area Design Guidelines.

Development Requirements for Lot 50 Sultana Road West, High Wycombe
25. Any development on lots created under the provisions of 3 above is required to demonstrate compliance with the following composite Residential / Light Industry provisions:
   a. The land within 30 metres of the front lot boundary, taken from Sultana Road West, shall be used for residential purposes only.
   b. Notwithstanding the provisions contained within the Structure Plan, any development for residential purposes, shall be subject to those provisions of the Scheme relating to the Residential Zone and State Planning Policy 3.1 – Residential Design Codes (R5).
   c. Any development for the light industrial component of the composite land uses shall be subject to those provisions of the Scheme relating to the Light Industry Zone.
   d. Any development for light industrial purposes shall be subject to the provisions of the Forrestfield / High Wycombe Industrial Area Design Guidelines Local Planning Policy.
   e. The lot shall not be developed or used for light industry purposes unless a dwelling is built to plate height first.
   f. Vehicle access from Sultana Road West shall be permitted for residential purposes only. All other vehicle access shall be from Road 2A (Nardine Close Extension).

26. Any light industrial development which does not form part of a composite residential/light Industrial subdivision and development in 3(a)(i) and 25 above, shall be subject to those provisions of the Scheme relating to the Light Industry Zone and the Forrestfield / High Wycombe Industrial Area Design Guidelines Local Planning Policy.

Bushfire
27. Any development requires assessment in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas, which may take the form of a bushfire management plan.

Noise Attenuation for Residential Land Uses
28. Any residential land uses are required to noise attenuation in accordance with State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning.

Developer Contributions
29. Developer contributions within this Structure Plan are as set out in Schedule 12 – Development Contribution Areas of the City of Kalamunda Local Planning Scheme No. 3.

Structure Plan
Forrestfield/High Wycombe Industrial Area

LEGEND

- Structure Plan Boundary
- Metropolitan Region Scheme Reserve - Parks and Recreation
- Local Planning Scheme No. 3 - Industrial Development Zone
- Local Planning Scheme No. 3 - Special Use Zone - Composite
- Existing Road
- New Road
- Potential New Road
- New road connection/intersection
- Emergency Access
- Roe Highway
- Pedestrian Path
- Shared Path
- 20 metre setback line (main street)
- Potential Road Subject to Subdivision of Lot 50 Sultana Road West
- 10 metre Setback Line (minor street)
- 8 metre Landscaped Buffer to Sultana West Road
- 6 metre Landscaping Strip
- Bush Forever Interface Treatment

0 50m

File: **19-521 STH1A** Staff: LR Checked: MC

Date: 26 November 2019 Scale: 1:5000 @ A3

City of Kalamunda

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Appendix C

Community Engagement Report
February 2026







Bike Plan 2026

Community Engagement Report February 2026

City of Kalamunda

BIKE PLAN 2026: COMMUNITY ENGAGEMENT 3

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APPENDIX TWO 25

Responses to question: “On the map below, please pin any locations where you experience issues or barriers to cycling”. 25

Bike Plan 2026: Community Engagement

Purpose

The City is reviewing its Bike Plan to assess the current bike use of roads and trails across the City, how well our current routes, paths, and trails connect people to places and how we can create a network that's safer, more connected, and enjoyable for everyone – from commuters to weekend riders and families.

The engagement focused on understanding how people currently ride in the City of Kalamunda (commuters, recreational, schools, sport, etc), what is and isn't working for them, and how we can make it better and inclusive for our community.

Engagement outcomes will directly inform the design of the draft Bike Plan 2026 and future funding opportunities.

Objectives

- **Raise** awareness of the City's Bike Plan review and how it will support safer, more connected and sustainable travel choices.
- **Understand** how people currently use roads, trails and shared paths, and what barriers limit participation
- **Identify** community priorities, challenges and opportunities to improve cycling safety, connectivity, and enjoyment
- **Collect** diverse feedback from cyclists, road users, pedestrians and micromobility users to inform balanced and inclusive planning
- **Build** community trust that engagement feedback influences City planning, design and future investment.
- **Develop** a clear picture of local cycling confidence and connectivity to guide the next five-year infrastructure plan

Communications and engagement tools and channels

The main engagement tool was a survey hosted on EngageKalamunda.



The City engaged with key stakeholders and the broader community via:

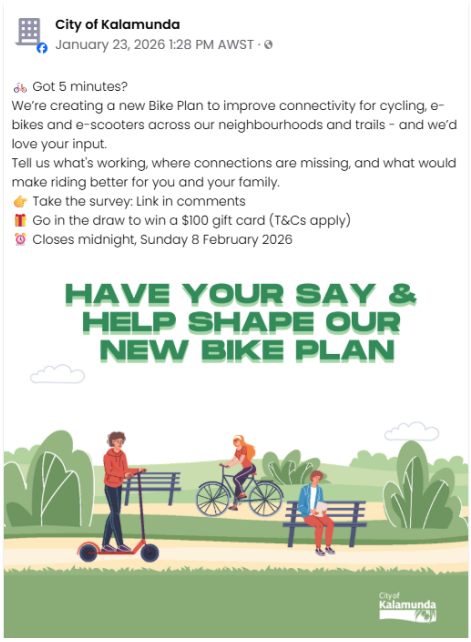
Engagement Tools	Objectives
Project page on Engage Kalamunda	To provide context around the project and increase people's understanding of the purpose of the consultation
Survey (on line and hard copy)	To generate feedback that will help inform the development of a Bike Plan that addresses the community's aspirations as far as practicably possible
'Gather' tool	To provide an opportunity for community members to share locations where connectivity, safety etc could be improved
Print advertisement	To increase awareness of opportunity to participate in consultation
Social media	
Posters	
Postcards	
EDM	

An incentive was offered for people to complete the survey.

Social media | Campaign post insights

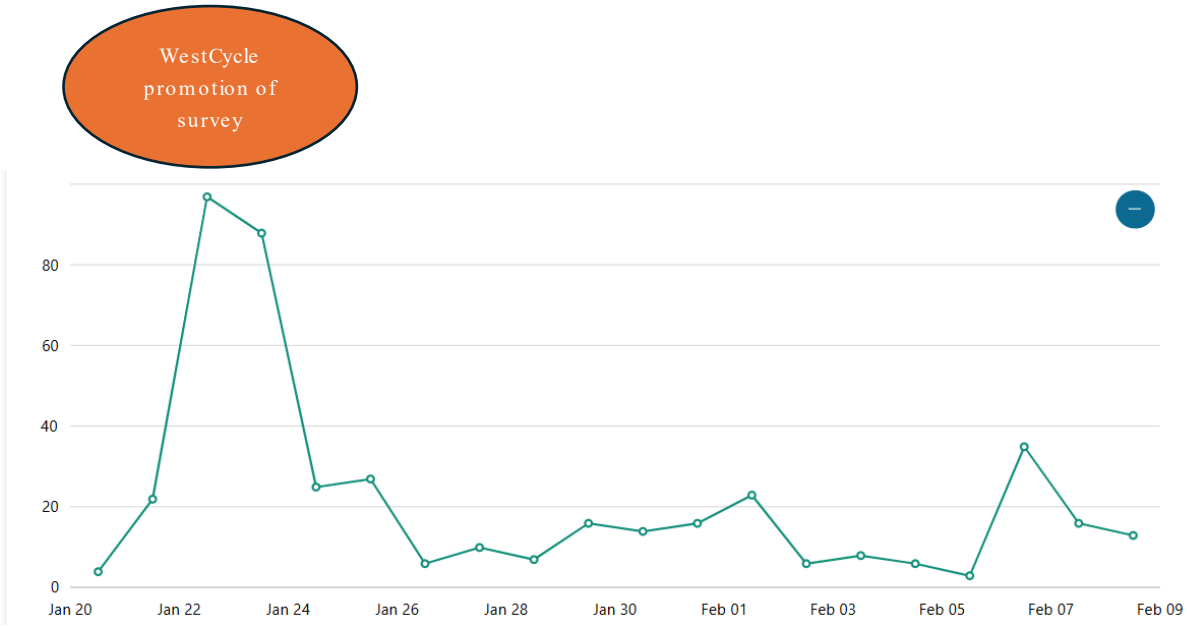
A single post ran on Facebook on Friday 23 January.

- 3.7K impressions (the number of times a post has been seen)
- 131 of click-throughs
- Four shares
- 37 per cent of visitors to the project page on Engage Kalamunda arrived by clicking on the Facebook post

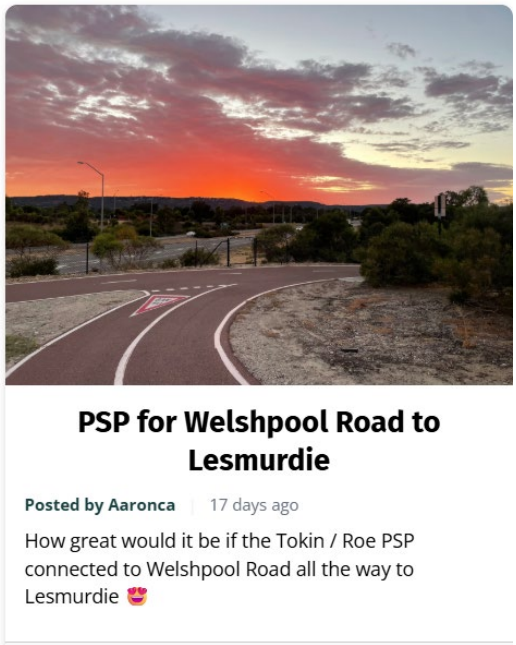


Website Engagement

- 394 visitors
- 146 contributors
- 70 surveys downloaded
- 37 per cent came to the page via Facebook



Only one visitor used the 'gather' tool to share an image and a suggestion:



Summary of Key Engagement Findings

Note: The opportunity to participate in the Bike Plan engagement was shared by WestCycle WA peak cycling advocacy body) via their social media.

Survey submissions spiked significantly when WestCycle shared the social media post, and it is therefore reasonable to assume that a significant number of survey respondents are seriously committed bike riders. This is represented in the feedback provided throughout the survey.

Highlights

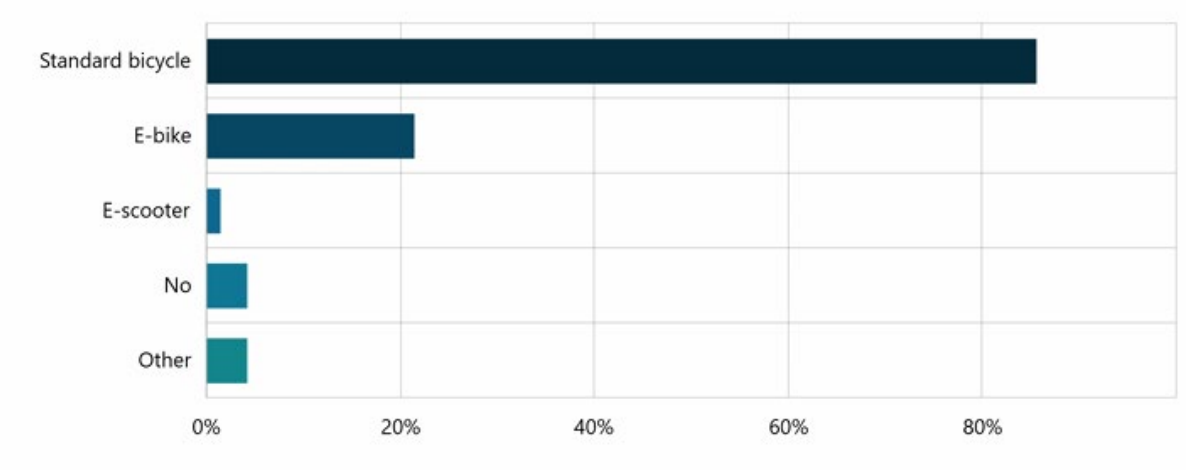
- 85 per cent of respondents use a standard bike
- 45 per cent ride 3 to 8 days a week
- 81 per cent travel more than 10kms
- 45 per cent feel safe or very safe riding in the city of Kalamunda
- 55 per cent of respondents cited lack of safe allocated bike lanes as the main barrier to riding more often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

Detailed responses are provided in Appendix One.

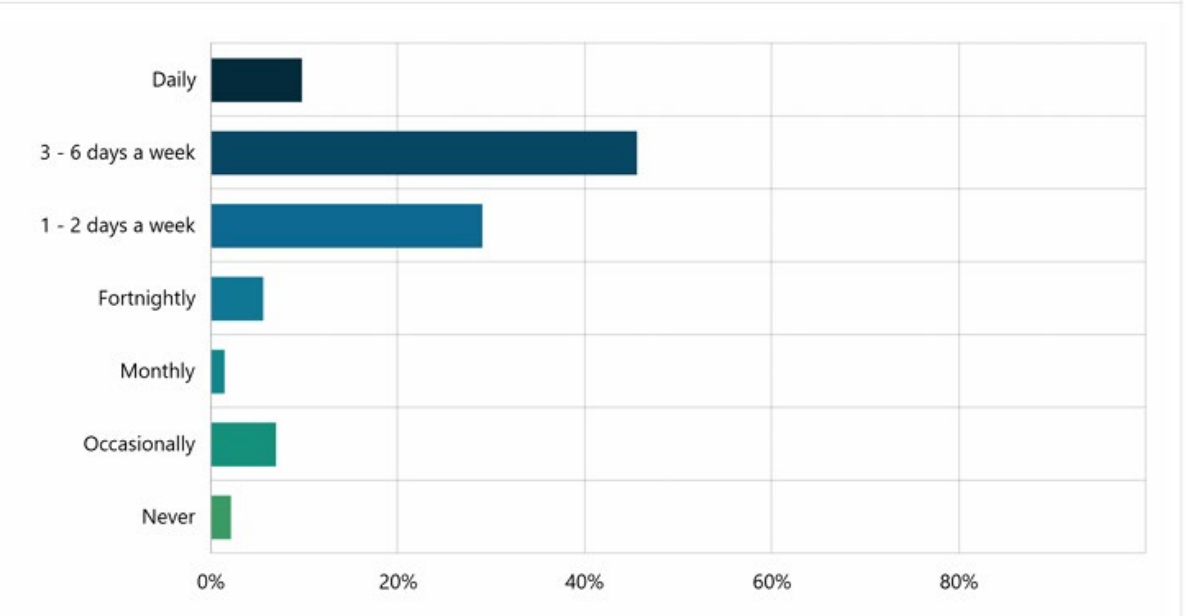
Appendix One

Survey | Bike Plan 2026

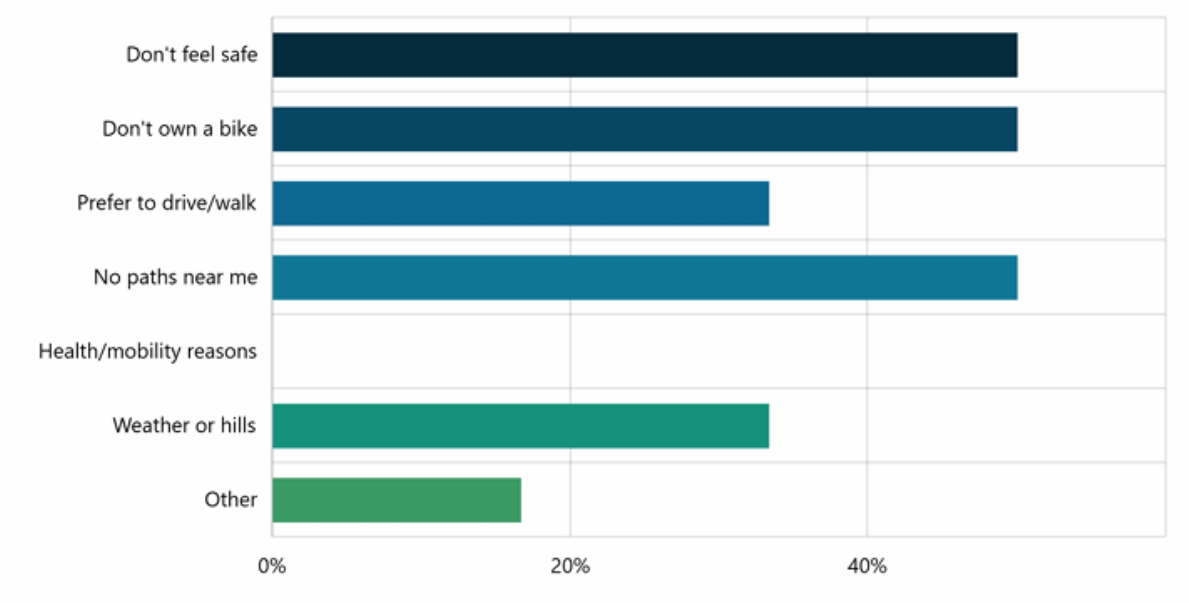
1. Do you own or regularly use any of the following?



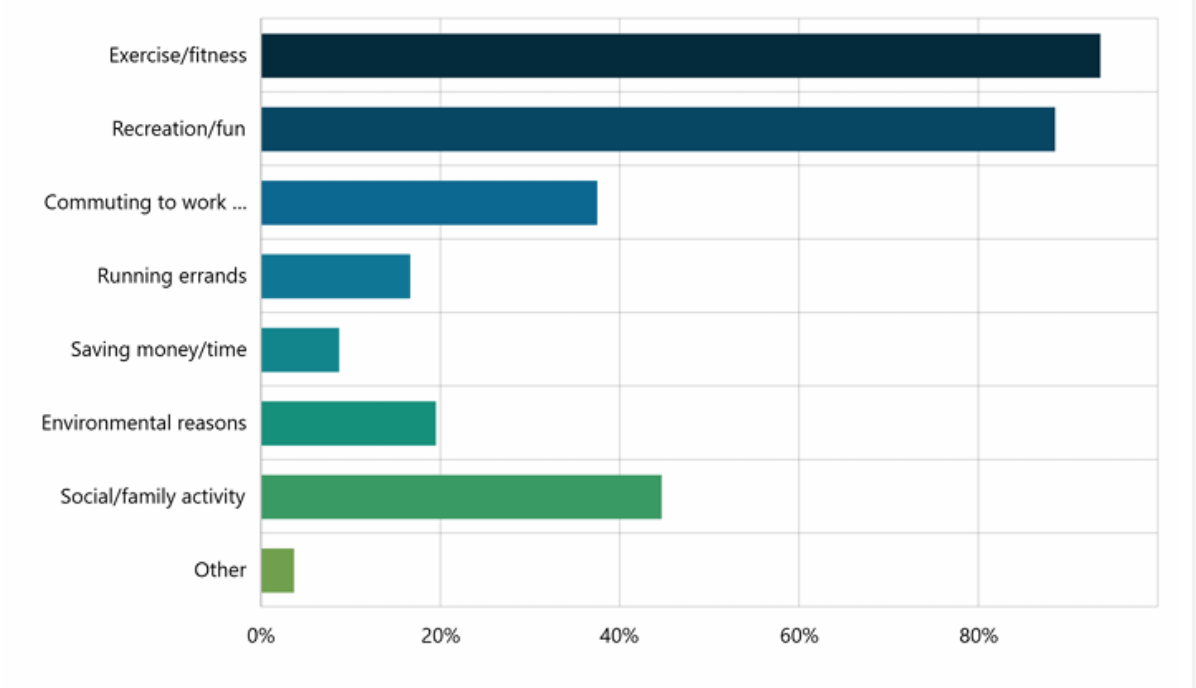
2. How often do you ride?



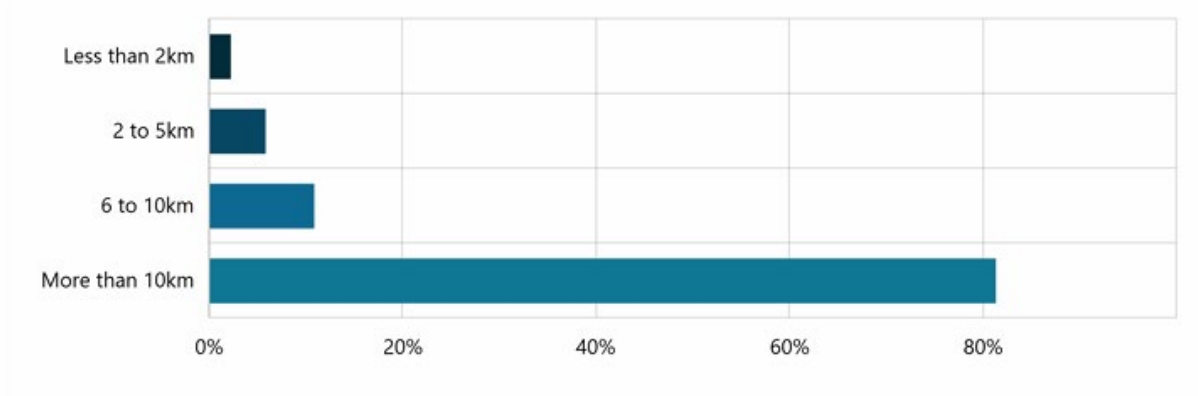
3. What are the main reasons you don't currently ride?



4. What are your main reasons for riding?



5. How far do you typically travel when you ride?



6. Where do you usually ride?

Zig Zag, Roe Highway PSP, Kalamunda, Bickley, Pickering Brook, Mundaring
Williams St / Zig Zag
Welshpool Road, Crystal Brook Road, Kalamunda rd Carmel and Picking Brook Mundaring Weir Road
Wattle Grove, Forrestfield & surrounds.
Walliston to Kalamunda and out to Gooseberry hill or the other direction out to Pickering brook
Up and around Kalamunda on the roads
Trails
To work (UWA) and home (Manning), also around Perth River, also Kalamunda Hills
to shops, train station, work, gym and social visits
Throughout the Kalamunda hills
Through the hills, out to the swan valley and city returns.
The hills around Kalamunda
Skate Park, mountain bike trails, cycle paths and the velodrome
Single tracks around Kalamunda and Pickering Brook
Roe highway
Roads
Road, Gravel and Trails
Road or mountain bike tracks
Road and trail
River loop, sometimes hill visits
River loop, Kalamunda

River loop from ferndale
Railway trail to Pickering Brook
Psp. Roads
PSP and Mtb trails
Psp and bike paths during the week heratage railway on weekends
Perth to Kalamunda. Helena Valley, the Camel Farm, Bickley Res, Victoria Dam, Pickering Brook, the Mundabiddi from Mundaring to Jarrahdale
Perth hills, city and surrounding suburbs.
Perth Hills tracks
Paulls Valley, Kalamunda, Pickering Brook
outside
On the streets of Wattle Grove
On the psp network all around the metro area, the Heritage Trail, Munda Biddi…roads if very early & in a group
On the flat
My suburb for errands, longer rides around the rivers and in the hills
Mundaring Weir Road, William Street, Lascelles Parade, Kalamunda Road, Canning Road
MTB trails over the back of Gooseberry Hill; the MTB trails from Kalamunda to Pickering Brook; MTB trails on the back of Jorgensen Park; The Dell; Mt Gunjin; The Goat Farm.
MTB tails throughout Kalamunda, Forrestfield bike paths, MTB trails in other areas
Mountain bike trails around Kalamunda area as well as Kalamunda skate park
Mountain bike trails around City of Kalamunda & Shire ofMundaring
Mountain bike trails and roads
Mountain bike all the local trails. Cycle path to work from gooseberry hill to Osborne park.
Mostly the North East corridor of Perth
mostly cycle paths around the city & suburbs & in the Perth hills
Main road and back streets
Lots of different trails
Local IGA, around nearby areas, potentially the train station
Lesmurdie. Kalamunda heritage trail
Lesmurdie, Kalamunda, Piesse Brook and Pickering Brook
Lesmurdie, Kalamunda, Gooseberry Hill, Pickering Brook

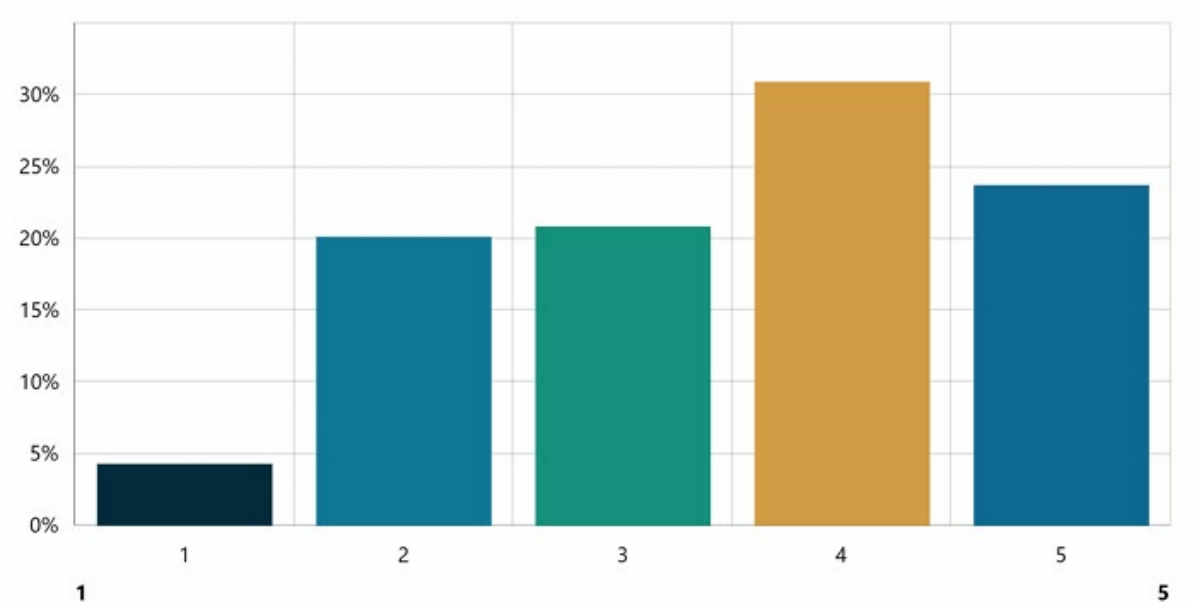
Lesmurdie to Welshpool, Lesmurdie to Kalamunda, Kalamunda MTB trails
Lesmurdie to Gooseberry Hill
Lesmurdie & Kalamunda
Leederville to Kalamunda
Lake Joondalup and the Kalamunda Circuit
Kalamunda. South Perth. River loop.
Kalamunda. John forest. Glen forest
Kalamunda, swan river, zig zag, bush trails
Kalamunda, Pickering brook, gungin, camel farm, mundaring, Darlington, roe highway, Tonkin highway, Guildford train line cycle path
Kalamunda, Pickering Brook, Bushmead, Helena Valley, Piesse Brook, Carmel, maida vale, Gooseberry Hill
kalamunda, mount gungin, skatepark
Kalamunda, Lesmurdie, High Wycombe
Kalamunda, Gooseberry Hill, Pickering Brook, Carmel, Walliston, Lesmurdie
Kalamunda, Gooseberry Hill, Darlington
Kalamunda, dwellingup
Kalamunda, all other enduro/DH style trails
Kalamunda trails
Kalamunda township and Walliston light industrial area
Kalamunda to Pickering Brook mountain bike trail or Camel Farm mountain bike trails
Kalamunda to Pickering Brook heritage trail
Kalamunda tennis courts to Piesse Brook, (weekly) and various rides along the Swan River.
Kalamunda MTB trails, Heritage Trail & road rides around the suburbs (local & around the Swan River
Kalamunda mtb trails- black stump, gunjin, camel farm, piesse brook, plus out of area mtb trails such as the goat farm
Kalamunda MTB trails and commuting Hillary's to O'Connor
Kalamunda mountain bike trails
Kalamunda Mountain Bike Park and surrounds.
Kalamunda loop, Valley, Glenn Forrest, Darlington
Kalamunda hills out to Pickering brook, sometimes gungin
Kalamunda circuit

Kalamunda circuit
Kalamunda bike park/Mt gunjin/heritage trails and camel farm and all interconnecting trails
Kalamunda are surrounding areas
Kalamunda and Hills area
Kalamunda
Kalamunda
kalamunda
Kalamuda Camel Farm MTB
In the hills and Perth surrounds
I love riding in the Perth hills, often in the City of Kalamunda
I have been riding to the Gym, sometimes Perth city.
Hills, cycling paths
High Wycombe to Morley or to Perth / Freo
Heritage trail, roads, footpath
Hartfield Park to the City
Guildford to Kalamunda to Pickering Brook return
Gooseberry hill/Kalamunda
Gooseberry hill, kalamunda, Carmel, Pickering brook, bickley, kalamunda
Gooseberry hill, heritage trail, MTB trails of the Camel farm
Gooseberry Hill Road, Hawtin Road, Maidavale Road to Roe Highway PSP. Girrawheen Drive to Railway Road, Mundaring Wier Road. Canning Highway to Welshpool Road
From my home in Kalamunda, out to Pickering Brook and Back. Also from home in Kalamunda, out to pickering brook, around to Mt Gunjin then back home via Hummerston Road.
From Maida Vale along bike path beside Roe highway across to airport and back. Also along Watsonia Rd to Ridge hill Rd up the Zigzag across to Railway Road along trail down Kalamunda Rd or Gooseberry Hill Rd bac toWatsonia Rd.
From Lesmurdie to Walliston Primary School
From home to school and daycare.
From home to IGA in Wittenoom St High Wycombe
Forrestfield to anywhere. Member of Over 55's Cycle Club Perth. Clock up 300 km per week.
Everywhere - loops through the hills, Mundaring Weir Road, Gooseberry Hill Road, Ridge Hill Road, Zig Zag, Watsonia Rd, all the bike paths in the area (we need MORE), mountain bike trails.
Drive to Perth, then ride around river. Or drive to Guildford and ride to swan valley/perth. Ride along Roe Highway.

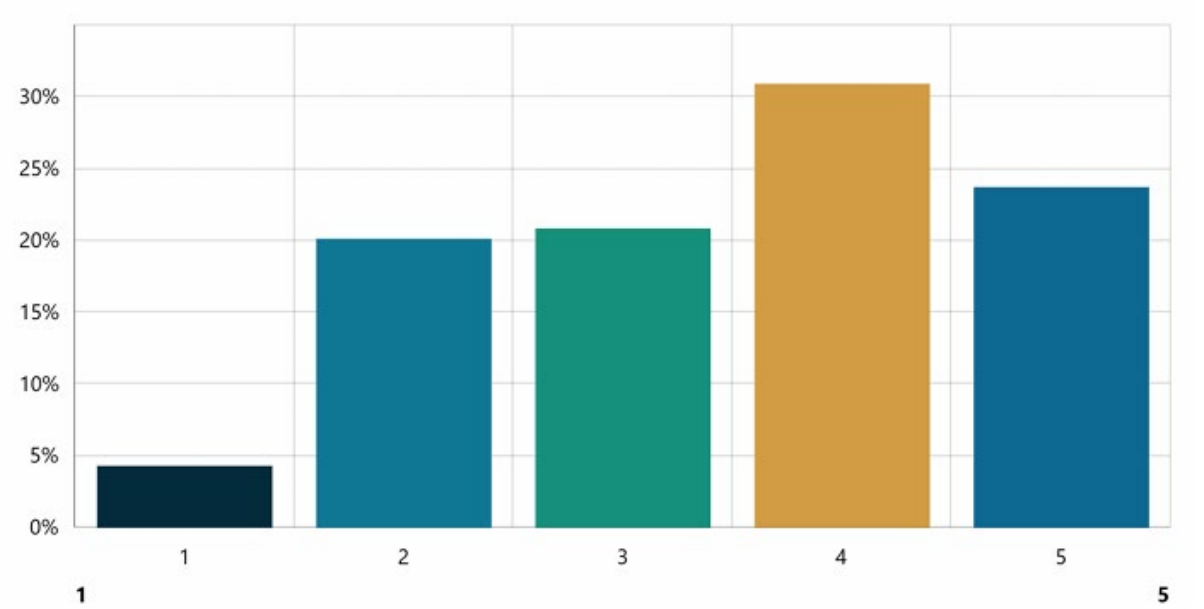
Donkey Orchid Trail, Railway trail, local roads, Camel farm
Commuting between Morley and Ascot. MTB at the Kalamunda trail network.
Commute to the city. Recreational rides around the suburbs, zig zag etc
City, vic park, hills, Mundaring, canning dam, brigadoon, Chidlow, bakers hill
City, heritage trails, kalamunda trails
Canning Road towards Pickering Brook
Camel Farm, Railway, Zig Zag and commute to uni at Curtin (drive half way)
Camel farm
Bush paths or paths around the river
Bunbury
Bill Shaw reserve
Bike trails, footpath
Bike paths, the heritage loop, Kalamunda MTB Trails
Bickley, Picking brook, Kalamunda
Bickley valley and zig zag and canning Rd Kalamunda
Between Lesmurdie and Kalamunda (Heritage Railway mostly), to the city, east of Kalamunda - Pickering Brook, Observatory, Mundaring
Between High Wycombe and Midland, to Kenwick, to Perth, to Kalamunda,to Forrestfield
Around Roleystone where i live, or Kalamunda, or bike parks eg Murry Valley, Goat farm, Camel Farm
Around Perth in week, hills on weekend
Around my streets and community near the falls
Around Lesmurdie backroads
Around Kalamunda
Around Home
Around Gooseberry Hill
Armadale
Along PSPs (Kwinana, Midland, Tonkin & Roe highways)
Almost always the PSPs from Wattle Grove.
All over the metropolitan area
All over Perth and the hills

All from Gooseberry Hill to (1) Pickering Brook via backroads e.g. Stanhope / Palmateer / Glenisla (2) down to Roe Hwy PSP and along to Mills Park (3) from Roe Hwy instead up Tonkin Hwy to Leach Hwy to Tomato Lake. For (2) and (3) return up Zig-Zag.
All around Perth metro on road, kalamunda, mundaring MTB
1 hills ride per week plus around perth

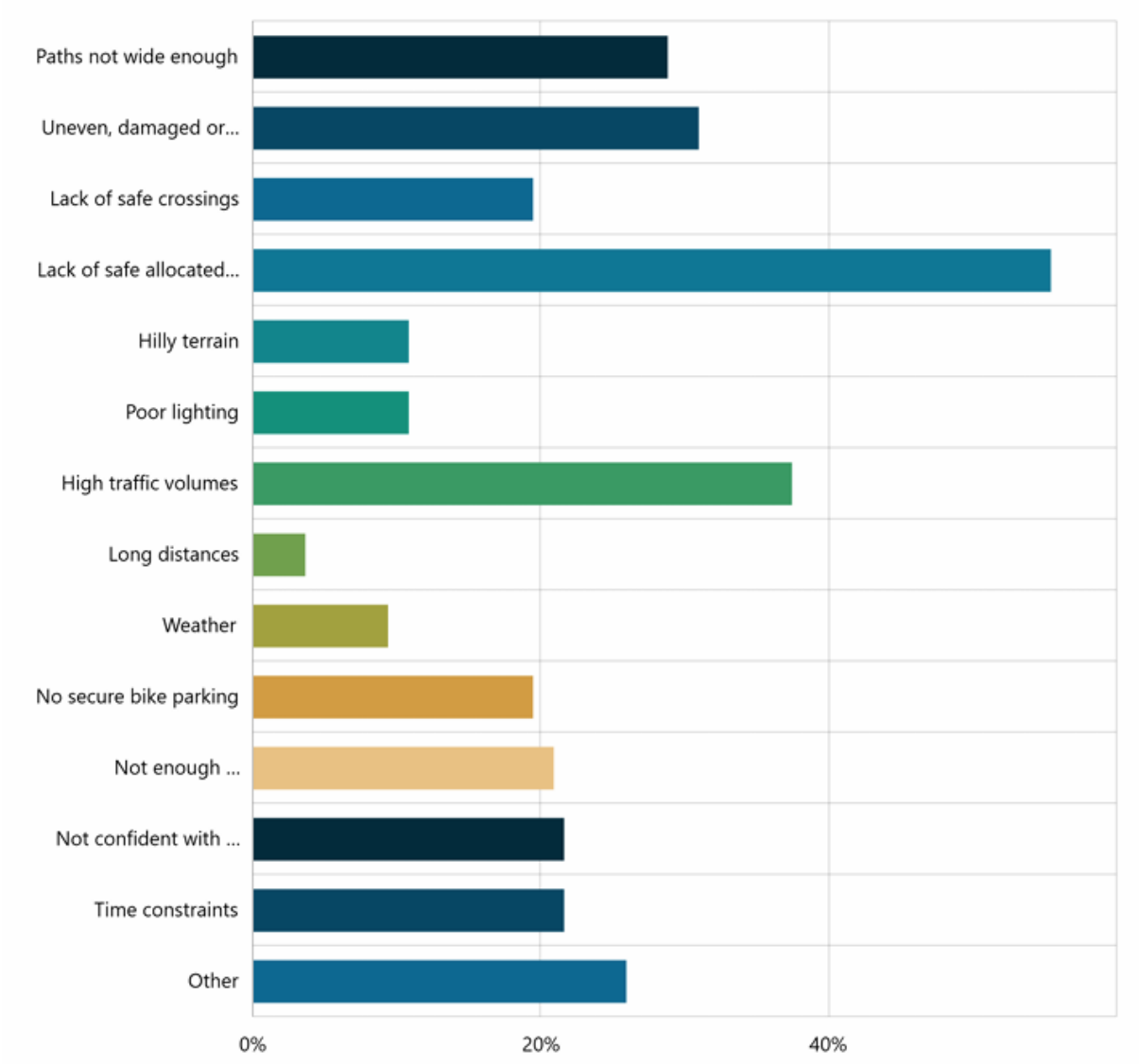
7. **How confident do you feel when riding in the City of Kalamunda?**



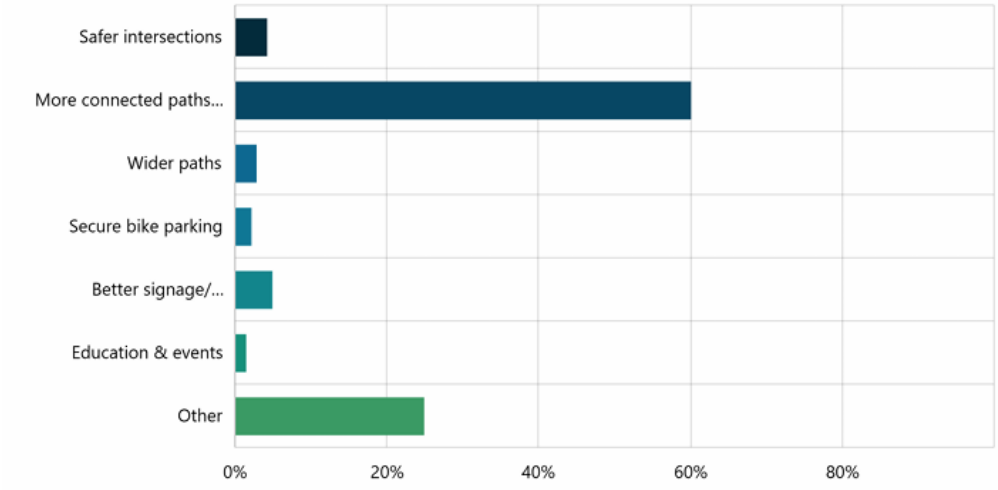
8. **How safe do you feel when riding in the City of Kalamunda?**



9. What are the main barriers stopping you from riding more often?



10. If the City could improve one thing to make cycling easier or more appealing, what would it be?



11. What might encourage you to ride more often?

Improved safety, better separation from traffic on major roads within Kalamunda
Improved safety, more dedicated cycling paths (for road cycling)
Principle shared Path which connects to the Roe / Tonkin PSP Loop infrastructure
Improved safety, better lighting & signage / maps, trail links, family-friendly routes, end-of-trip facilities, e.g. charging station for return trip, food, drink, toilets. Destination & Scenic routes, e.g. Bickley Valley eateries.
Dedicated cycling lanes, secure bike end of trip facilities, better lighting
improved safety
Get motorbikes off our cycle trails and dumb arse walkers on bike only trails.
If it was safer to get to Kalamunda Hills I'd ride there more often
to have dedicated bike paths, low hanging tree branches to be cleared, gum nuts on bike paths to be cleared and more dedicated crossings.
Improved safety; the entire Perth cycling community is attracted to the hills of Kalamunda and through to Rolystone etc. yet despite loving the climbs and scenery we do so knowing that there are too many close calls with vehicles using those same roads.
Trail links from the town to the Kalamunda mountain bike trails, a safe way up from the foothills by road bike.
Bike lane up mundaring weir rd
Hard to get to bike parths and traills
More single track MTB trails
Smooth pathways
Wider shoulders. Canning rd to karagullen. Mundaring rd ascend into kala
More parking
Improved bike lanes
More off road trails
Less traffic interaction / close passing
Improved safety
Safe purpose built bike paths especially from kalamunda rd interchange to up the hill
Improved SAFETY
Better secure parking. Less bike theft. Safe routes to cycle
More mountain bike trails
End of trip. More paths

Off road trails, linked to cycle paths I can use to get up there through the country side in areas like Lesmurdie Falls NP, Mundy regional park, Gooseberry hill national park. B
Family-friendly routes, safer shoulders/dedicated bike lanes in the hills
Improved safety & signage
More trails
improved protection from traffic on kalamunda road, gooseberry hill road, shutting the zig zag permanently to cars.
More fun riding trails
A more extensive path/trail network- especially more psp or separated bike lanes on roads for improved safety
family friendly routes
-
Slower speeds, dedicated bike lanes on road
I have started ridding down in Dwellingup and Bindoon - maintain the trails and i'll ride more oiften. because the trails are in much better condition and well signposted
Improved safety while riding on roads; having more trails available that link between hubs (e.g. Shopping Centre, Kalamunda trail heads, etc.)
Better bike and trail links from Kalamunda town area to the bottom of the hill - currently the main links are all shared with traffic and dangerous to climb due to speed differential and lack of space (Kalamunda Rd and Gooseberry Hill Rd)
A bike lane for the length of Mundaring Weir Rd. This is a popular road cycle route. Currently the absence of dedicated bike lanes makes it dangerous for all road users. Creates bottle necks on the weekends when pelotons are riding.
A safe route to ride up the hill without crazy traffic on your tail
More Mtb trails closer to Kalamunda with more quality options to cycle to the Kalamunda Mtb circuit. Wider road with quality surface on mundaring weir road (better hard shoulder marked for cycling use)
Improved safety on the roads.
improved safety
Improved safety
Group rides
Better safety, having more dedicated cycle paths. Especially Midland Rd
Family friendly routines
I would commute to work if I could safely ride down and up Welshpool road or Kalamunda road, but current options are too dangerous
More bike safe trails
Cycle lanes, better maintained roads, bike paths that actually connect to other paths, proper facilities to secure bikes at shops.
Family-friendly routes. Would love to see some scenic circular routes.

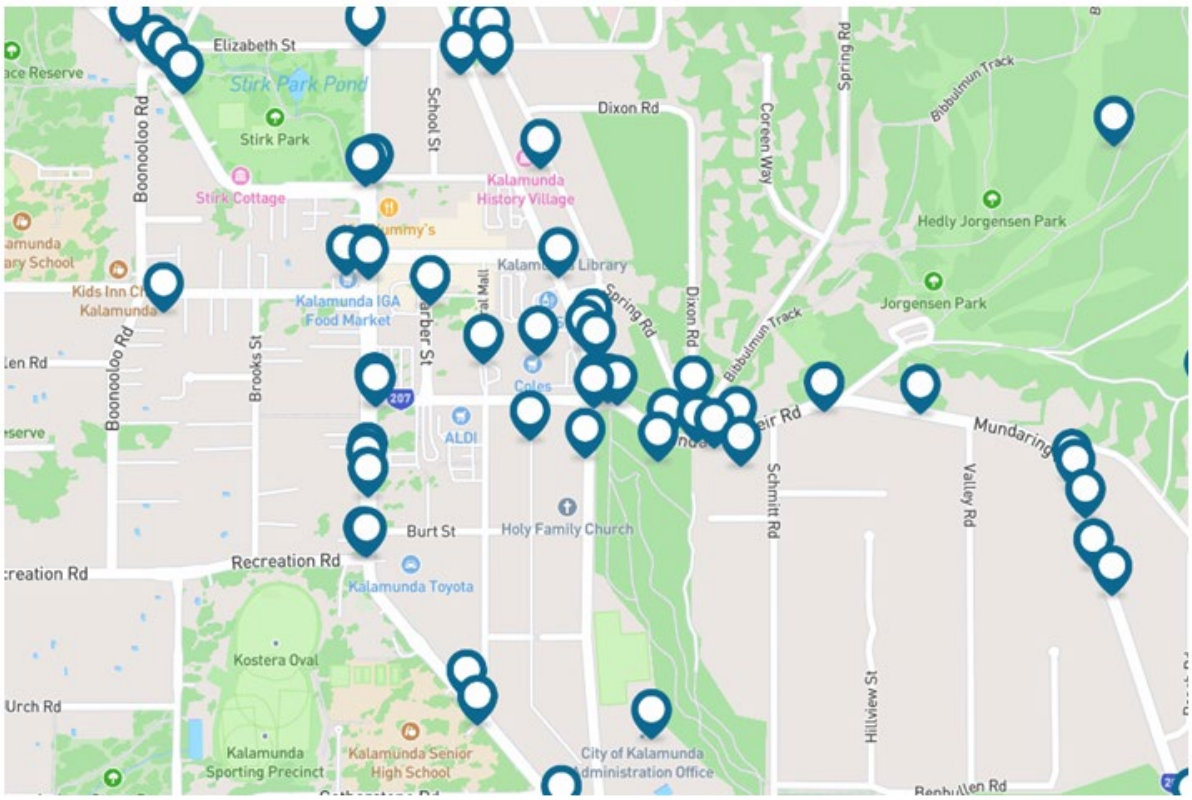
Better pathways & road crossings or a dedicated bike lanesalong Canning road from lesmurdie to kalamunda. A long time is taken up waiting for traffic on sidestreets and the road is not safe enough when riding with kids (even when seated on a parents bike.
Actually have a PSP network from the flats to Kalamunda. Riding up or down Kalamunda hill or East Welshpool Rd is nothing short of dangerous.
Well designed, fun and challenging trails - see above.
More mountain bike trails.
Better trail links. Less vehicle interaction
Improved safety
Canning road is an issue with large vehicles, mundaring weir road was resurfaced and widened but no designated bike lane, plus the surface is very rough at the edges particularly where you ride a bike
Improved safety and trail links (connect Kalamunda to the row hwy bike path and on to midland?)
specific bike paths
Better lighting at night.
Safe bike paths with signage. Maintained existing tracks.
More trails, toilet facilities, secure parking
More dh style tracks with shuttle access and better maintenence. E.g. mt gunjin blind snake has a tree down for a while
Improved trail network for advanced/experienced riders
More trails
Dedicated bike lanes
More specialised trail options - bike lanes on roads commonly used by cyclists and more sanctioned mountain bike trails
Nothing for me - just need more time!
End-of-trip facilities.
Better maintenance on the MTB trails, more linked cycle paths on the streets
Clear road bike paths, more extensive trail network connecting all of the areas, a broader range of challenging trails like blacks and double blacks, well lit parking spaces
Better maintenance of trails
More trails
More end of trip facilities at mountain bike hubs
More features, Natural bike parks, connection to Glenn Forrest and other surroundings
Better and more blue or black level mountain bike trails. A safe bike path down the hill not Kalamunda Rd. Also a bike path that runs uninterrupted all the way to midland. The maidavale Rd crossing is horrendous

Trail links
More mtb trails
More mtb trails and more funding for maintenance of trails
Safer roads in & around Kalamunda
More and Improved Bike Paths
More trails
Safer roads. Put lanes in for bikes
professional built down hill tracks through the valley
More PSP routes or cycle lanes on roads.
Better cycling infrastructure, connecting to established PSP that has a safer route into the hills. Less car traffic or speed reductions in place
A stronger culture of friendliness to people on bikes
Riding on main roads is not an option too much aggression
Better culture from motorists
Easier and safer links to PSP next work.
Improved safety, trail links, family-friendly routes
More separation from vehicles
Safer streets
Family friendly routes
Improved safety, dedicated bike lanes
Family friendly trails, better lighting
More dedicated bike lanes on roads (Gooseberry Hill Rd, Hawtin Rd to Maidavale Rd and Roe Hwy PSP)
Improvement to trail links. More MTB trails. Extra maintenance of trails
Improved safety on roads. End of trip bike facilities
Family friendly routes with assigned bike lanes so footpaths don't have to be used.
Better paths.
More routes with safe crossings that don't end up going nowhere.
On main roads like Hale/Hawtin, Sterlitzia (had a dedicated cycle lane, now removed) and other roads like Kalamunda Rd, to have dedicated cycle lanes like the Shire of Belmont for example.
Nothing, I'm already riding everyday. I want it to be safer though.
More bike paths

More dedicated cycle paths
Improved safety
Better connected bike routes through the hills area, some of the popular routes suffer from having high speed limits and no bike lane/shoulder
Allocated bike lanes on the road
segregated trails
Kalamunda Road bike specific lane ascending
Proper bike path on Kalamunda Road or someway to get up and down the hill. A proper bike path on Ridge Hill Road. Secure lock up in Kalamunda Town near shops
More long distance mtb trails, not gravity orientated
More water taps. More toilets. More bins. Better paths. More secure bike parking. Public showers. Maps on sigs of ideas. Paper maps.
End of trip facilities
Family friendly routes suitable for young children
Linked trails and paths
better care/maintenance of already established trails and bike parking, or tools areas
Safe way to get back up the hill
Trail links
More bike paths / lanes particularly on roads such as Welshpool East, Kalamunda Rd, Mundaring Weir Road. Expansion of curbs on roads such as Canning Road where there are no bike lanes
Better and more PSP particularly along Roe Hwy towards Midland and up to Kalamunda also better PSP to Forrestfield.
More Trails
Improved safety
Trail links
Safe, separate bike paths, also separate, safe bike paths down the scarp. Neither Kalamunda Road nor Welshpool Road East (or Crystal Brook Road) are safe for cyclists to use.
Designated Bike lanes with lane dividers.
Safety, Wider dedicated bike path away from heavy Vehicle.
Improved safety
More dual use paths. Basically all Kalamunda has are footpaths or the road.
PSP with different challenges
Better safety for road cyclists, we need a path or lane to connect Kalamunda townsite to the amazing PSP network down the hill
More bikelanes

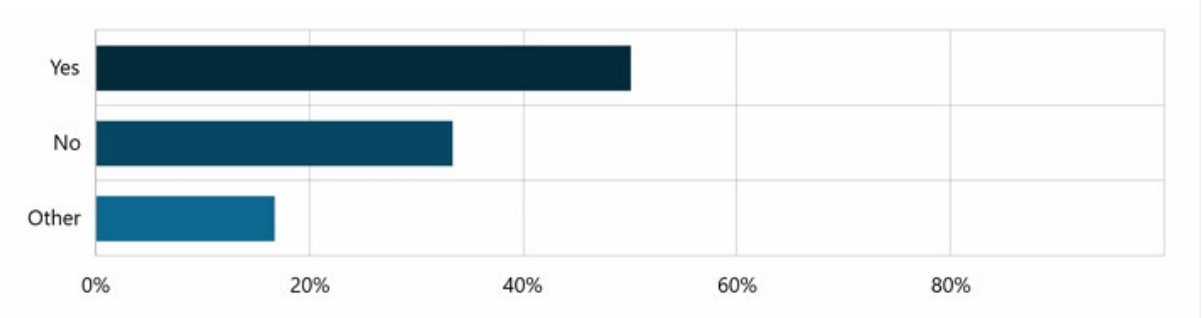
Better routes into the hills
I want to say here that being able to ride up the Zig-Zag before 11 am is essential for me - providing a safe and relatively easier return from accessing the only good road bike paths along Roe and Tonkin Highways.
Trail links
More connected bike paths
Discount on bike purchases
Improved paths
Better trails and improved safety
Shade from trees, safe paths that are maintained (ie not covered in honkey nuts and branches)
Separate bike lanes
Safety and facilities

12. **On the map below, please pin any locations where you experience issues or barriers to cycling.**

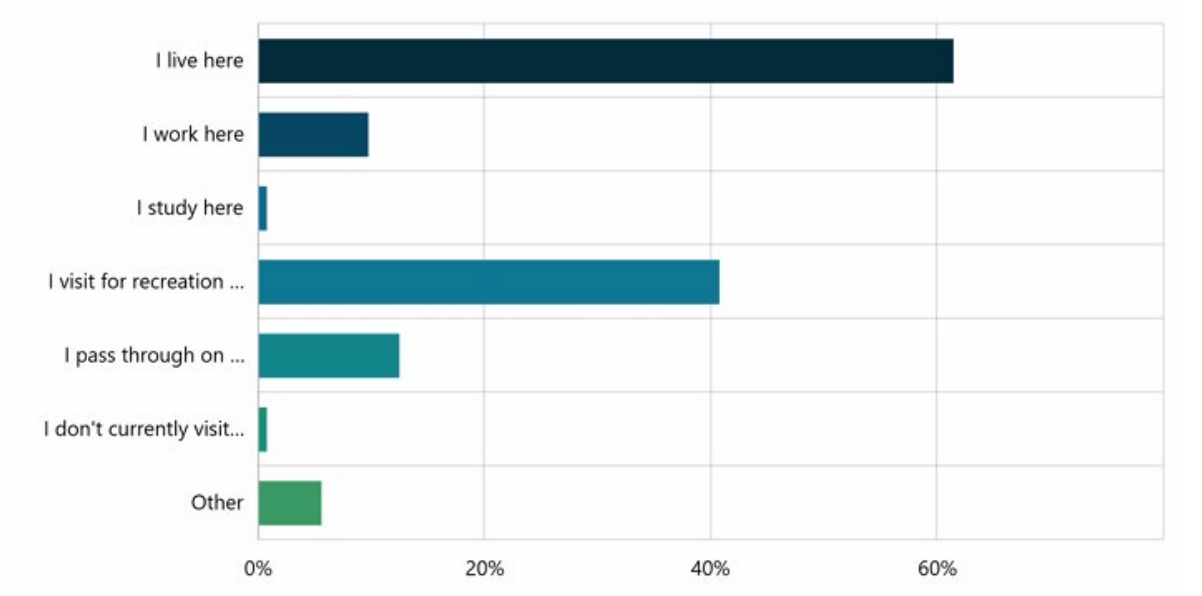


See detailed comments in Appendix Two.

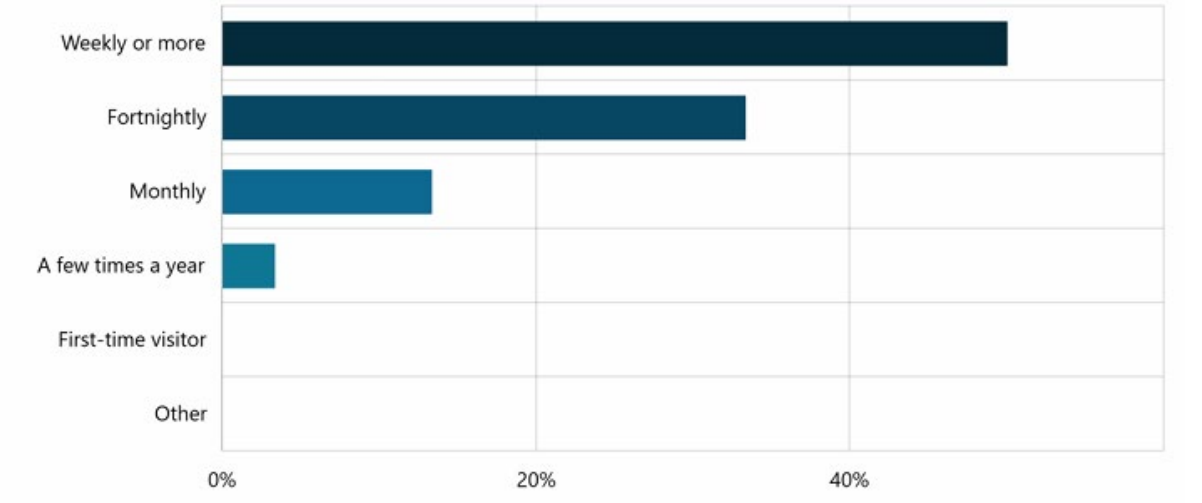
13. If all barriers were removed, would cycling (or other micromobility) fit your desired lifestyle?



14. How do you connect with the City of Kalamunda?



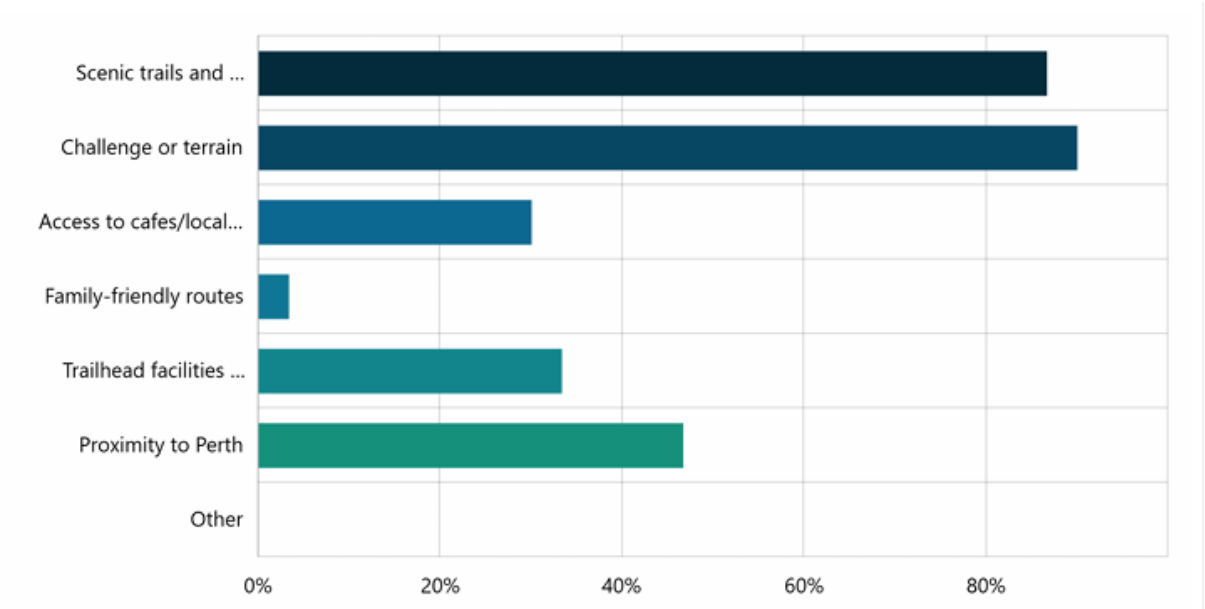
15. How often do you visit the City of Kalamunda to ride, hike or use our trails and recreation areas?



16. Where do you usually travel from?

Rivervale	Coogee
Manning, Perth	Piara Waters
Joondalup	Hillarys
Perth	Osborne Park
Swanbourne	Duncraig
Maylands	Bassendean
Mundaring	Maida vale
Vic Park	Wilson 6107
Perth	Dianella
Darlington	Ellenbrook
The Vines	mount hawthorn
Banksia Grove	Bunbury
Leeming.	Como
East Vic Park	Dianella
6163	Nollamara

17. When you visit, what do you value most about riding in the City of Kalamunda?



18. What improvements would make your visit even better?

Zig Zag back to bikes and walkers only	Improved quality and grade of trails, more amenities in parking areas
Safer routes form Perth city up to there	More trails and toilets
More parking	More facilities at trails and new trails
More trails	Even more trails
More cycle paths	Natural Features - Bike park ammenities. More jumps and challenging features
Better shoulders in the hills	More trails, more toilet locations
More link trails	More trails
8mprove cycling safety on busy roads	Clarity that the City of Kalamunda respects and welcomes people on bikes.
Dedicated infrastructure to support cycling and facilities such as water fountains	Motorist culture, watering points, better surface on the shoulders
More toilets at the trail heads car parks- Pump Track & Mount Gungin shuttle bay	Better bike riding lanes, cleaner streets
Coffee stops that open way before 8am	more trails
Growing network of trails, eg. a true link from Kalamunda to Pickering Brook, to Mt Gungin and back to Kalamunda on purpose built trails the whole way.	Pub
More trails. :)	none
More MTB trails!	Better trail network from the town it has alot of potential
More maintenece on mt gunjin rd and the mt gunjin rd trails. And if possible some proper gnarly dh orientated trails somewhere	More MTB trails

Appendix Two

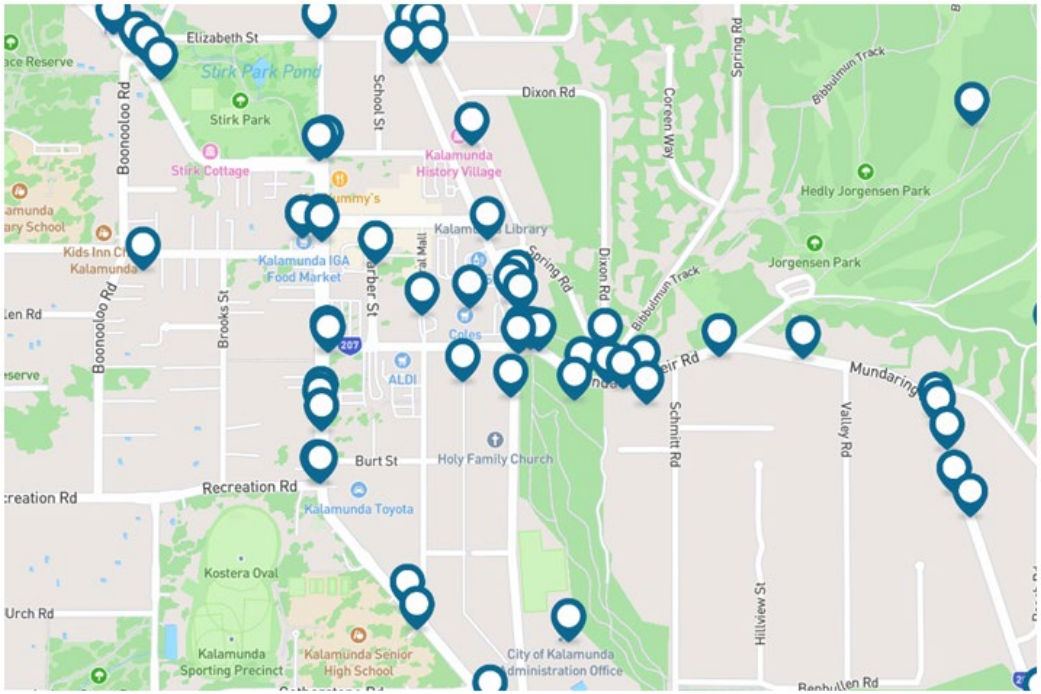
Responses to question: "On the map below, please pin any locations where you experience issues or barriers to cycling".

Notes:

Some respondents have provided their own address rather than the address of the location to which their comment relates.

Individual respondents identified multiple locations

Some survey respondents didn't answer this question





Appendix D

Ultimate Bicycle Network Plan 2026





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







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