



Government of **Western Australia**
Department of **Transport**
and **Major Infrastructure**

Empowering a
thriving community



KIMBERLEY

2050 | Cycling
Strategy



**Shire of
Halls Creek**



Acknowledgement

The authors of the Kimberley 2050 Cycling Strategy acknowledge the Traditional Custodians of the land on which we work and live, and recognise their continuing connection to land, water and community. We pay respect to Elders past and present.

Specific acknowledgements have been made throughout the document to name the Country and the Traditional Custodians.

In the first instance this has been informed by Native Title Determination Areas, as per the Native Title Tribunal Native Title Claimant Applications and Determination Areas Map, available from the National Native Title Tribunal.

Where no formal Native Title claim has been determined, reference has been made to the AIATSIS Map of Indigenous Australia. We note that some of the information shown on that map is contested and may not be agreed to by some Traditional Custodians. We additionally recognise there are alternative spellings for some of these names.

Please contact activetransport@transport.wa.gov.au if Traditional Custodians have not been accurately recognised.

About this publication

The information contained in this publication is provided in good faith and believed to be accurate at time of publication. The State shall in no way be liable for any loss sustained or incurred by anyone relying on the information.

© Department of Transport and Major Infrastructure 2025

Cover photo: Rider at Gantheaume Point, Broome
Credit: Department of Transport and Major Infrastructure

Alternative formats

This publication can be made available in alternative formats upon request.

Contact us to request a copy or submit an enquiry.

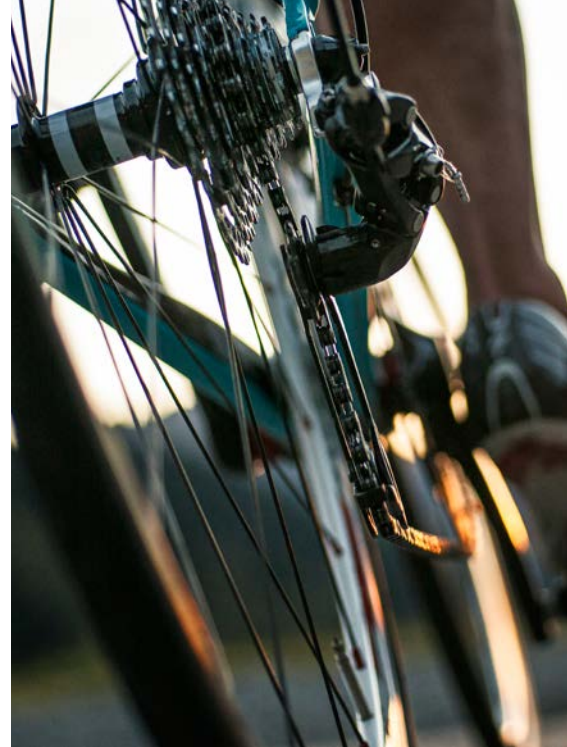
Contact

Department of Transport and Major Infrastructure
140 William Street, Perth WA 6000

Email: activetransport@transport.wa.gov.au

Website: transport.wa.gov.au





This strategy outlines how the Kimberley region can realise its full cycling potential, leading to a healthier, happier and more engaged community.



Executive Summary

Towns and communities with high levels of bike riding enjoy a range of social, economic and environmental benefits. Bike riding helps create more connected and welcoming communities, benefits the economy through tourism and supporting services like bike mechanics, and enables people to live happier, healthier and more active lives. Fundamentally, increasing bike riding, and other forms of active transport is about improving quality of life – something that is critical for our communities and visitors to the Kimberley region.

The Department of Transport and Major Infrastructure (DTMI) is currently leading the development of a new active travel strategy, 'Walk, Wheel, Ride, Thrive', which will enable partnerships between local and state governments to improve cycle infrastructure throughout the Western Australia (WA). Once published, 'Walk, Wheel, Ride, Thrive' will replace the Western Australian Bicycle Network Plan. The State Government has developed a Long-Term Cycle Network (LTCN) in collaboration with local governments that recognises the important integration of connections to major and local attractions, tourist destinations and trails. This network is recognised in the [12 regional cycle strategies](#) that have been developed.

A contextual overview for the regional cycling strategies is available for reference on DTMI's website. It presents the justification for developing regional strategies and outlines why bike riding is important and beneficial to regional WA. A suite of guidelines relating to [planning and designing for active transport](#) has also been developed by the Department.

This document has been developed in conjunction with the shires of Broome, Derby-West Kimberley, Halls Creek and Wyndham-East Kimberley.

Extensive consultation has been undertaken with the community as well as key stakeholders including local government, cycling groups, peak bodies, and state government agencies. This has supported the identification of six central themes and complementary opportunities for bike riding in the Kimberley region (Table 1).

A primary consideration in each strategy is ensuring that the cycle network is safe for people of all ages and abilities, particularly children and vulnerable adults. This will be achieved through the development of safe school routes and safe crossing points in all regional towns, thereby encouraging and enabling more people to reap the health and wellbeing benefits of bike riding and other forms of active travel.

Many of the recommendations in this strategy focus on programs and initiatives to support behaviour change, activation and participation, and improved planning. These programs aim to address the barriers and motivators to bike riding, targeting the specific needs of each region's diverse populations. They also support the development of soft facilities such as bike parking, rest stops, wayfinding and improved mapping. The strategy also acknowledges that bike riding infrastructure has many different users, including people bike riding, walking, wheeling, using eRideables and using personal mobility devices such as gophers.

There is an exciting opportunity to develop new transport trails that link regional towns and key attractions. Harnessing railway corridors and road systems, the proposed regional cycle network aims to attract more visitors to each region, encouraging them to stay longer and explore the region's unique biodiversity, culture and heritage.

This strategy brings all this together and outlines how the Kimberley region can realise its full cycling potential, leading to a healthier, happier and more engaged community.

Table 1. Kimberley 2050 Cycling Strategy – themes and opportunities

Theme	Opportunities
 <p>Work with the Aboriginal community to celebrate Aboriginal culture, connect with Country and connect communities through riding.</p>	<ul style="list-style-type: none"> Engage with the Aboriginal community to improve access to their regional locations and support positive health and wellbeing outcomes. Create riding routes and trails that highlight Aboriginal culture and heritage. Integrate Aboriginal cultural design elements and language to enrich a sense of place in the Kimberley.
 <p>Connect to local places so it's easy to get there by bike, and promote riding.</p>	<ul style="list-style-type: none"> Provide safe walking and riding routes to school, and improve riding skills among young people. Establish connections to shops, workplaces, local services and recreation areas. Encourage riding for day-to-day trips and for recreation through community programs, initiatives and events. Provide safe, connected infrastructure for people on bikes, including bike parking and clear wayfinding.
 <p>Design safe, comfortable and secure access for people of all ages and abilities.</p>	<ul style="list-style-type: none"> Provide a path network that caters to people of all ages and abilities. Provide safe crossings for people walking, wheeling and riding. Foster positive perceptions of personal safety and security for everyone.
 <p>Improve access to own, maintain, hire and share bicycle equipment.</p>	<ul style="list-style-type: none"> Work with potential providers to enable access to affordable bikes and maintenance services. Provide transport choices for people in the region.
 <p>Provide climate responsive infrastructure including shade, water and appropriate riding surfaces.</p>	<ul style="list-style-type: none"> Provide a comfortable riding experience. Deliver sustainable riding infrastructure. Ensure ongoing maintenance to provide consistently safe and smooth riding surfaces.
 <p>Highlight the region's unique history and landmarks through cycle tourism, bike-packing and cycling for sport.</p>	<ul style="list-style-type: none"> Improve connections to the region's key attractions, including good riding access for visitor accommodation. Create safe conditions for people riding on-road and long-distances. Support opportunities for trail riding in the region.

Why we want more people walking and riding



More vibrant, friendly and safe communities

Increasing active transport improves community cohesion and can enhance local security.¹



More than 1 in 4

Regional Western Australians bike ride in a typical week – the highest proportion of any Australian state and territory.²



A more sustainable health system

Consistent walking or riding can help reduce cardiovascular disease, type 2 diabetes and the mortality rate.³



More than 4 in 10

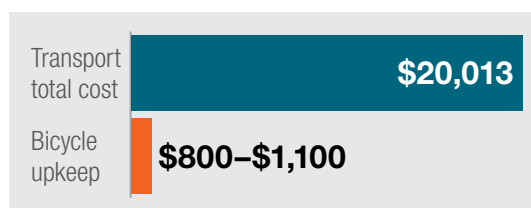
Western Australian adults don't get enough physical activity.

Improving access to walking and riding infrastructure in regional areas is a key focus to better sustain outer metro health systems.^{4, 5}



A stronger economy

Cost per year (Australian average)⁶



Bike tourism is a growing niche, encouraging more repeat travel to regional WA areas.⁷



Healthier and happier people

Bike riding can improve mental, physical and social health and wellbeing, as well as reduce sickness absence to work.⁸



A fairer and more equitable society

Many people living in outer urban, rural and remote regions have very limited transport options.⁹

The improvement of walking and bike riding conditions can reduce motorised travel and enables people of all ages and abilities to use healthier, more cost-effective active travel modes.¹⁰

At a glance

The bike riding industry in 2022

\$6.7bn

Contributed to the Australian economy.

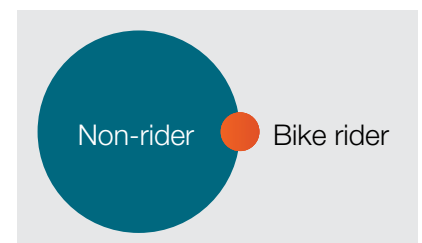
58,272

Full-time jobs supported.¹¹



Greener and cleaner places

CO2 emissions from daily travel



Bike riders had 84% lower CO2 emissions than non-riders.¹²



People who shifted from car to bike were found to decrease life cycle CO2 emissions by 3.2kg CO2/day.¹³

Contents

Acknowledgement	2
Executive Summary	4
Why we want more people walking and riding	6
1. Introduction	8
1.1 Guiding principles	8
1.2 Kimberley in context	8
1.3 Background research and analysis	11
2. Encouraging Bike Riding	14
3. Regional Route Hierarchy	15
4. The Way Forward	17
4.1 Work with the Aboriginal community to celebrate Aboriginal culture, connect with Country and connect communities through riding	17
4.2 Connect to local places so it's easy to get there by bike, and promote riding	21
4.3 Design safe, comfortable and secure access for people of all ages and abilities	30
4.4 Improve access to own, maintain, hire and share bicycle equipment	35
4.5 Provide climate responsive infrastructure including shade, water and appropriate riding surfaces	38
4.6 Highlight the region's unique history and landmarks through cycle tourism, bike-packing and cycling for sport	41
5. Proposed Network	47
5.1 Overall network	47
5.2 Shire of Broome	47
5.3 Shire of Derby-West Kimberley	49
5.4 Shire of Halls Creek	51
5.5 Shire of Wyndham-East Kimberley	52
5.6 Kimberley region	54
6. Action Plan	55
6.1 Local priority projects and programs	56
6.2 Ongoing strategy maintenance	86
Appendix A. Stakeholder Consultation	87
A.1 Engagement overview	87
A.2 Community comment summary	89
A.3 Literature review	101
Endnotes	102

1. Introduction

The Kimberley region is unique with a wide range of geographic and cultural features that vary from the coast to rivers, and inland areas. Although each community has distinct difference and needs, they share a unified vision to be a part of a regional community that is liveable and inclusive, celebrates its rich culture and heritage and fosters economic prosperity. A key ingredient to achieving this is providing people of all ages and abilities with transport choices to get to the places they want to go.

An 'all ages and abilities' design philosophy is about creating places and facilities that are safe, comfortable and convenient for as many people as possible.

By designing walking, wheeling and riding facilities to cater for young and vulnerable users we create a network that everyone can use. At the heart of this approach is fairness, by enabling people to access places regardless of age, physical ability, location, income or the wheels they use.

1.1 Guiding principles

The LTCN proposed in this strategy has been developed based on six bicycle network planning principles developed by DTMI. More information on the principles can be found through DTMI's '[planning and designing for active transport](#)' webpage.

1.2 Kimberley in context

The Kimberley region has been the home of Traditional Owners/Custodians for over 50,000 continuous years. Spanning 423,500 square kilometres, it is a vibrant cultural landscape where more than 30 Aboriginal languages are spoken. With a population of just over 35,000 people,¹⁴ the Kimberley encompasses four local government areas, with key population centres in Broome, Derby, Fitzroy Crossing, Halls Creek, Wyndham and Kununurra.

Nearly 20 per cent of Kimberley households lack car access, making diverse transport options essential. Bicycles offer a practical solution for daily travel, accessing local services, visiting friends, recreation and exploring the region's attractions.

The Kimberley attracts around 425,000 visitors annually,¹⁵ offering opportunities for bicycle tourism in townships and remote outback tours, boosting the economy.

The region's sub-tropical climate has distinct wet (November to April) and dry (May to October) seasons and is prone to severe weather, requiring resilient infrastructure and communities.

1.2.1 Expected changes in population

The population is expected to grow from just over 35,000 in 2021 to 40,000-45,000 by 2031¹⁵ increasing demand for quality transport connections and bike infrastructure in the region. Figure 2 illustrates the distribution of population across some of the region's key towns, with Broome continuing to function as the region's main urban centre.

Figure 1. Map of the Kimberley region. Credit: Kimberley Development Commission.

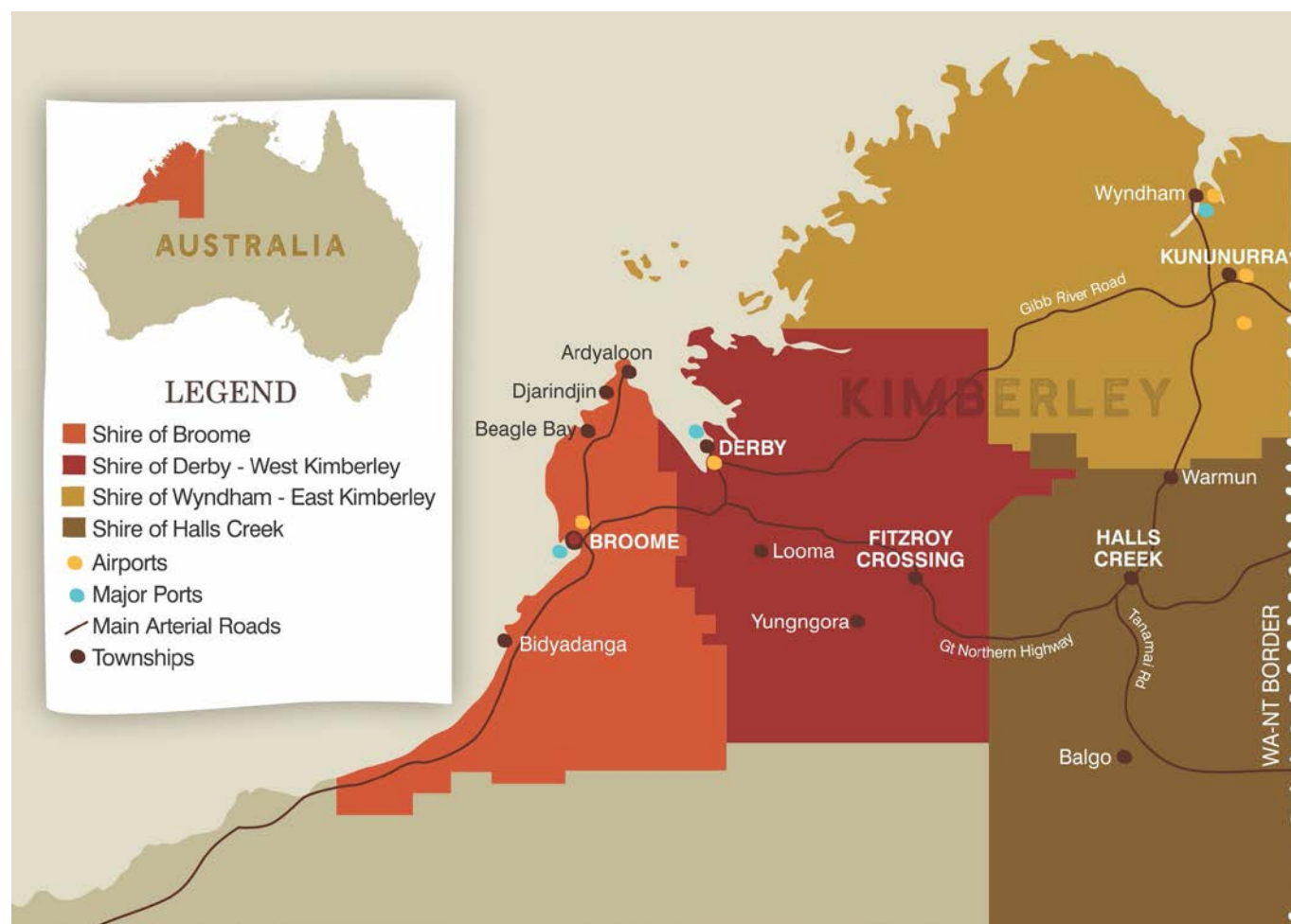
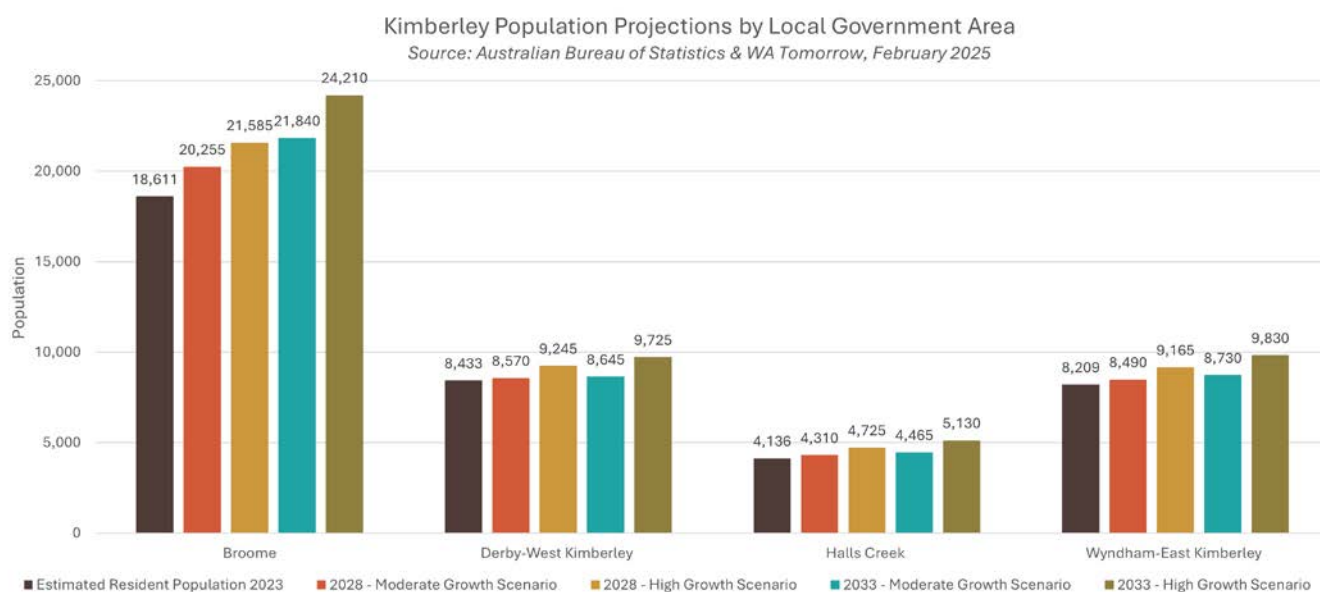


Figure 2. Graph of population projections across some of the region's townsites.

Credit: Kimberley Development Commission.



1.2.2 Expected changes in land use

A review of strategic land use planning for the region was undertaken to support the identification of key growth areas and planned developments. These have informed the assessment of existing and future potential bike riding demand.

A review of strategic land use planning for the region supports the identification of key growth areas and planned developments. These have informed the assessment of existing and future potential bike riding demand, including:

Shire of Broome

- Broome North is a partially completed land development which includes new homes, schools, shopping centre and a light industrial precinct. On completion, the Broome North development will effectively double the town's population.
- Other sites under investigation for new residential development include along the periphery of Broome Airport, One Mile (adjacent to Old Broome Road) and McMahon Estate Development (near Cable Beach Road).
- Establishing a new youth precinct next to the Broome Recreation and Aquatic Centre and a new recreational precinct at Gantheaume Point.
- Development of Sanctuary Road Caravan Park, key worker and over 55s village to provide ninety-one new homes for people.
- Broome Road Industrial Park development opportunity on 412 hectares (ha) of vacant land.

Shire of Derby-West Kimberley

- Potential for redevelopment of areas close to the Derby town centre through rezoning and / or subdividing to increase housing density and diversity.
- Development opportunities in Derby include 2 vacant lots west of Ashley Street, the area surrounding the established Golf Links Estate and Fallon Street light industrial estate.

- Potential residential expansion north of the Fitzroy Crossing town centre and south of Scrivener Road identified in the Fitzroy Futures Town Plan (2009), noting the plan has been flagged for review in the Local Planning Strategy.

Shire of Halls Creek

Three 'future urban development areas', totalling 110 hectares, are identified around the periphery of the Halls Creek town centre.

Shire of Wyndham-East Kimberley

- Future residential expansion in Kununurra to the areas south and east of Victoria Highway / Livistona Street, subject to structure planning.
- Potential expansion of the Kununurra townsite northwards in the long-term and light industrial area adjacent to Weaber Plain Road.
- Potential for increased density of Wyndham's existing residential areas and expansion northwest and southeast of Great Northern Highway

Master planning for various airports across the region has also occurred. This includes relocation of existing airports to repurpose land uses, as is the case for Broome Airport which is currently a significant barrier to movement and access, or further development of existing airports. This presents an opportunity to improve riding connectivity to / from the airports across the region to provide visitors, workers and residents with an alternative mode of access.

1.2.3 Planned major transport investments

Road projects provide opportunities to improve safety for on-road cycling and strengthen regional active transport connectivity. These efforts are supported by the WA Active Transport Infrastructure Policy,¹⁶ which guides the developments of active transport infrastructure along state-controlled roads and rail corridors. Improvements to ocean and air-based travel to the region also present opportunities to promote cycling tourism and have been noted, such as the proposed expansion of Broome Port and East Kimberley Regional Airport improvements which will increase access and potentially attract more visitors to the Kimberley.

Major transport projects in the region which are funded and committed are listed. Road projects present opportunities to improve safety for on-road cycling and regional riding connectivity where appropriate. Other opportunities to encourage cycling tourism resulting from improvements to ocean and air-based travel to the region are also noted.

- Sealing over three hundred kilometres of Tanami Road, which links the Great Northern Highway near Halls Creek with the Northern Territory. The project will deliver safer and all-weather access to remote Aboriginal communities, mine sites and for freight, with works taking place over the next decade.
- Duncan Road and Gordon Downs Road upgrades to improve the quality of the road which provides access between Halls Creek and the Yaruman (Ringer Soak) community, cattle stations and the Browns Range Rare Earths Project. Due for completion in late 2025.
- Replacement of three single-lane bridges which cross Tickalara Creek, Frog Hollow Creek and Arthur Creek on the Great Northern Highway. To be replaced with dual lane bridges by mid-October 2024.
- Gibb River Road upgrades involving sealing and upgrading sections as part of ongoing improvements through to 2027.
- Broome Cape Leveque Road upgrades which has delivered a roundabout at the intersection with Broome Road, improved internal roads in Beagle Bay and seeks to improve access to One Arm Point by 2025.
- Expansion of Broome Port which is funded and scheduled for completion in 2025. This will increase cargo capacity, bolster local industry and provides the potential for more cruise ships to travel directly to Broome.
- East Kimberley Regional Airport runway extension and improvements to increase capacity and encourage lower fares for flight services. This will enhance connectivity to eastern Kimberley and support tourism opportunities.

1.3 Background research and analysis

1.3.1 Literature and data review

The strategy is informed by extensive background research and analysis, including review of:

- national, state and regional planning documents;
- local planning documents and data;
- datasets including Australian Bureau of Statistics (ABS) census data, Main Roads WA (Main Roads) crash information and road network information; and
- GPS travel data, including Strava heatmap of recorded rides.

The findings from the review, in conjunction with extensive stakeholder and community consultation, have helped to understand the current challenges and issues as well as identify unique themes and opportunities for bike riding in the Kimberley.

A high-level summary of some of the initial opportunities identified include:

- Safe routes to schools
- Safe speed zones
- Connect to the region's key tourism assets
- Bike riding events to promote riding and activate neighbourhood infrastructure projects
- Install climate responsive infrastructure, including consideration for construction materials
- Partnerships with health organisations to deliver messaging / events
- Support development of new cycle tourism businesses / diversification into cycle tourism offerings
- Opportunities to highlight existing, and create new, bike riding trails and loops
- Formalise sports cycling opportunities
- Enhance streetscape amenity and increase tree canopy / vegetation as part of bicycle projects
- Increase youth engagement in bike riding including dedicated facilities or social interventions and programs
- Multi-language wayfinding

1.3.2 Mapping existing and future destinations

An analysis of existing and planned land use was undertaken to support the identification of potential key trip attractors for bike riding. These include schools, shopping centres, central business districts, industrial areas, tourist destinations, health campuses and sporting / recreational precincts within urban centres.

Additionally, opportunities to support long distance riding routes and interregional connectivity will be explored as part of the Strategy, including:

- Creating opportunities for creating a safe riding environment along the Gibb River Road and other long-distance roads
- Connecting people to key tourism assets in recognising the abundance of these in the region (El Questro Wilderness Park, Purnululu National Park, Mitchell River national Park)
- Connecting the major townsites within the region and to neighbouring regions

The key trip attractors have informed the development and categorisation of the 2050 Kimberley region's bicycle network and are shown together in Section 5.

1.3.3 Review of the existing bike riding network

The walking and riding network varies significantly across the region in terms of coverage and quality for all local governments. The network is comprised of off-road routes and a combination of footpaths and shared paths. There are no dedicated facilities for on-road routes, however, sealed road shoulders are used for road cycling in some areas.

Walking and riding

Several common issues and challenges for bike riding exist across the region including:

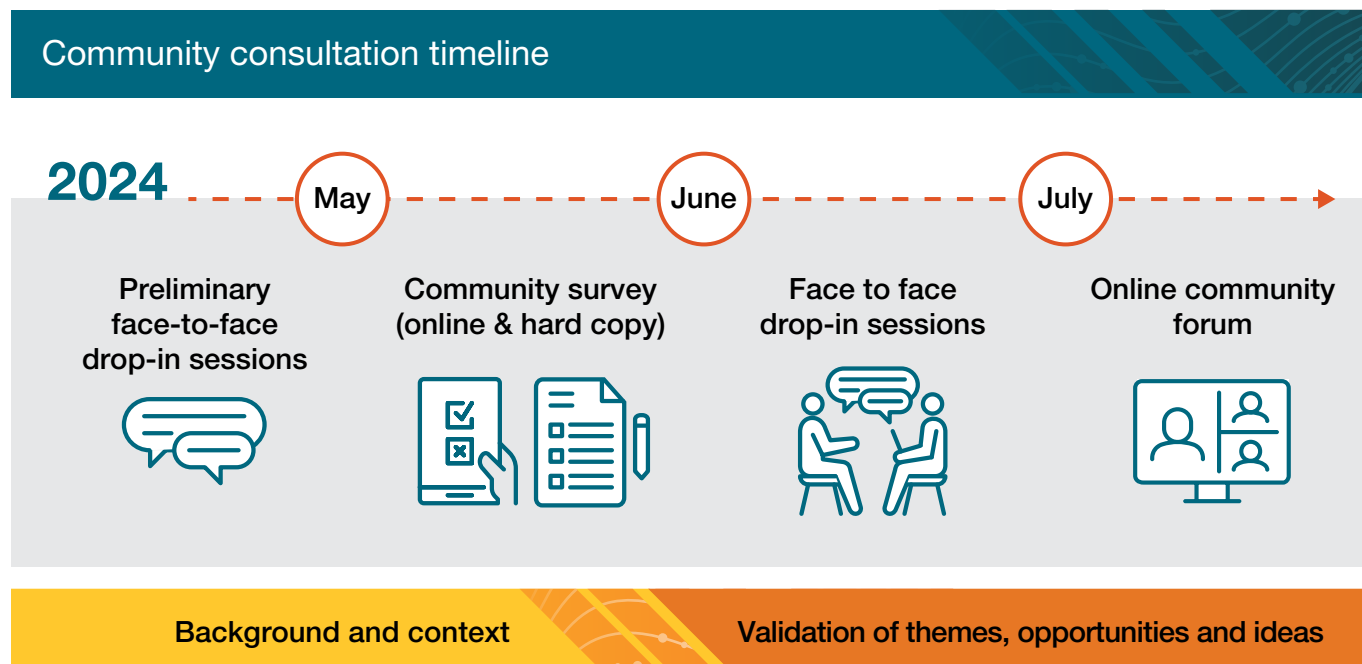
- **Gaps in the shared path and footpath network** – Inconsistent provision of pathways (e.g. no path provided, disconnected path, path alignment changes sides) limiting the function of these links as viable bike riding route.

- **Quality of existing infrastructure** – Inconsistent path surfaces, narrow path widths, damaged and deteriorated paths resulting in an uncomfortable riding environment.
- **Barriers to movement** – Highways and roads with vehicles, including trucks, travelling at high speeds making it difficult for people walking and riding to cross. Large land holdings, such as Broome Airport, limiting movement and access through the town.
- **Maintenance challenges** – Ongoing need to clear paths from debris, sand, gravel, broken glass and prickles to maintain rideability as well as ongoing challenges with vandalism of infrastructure.
- **Climate** – Harsh weather condition in the region for some of the year making it uncomfortable for people to walk or ride as well as weather-related damage to infrastructure. This places great importance on the need to provide climate responsive infrastructure such as shading and shelter, rest stops and water fountains as well as consider the use of construction materials.
- **Perceptions of personal safety and security** – Reports of people feeling unsafe around certain areas, particularly at nighttime, which may limit uptake of people walking and riding.
- **Construction and maintenance costs** – The cost to deliver infrastructure and maintain / deliver repairs in the regions is much higher than it is in metropolitan WA.

1.3.4 Stakeholder and community consultation

The vision for bike riding in the Kimberley will only be realised through collaboration and shared effort. Accordingly, stakeholder and community input has been sought during various phases of the project and has been fundamental in informing the development of the strategy.

A summary of consultation activities and key stakeholders are depicted in Figure 3. More information on consultation outcomes can be found in Appendix A.

Figure 3. Community and stakeholder consultation summary

Key stakeholders

Project working group

- Shire of Broome
- Shire of Derby-West Kimberley
- Shire of Halls Creek
- Shire of Wyndham-East Kimberley

State Government

- DTMI
- Main Roads WA (Main Roads)
- Kimberley Development commissions
- Department of Biodiversity, Conservation and Attractions (DBCA)
- Department of Planning, Lands and Heritage (DPLH)
- Department of Local Government, Sport and Cultural Industries (DLGSC)
- Department of Water and Environmental Regulation (DWER)
- Tourism WA (TWA)

Other partners

- Cycling groups
- Schools
- Local businesses
- Aboriginal corporations
- Western Australian Local Government Association (WALGA)

2. Encouraging Bike Riding

Traditional bike riding strategies have often relied on a ‘build it and they will come’ approach, focusing primarily on infrastructure improvements. However, this approach does not fully account for the social factors that influence biking, such as perceptions of safety, access, ability and awareness.

To boost bike riding participation, it's essential to address both infrastructure and the social environment, including barriers and motivations that impact different potential riders and foster a culture of bike riding.

Despite the well-documented health benefits of bike riding, participation rates remain low due to a combination of poor infrastructure quality and a lack of a bike riding culture shaped by social norms. The DTMI [planning and designing for active transport](#) webpage explores key considerations for addressing these challenges and enabling more people to ride.

These include:

- Activation, consultation and evaluation infrastructure delivery model, which supports built and social environment outcomes to be considered side-by-side.
- Opportunities for cross-agency collaboration to align efforts and resources.
- Insights into the social and environmental factors that influence cycling participation rates.
- Strategies designed to foster a bike-riding culture and encourage more people to ride.

Insights for bike riding in the Kimberley:

With at least half of commuting trips, and most non-commuting trips within regional towns, being less than 3 kilometres, there is a significant opportunity to switch many car trips to cycling¹⁴.



Community engagement session at Broome Markets (left) and Kununurra Markets (right) to seek feedback on cycling. Credit: DTMI.

3. Regional Route Hierarchy

The Kimberley's 2050 bike riding network is categorised into five types of bike riding routes, which collectively form the [WA Cycling Network Hierarchy](#). This hierarchy has been adopted for all published regional cycling strategies and will continue to apply to all future bike riding strategies for WA. The key differences between the five types of routes are depicted in Figure 4.

Figure 4. WA Cycling Network Hierarchy

	1. PRIMARY ROUTE	2. SECONDARY ROUTE	3. LOCAL ROUTE
Function	<p>Primary routes are high demand corridors that connect major destinations of regional importance. They form the spine of the cycle network and are often located adjacent to major roads, rail corridors, rivers and ocean foreshores. Primary routes are vital to all sorts of bike riding, including medium or longdistance commuting / utility, recreational, training and tourism trips</p>	<p>Secondary routes have a moderate level of demand, providing connectivity between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities.</p> <p>Secondary routes support a large proportion of commuting and utility type trips, but are used by all types of bike riders, including children and novice riders.</p>	<p>Local routes experience a lower level of demand than primary and secondary routes, but provide critical access to higher order routes, local amenities and recreational spaces. Predominantly located in local residential areas, local routes often support the start or end of each trip, and as such need to cater for the needs of users of all ages and abilities.</p>
Design Philosophy	<p>An all ages and abilities design philosophy is about creating places and facilities that are safe, convenient for as many people as possible.</p> <p>By planning for and designing infrastructure that caters for the youngest and most vulnerable users, we create a walking and bike riding network that everyone can use.</p> <p>At the heart of this approach is fairness and enabling all people to use the network regardless of age physical ability or the wheels they use.</p>		
Form	<p>All routes can take a number of different forms and are designed to suit the environment in which they are located.</p> <p>These forms include:</p> <ul style="list-style-type: none"> • Bicycle only, shared and/or separated paths; • Protected bicycle lanes (uni or bi-directional, depending on the environment; and • Safe active streets. <p>Principal Shared Paths (PSPs) are often built along primary routes. A PSP is a high quality shared path built to MRWA PSP standard which generally means the path will be 4 m wide, have adequate lighting and be grade separated at intersections (where possible).</p> <p>In some locations, quiet residential streets incorporating signage and wayfinding may be appropriate for local routes.</p>		

Road Cycling Routes and Transport Trails form part of the complementary network, supporting more select user groups, primarily for recreational, sport and/or tourism purposes.

	ROAD CYCLING ROUTE	TRANSPORT TRAIL
Function	Road cycling routes are designated routes for bike riders undertaking long distance rides in (predominantly) on-road environments, for training, sports, or recreational purposes.	Transport trails provide long-distance, off-road (predominantly unsealed) riding experiences through natural settings, away from motorised traffic. They often support recreational and tourism trips between towns and regions.
Form	<p>Road cycling routes are predominantly located on lower order rural or semi-rural roads on the outskirts of cities and towns. Sections may follow busier roads, particularly as road cycling routes typically begin and end in built up areas and often follow scenic roads popular with other road users.</p> <p>These routes support bike riders undertaking challenging longer distance rides by raising awareness and encouraging safe behaviour by all road users.</p> <p>This is achieved through advisory signage, warning technology and other road safety initiatives.</p>	<p>Transport trails are typically located within underutilised transport and service corridors in rural areas. Due to their relatively gentle gradients, former railways and certain utility corridors make excellent candidates for these trails.</p> <p>Transport trails should be constructed from materials appropriate to the environment and level of service required. Well drained, compacted gravel with supporting infrastructure such as wayfinding signage is a common form.</p> <p>In some instances transport trails will be sealed, such as where they intersect with busy roads or run through town sites. They will often change classification to a primary or secondary route when they pass through a town, reflecting the more holistic role they perform in the transport network in these situations.</p>

4. The Way Forward

This section summarises the main themes and opportunities gathered from stakeholder and community consultation. Each theme identifies ways to improve bike riding in the region and includes case studies showing where similar successes have been accomplished.

4.1 Work with the Aboriginal community to celebrate Aboriginal culture, connect with Country and connect communities through riding

Key opportunities:

- Engage with the Aboriginal community to improve access to their regional locations and support positive health and wellbeing outcomes.
- Create riding routes and trails that highlight Aboriginal culture and heritage.
- Integrate Aboriginal cultural design elements and language to enrich the Kimberley's sense of place.

In the Kimberley, over 40 per cent of the population identify as Aboriginal or Torres Strait Islander¹⁴. A large population also identify as living in remote areas where transport options are limited. The strategy promotes walking, wheeling and riding to improve access and support physical activity, helping manage prevalent health conditions.

It emphasises engaging with Traditional Owners/Custodians to integrate their views into planning, fostering culturally enriched public spaces and cultural awareness through transport and place making initiatives. The strategy also aims to develop trails that highlight Aboriginal culture and heritage, recognising the potential for positive social and economic impacts through Aboriginal tourism.

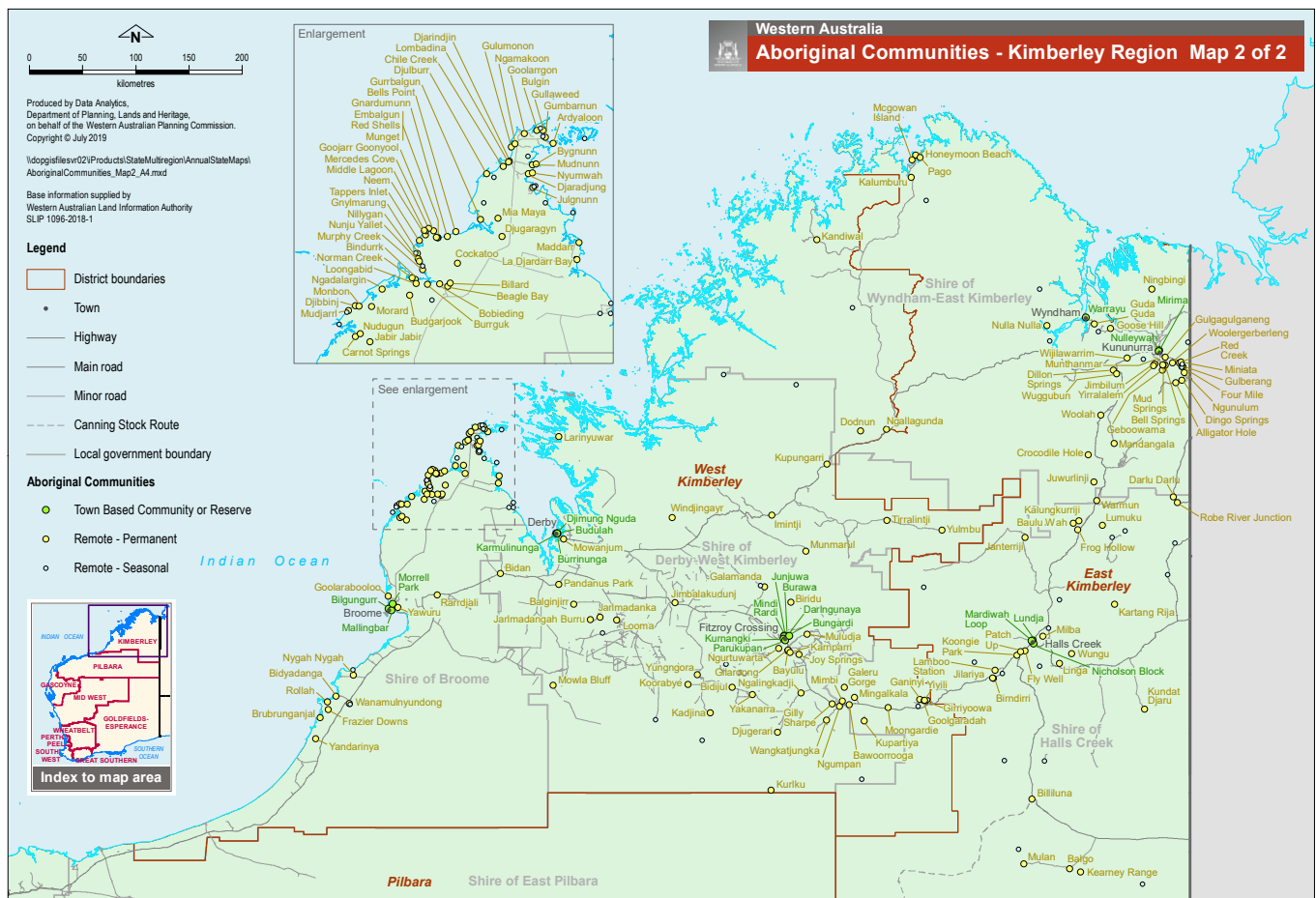
4.1.1 Engage with the Aboriginal community to improve access to their regional locations and support positive health and wellbeing outcomes

Transport disadvantage, lower life expectancy and poor health outcomes are some of the challenges faced by several communities throughout WA, but particularly evident in Aboriginal communities in this region.^{17,18}

According to the 2010 ABS census, 71 per cent of Aboriginal and Torres Strait Islander adults in remote areas had no access to public transport, 15 per cent couldn't reach places due to lack of transport, and nearly one-third had no access to a motor vehicle.¹⁷

These communities also suffer from greater health disparities, including lower life expectancy and higher rates of diabetes and cardiovascular disease.¹⁸ Regular physical activity can prevent or manage these conditions, so this strategy aims to support communities in meeting their physical activity needs through walking, wheeling and riding, which also serves to improve transport access within and between communities.

During the strategy's development, efforts were made to engage with Aboriginal corporations following local government guidance on key contacts. Successful connections included Nyamba Buru Yawuru, Emama Nguda Aboriginal Corporation, Winun Ngari Aboriginal Corporation, and MG Corporation, whose input has helped to shape the opportunities in this strategy.

Figure 5. Locations of Aboriginal communities in the Kimberley region.Credit: WA Department of Planning, Lands and Heritage [Aboriginal Communities Map 2](#).

Preliminary opportunities to improve access and connectivity for Aboriginal communities include:

- The Shire of Broome
 - Transport trail to improve connectivity between Bidyadanga, WA's most populous Aboriginal remote community, and Broome township, noting that works are currently underway to upgrade the internal road network to provide better access to homes and businesses during the wet season and reduce dust during summer.¹⁹
- The Shire of Derby-West Kimberley
 - Connect Mowanjum by providing a safe riding environment along the Gibb River Road and Derby Highway, towards town.
 - Complete gaps in the local network to provide safe access to Burawa, Junjuwa, Mindi Rardi, Kurnangki, Darlanguwaya, Bungardi and Parukupan.

- The Shire of Halls Creek
 - Complete gaps in the local path network to connect Nicholson Block and Lundja (also known as Red Hill) to town.
- The Shire of Wyndham-East Kimberley
 - Complete gaps in the local path network to improve access for communities surrounding Speargrass Road, including Mirima and Nulleywah.
 - Connect communities located on the fringe of the urban area to town, including Emu Creek and other communities located to the south, accessed by Crossing Falls Road, as well as Packsaddle Road.

Further work is recommended to investigate a State-led approach, adopting a co-design method for better Aboriginal engagement in transport projects.

4.1.2 Develop riding routes and trails that highlight Aboriginal culture and heritage

The Western Australian Indigenous Tourism Operators Council highlights the positive social impact of Aboriginal tourism on local communities, including generating employment, strengthening pride and bringing cultures together. In 2021-22, Aboriginal tourism contributed \$64 million in economic impact to the State's economy and 516 full time employee jobs.²⁰



Bikes parked outside Mabu Mayi Café and Yawuru's administration building in Broome
Credit: DTMI.

The Kimberley region is rich in cultural and heritage sites significant to Aboriginal people. The LTCN aims to improve bike connectivity to these key attractions over the next five years, incorporating landscaping, artwork and interpretive signage to showcase cultural connections.

Longer-term goals include expanding the Jetty to Jetty trail in Broome and identifying new recreational and educational bike routes in collaboration with the Aboriginal community.



Aerial view of the Mowanjum Aboriginal Art and Culture Centre building
Credit: Mowanjum Aboriginal Art and Culture Centre.

Case study

Jetty to Jetty trail

Nyamba Buru Yawuru's Jetty to Jetty trail narrates the stories of Broome's pearling era, highlighting the contributions and struggles of Aboriginal and Asian workers. This self-guided trail, part of the Shire of Broome's Conti Foreshore project, runs between the Old Jetty and Streeters Jetty. It offers a balanced view of Broome's history, showcasing community resilience and the deep connection between people, place, culture and family.

"Broome teaches us how to live together, how to harmonise. That is the reason Broome is unforgettable – my lifetime teacher. Always, Broome is with me." - Kunihiro Kaino



A person sitting at one of the Jetty to Jetty information stops.

Credit: UDLA www.udla.com.au/projects/jetty-to-jetty-interpretive-trail.

Incorporating Aboriginal language through wayfinding signs, route names and rest stops is another valuable approach. In the Kimberley, the use of Aboriginal names has gained momentum in recent years with Bunuba, Wilinggin and Balanggarra names approved for many parks.²⁰

“For Aboriginal peoples, names of places are intertwined with lore and spirituality and are intrinsically attached to their understanding of its history, culture, rights and responsibilities to the land.”

There is an opportunity to continue building on existing initiatives in the region. This strategy recommends ongoing collaboration with Aboriginal communities and stakeholders to integrate cultural design elements and language into bike riding projects.



Credit: DTMI.

Case study

Connecting with Country Framework

The NSW Government's 2023 Connecting with Country Framework aims to guide the planning, design and delivery of all built-environment projects in NSW with a Country-centred approach led by Aboriginal people. The key commitment is: "All NSW built environment projects will be developed with a Country-centred approach guided by Aboriginal people, who know that if we care for Country, Country will care for us."²⁹

The framework applies to all project scales, from art installations to precinct-wide developments, and outlines:

- practices for reframing how built environment professionals work;
- actions for implementing the framework;
- outcomes for Country, including Healthy Country, Healthy Community, Protecting Aboriginal Cultural Heritage, Cultural Competency, and Better Places; and
- designing with Country considerations for a Country-centred approach.

4.2 Connect to local places so it's easy to get there by bike, and promote riding

Key opportunities:

- Provide safe walking and riding routes to school and improve riding skills among young people.
- Establish connections to shops, workplaces, local services and recreation areas.
- Encourage riding for day-to-day trips and for recreation through community programs, initiatives and events.
- Provide safe, connected infrastructure for people on bikes, including bike parking and clear wayfinding.

Around 2.1 per cent of Kimberley residents ride a bike to work, three times as much as the Western Australian and Australian average. A further 12.6 per cent walk to work which is nearly six times the State average.¹⁴

A 15-minute bike ride will allow a person to travel around 3 km. Despite this, many people still choose to drive with many workers driving less than 3 km to get to work in 2021.¹⁴ The proportion of people who **drove less than 3 km** to get to work by each local government is as follows:

- **34%** (1,619 people) in the Shire of Broome.
- **45%** (437 people) in the Shire of Derby-West Kimberley.
- **19%** (55 people) in the Shire of Halls Creek.
- **44%** (805 people) in the Shire of Wyndham-East Kimberley.

Encouraging bike riding for these people could reduce car dependence, free up parking for people who need it and boost fitness and well-being. Each kilometre cycled brings \$2.44 in health benefits, which can make a big difference in the Kimberley where nearly 43 per cent of people do less than 150 minutes of physical activity weekly (38 per cent in WA).¹⁸

Overweight and obesity rates are higher in East Kimberley (41.3 per cent) and West Kimberley (42.5 per cent) than in WA (38.9 per cent and 29.7 per cent).¹⁶ The Kimberley has the State's highest cardiovascular disease rate and elevated diabetes rates (Figure 8). Bike riding, including eBikes, improves health and reduces risks of diabetes, heart problems, and related issues.

Figure 8. Key health risk factors affecting the Kimberley population.



Highest cancer and cardiovascular burden in the state



Highest rates in the state of potentially preventable hospitalisations for **total chronic conditions, COPD, diabetes complications and congestive heart failure**



Mental health is the second leading cause of disease burden

Credit: graphic adapted from WA Primary Health Alliance.

4.2.1 Provide safe walking and riding routes to school, and improve riding skills among young people

With a higher proportion of young people in the Kimberley compared to other parts of WA,¹⁴ there is a significant opportunity to prioritise safe routes to schools and encourage active recreation and socialisation. Clear, safe routes boost parents' confidence in their children's independent mobility.

Connecting facilities for practicing riding skills and recreation, like skate parks and pump tracks, is also essential. Stakeholders and community members have highlighted the popularity of these facilities in the region and the importance of having safe, fun spaces for young people to develop their bike riding skills and socialise.

For instance, the Halls Creek pump track project, though temporary, highlighted several key points:

- Importance of co-designing with the community to meet user needs
- Choosing locations with safe access
- Providing complementary infrastructure like shelters, seating, water fountains and lighting
- Providing affordable/free bikes and protective gear.

As another example, the Broome Recreation and Aquatic Centre (BRAC) Youth Bike Precinct in Broome which is currently under development, was imagined through community workshops and consultation. In addition to the pump track, the facility will include mountain bike and walking trails, an informal dirt jumps area, BMX track, shade, seating and drinking water.



No paths connecting to Holy Rosary School entrance. Credit: DTMI.



A rider enjoying Halls Creek Pump Track.

Credit: Department of Local Government, Sport and Cultural Industries (DLGSC).



Max loves to ride his scooter at Broome skate park. It provides kids with a safe space to learn riding skill, build riding confidence, exercise and have fun.

A child riding a scooter at Broome skate park.

Credit: DTMI.

Case study

Your Move Schools program opportunities

Your Move Schools is a free DTMI program that partners with schools to encourage active travel. Schools earn points by sharing stories about their initiatives, redeemable for rewards or access to the Connecting Schools Grant.

“It is wonderful to see these new facilities without a monetary cost to the school. Thank you!” - Tracey Nelson, Your Move parent and bike ride

The Connecting Schools Grant, funded by DTMI and the Department of Education, supports Your Move schools in improving student's riding skills, bike access and infrastructure. Since joining in 2019, Thornlie Senior High School has benefited significantly. They aim to reduce car trips, improve student health and ease traffic congestion. The school regularly applies for and receives grant funding, and involves students in building custom scooter and skateboard racks.

The school hosts events like National Ride2School Day and Walk Safely to School Day, using these occasions to promote the mental health benefits of active travel. They also partner with nearby primary schools for the Oven's Road Challenge and share active travel messages through their newsletter.



Bicycle parking with custom scooter and skateboard racks at Thornlie Senior High School, made possible by Your Move Schools.

Credit: Your Move.

Case study

Bike skills parks

Bike skills parks are designed for young children, offering a safe space to learn about road signs and other street elements. These parks help them develop riding skills and understand road safety.

Often located near family-friendly facilities like pump tracks, playgrounds and BBQ areas, these parks provide an ideal setting for kids to stay active and for families to spend quality time together.

A growing trend is towards nature-friendly tracks using materials like crushed limestone or recycled brick, which support better drainage and tree growth.



Shepherds Bush Park Skills Track, Kingsley.

Credit: Kids Around Perth.

Calista Bike Skills Park, Kwinana. Credit: People on Bicycles.





Derby Jetty shared path showcasing sculptures on the mud flats. Credit: DTMI.

4.2.2 Connect to the shops, workplaces, local services and recreation areas

A significant majority of stakeholders and community members expressed a strong interest in improving riding connections to support access to their daily needs. In the Kimberley 2050 Cycling Strategy Community Survey, 80 per cent of respondents said they would ride more if there were better paths, facilities and safety features for all ages and abilities.

Section 6.1 highlights key routes needing improvement due to missing, damaged or substandard paths essential for accessing key destinations. The LTCN prioritises these routes based on consultation feedback.

4.2.3 Encourage riding for day-to-day trips and for recreation through community programs, initiatives and events

In addition to infrastructure, social interventions are key to promoting cycling. Sharing stories to build community interest, highlighting health benefits, and providing route information can encourage more people to ride. Organising events like bike-to-work/school breakfasts, free bike check-ups and skills courses for specific groups (e.g. rusty riders, women, children) also helps to increase awareness and participation.

The strategy addresses region-specific issues from community consultations, such as collaborating with WA Police to promote helmet use and reduce bike theft. Providing puncture repair kits and bike tubes is essential, given the local prevalence of punctures from prickles and debris.



Roy's tricycle is perfect for buying groceries, carrying items and running errands around town. Credit: DTMI.



Bike parking outside BRAC. Credit: DTMI.

Case study

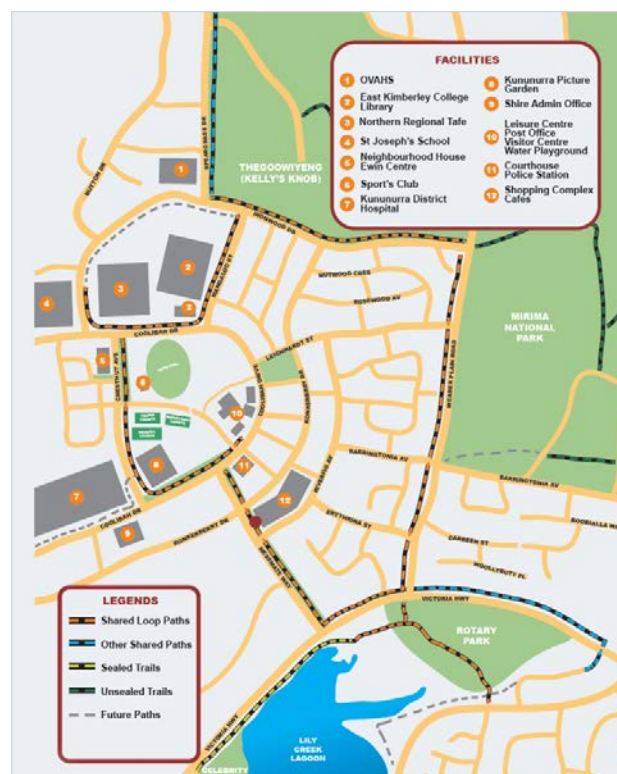
Kununurra Shared Loop Path

The Kununurra Shared Loop Path is a crucial 4.8 km concrete pathway connecting residents to key locations like schools, hospitals and shopping centres. Jointly funded by the Shire of Wyndham-East Kimberley and DTMI, it started with Stage 1 in 2021, enhancing links to local schools. Stage 2 in 2022 expanded these connections to health services, lookouts and Aboriginal communities. Stage 3 will complete the loop on Coolibah Drive.

Kununurra Shared Loop Path map available online and hardcopy from the Shire's offices (right). Credit: Shire of Wyndham-East Kimberley.

People walking, wheeling and riding on the Kununurra Shared Loop Path (below).

Credit: Your Move.



Case study



Broome Senior High School riding initiative

Since 2018, Broome Senior High School has been developing students' bike skills as part of their Outdoor Education program for years 10, 11 and 12. Every year, over one hundred students learn road safety skills and get the opportunity to take a daily on-road ride from the school to Town Beach (a short 2.5 km ride).

The program also features an overnight camp every second year, where students get to participate in trail riding, allowing them to experience different types of bike riding, gaining confidence and skills.

"It was great to cycle around Broome and enjoy the sites in the town on a bike. The camp was a physical challenge which I enjoyed." - Trigg Barrett-Lennard, Broome Senior High School Student



Broome Senior High School students riding bikes as part of a school program.

Credit: Broome Senior High School.

The students at East Kimberley College enjoy riding to school and on the weekend for fun.



Many would like to learn how to fix a flat tyre, alongside more safe and smooth paths for riding.



Student workshop on ways to improve riding in Kununurra. Credit: DTMI



A bicycle parked indoors, in front of Coles Kununurra. Credit: DTMI.

4.2.4 Provide safe, connected infrastructure for people on bikes, including bike parking and clear wayfinding

Currently, there is limited information available online or through wayfinding signage to outline or show bike riding routes. In the Kimberley, which attracts a significant number of tourists and irregular visitors, clear signage is essential to assist them in finding their way around town. Wayfinding signage also serves as a powerful tool to promote bike riding as a legitimate mode of transport and to raise awareness among those who don't normally ride.

Providing bicycle parking and other end-of-trip facilities, such as lockers and showers, is also crucial for promoting bike riding. While there is some bike parking in the region, more safe spaces for people to park their bikes at key destinations are required as per the Kimberley 2050 Cycling Strategy Community Survey.

This strategy includes an action to undertake an audit of existing facilities and review planning schemes to ensure adequate provision of end-of-trip facilities.



Wayfinding signage in Kununurra
Credit: DTMI.

4.3 Design safe, comfortable and secure access for people of all ages and abilities

Key opportunities:

- Provide a path network that caters to people of all ages and abilities.
- Provide safe crossings for people walking, wheeling and riding.
- Foster positive perceptions of personal safety and security for everyone.

This section emphasises the need for an inclusive path network that caters to everyone, regardless of age or ability. It stresses the importance of safe crossings and infrastructure that enhances safety, such as reduced speed limits in areas with higher numbers of people walking, wheeling and riding such as around shops and schools.

The strategy also addresses personal safety and security concerns, noting how inadequate street lighting and perceived threats can deter people from riding. A co-design approach that involves the community in planning active transport infrastructure is recommended to ensure it meets the needs of users.

4.3.1 Provide a path network that caters to people of all ages and abilities

To encourage more people to ride bikes, we need continuous, safe routes that offer seamless journeys from peoples' homes to destinations. DTMI's 'all ages and abilities' approach includes:

- **All people** - regardless of age, gender, location, income or background – including women, children, seniors, people living with disability, low-income households and people who are less confident riding.
- **All types of wheels** - including standard and eBikes, eScooters, cargo bikes, tricycles and specialist devices for people living with disabilities.
- **All trip purposes** – including commuting, school run, shopping and recreation.






















It is important to recognise there is no single pathway to a good design outcome for an all ages and abilities facility. DTMI has developed a selection support tool²¹ to enable initial determination of a bicycle facility type that considers the road function, target traffic speed and traffic volume. Given the often unique conditions in regional areas, it is important to note that no guideline, warrant or other selection tool can fully substitute the judgement of experienced and qualified practitioners.

The Lett family ride to school, Broome Markets and other local places with their bike trailer. More safe, connected and comfortable paths makes riding enjoyable for the whole family.



A family from Broome with bikes and a bike trailer.
Credit: DTMI.

Figure 10. All ages and abilities bicycle facility selection tool. Credit: DTMI

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

Consultations emphasised planning for an ageing population, with 4,000 more people aged 65+ in the Kimberley, expected by 2030,²² and creating a safe, universally accessible network to improve safety perceptions. Under the Commonwealth Disability Discrimination Act 1992 (DDA), streets, public spaces and public transport services must be accessible, but issues persist, such as:

- disconnected, damaged, uneven, narrow or obstructed paths;
- lack of tactile ground surface indicators (TGSIs) at intersections;
- non-compliant kerb ramps; and
- misaligned pedestrian crossings.

Many in the region rely on electric mobility scooters, often seen mixing with cars and trucks, posing safety risks. The strategy outlines reviewing design standards, conducting accessibility audits, and prioritising network improvements to ensure DDA compliance, enhancing streets for everyone.



Top: Poor path transition outside Coles Kununurra.
Bottom: a person on a mobility scooter in the middle of the road in Derby.
Credit: DTMI.

Case study

City of Kalgoorlie-Boulder universal accessibility audit initiative

The City of Kalgoorlie-Boulder has conducted audits to evaluate path accessibility for wheelchair users, prams and other mobility aids. The City launched an [interactive mobility effort map](#) to guide users and identify areas needing upgrades, helping people plan their journey and navigate safely. This map provides valuable insights into the City's accessibility needs, highlighting areas for improvement.

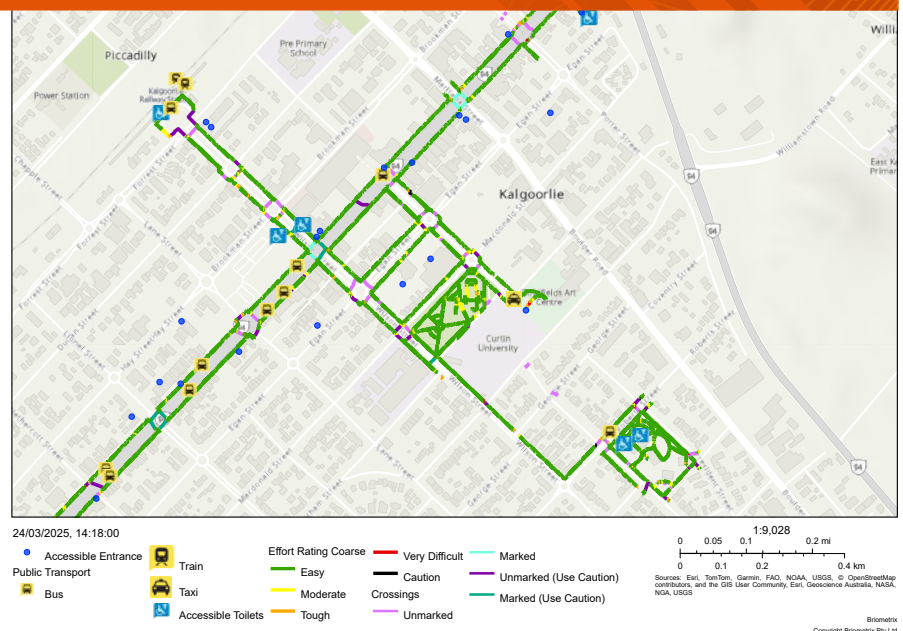


Figure 11. Kalgoorlie mobility effort map.
Credit: City of Kalgoorlie-Boulder.

4.3.2 Provide safe crossings for people walking, wheeling and riding

Major highways provide access to all of the Kimberley region's main townships, facilitating fast travel for cars and trucks. However, highways are significant barriers for people walking, wheeling and riding, particularly where safe crossing infrastructure is lacking.

Priority areas for improvement were identified by stakeholders, the community, and through on-site observations, focusing on locations where highways divide communities:

- **Gubinge Road** in Broome to connect communities in the northern residential catchment, such as Broome North and Sunset, to the southern areas of Broome as well as provide safe road crossing opportunities to align with desire lines to Minyirr Park.
- **Great Northern Highway** in Fitzroy Crossing to connect Mindi Rardi and Kurnangki Aboriginal communities on the west side of the highway to the town centre and other services on the east side of the highway, noting that there is currently some provision, although limited.
- **Loch Street** in Derby to provide safe access to the school, including across Clarendon Street and Delewarr Street.
- **Great Northern Highway** in Halls Creek to connect Mardiwa Loop and Lundja Aboriginal Communities on the south side of the highway to the town centre and other services on the south side of the highway.
- **Victoria Highway** in Kununurra to improve connectivity between Lakeside, including public open space on the south side of the highway, and the town centre and other services on the north side of the highway.
- **Great Northern Highway** in Wyndham to improve connectivity between the northern residential catchment and the southern residential catchment, including the local retail centre, Wyndham District High School and early learning centre.



A car driving at speed past the uncontrolled crossing of Victoria Hwy in Kununurra (left) and an image of the uncontrolled crossing (right).

Credit: DTMI.

While signage alerts drivers to people crossing the road, additional measures like signalised crossings, raised crossings or median islands are needed for better protection.

The strategy proposes investigating safe speed limits, including gradual reductions in areas with high foot traffic, such as town centres and schools. Experts recommend a maximum of 30 km/h in such areas to increase pedestrian survival rates in the event of a collision (Figure 12). This is especially relevant around the Kimberley's main town centres, where car and foot traffic numbers surge during holidays with a high proportion of tourists not familiar with the roads.

Case study

Safe speeds through regional towns

The City of Busselton, Shire of Augusta-Margaret River, RAC WA, and Main Roads are trialling speed limit reductions across a variety of locations, with design changes to enhance pedestrian safety. The three-year trial includes an independent evaluation at regular intervals.

Initial steps involved data collection to understand the road network. An independent consultant reviewed speed limits, traffic volumes, land use, road safety features and crash statistics. Community input identified areas for speed adjustment.

This research informed a comprehensive speed limit review, leading to specific reductions aimed at lowering crash likelihood and severity. Main Roads reviewed these proposals. Another round of community engagement occurred in 2024 prior to local governments submitting formal requests to implement the changes.

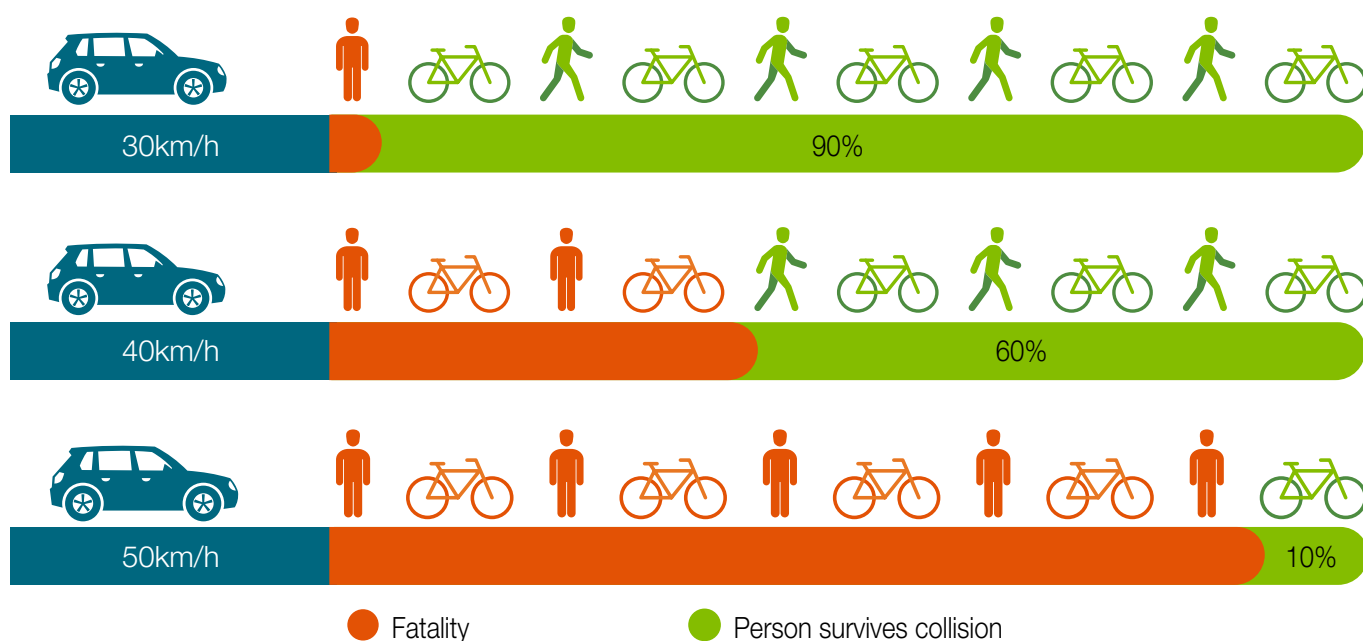
4.3.3 Implement measures that promote positive perceptions of personal safety and security for everyone

In addition to road safety, personal safety concerns can deter people from walking, wheeling and riding. Inadequate street lighting was highlighted by stakeholders and community members across the Kimberley. The 2022 Kimberley Community and Crimes Forum emphasised the need for better lighting to combat negative perceptions of crime and safety. Concerns about hidden areas in bushlands and drainage corridors were also noted.²³

Infrastructure needs to meet the needs of its users, and it's essential that a wide range of groups have a say in the design of the network. Co-design involves these groups in decision-making about how the infrastructure will function, look and feel, ensuring it supports the safe journeys and experiences of vulnerable groups, such as women, girls and gender-diverse people. A recent Nature Play report highlighted that 90 per cent of Australian girls aged 11-17 don't get enough physical activity for good health and a lack of girl-friendly spaces is contributing to that alarming fact.²⁴ Having them co-design parks and other spaces will help meet their needs.

Figure 12. Crash severity risk based on speed. Credit: DTMI.

If hit by a car travelling:



4.4 Improve access to own, maintain, hire and share bicycle equipment

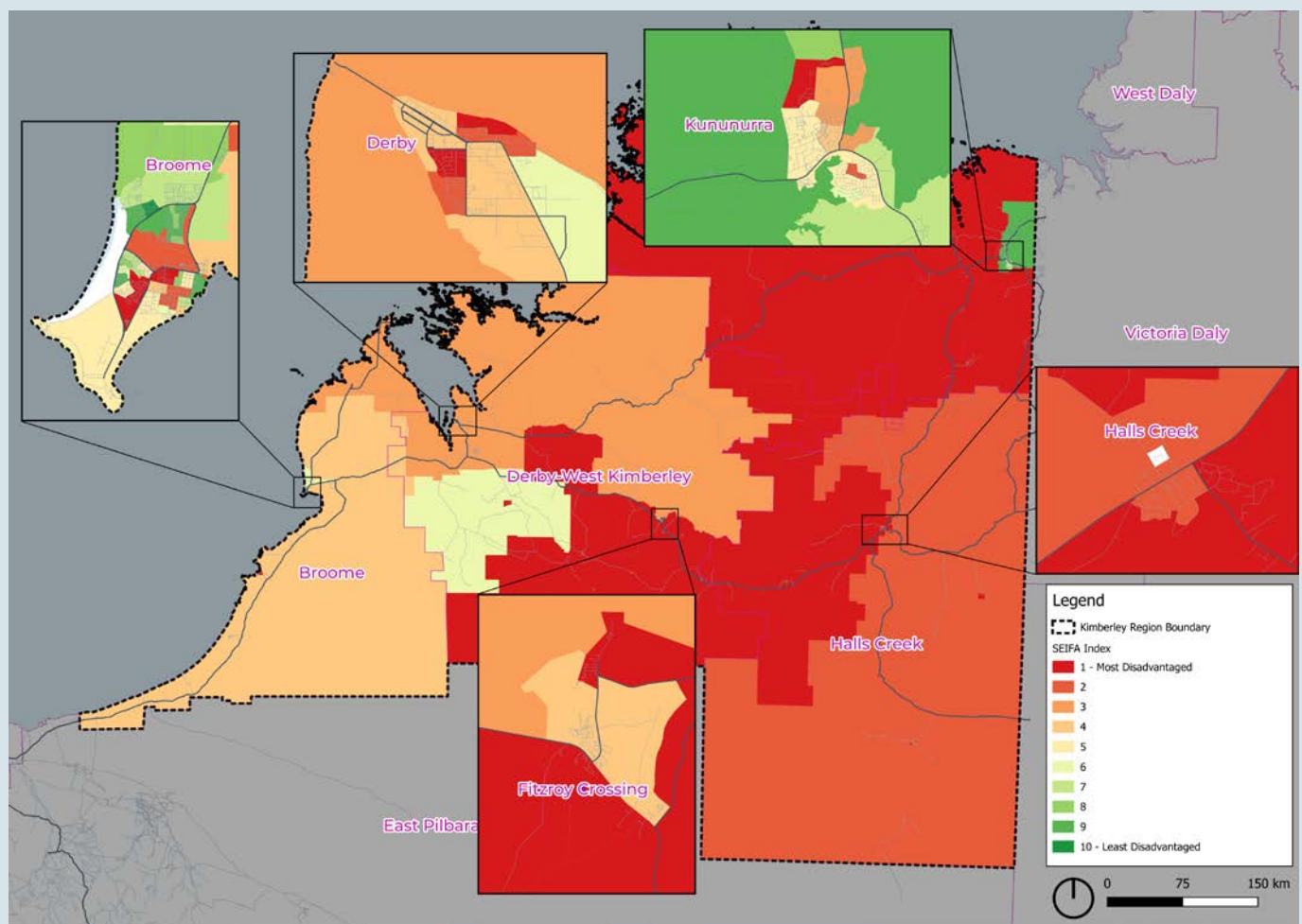
Key opportunities:

- Work with potential providers to enable access to affordable bikes and maintenance services.
- Provide transport choices for people in the region.

With no public transport services available in the Kimberley, residents rely on driving and active travel. However, due to the high cost of living in the region and socio-economic disadvantages, many cannot afford cars or bicycles. This strategy proposes collaboration with industry and non-profits to increase access to affordable bikes and maintenance services. It also explores eBike and eScooter share schemes as practical solutions to expand transport choices in the Kimberley.

Figure 13. Socio-Economic Indexes for Australia map for the Kimberley.

Credit: Australian Bureau of Statistics.



4.4.1 Work with potential providers to enable access to affordable bikes and maintenance services

Owning a car is expensive, especially in the Kimberley, where the cost of living is 10.8 per cent higher than in Perth and transport costs are the second highest in the State.² With the highest levels of socio-economic disadvantage in the State, over half of the Kimberley's population is considered disadvantaged. Only 55 per cent of adults are employed, compared to the total WA rate of 64 per cent, and many households earn less than \$650 a week.¹

Figure 13 highlights that Halls Creek, Fitzroy Crossing, Derby and parts of Broome and Kununurra experience high levels of disadvantage, with limited employment and service access. Consequently, many residents cannot afford cars, and even the cost of owning and maintaining a bike is prohibitive.

This strategy proposes actions to work with industry and non-profits to improve access to affordable bicycles and maintenance services in disadvantaged areas to eliminate financial barriers and encourage riding as a practical and inclusive transportation option.

4.4.2 Provide transport choices for people in the region

Many groups are affected by the lack of transport options in the Kimberley.

- People without a car – 17.5 per cent of households (1,760) in the Kimberley do not own a vehicle, compared to 4.9 per cent in total WA¹⁴
- Those unable to drive – about a third of the population is too young, too old, or living with a disability¹
- Transient workers and students – around 20 per cent of workers live outside the region and may lack access to personal transport¹⁴
- Tourists – of the 425,000 annual visitors, nearly 90 per cent are domestic, with some needing to hire a car.¹⁵

Improving transport choices is a key focus of this strategy, including supporting opportunities

to increase bicycle shops and bike hire services. Broome currently has one bike hire store, with few places to buy or maintain bikes. Installing bike repair stations will also be explored.

Offering bike rentals directly from airports also enables tourists and workers, such as FIFO and seasonal key employees, to hire bikes immediately upon arrival. Particularly in Broome, given the short distances between the region's major airport, key attractions and urban centres.

eBike and eScooter share schemes can expand transport options. Broome introduced eScooter hire in 2023, which has prevented 52 tonnes of carbon emissions, reduced car usage for 44 per cent of riders, and seen high uptake by women (54 per cent). Additionally, 70 per cent of eScooter trips result in local business purchases.²⁵ Careful management is required to ensure positive benefit to the community, such as proper eScooter parking placement, safe travelling speeds and user etiquette along shared paths. Community feedback also noted that eBikes and other eRideables can alleviate weather concerns and physical barriers to riding.

This strategy aims to enhance bike connectivity to major airports, supporting car-free active holidays or alternatives to driving for regular visitors/workers in the region. It also seeks to better connect people to key destinations via bicycle and work with industry to expand sustainable transport options.



eScooters parked outside one of Broome's industrial precincts.

Credit: DTMI.

Case studies

The Skill Engineer (Broome scooter building initiative)

The Skill Engineer's 'Probu Dedleewun' program helps young people in education (aged 15-18 years old) build their own eScooter. In 2023 the eight-week program ran for two terms, with the mission to equip participants with employability skills, boost well-being, impart invaluable life skills and foster confidence and resilience.

At the core of Probu Dedleewun was an educational journey allowing young people to explore engineering and manufacturing. A highlight for many was the opportunity to construct their own eScooters. Probu Dedleewun provided all-round support from a team of qualified teachers, an apprentice master and devoted youth workers.

Programs like Probu Dedleewun have many benefits for the community, including access to personal transport options.

Tasmania eBike subsidy program

In 2022, Tasmania launched Australia's first statewide eBike subsidy program, making it easier and more affordable for residents to purchase an eBike. As part of the Climate Change Action Plan, the \$200,000 program offers rebates covering up to 12 per cent of eBike costs: up to \$500 for standard eBikes and \$1,000 for cargo eBikes. eScooters and eSkateboards can receive up to \$250. Combined with a safer, better-connected riding network, this expands affordable transport options for residents.

BikeRescue Kununurra

Dismantle, a Western Australian non-profit, empowers at-risk youth through bike maintenance. Their BikeRescue program, active in Kununurra, engages youth by teaching bike-building skills and providing low-cost bikes. Participants build two bikes over five weeks - one for themselves and one for the community - under the guidance of mentors. The program is supported by five funding partners, including the Shire of Wyndham-East Kimberley, East Kimberley College, and others.



BikeRescue participants in Kununurra. Credit: Dismantle.

4.5 Provide climate responsive infrastructure including shade, water and appropriate riding surfaces

Key opportunities:

- Provide a comfortable riding experience.
- Deliver sustainable riding infrastructure.
- Ensure ongoing maintenance to provide consistently safe and smooth riding surfaces.

Developing infrastructure that withstands the Kimberley's climate is crucial. The region's extreme weather, including high temperatures, flooding and cyclones, requires durable, sustainable designs. Enhancements like shade, water stations and smooth surfaces can make walking, wheeling and riding more comfortable year-round. The strategy also addresses the challenges of building and maintaining infrastructure in harsh conditions, coupled with high freight costs.

4.5.1 Provide a comfortable riding experience for people riding

Climatic conditions in the Kimberley vary dramatically across two seasons. The dry season (May to October) is mild and pleasant, while the wet season (November to April) brings extreme heat, heavy downpours and cyclones causing severe flooding. Bike riding can provide an alternative transport option, for example, when roads are washed away. This is essential to enhancing community resilience.

Stakeholders and communities emphasised the need for more shade and trees to make walking and riding more comfortable. While some routes have good tree coverage, the weather remains a deterrent for many.

The strategy recommends exploring opportunities to increase amenities like shade, shelter, water stations and resting spots along key walking and riding routes.



Top: Mature trees providing shade along shared paths in Broome.

Middle: Water fountain, shaded seating and bike parking in Broome town centre.

Bottom: New tree plantings along a shared path in Halls Creek.

Credit: DTMI.

Case study

Conti Foreshore shared path in Broome (example of mid-trip facilities)

The Shire of Broome's 1.3-km-long, 3-m-wide concrete Conti Foreshore shared path links the Town Beach precinct to historic Chinatown. This path, part of the Jetty to Jetty heritage trail, includes amenities that enhance comfort and enjoyment, such as:

- Public art celebrating the unique history of the area:
 - Town Beach is home to a memorial of the Broome air raid of World War II
 - Women of Pearling Statue, a bronze figure of a female diver coming out of the water, pearl shell in hand, to commemorate the women who have contributed to Broome's pearling history for over 100 years is located along the way.
- Benches, positioned under trees and looking out over stunning Roebuck Bay, provide shady places to stop, rest and take in the scenery during their trip.
- Water fountains provide necessary hydration in the region's climate.
- Dynamic solar lighting, which gets brighter as people get closer, means people can use the path in the early mornings and evenings, outside of the heat of the day.



People riding along the Conti Foreshore shared path in Broome with high quality amenities such as water fountains, bike parking, shade and lighting. Credit: DTMI.



Art installations along the Conti Foreshore shared path in Broome.

Credit: www.sobroome.com.au

4.5.2 Deliver sustainable riding infrastructure

Climate change is putting immense pressure on the natural environment and is causing adverse effects. The Kimberley can expect higher rainfall, higher temperatures, warming ocean temperatures and higher sea levels.²⁶ This will impact on asset management for the local governments.

Stakeholders highlighted concerns about infrastructure delivery and maintenance in the Kimberley. The cost of freighting materials and building in the region is higher than in Perth and harsh weather conditions cause frequent damage to paths and roads.

A solution is to use local materials like pindan, sand and gravel, which are abundant and low-cost. These materials cause less ecological damage when washed out and are well suited for trails in smaller communities, on town fringes, or on longer trail connections. However, regular maintenance is essential to keep pathways in good condition, especially at the end of the wet season. Local councils must budget for regular upkeep.

For urban centres and high-demand routes, concrete and asphalt pathways are more appropriate.

4.5.3 Ensure ongoing maintenance to provide consistently safe and smooth riding surfaces

Most respondents to the Kimberley 2050 Cycling Strategy Community Survey reported issues with broken glass, rubbish and double-gee prickles puncturing tyres. Overgrown vegetation, poor bin placement, sand and gravel reducing path widths was also raised as an issue.

Regular maintenance like sweeping paths and trimming vegetation can immediately improve path width and rideability. All shires have maintenance routines; this strategy recommends adequate budgets to ensure ongoing upkeep, targeting key locations for sweeping based on community input and observations.

Apps like 'Snap, Send, Solve' help the public report hazards. Currently, the Shire of Wyndham-East Kimberley is the only active promoter of this app in the region (Figure 14).



Sand covering the path in Derby.

Credit: DTMI.



Fallen bin on the path in Broome.

Credit: DTMI.



Existing Wyndham Port trail with sections of poor condition. Credit: DTMI.

Figure 14: Snap, Send and Solve request for the Shire of Wyndham-East Kimberley.

Credit: Shire of Wyndham-East Kimberley

Service Requests

GENERAL COMPLAINTS

+

'SEND SNAP SOLVE'

-

Spotted an issue in your community like graffiti, illegal parking, dumped rubbish, trip hazards or potholes? Time to get Snapping! Snap Send Solve is a free app that simplifies the reporting of community issues. We've made reporting quick and easy which means when you see an issue while you're out, you can let the responsible authority know with only a few taps. Become a community legend and download Snap Send Solve today via apple store or google play.

To download Snap Send Solve [click here](#).



Kimberley's unique natural landscape in the Shire of Halls Creek. Credit: DTMI.

4.6 Highlight the region's unique history and landmarks through cycle tourism, bike-packing and cycling for sport

Key opportunities:

- Improve connections to the region's key attractions, including good riding access for visitor accommodation.
- Create safe conditions for people riding on-road and long-distances.
- Support trail riding in the region.

The Kimberley attracts hundreds of thousands of visitors annually, greatly benefiting the local economy. This strategy aims to enhance connectivity to major attractions and ensure accessible riding routes from visitor accommodation. It also emphasises the need for safer conditions for road cycling and bike-packing.

It proposes collaboration with government, local cycling groups and industries to achieve this.

Additionally, supporting cycling events can attract visitors, stimulate local economies and boost community involvement. By promoting cycle tourism, the region can establish itself as a bike-friendly destination, fostering new industries and create jobs.

4.6.1 Improve connections to the region's key attractions, including good riding access for visitor accommodation

In 2023, nearly 420,000 visitors spent \$187 million in the Kimberley.²⁷ The region's long-standing connection of the Aboriginal peoples to Country, diverse history and unique geological features are major draws, including:

- Broome's world-famous Cable Beach, multicultural heritage, historical and modern affiliation with the pearling industry and World War II.

- Australia's largest tidal movements can be seen from Derby Jetty. Derby is also the western point of the iconic Gibb River Road.
- Windjana Gorge and Geikie Gorge National Parks, accessed from Fitzroy Crossing.
- UNESCO World Heritage-listed Purnululu National Park and the ancient meteorological site of Wolfe Creek Crater.
- Gibb River Road route.

Cycle tourism is growing, with \$1,885 million spent in Australia in 2022, up 60 per cent in two years.²⁸ It benefits local economies by attracting people to stay and spend money in the area, supports new industries like guided cycling tours and boosts tourism jobs, which accounts for over 10 per cent of employment in the Kimberley.¹⁵

Across the region, many caravans/mobile homes carry bikes, offering a way to explore the local area by riding and reducing the need for driving which can have significant benefits to local amenity and road safety, particularly during peak holiday periods in the town centres.

The LTCN identifies safe connections from accommodation to attractions. Key routes include:

- In Broome, a transport trail connecting the south of the peninsula to support the Shire's future plans to activate the **Gantheaume Point** and **Broome Port** precincts. A transport trail to improve access up the Dampier Peninsula and local route improvements to connect **Cable Beach**, **Town Beach** and **Chinatown**.

- Minor improvements and completing gaps in Derby's network along Rowan Street, Clarendon Street, Loch Street and around Stanwell Street to connect visitor accommodation to **Derby Jetty** and the **sculpture exhibition** on the mud flats.
- In Derby, provide a local route to **Mowanjum Art Centre**, **Joon Joo Botanical Trail** and the **Boab Prison Tree**.
- In Halls Creek, provide a transport trail to **China Wall** and **Old Halls Creek** and a local route to **Halls Creek Lookout**.
- In Wyndham, provide a local route to connect **Wyndham Caravan Park** and improve existing conditions along the **Port Trail**.
- Minor improvements in Kununurra along Speargrass Road to improve access to **Kelly's Knob Lookout** and **Waringarri Aboriginal Arts**, and Coolibah Drive to connect **Kununurra Museum** and the **visitor's centre**.
- Provide transport trails in Kununurra to improve access around **Lilly Creek Lagoon**, connect attractions via Old Darwin Road as well as along Ivanhoe Road to **Ivanhoe Crossing** and Weaber Plain Road to local retails. Longer-distance transport trails of note include connecting Kununurra to **Lake Argyle** and around the lake precinct where existing riding demand can be observed via GPS tracking data, **Molly Springs**, **Valentine Springs** and the **Grotto**.

Additional initiatives include clear signage, informational and educational signs, and maps to guide users and promote attractions.



Above: China Wall in Halls Creek. Credit: DTMI.



Left: Bikes mounted to a caravan travelling through the Shire of Wyndham-East Kimberley.



Right: Bikes on a car visiting Gantheaume Point in Broome. Credit: DTMI.



Left: Informational sign on Derby's historic connection with the pastoral industry.



Right: Bikes parked overlooking Lake Argyle. Credit: DTMI.

4.6.2 Create safe conditions for people riding on-road and long-distances

Stakeholders and the community noted the lack of safe road cycling routes for fitness in the Kimberley. Wide road shoulders are ideal but scarce, and many feel unsafe riding on the road due to high-speed vehicles.

Similar concerns apply to long-distance bike-packing trips, which can occur on-road and/or off-road. There is demand for inter-regional biking throughout the Kimberley, yet no long-distance transport trails currently exist.

Initial road cycling and bike-packing routes identified for investigation include:

- Road cycling circuit in Kununurra along Ivanhoe Road, Research Station Road, Weaber Plain Road and Mills Road.
- Road cycling route in Broome to Coconut Well, along Broome Way, Cape Leveque Road, McGuigan Road and Lawrence Road.
- Road cycling route in Broome to Roebuck Roadhouse, along Broome Highway.
- Road cycling circuit in Broome along Gubinge Road and Port Drive.
- Transport trails are identified along key routes connecting the region's main townships across the region and beyond, including Great Northern Highway, the Gibb River Road, Cape Leveque Road, Tanami Road and Duncan Road.
- Other requirements to support long-distance cycle touring trips including reliable up-to-date information on items such as the safety and condition of routes, locations to obtain potable water and food and places to stay or camp overnight.

Short-term measures like signage and line marking can alert drivers to people riding on the road, while working on solutions, including upgrading and widening road shoulders or creating off-road trails. Collaboration with local industries, such as mining, freight and trucking companies, and community education can promote safe driving behaviours.

Cezary and Leo started their journey in Melbourne and are bike-packing through the Kimberley. Off-road trails and wide road shoulders maintain distance from fast moving cars and trucks are important for safety.



Bike-packers on Great Northern Highway.

Credit: DTMI.

4.6.3 Support opportunities for cycling events and group cycling activities

Organised sports events like the Gibb Challenge, AusCycling Fat Bike events and the Kimberley's active triathlon season attract visitors to the region, boosting the local economy.

Organising, promoting and running competitive sporting events requires up-front funding support to make them viable. Clear guidelines for event organisers outlining state and local government requirements can help to simplify the process and attract more interest in hosting events in the region.

These events can also motivate residents to train, improving health and increasing cycling participation. While Broome has a few cycling clubs, there's potential for more clubs across the Kimberley to bring people of different skill levels together, build bike riding confidence and to socialise and connect with their community.

Case study

City of Busselton 'Share the Regional Road' campaign

The City of Busselton, in partnership with the Australian Government's Road Safety Innovation Fund grant scheme, trialled various 'Share the Regional Road' signs to increase driver awareness of cyclists. The signs included static 'cyclist ahead' warnings, 1.5 m passing distance signs, and dynamic signs with flashing lights. The trial found:

- 71% of riders felt safer; and
- 83% of drivers were more aware of cyclists.



City of Busselton's 'Share the Regional Road' campaign promotion and signage.

Credit: City of Busselton.



4.6.4 Support trail riding in the region

Stakeholder and community consultation revealed informal trails across the region. Key considerations include land tenure, access permission and environmental and cultural protections. Opportunities for formalising trails and providing safe access routes are identified in:

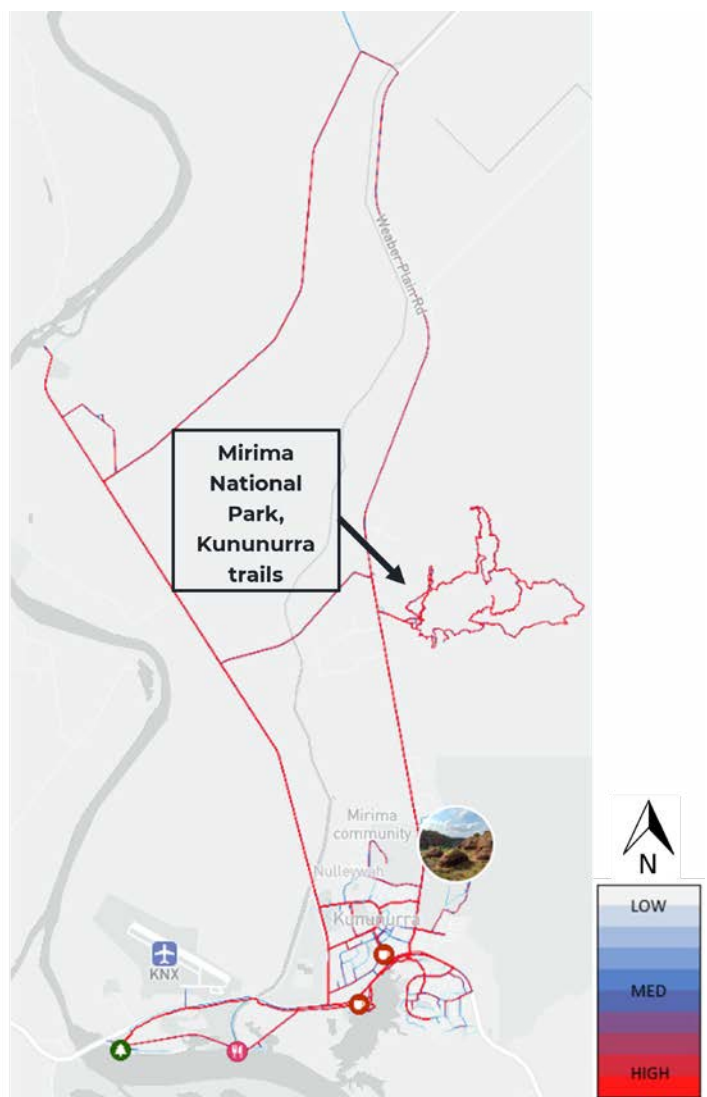
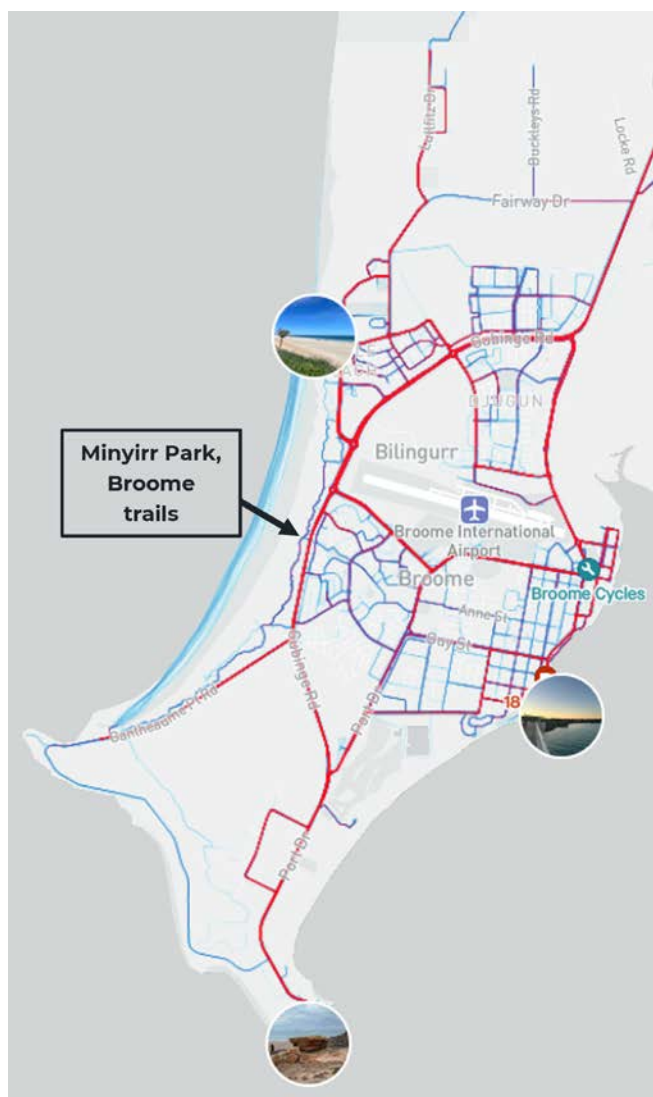
- **Minyirr Park, Broome:** While there are currently walking trails through Minyirr Park, engagement with Yawuru identified an opportunity to undertake further consultation with Yawuru Marine and Conservations Parks, management board and other key stakeholders to investigate the feasibility of creating formalised shared trails

to facilitate appropriate usage along designated tracks, while protecting the environmental and cultural needs of the area.

- **Mirima National Park, Kununurra:**

Engagement with the DBCA identified an opportunity to provide riding trails to/in Mirima National Park where an unsanctioned trail is located off Weaber Plain Road.

A regional trails master plan for the Kimberley, similar to the Great Southern Regional Trails Master Plan, is recommended. This plan should outline a 10-year program, including priority projects, concept planning and management and maintenance structures.



Heatmap of Minyirr Park trail usage in Broome (left). Heatmap of Mirima National Park trail usage in Kununurra (right). Credit: Strava.



5. Proposed Network

The strategy sets out a network of short and long-distance bike riding routes in the region that serve a transport and/or recreational bike riding function. It covers connectivity within the major townsites as well as interregional connections between towns for recreational, sports cycling and cycle touring trips.

The LTCN is intended as a dynamic framework. The classification and alignments of routes may change through consultation with DTMI, following further feasibility assessment and consideration of local environmental, heritage, engineering constraints and impacts on other road users.

5.1 Overall network

To inform strategic priorities over the next five years, each route within the 2050 bike riding network was classified as one of the following:

- **Existing (adequate)** – the level of service reflects current best practice for this type of bike riding route (as defined in the route hierarchy)
- **Existing (needs improvement)** – although active transport infrastructure is provided along this corridor, the level of service provided does not reflect current best practice for this type of riding route (as defined in the route hierarchy)
- **Proposed** – no formal on-road or off-road bike riding facility is currently provided on this route and most people are unable or unwilling to ride comfortably in the corridor.

Maps 1 to 7 depict the proposed 2050 bike riding network for the Kimberley region, with key network features described for each local government.

A unique project reference has been included on the maps. This reference corresponds to the priority projects identified in Section 6 to clearly depict the location of each project.

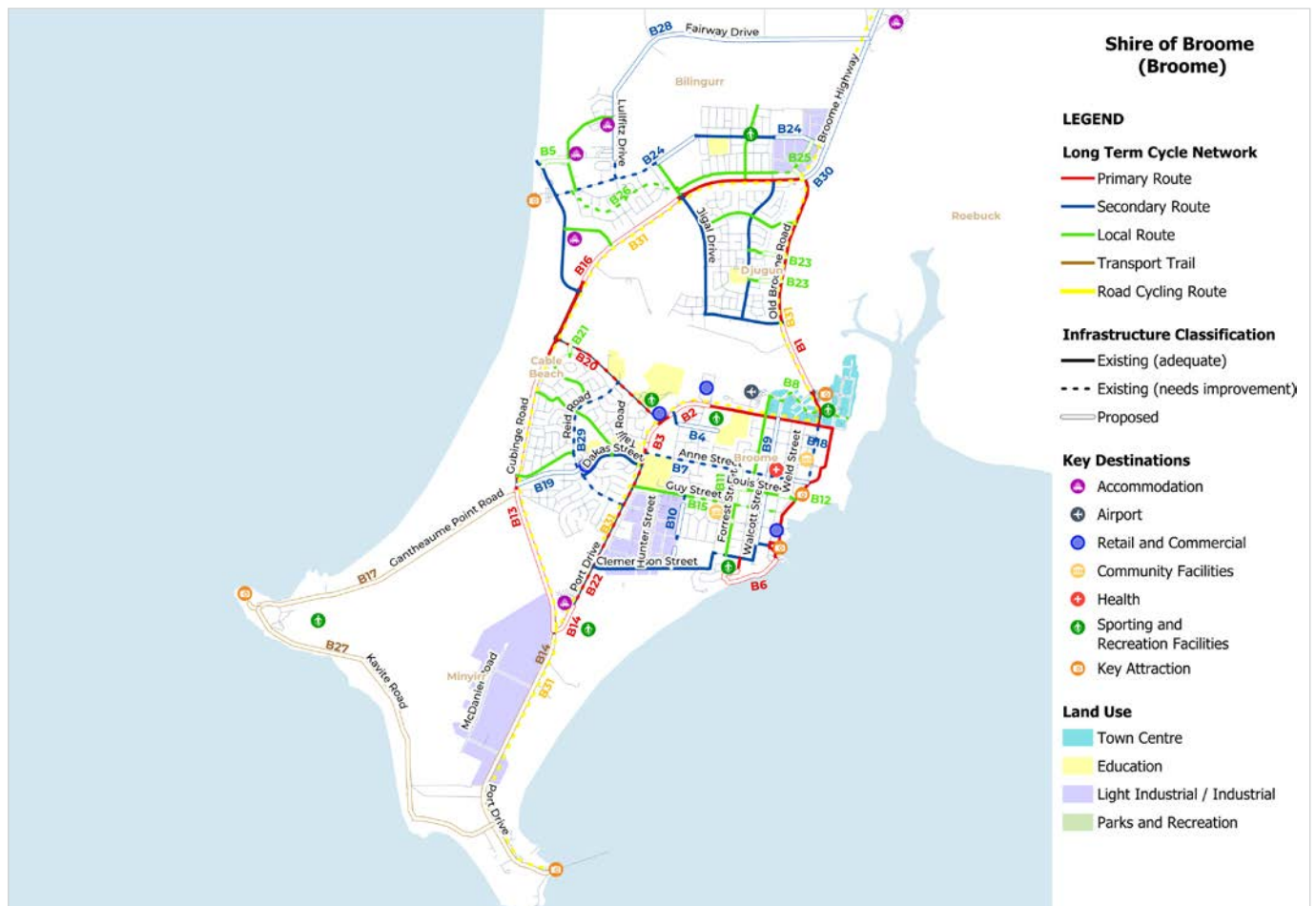
5.2 Shire of Broome

The Shire of Broome 2050 bike riding network is shown in Map 1 and includes connections to:

- **Chinatown:** Improve access from the northern residential catchment by completing a gap in the network on Old Broome Road, between Sandpiper Avenue and Short Street and north-south connectivity along Walcott Street. Deliver minor improvements to existing pathways along Napier Terrace and Hamersley Street.
- **The Boulevard:** Complete gaps in the network along Frederick Street between Cable Beach Road East and the shopping centre.
- **Broome Recreation and Aquatic Centre and TAFE:** Improvements to the existing path on Cable Beach Road East.

- **Cable Beach:** To the north, new paths and improvements to existing paths along Sanctuary Road, between Broome Highway and Cable Beach Road West. To the south, improvements to existing east-west paths such as Cable Beach Road East.
- **Improve access for the northern residential catchment,** including the Broome North industrial precinct: New paths around Mavis Road and Tanami Drive linking to and through the industrial precinct. New paths connecting to Old Broome Road along Bowerbird Loop and Swift Way to provide residents with direct access to the primary riding route.
- **Port Drive industrial precincts:** Complete gaps in the network and improve existing pathways along Port Drive/Frederick Street between Cable Beach Road East and Broome Port as well as completing gaps along Gubinge Road and Pembroke Road.
- **Improve east-west connectivity:** While the location of Broome Airport limits east-west connectivity, improvements to the existing path on Anne Street to connect into Dakas Street and the existing pathway which traverses Solway Park has potential to deliver a low-stress east-west riding connection between Town Beach and Minyirr Park and supports access to Broome Hospital.

Map 1. Broome 2050 LTCN

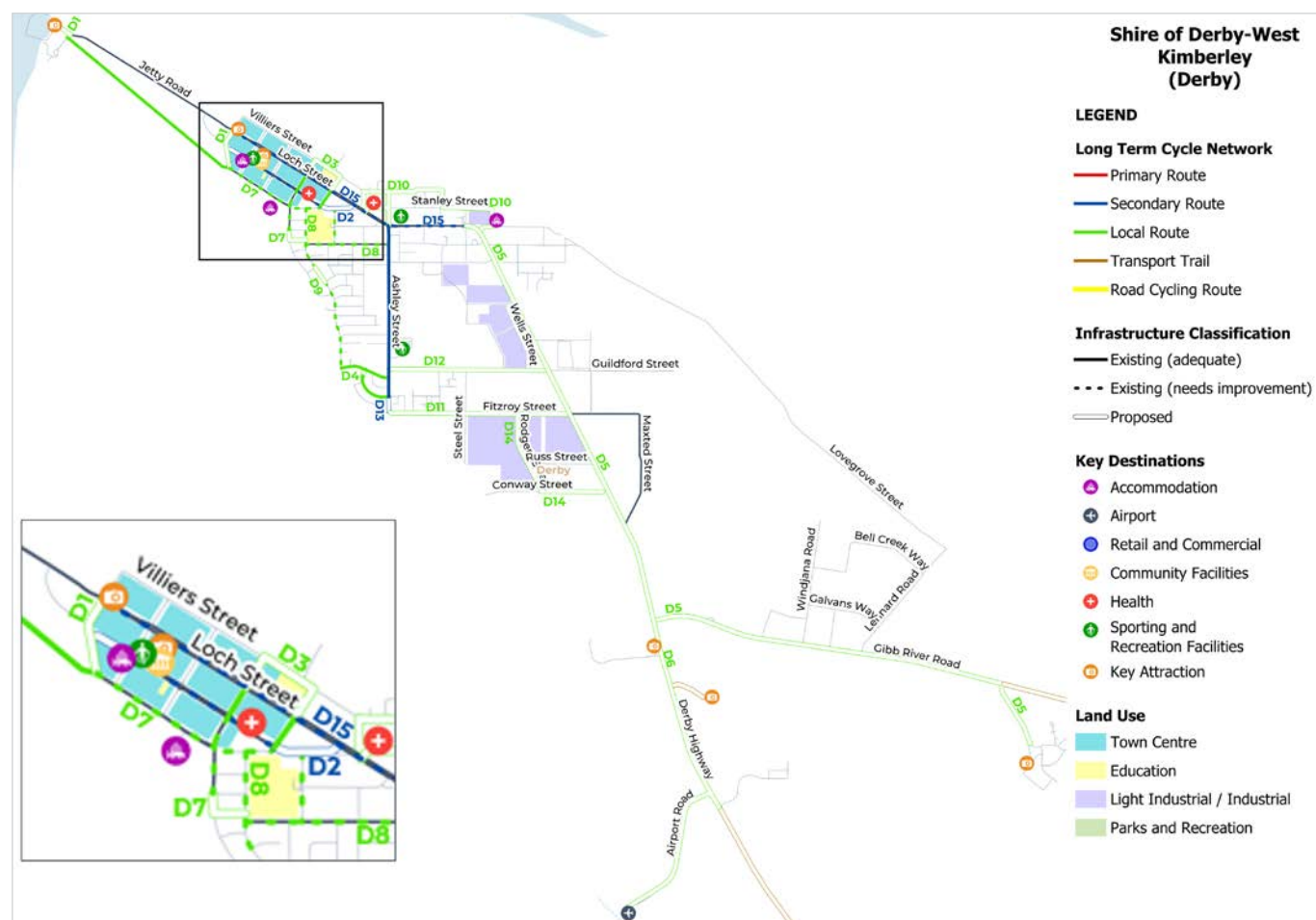


5.3 Shire of Derby-West Kimberley

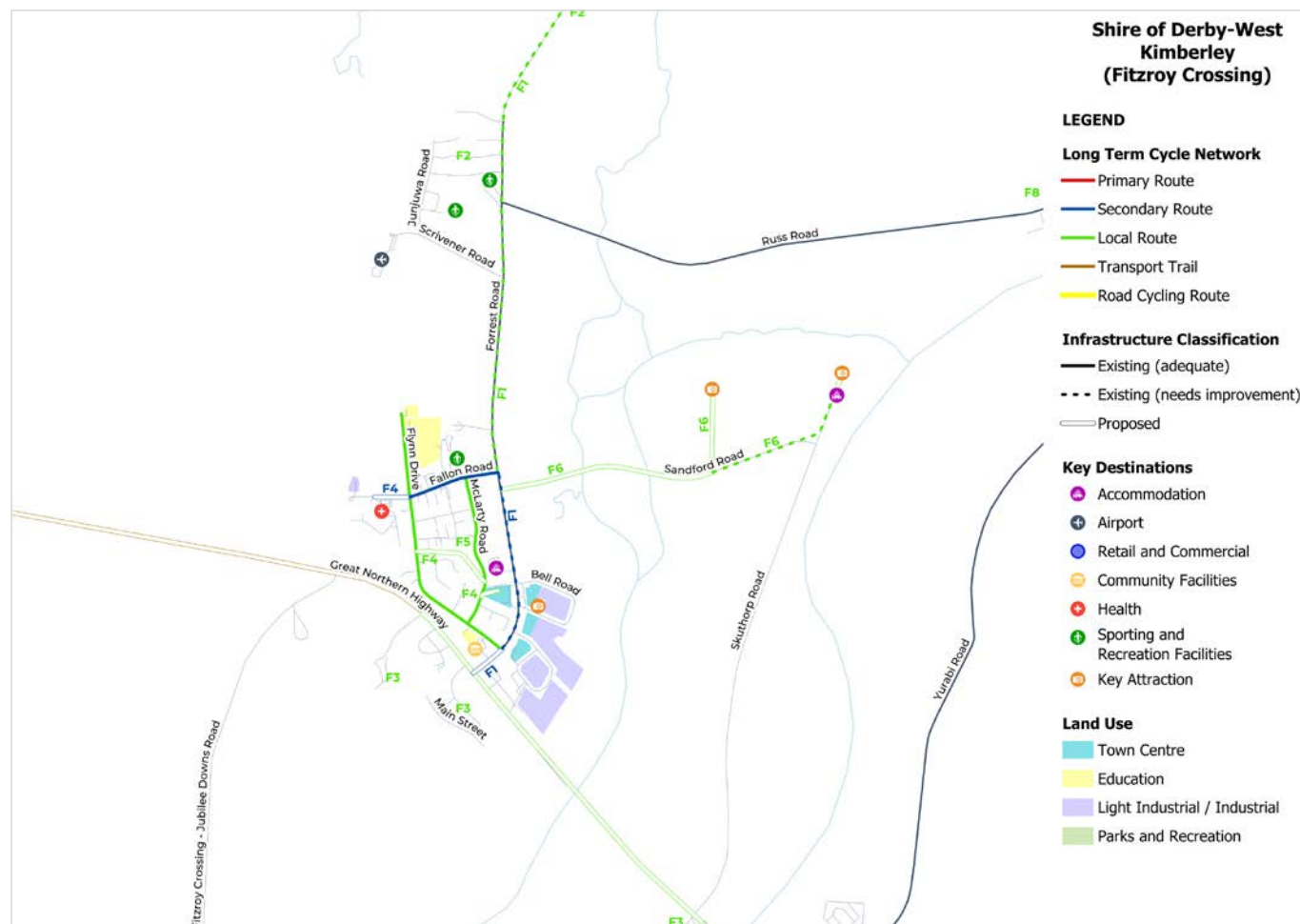
The Shire of Derby-West Kimberley's 2050 bike riding network is shown in Map 2 (Derby) and Map 3 (Fitzroy Crossing) and includes connections to:

- **Derby Town Centre:** Improve existing paths and complete gaps in the network along Clarendon Street and Loch Street.
- **Derby Highway industrial precincts:** Provide paths along sections of Derby Highway, Guildford Street, Fitzroy Street, Rodgers Street and Conway Street.
- **Derby Aboriginal Health Centre:** Provide paths along sections of Stanley Street and Ashley Street.
- **Improve connectivity for the western residential catchment:** Path upgrades and complete gaps along Marmion Street and Rowan Street.
- **Fitzroy Crossing Town Centre:** Improve the environment for people walking and riding along the existing path on Forrest Road and complete the gap between Flynn Drive and Great Northern Highway. Provide new paths to align with desire lines to connect IGA from the western catchment.
- **Fitzroy Crossing Hospital:** Provide a path on Fallon Road between Flynn Drive and the hospital.

Map 2. Derby 2050 LTCN



Map 3. Fitzroy Crossing 2050 LTCN



5.4 Shire of Halls Creek

The Shire of Halls Creek's 2050 bike riding network is shown in Map 4 and includes connections to:

- **Halls Creek Town Centre:** Upgrade the existing path and complete gaps in the network along Great Northern Highway. Safe road crossings over the highway are also essential to provide access to Halls Creek Aquatic and Recreation Centre and for residents living on the north side of the highway.

- **Improve connectivity for the eastern residential catchment:** Complete gaps in the network to connect residents to the town centre along sections of Duncan Road, Wilkinson Street and Welman Road.

Map 4. Halls Creek 2050 LTCN

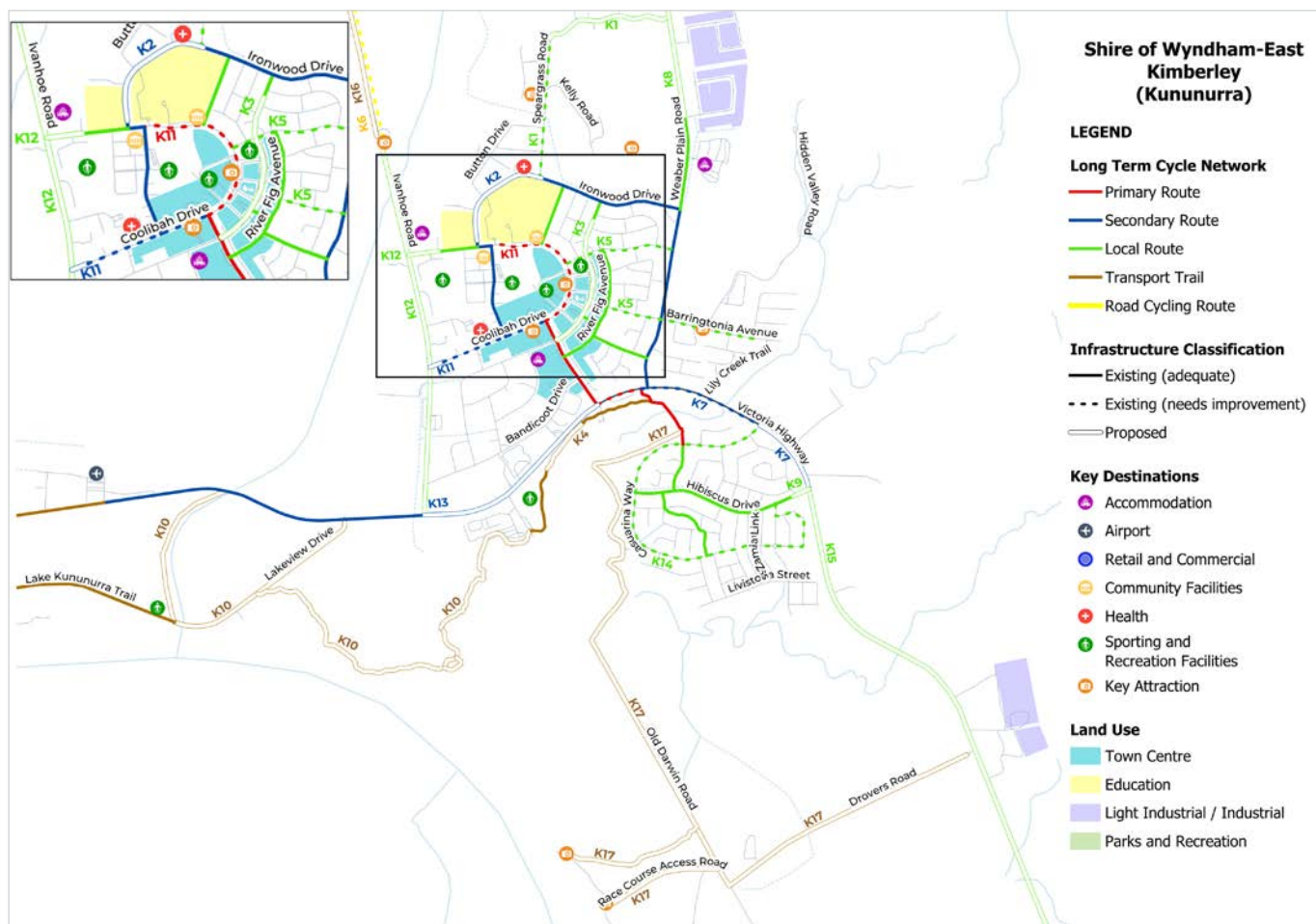


5.5 Shire of Wyndham-East Kimberley

The Shire of Wyndham-East Kimberley's 2050 bike riding network is shown in Map 5 (Kununurra) and Map 6 (Wyndham) and includes connections to:

- **Kununurra Town Centre:** Improvements to the paths along Coolibah Drive to provide a well-connected and legible network. This also supports improved access to Kununurra District Hospital.
- **Ord Valley Aboriginal Health Service:** Suitable walking and riding environment along Ironwood Drive between Coolibah Drive and Speargrass Road.
- **Mirima National Park:** Pathway upgrades along Barringtonia Avenue.
- **Lilly Creek Lagoon and Celebrity Tree Park:** Complete gaps in the network along Victoria Highway and the foreshore path to provide safe access across the highway and to the park and lagoon.
- **Wyndham Town Centre:** Improvements to the existing path along Great Northern Highway. Complete gaps in the network along Cambridge Street, Kangaroo Drive and Kabbarli Street to provide safe access for residents to local retail.
- **Wyndham District Hospital:** Path upgrades along Dulverton Street.

Map 5. Kununurra 2050 LTCN



Map 6. Wyndham 2050 LTCN

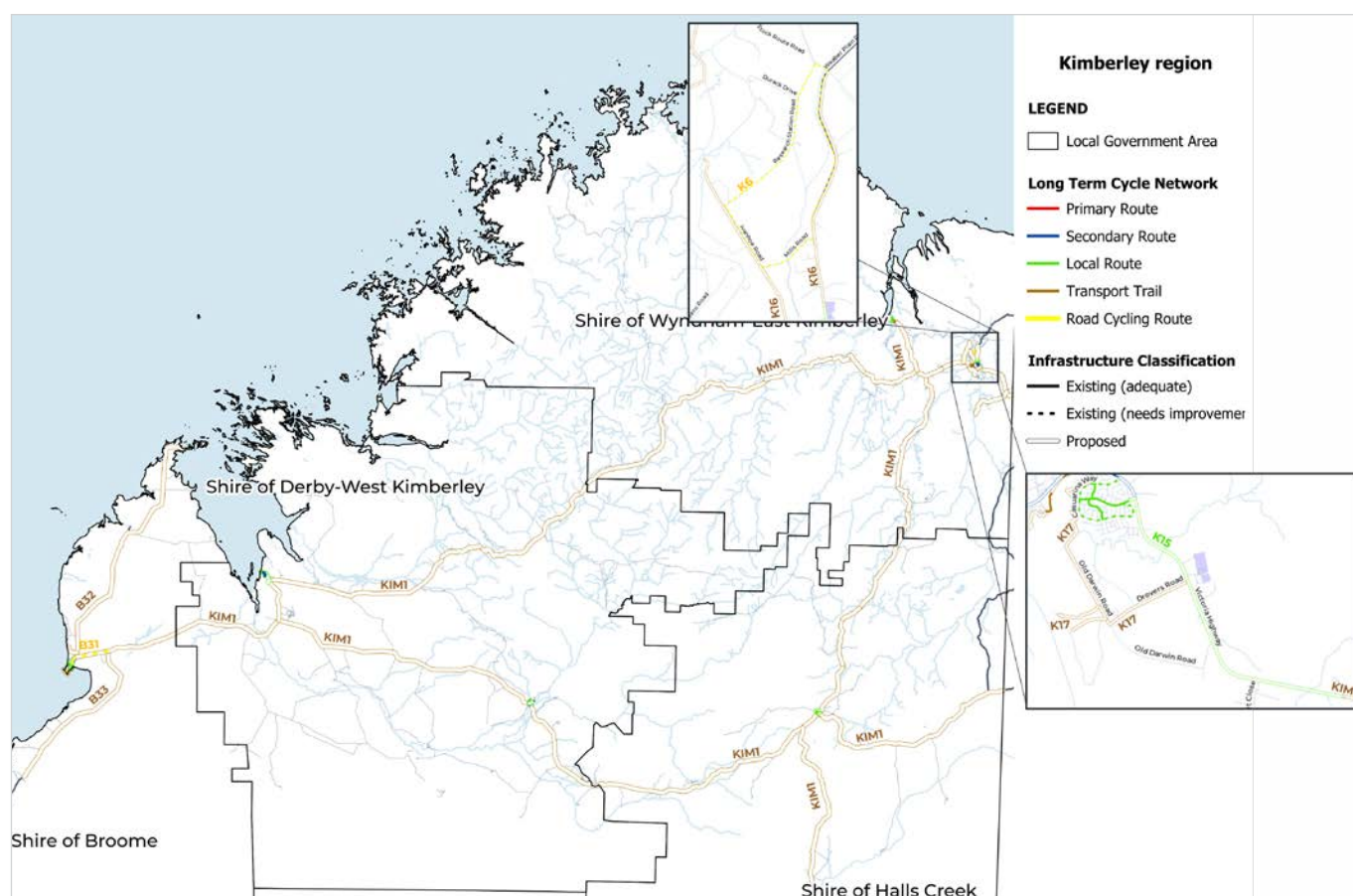


5.6 Kimberley region

The Kimberley region-wide 2050 bike riding network is shown in Map 7 and includes intra and inter-regional connections to:

- **Great Northern Highway:** Connecting Broome, Fitzroy Crossing, Halls Creek, Kununurra and Wyndham as well as key attractions such as Purnululu National Park, El Questro National Park and the Grotto.
- **Gibb River Road:** Connecting Derby to Kalumburu, Kununurra and Wyndham.
- **Victoria Highway:** Valentine Spring Road and Lake Argyle Road to connect Lake Argyle.
- **Derby Highway:** Connecting Derby.
- **Tanami Road and Duncan Road:** Connecting to the Northern Territory.

Map 7. Kimberley region intra and inter-regional 2050 LTCN



6. Action Plan

This section outlines the strategic priorities that are proposed to be progressed over the next five years. These priorities lay the foundation for the Kimberley region to realise its long-term bike riding potential over time. The priorities have been informed by community and stakeholder consultation throughout the project, as summarised in Section 3. Regional Route Hierarchy.



6.1 Local priority projects and programs

The following tables identify the local strategic priorities for bike riding in the Kimberley region, if and when organisational and funding capacity permits. These actions are broadly categorised as: short-term (could potentially commence within 1–3 years), medium-term (4–5 years), long-term (5+ years) and ongoing. For each proposed project, the table shows a reference number, project name and type, what the action is, what the community need is. Table 6.1.1 indicates the broader regional projects. Table 6.1.2 - 5 refers to projects in the separate shires and whether the route is on a primary, secondary or local route.

6.1.1 Regional priority projects

Ongoing

Ref.	Project name	Action and community need
KIM1	Advocacy to facilitate long-distance bike riding opportunities	<p>Local governments (LGs) to advocate for and work with Main Roads and other relevant stakeholders, to undertake a feasibility study to provide a suitable riding environment along state-owned roads in the Kimberley. This includes opportunities to deliver safety improvements for people on bikes as part of planned road projects in the region. Key locations identified through consultation include:</p> <ul style="list-style-type: none"> • Broome to Coconut Well along Broome Hwy and Cape Leveque Rd; • Broome to Roebuck Roadhouse along Broome Hwy; and • Broome along Gubinge Rd, Port Dr and Old Broome Rd. • Great Northern Hwy, connecting Broome, Fitzroy Crossing, Halls Creek, Kununurra and Wyndham as well as key attractions such as Purnululu National Park, El Questro National Park and the Grotto • Gibb River Rd • Victoria Hwy, Valentine Spring Rd and Lake Argyle Rd to connect Lake Argyle • Derby Hwy, connecting Derby • Tanami Rd and Duncan Rd, connecting to the Northern Territory <p>Need: There is some existing, though varying, demand for bike riding along these routes. All roads facilitating access to these locations are well frequented by high volumes of vehicles, including heavy vehicles, travelling at high speeds. Riders and drivers are required to share the road space, however there is minimal to no infrastructure in place to alert drivers to the presence of people on bikes. This may include installing signage, bike symbols and line marking to enhance driver awareness and promote sharing of the road space. In high-risk locations there may be a need for road shoulder widening to provide space for riders.</p>

6.1.1. Regional priority projects: Ongoing continued

Ref.	Project name	Action and community need
KIM2	Your Move program promotion and participation	<p>Work in partnership with the DTMI to:</p> <ul style="list-style-type: none"> • collaborate with schools to increase participation in the Your Move Schools program and promote the Connecting Schools Grant; • run Shire-wide Your Move community-based programs, targeting households and workplaces; and • on-board LGs to participate in the Your Move program and continue delivering community events and activities, such as during WA Bike Month. <p>Need: There are currently no schools or workplaces in the Kimberley region subscribed to DTMI's Your Move program.</p>
KIM3	Co-design for safety and accessibility	<p>Integrating a co-design approach with the community on bike riding projects to support feelings of personal security, safety and useability for a diverse range of people.</p> <p>Need: During consultation, many people reported feeling vulnerable using the existing network. To support feelings of personal security for all, their requirements need to be considered.</p>
KIM4	Bicycle network promotion and activation	<p>Continue to promote and encourage riding to the community for transport and recreation pending resource availability, including:</p> <ul style="list-style-type: none"> • using the shires' existing communication channels to provide up-to-date information on riding routes, hazard reporting processes, pathway closures affecting riders, end-of-trip facility locations and to promote positive news stories related to riding; • organising activities and events, such as hosting bicycle skills workshops and participating in WA Bike Month; • delivering initiatives to increase road user awareness, including working with industry to promote driver awareness of bike riding and safe behaviours; and • targeting activation events to raise community awareness of new and upgraded bike riding routes. <p>Need: The importance of creating a culture of riding in the Kimberley and developing positive attitudes toward bike riding, in an area where there is heavy reliance on vehicles as a mode of transport, has been identified through consultation.</p>

6.1.1. Regional priority projects: Ongoing continued

Ref.	Project name	Action and community need
KIM5	Bicycle network monitoring and evaluation	<p>LGs to work with DTMI to consider implementing measures to collect data and capture riding demand to understand baseline usage and support the justification for future improvements in riding infrastructure. Measures may include the installation of bicycle counters, annual counts on key bike riding links, community surveys, public bicycle parking usage counts and regular route infrastructure condition audits.</p> <p>Need: Monitoring and evaluation is essential to ensure projects are delivering on the intended outcomes or to determine when and why specific outcomes are not being met.</p>
KIM6	Delivering universal accessibility across the region's path network	<p>LGs to upgrade existing pathway networks and ensure future pathways are delivered in accordance with universal accessibility standards.</p> <p>Need: Sections of the existing pathway network in the region are non-compliant with universal accessibility standards.</p>
KIM7	Ongoing maintenance of the bicycle network	<p>LGs continue to undertake regular prickle and weed removal as well as path and street maintenance. This includes sweeping to remove glass and other debris as well as excessive sand build up.</p> <p>Need: Consultation flagged a need for path maintenance to ensure smooth riding surfaces in all towns. Site observations highlighted some key problem areas with sand build up or overgrown vegetation including along sections of Roberta Ave and Bridge St in Halls Creek, Ashley St in Derby, Clementson St in Broome and Cato Ct to Wyndham District High School.</p>
KIM8	Provide public bicycle parking	<p>LGs to review and then provide, and/or work with business owners/service providers, to install public bicycle parking in the town centres and other local centres and facilities.</p> <p>Need: Limited public bicycle parking was identified as an issue through community consultation.</p>
KIM9	Support the provision of end-of-trip facilities	<p>LGs to review local planning policies to include appropriate planning requirements for new developments or redevelopments to include visitor and employee end-of-trip facilities suitable for the type and scale of development.</p> <p>Need: Review the currency of bicycle end-of-trip facilities provision in each Shire's local planning policies to attract more people to walk, wheel and ride to workplaces.</p>

6.1.1. Regional priority projects: Ongoing continued

Ref.	Project name	Action and community need
KIM10	Improve transport choice for key user groups in the region	<p>LGs to investigate opportunities to partner with industry, non-for profit or other organisations to support increased mobility and access options for disadvantaged communities, temporary working populations and/or visitors to the region.</p> <p>DTMI to investigate the feasibility of establishing a statewide eBike subsidy program.</p> <p>Need: Through consultation, limited access to bicycles, spare parts and servicing in the region was identified as a barrier to increasing riding uptake in the region. Increasing access options supports social equity within the region, enabling people to connect to places, and has the potential to support new businesses within the region and increase spending, contributing to the region's local economy.</p>
KIM11	Supporting recreational riding and cycling tourism	<p>LGs in partnership with DTMI to collaborate with stakeholders, such as the DLGSC, DBCA, Tourism WA and local cycling clubs, to identify opportunities to provide recreational riding facilities and support cycling tourism in the region. This may include investigating the potential for mountain biking or gravel trails and identifying locations for additional pump tracks in the region.</p> <p>Need: A desire to increase recreational riding opportunities and grow cycling tourism in the Kimberley has been identified through consultation.</p>

Short-term

Ref.	Project name	Action and community need
KIM12	Engage with Traditional Owners as part of the region's bicycle network development	<p>DTMI to develop guidance on Aboriginal engagement and consider a trial for LGs to incentivise the incorporation of 'Connecting with Country' principles for design/construction projects, for example, through Western Australian Bicycle Network Grants projects or other DTMI funded projects.</p> <p>Additional funding may also be considered to support engagement with local Aboriginal corporations/language centres and the development of a 'Connecting with Country Report' as part of transport projects.</p> <p>In the longer term, there is an opportunity to collaborate with other state government agencies to develop whole-of-government guidance.</p> <p>Need: Supports meaningful and respectful engagement with the Aboriginal community, encourages high-quality place outcomes and fosters capacity building amongst local communities. Examples to draw on include TfNSW's Connecting with Country Framework, Principles and Framework for Aboriginal Engagement and METRONET's Gnarla Biddi Aboriginal Engagement Strategy.</p>

6.1.1. Regional priority projects: Short-term continued

Ref.	Project name	Action and community need
KIM13	Lighting the way: Cycle route lighting audit	<p>LGs to undertake a lighting audit on local LTCN routes, and Main Roads to do so on state-owned roads, working with Horizon Power as required. Review and plan lighting upgrades in accordance with audit outcomes and consider the application of smart lighting in suitable locations.</p> <p>Need: Non-existing or insufficient lighting was frequently raised in engagement. Provision of appropriate lighting contributes to creating attractive riding facilities.</p>

Medium to long-term

Ref.	Project name	Action and community need
KIM14	Improving legibility of the riding network through wayfinding	<p>Develop a town-wide wayfinding strategy.</p> <p>Need: While there is existing wayfinding throughout the towns, a wholesale audit will enable each LG to identify gaps and deliver a wayfinding system that is legible and consistent.</p>
KIM15	Kimberley Regional Trails Masterplan	<p>Work with key stakeholders to develop a Kimberley Regional Trails Masterplan.</p> <p>Need: There are few formalised riding trails across the region and consultation highlighted a desire for more, recognising the important role trails can have in supporting local recreation and attracting visitors.</p>

6.1.2 Shire of Broome

Short-term

Ref.	Project name	Project type	Action and community need	Hierarchy
B1	Old Broome Rd – Sandpiper Ave to Short St	Design and construct	<p>Path along Old Broome Rd on the west side of the road between Sandpiper Ave and Short St.</p> <p>Need: Existing infrastructure on the east side of the road is very poor and varies between sealed shoulder and pathways. This route provides a critical link from the northern residential catchment to town.</p>	Primary
B2	Frederick St – The Boulevard Shopping Centre to Jewell St	Design and construct	<p>Path along Frederick St between the Boulevard Shopping Centre and Jewell St.</p> <p>Need: Provide continuous access to the shopping centre and BRAC by completing a gap in the network on the north side of the road.</p>	Primary

6.1.2. Shire of Broome: Short-term continued

Ref.	Project name	Project type	Action and community need	Hierarchy
B3	Frederick St – Taji Rd to Cable Beach Rd East	Design and construct	<p>Path along Frederick St between Taji St to Cable Beach Rd East to provide route continuity on the north side of the road.</p> <p>Need: Serves as an important connection to BRAC and St Mary's College.</p>	Primary
B4	Connect Broome Senior High School	Design and construct	<p>Path along Kerr St between Dantoine St and the high school.</p> <p>Need: There is no path along this key route to school, forcing children to walk on the road.</p>	Secondary
B5	Camp School Path	Design and construct	<p>Path adjacent to the camp school between Cable Beach Rd West and Millington Rd.</p> <p>Need: Improves access to Cable Beach for visitor accommodation and residents of key growth area, Broome North.</p>	Local
B6	Demco Foreshore Shared Path	Design and construct	<p>Undertake design work for Demco Foreshore shared path, including the Jetty to Jetty Roebuck Bay shared path. Consider a staged approach to construction.</p> <p>Need: Provides access to Broome's beachfront, a valuable asset for local recreation and tourism, and links to the Conti Foreshore shared path.</p>	Primary
-	Gubinge Rd road crossing improvements (various locations)	Design and construct	<p>Provide safe pedestrian and bicycle crossing across Gubinge Rd to align with key desire lines (i.e. to access Minyirr Park and the suburb of Cable Beach, north catchment).</p> <p>Need: The need for improved safety across Gubinge Rd was identified through consultation. The uncontrolled crossing of the road is not suitable for use by people of all ages and abilities due to the high vehicle volumes, including trucks.</p>	Primary

6.1.2. Shire of Broome: Medium-term continued

Medium term

Ref.	Project name	Project type	Action and community need	Hierarchy
B7	Anne St improvements	Design and construct	<p>Complete a gap in the network on Anne St between Hamersley St and Weld St. Longer term, investigate path upgrades on Anne St.</p> <p>Need: Provides an important east-west connection and access to St Mary's College, Broome Japanese Cemetery, Broome Hospital and Broome Primary School. The existing path is between 2-2.2-m wide, some sections are damaged and poor quality.</p>	Secondary
B8	Improve access to Broome Airport	Design and construct	<p>Path upgrades along sections of McPherson St, Coghlan St, Weld St and Napier Tce.</p> <p>Need: Improves riding access to the airport and Chinatown. Currently, pathways serving the airport are sub-standard, illegible and switching between different sides of the road with some gaps.</p>	Local
B9	Provide north-south access on Walcott St	Design and construct	<p>Path along Walcott St between Hopton St to Frederick St.</p> <p>Need: Provides a north-south connection which is currently missing and improves access to Broome Hospital.</p>	Secondary
B10	Complete gaps on Pembroke Rd	Design and construct	<p>Complete gaps in the network on Pembroke Rd between Guy St to Clementson St.</p> <p>Need: Provides a north-south connection which is currently missing and improves access to the Nyamba Buru Yawuru health precinct currently under construction, Broome's Aboriginal Short Stay Accommodation, Germanus Kent House and Bran Nue Dae Respite, the light industrial area, residential areas and Demco recreational areas.</p>	Secondary
B11	Forrest St improvements	Design and construct	<p>Path along Forrest St between Anne St to Guy St.</p> <p>Need: Improves riding connectivity for the surrounding residential catchment and access to Broome Bowling Club.</p>	Local

6.1.2. Shire of Broome: Medium-term continued

Ref.	Project name	Project type	Action and community need	Hierarchy
B12	Louis St improvements	Design and construct	<p>Path along Louis St between Dora St to Herbert St, including a safe connection to the Conti Foreshore shared path.</p> <p>Need: Improves riding connectivity for the surrounding residential catchment and access to Broome Bowling Club.</p>	Local

Long-term

Ref.	Project name	Project type	Action and community need	Hierarchy
B13	Gubinge Rd – Port Dr to De Marchi Rd	Design and construct	<p>Path along Gubinge Rd on the east side of the road between Port Dr to De Marchi Rd. Upgrade small section of existing 2 m path south of Banu St. Due to the length of the route (approx. 3.2-km-long), there may be a desire to stage the delivery, for example:</p> <ul style="list-style-type: none"> • Stage 1 – DeMarchi Rd to Gantheaume Pt Rd • Stage 2 - Gantheaume Pt Rd to Port Dr <p>Need: There is no path along most of this route which provides an important connection to Gantheaume Point and Broome Port which are key attractions and are planned for precinct activation in the long-term.</p>	Primary
B14	Connect Broome Port and Jetty	Design and construct	<p>Path along Port Dr to complete the gap between Gubinge Rd and Customs House Broome, and provide a suitable riding environment to connect Broome Port and Jetty.</p> <p>Need: Consultation highlighted a strong desire for a safe riding route along Port Dr which carries a high volume of trucks. It connects Broome Port which is one of Broome's key attractions, planned for activation in the long-term (see also B19). This route also provides access for workers in the Clementson St and the McDaniel Rd industrial precinct.</p>	Primary and transport trail

6.1.2. Shire of Broome: Long-term continued

Ref.	Project name	Project type	Action and community need	Hierarchy
B15	Guy St improvements	Design and construct	<p>Path upgrades on Guy St between Pembroke Rd and Hamersley St, providing path continuity over driveways.</p> <p>Need: Provides an important east-west connection and access to the industrial precinct and Conti Foreshore shared path. There are existing 2m wide paths on both sides of the road of sub-standard quality.</p>	Local
B16	Gubinge Rd – Cable Beach Rd West to Fairway Dr	Design and construct	<p>Path along Gubinge Rd on the east side of the road between Cable Beach Rd West and Fairway Dr.</p> <p>Need: Provides safe and continuous access to Cable Beach and Broome North.</p>	Primary
B17	Connect Gantheaume Point	Design and construct	<p>Provide a suitable riding environment along Gantheaume Point Rd to connect Gantheaume Point.</p> <p>Need: Consultation highlighted a strong desire for a safe riding route to Gantheaume Point, one of Broome's key attractions, planned for precinct activation in the long-term.</p>	Transport trail
B18	Hamersley St improvements	Design and construct	<p>Path upgrades on Hamersley St between Fredrick St and Weld St (west side of the road).</p> <p>Need: Provides access to the Broome Civic Centre and Library, and serves as an alternative and more direct north-south route parallel to the Conti Foreshore shared path.</p>	Secondary
B19	Connect Gantheaume Point	Planning and feasibility	<p>Path through the reserve between Dakas St and Gantheaume Point Rd.</p> <p>Need: Improves east-west connectivity, which is currently limited, and provides access to key destinations including Gantheaume Point and Town Beach.</p>	Secondary
B20	Cable Beach Rd East improvements	Design and construct	<p>Path upgrades along Cable Beach Rd East, providing path priority over the TAFE and BRAC driveways. Consider duplicating the path on the other side of the road in the long-term.</p> <p>Need: The existing path is approximately 2m wide on the north side of the road. This route provides a critical link in the network, supporting access to Cable Beach, the TAFE and BRAC and connects to Gubinge Rd and Frederick St primary routes.</p>	Primary

6.1.2. Shire of Broome: Long-term continued

Ref.	Project name	Project type	Action and community need	Hierarchy
B21	Improve access for residents to Cable Beach Rd East primary route	Design and construct	<p>Path across the reserve to Cable Beach Rd primary route from Phillips Ct.</p> <p>Need: Opens up access for residents and provides direct connectivity to the Cable Beach Rd primary route.</p>	Local
B22	Port Dr improvements	Design and construct	<p>Path upgrade to provide a consistent, continuous and high-quality riding environment along Port Dr, between Anne St and Customs House Broome.</p> <p>Need: The existing path varies in quality, with path widths of around 2m. Provides access for workers in the Clementson St industrial area and to Broome Port which is planned for activation in the long-term (see also B7).</p>	Primary
B23	Improve access for Djugun residents	Design and construct	<p>Path across the reserve to Old Broome Rd from Bowerbird Lp and Swift Wy.</p> <p>Need: Both streets connect to partial pedestrian cut-throughs/laneways, with an east-west desire line apparent from Swift Wy. These routes improve accessibility to Old Broome Rd primary route for Djugun residents.</p>	Local
B24	East-west connectivity through Broome North and Cable Beach	Design and construct	<p>Path between Fairway Dr and Said Bend, as well as along Tanami Dr between Flowerdale Rd and Broome Hwy. As part of this, deliver path upgrades along Sanctuary Rd.</p> <p>Need: An important east-west link through Broome North and the suburb of Cable Beach. Provides access to Cable Beach, Broome North Primary School and the Broome North industrial precinct.</p>	Secondary
B25	Connect Broome North industrial precinct	Design and construct	<p>New path and path upgrades on Mavis Rd between Flowerdale Rd and Tanami Dr, including a cut-through across the reserve to connect to Gubinge Rd.</p> <p>Need: Provides access to Broome North and the industrial precinct, a key growth area in the Shire.</p>	Local

6.1.2. Shire of Broome: Long-term continued

Ref.	Project name	Project type	Action and community need	Hierarchy
B26	East-west connectivity through Broome North and Cable Beach	Design and construct	<p>Path upgrades to improve the east-west shared path link that runs along Maritana Wy and through Sayonara Park, between Fairway Dr and Sanctuary Rd.</p> <p>Need: Provide a low-stress riding route between Broome North and Cable Beach.</p>	Local
B27	Connect Broome's southern peninsula	Feasibility and planning	<p>Provide a suitable riding environment along Kavite Rd.</p> <p>Need: Consultation highlighted a strong desire for a safe riding route around Broome's southern peninsula. This link connects Broome's key attractions, Gantheaume Point to Broome Port and Jetty.</p>	Transport trail
B28	Lullfitz Dr/ Fairway Dr	Design and construct	<p>Path along Lullfitz Dr/Fairway Dr between Sanctuary Rd and Broome Hwy, including upgrades to the existing 2m wide section of path.</p> <p>Need: This route will serve as an important link upon full build out of the Broome North development.</p>	Secondary
B29	Reid Rd improvements	Design and construct	<p>Path upgrades along Reid Rd, providing path continuity over driveways.</p> <p>Need: The existing 2m wide path on the east side of the road is sub-standard, noting that Reid Rd carries some heavy vehicle traffic. This route provides access to the TAFE, BRAC and the Port Dr industrial precinct.</p>	Secondary
B30	Riding connectivity along Broome Hwy	Design and construct	<p>Path on Broome Hwy between Gubinge Rd and Cape Leveque Rd.</p> <p>Need: There are sealed road shoulders of varying widths along Broome Hwy, which carries a high volume of vehicles, including trucks. This route connects Broome Caravan Park, Windmill Lodge and proposed transport trails along the Dampier Peninsula to the north and Great Eastern Hwy to the east.</p>	Secondary

6.1.2. Shire of Broome: Long-term continued

Ref.	Project name	Project type	Action and community need	Hierarchy
B31	Connect the Dampier Peninsula	Feasibility and planning	<p>Work with Main Roads to provide a suitable riding environment along Cape Leveque Rd to improve access to the Dampier Peninsula.</p> <p>Need: Consultation with stakeholders highlighted a desire to improve access to the Dampier Peninsula, one of Broome's key attractions with many tourism offerings along the length of the peninsula.</p>	Transport trail
B32	Connect Bidyadanga	Feasibility and planning	<p>Work with Main Roads to provide a suitable riding environment on Broome Hwy and Great Northern Hwy (south) to connect to the Bidyadanga community.</p> <p>Need: Consultation with stakeholders expressed a desire to improve access for the Bidyadanga community, the largest remote Aboriginal community in WA, to town.</p>	Transport trail

6.1.3 Shire of Derby-West Kimberley

Note: As at publication, although the actions below have been developed in conjunction with the Shire of Derby-West Kimberley administration, the Strategy endorsement is pending the appointment of a new Council in late 2025.

Derby

Short-term

Ref.	Project name	Project type	Action and community need	Hierarchy
D1	Improve connectivity to Derby Jetty	Design and construct	<p>Path on Elder St between the Derby Jetty shared path and Loch St. Install signage at the north end of the shared path and Jetty Rd to clearly mark the route and raise driver awareness to look out for people on bikes.</p> <p>Need: Gap in the network. This route connects to the Derby Jetty shared path, a popular route for local recreation and visitors to view the mudflats. It also connects to Wharfinger's House Museum.</p>	Local
D2	Clarendon St improvements	Design and construct	<p>Complete gaps in the path network on Clarendon St between:</p> <ul style="list-style-type: none"> Loch St and Anderson St; and Rowan St and Johnston St. <p>As part of this, provide safe crossings for people walking, wheeling and riding across Clarendon St at Hensman St to connect to Anderson St, and to the school.</p> <p>In the long-term, upgrade the existing path between Johnston St and Anderson St.</p> <p>Need: An important link which connects Derby Town Centre and provides access to Derby District High School, Derby Hospital, Derby Civic Centre and Library, the Derby Memorial Swimming Pool and Spinifex Hotel.</p>	Secondary
D3	Connect Holy Rosary School	Design and construct	<p>Path on Nevill St, Villiers St and Hensman St around the school and to provide safe access to the entrance.</p> <p>Need: There are currently no paths along these streets to provide safe access to the school.</p>	Local

6.1.3 Shire of Derby-West Kimberley: Short-term continued

Ref.	Project name	Project type	Action and community need	Hierarchy
D4	Bloodwood Cres – Mimosa St to Hakea Pl	Design and construct	Path on Bloodwood Cres between Mimosa St to Hakea Pl. Need: Gap in the network. Provides access to Kurrajong Loop Park.	Local

Medium-term

Ref.	Project name	Project type	Action and community need	Hierarchy
D5	Connect Mowanjum	Design and construct	Path on Derby Hwy (from Carnarvon St) and the Gibb River Rd to connect Mowanjum. Need: Consultation identified the need to provide safe riding access for the Mowanjum community which is approximately 8 km from Derby Town Centre. This route would also provide access for visitors to Mowanjum Art and Culture Centre.	Local
D6	Connectivity along Derby Hwy	Design and construct	Path on Derby Hwy between the Gibb River Rd and along Airport Rd. Need: Consultation identified the need for safe riding access to the West Kimberley Regional Prison for employees. This route also connects Derby Airport and supports access to key attractions, Joon Joo Botanical Trail and the Boab Prison Tree.	Local
D7	Rowan St improvements	Design and construct	Path upgrades on Rowan St (from Howell St) and complete gaps in the network on Rowan St/Watt St between Howell St and Marmion St. Need: Connects Derby District High School, Derby Jetty shared path and Kimberley Entrance Caravan Park.	Local

6.1.3. Shire of Derby-West Kimberley: Derby medium-term continued

Ref.	Project name	Project type	Action and community need	Hierarchy
D8	Improve access to Derby District High School	Design and construct	<p>Path upgrades to improve access to the school including along:</p> <ul style="list-style-type: none"> • Anderson St between Clarendon St to Nevill St; • Knowsley St West between Marmion St to Ashley St (consider duplicating the path on the north side of the road in the long-term as a key access route to school); • Fairbarn St between Clarendon St to Knowsley St West; • Marmion St between Anderson St and Rose St; and • Nevill St between Clarendon St and Rowan St. <p>Need: Key access routes to school. The existing paths are in poor condition in some sections along these streets, for example the paths on Knowsley St West and Fairbarn St are approximately 1.7m wide and damaged.</p>	Local
D9	Marmion St improvements	Design and construct	<p>Path upgrade on Marmion St between Mimosa St and Archer St, and complete the gap in the network between Archer St and Rose St.</p> <p>Need: Key east-west link connecting Derby's main residential catchment to Derby District High School and the town centre. The quality of the existing path is variable with sections of damaged path and debris along the route.</p>	Local

6.1.3. Shire of Derby-West Kimberley: Derby medium-term continued

Ref.	Project name	Project type	Action and community need	Hierarchy
D10	Connect Derby's northern catchment	Design and construct	<p>Paths to complete gaps in the network along:</p> <ul style="list-style-type: none"> • Ashley St between Panton St and Loch St; • Panton St between Swain St and Juld St; • Juld St between Panton St and Stanley St; • Stanley St between Juld St and Stanwell St to the east and Swain St and Ashley St to the west; • Stanwell St between Stanley St to Sutherland St; • Sutherland St between Stanwell St and Loch St; and • Swain St including a pedestrian cut-through to Loch St. <p>Need: There are no paths on these streets which provide access to four Aboriginal communities and Dumbara Burru Caravan Park, forcing people to walk on the road.</p>	Local

Long-term

Ref.	Project name	Project type	Action and community need	Hierarchy
D11	Fitzroy St – Ashley St to Derby Hwy	Design and construct	<p>Path on Fitzroy St between Ashley St and Derby Hwy.</p> <p>Need: Key east-west link between the main residential catchment and the local route along Derby Hwy. Also supports access to the Fitzroy St industrial precinct.</p>	Local
D12	Guildford St – Ashley St to Derby Hwy	Planning and design	<p>Path on Guildford St between Ashley St and Derby Hwy.</p> <p>Need: Key east-west link between the main residential catchment and the local route along Derby Hwy. Also supports access to the Guildford St industrial precinct and Derby Recreation Centre.</p>	Local

6.1.3. Shire of Derby-West Kimberley: Derby long-term continued

Ref.	Project name	Project type	Action and community need	Hierarchy
D13	Ashley St – Bloodwood Cres to Fitzroy St	Planning and design	<p>Path on Ashley St between Bloodwood Cres and Fitzroy St.</p> <p>Need: Gap in the network which supports access to the Fitzroy St industrial precinct and local route along Derby Hwy.</p>	Secondary
D14	Rodgers St and Conway St	Planning and design	<p>Path on Rodgers St and Conway St.</p> <p>Need: Gap in the network which supports access to the Fitzroy St industrial precinct and local route along Derby Hwy.</p>	Local
D15	Loch St corridor improvements	Planning and design	<p>Path upgrades on Loch St between Elder St and Carnarvon St to provide a high quality and consistent riding environment. As part of this, provide safe crossings for people walking, wheeling and riding across Loch St in line with desire lines such as at Nevill St, Hensman St and Clarendon St.</p> <p>Need: Forms a key spine in the Derby network, connecting local retail and commercial businesses. Loch St carries a high volume of heavy vehicles. Some sections of the existing path are narrow and damaged making it unsuitable for riding.</p>	Secondary

6.1.3. Shire of Derby-West Kimberley: Fitzroy Crossing

Fitzroy Crossing

Short-term

Ref.	Project name	Project type	Action and community need	Hierarchy
F1	Forrest Rd corridor improvements	Design and construct	<p>Path on Forrest Rd between Flynn Dr and Great Northern Hwy, including a safe road crossing for people walking, wheeling and riding across the highway. Provide path continuity over driveways, including the Fitzroy Valley Showgrounds and entrance to Tarunda Shopping Centre.</p> <p>Provide shade and tree plantings along Forrest Rd, north of Scrivner Rd, and places for people to stop and rest.</p> <p>Need: Provide access between Fitzroy Crossing Town Centre and the Burawa and Junjuwa communities, approximately 2 km north of town. The provision of mid-trip facilities will provide people with a more comfortable walking and riding environment.</p>	Secondary and local
F2	Improve access for Burawa and Junjuwa	Feasibility and planning	<p>Consult with the Aboriginal community on opportunities to provide path connectivity within Burawa and Junjuwa communities.</p> <p>Need: Provide safe access for people walking, wheeling and riding within the communities.</p>	Local

6.1.3. Shire of Derby-West Kimberley: Fitzroy Crossing short-term continued

Ref.	Project name	Project type	Action and community need	Hierarchy
F3	Improve access for Mindi Rardi, Kurnangki and Parukupan	Feasibility and planning	<p>Consult with the Aboriginal community on opportunities to provide path connectivity to and within Mindi Rardi, Kurnangki and Parukupan communities along Great Northern Hwy and access roads. As part of this, provide safe road crossings for people walking, wheeling and riding across Great Northern Hwy in line with desire lines.</p> <p>Need: Provide safe access for people walking, wheeling and riding within the communities, prioritising Mindi Rardi and Kurnangki which are less than 1 km from town. While there is one road crossing of Great Northern Hwy, the uncontrolled crossing is not suitable for use by people of all ages and abilities due to the high volume of heavy vehicles travelling at 60 km/h.</p>	Local
F4	Connect Fitzroy Crossing Hospital	Design and construct	<p>Path on Fallon Rd between Fitzroy Crossing Hospital and Flynn Dr.</p> <p>Need: Gap in the network. This route connects to the hospital and other medical services.</p>	Secondary
F5	Connect Fitzroy Crossing's local retail	Design and construct	<p>Path to Tarunda Shopping Centre from McLarty Rd to align with pedestrian desire line, and between Flynn Dr, to McLarty Rd, to improve access to town for the north-western residential catchment and open up access from MacDonald Wy.</p> <p>Need: Pedestrian desire lines are evident along these routes which are comprised of dirt tracks. Providing a path will enable safe access for people walking, wheeling and riding, removing passage through the shopping centre car park.</p>	Local

6.1.3. Shire of Derby-West Kimberley: Fitzroy Crossing continued

Medium-term

Ref.	Project name	Project type	Action and community need	Hierarchy
F6	McLaraty Rd path crossing	Design and construct	<p>Provide safe crossing of McLaraty Rd where the path switches from the west side to the east side of the road.</p> <p>Need: The path crossing is in poor condition, with a section of no/damaged path and requiring people who are walking, wheeling or riding to negotiate kerbing.</p>	Local
F7	Improve access to Fitzroy River	Design and construct	<p>Path between Crossing Inn and the Fitzroy River footbridge, as well as on Sandford Rd (from Forrest Rd) and Rodeo Grounds Rd. Upgrade the existing path on Sandford Rd (from the rodeo) and Skuthorp Rd.</p> <p>Need: Connects Fitzroy Valley Rodeo Ground, Crossing Inn and supports access to the Fitzroy River (footbridge).</p>	Local

Long-term

Ref.	Project name	Project type	Action and community need	Hierarchy
F8	Improve access to town-based communities	Feasibility and planning	<p>Consult with the Aboriginal community on opportunities to provide path connectivity to and within the DarlIngunaya community, via Russ Rd, and the Bungardi community, via Geikie Gorge Rd.</p> <p>Need: Both sites are located approximately 10km from town, without any path network serving these communities.</p>	Local

6.1.4 Shire of Halls Creek

Short-term

Ref.	Project name	Project type	Action and community need	Hierarchy
-	Great Northern Hwy road crossing improvements (various locations)	Design and construct	Safe pedestrian and bicycle crossing across Great Northern Hwy to align with key desire lines (i.e. to access Mardiwah Loop community, Lundja community, aquatic and recreation centre). Need: The uncontrolled crossing of the road is not suitable for use by people of all ages and abilities due to vehicles, including trucks, travelling at 50km/h along the highway.	Local
H1	Connect Lundja	Design and construct	Path on Great Northern Hwy (from Duncan Rd) and Lundja Community Rd. Need: Consultation identified a need to provide safe access for the Lundja community to town, noting there are currently no paths serving this community.	Local
H2	Connect Nicholson Block	Design and construct	Path on Duncan Rd between Bridge St and Beckett St industrial precinct entrance, and on Yumali Rd. Consider staging construction to prioritise the section to Nicholson Block. Need: Consultation identified a need to provide safe access for the Nicholson Block community to town, noting there are currently no paths serving this community. This route also serves the industrial precinct.	Local
H3	Bridge St minor improvements	Design and construct	Path along Bridge St between Old Great Northern Hwy and Great Northern Hwy as well as minor improvement (e.g. TGSIs) along the length of the corridor. Need: Key east-west corridor, provides access to Halls Creek Caravan Park, Halls Creek District High School and Yura Yungji Medical Service.	Local

6.1.4. Shire of Halls Creek continued

Medium-term

Ref.	Project name	Project type	Action and community need	Hierarchy
H4	Improve access for Mardiwah Loop	Design and construct	<p>New path and path upgrades on Mardiwah Loop to connect to Roberta Ave shared path which provides safe access to town.</p> <p>Need: There are small sections of existing path in the Mardiwah Loop community, overall the condition is poor.</p>	Local
H5	Connect Halls Creek eastern residential catchment	Design and construct	<p>Provide a network of paths for the eastern residential catchment and consider staging construction, for example:</p> <ul style="list-style-type: none"> • Stage 1: McDonald St between Quilty St to Welman Rd • Stage 2: Welman Rd between McDonald St and Neighbour St to connect to the existing path on the north side of the road • Stage 3: Wilkinson St between Welman Rd to Duncan Rd. <p>Need: Few paths currently in place to provide safe access for the eastern residential catchment, forcing people to walk on the road.</p>	Local
H7	Neighbour St – Welman Rd to Bridge St	Planning and design	<p>Path on Neighbour St between Welman Rd and Bridge St.</p> <p>Need: Consultation identified a need for a path along this route to align with potential future development along Neighbour St.</p>	Local

6.1.4. Shire of Halls Creek continued

Long-term

Ref.	Project name	Project type	Action and community need	Hierarchy
H8	Thomas St – Hall St to Roberta Ave	Design and construct	<p>Path upgrade on Thomas St between Hall St to Roberta Ave.</p> <p>Need: Key access route to Halls Creek District High School. The existing path is narrow, around 1.2m wide.</p>	Local
H9	Great Northern Hwy – Town centre improvements	Design and construct	<p>Path upgrade on Great Northern Hwy between Duncan Rd and Halls St, and new paths to connect the industrial precinct to the west.</p> <p>Need: This route connects the Halls Creek Town Centre. The existing path is substandard and the presence of light poles restricts the effective path width.</p>	Secondary and local
H10	Connect Halls Creek Lookout	Design and construct	<p>Path on Mount Amhurst Rd to connect Halls Creek Lookout.</p> <p>Need: A key attraction for local recreation and visitors. Currently the lookout is accessed via a dirt road.</p>	Local
H11	Connect Halls Creek Airport	Design and construct	<p>Path on Roberta Rd between Halls Creek Airport and Bridge St.</p> <p>Need: There is no path connecting to Halls Creek Airport. Although not one of the region's main airports, the Halls Creek Masterplan identifies opportunities for activation near the site.</p>	Local
H12	Connect China Wall	Feasibility and planning	<p>Advocate to, and work with, Main Roads to undertake a feasibility study to provide a suitable riding environment to connect China Wall.</p> <p>Need: A key attraction for local recreation and visitors. Currently the attraction is accessed via a main road and dirt road.</p>	Transport trail

6.1.5 Shire of Wyndham-East Kimberley

Kununurra

Short-term

Ref.	Project name	Project type	Action and community need	Hierarchy
K1	Improve access for communities along Speargrass Rd	Design and construct	<p>Path along Speargrass Rd between Weaber Plain Rd and the existing path on Speargrass Rd. In the long-term consider installing mid-trip facilities such as shade, seating and rest stops to make it more comfortable to travel from Mirima and town (approximately 2km distance).</p> <p>Need: Consultation identified the need to prioritise completing this gap. This route is an important link serving several Aboriginal communities and connects key attractions, Waringarri Aboriginal Arts and Kelly's Knob.</p>	Local
K2	Ironwood Dr – Speargrass Rd to Coolibah Dr	Design and construct	<p>Suitable riding environment on Ironwood Dr between Speargrass Rd and Coolibah Dr.</p> <p>Need: Connect several important destinations including local medical services, the TAFE and St Joseph's Catholic Primary School.</p>	Secondary
K3	Konkerberry Dr – Rosewood Ave to Messmate Wy	Design and construct	<p>Path on Konkerberry Dr between Rosewood Ave and Messmate Wy.</p> <p>Need: An important route providing access to local retail and services. While there are sections of path adjacent to some stores, a lot of them are poor quality, narrow and overall disjointed.</p>	Local
K4	Improve access to and around Lilly Creek Lagoon	Design and construct	<p>Provide a path around the lagoon where there is currently a gap between the existing paths connecting Celebrity Tree Park. As part of this, provide safe road crossings for people walking, wheeling and riding across Victoria Hwy from the east and west sides of Messmate Wy.</p> <p>Need: Consultation highlighted a desire to complete the gap, to provide a continuous, safe and comfortable walking and riding environment to the lagoon.</p>	Transport trail

6.1.5. Shire of Wyndham-East Kimberley: Kununurra short-term continued

Ref.	Project name	Project type	Action and community need	Hierarchy
K5	Minor improvements along local routes	Design and construct	<p>Minor improvements are identified to enhance the riding environment along key local routes including improving road crossings and providing kerb ramps where required for people walking, wheeling and riding at:</p> <ul style="list-style-type: none"> • River Fig Ave: connecting to Leichardt St and Ebony St; • Leichardt St: at the Konkerberry Dr roundabout – also improve continuity across driveways and consider widening the existing 1.5m path in the long-term; and • Barringtonia Ave: connecting to Miniata St – also improve continuity across driveways and consider widening the existing 1.5m path in the long term. <p>Need: River Fig Ave provides access to local retail within the town centre, Leichardt St forms part of a key access route to East Kimberley College from Lakeside and Barringtonia Ave connects to Mirima National Park.</p>	Local
K6	Facilitate road cycling opportunities in Kununurra	Feasibility and planning	<p>Identify opportunities for providing a safe road cycling environment along sections of Ivanhoe Rd, Research Station Rd, Stock Route Rd, Weaber Plain Rd and Mills Rd.</p> <p>Treatments may include installing signage, bike symbols and line marking to enhance driver awareness and promote sharing of the road space. In high-risk locations there may be a need for road shoulder widening to provide space for riders.</p> <p>As part of this, work with Main Roads as Weaber Plain Rd is a state-owned asset.</p> <p>Need: There is existing demand for road cycling along this circuit. There are sealed road shoulders of varying widths in some locations.</p>	Road cycling

6.1.5. Shire of Wyndham-East Kimberley: Kununurra continued

Medium-term

Ref.	Project name	Project type	Action and community need	Hierarchy
K7	Improve connectivity for Lakeside	Design and construct	<p>Path on Victoria Rd between Casuarina Wy (north end) and Hibiscus Dr.</p> <p>Improve the existing path between Casuarina Wy and Messmate Rd to provide a greater level of safety and protection for people walking, wheeling and riding along this route, including providing safe road crossings across Victoria Hwy.</p> <p>In the long-term, improve universal accessibility of the path network including providing kerb ramps and ensuring path continuity over drainage channels. Key routes to prioritise include Bossea St, Hibiscus St, Flametree St and Casuarina Wy and Melaleuca Dr.</p> <p>Need: Gap in the network to connect Hibiscus Dr, a key access point to Lakeside. While some signage is in place, the existing uncontrolled crossing points of the road and on-road bidirectional path is not suitable for use by people of all ages and abilities due to vehicles, including trucks, travelling at 60km/h along the highway.</p>	Primary and secondary
K8	Weaver Plain Rd – Poincettia Wy to Caldesia Lp	Design and construct	<p>Path on Weaver Plain Rd between Poincettia Wy and Caldesia Lp.</p> <p>Need: Consultation identified a desire to extend the Weber Plain Rd shared path to connect to the industrial precinct and residential housing along the route.</p>	Local
K9	Hibiscus Dr – Melaleuca Dr to Victoria Hwy	Design and construct	<p>Path on Hibiscus Dr between Melaleuca Dr and Victoria Hwy.</p> <p>Need: Gap in the network to connect Hibiscus Dr, a key access point to Lakeside.</p>	Local
K10	Trails around Lilly Creek Lagoon	Design and construct	<p>Suitable riding environment around the lagoon.</p> <p>Need: The Shire of Wyndham-East Kimberley Trails Master Plan identifies opportunities to provide trails around the lagoon.</p>	Transport trail

6.1.5. Shire of Wyndham-East Kimberley: Kununurra medium-term continued

Long-term

Ref.	Project name	Project type	Action and community need	Hierarchy
K11	Coolibah Dr corridor improvements	Design and construct	<p>Path upgrades to improve continuity across driveways/side roads and widen where suitable. Some sections are adequate, however, focus on the section between White Gum St and Banksia St to improve connectivity through the retail centre and across car parks. Safe road crossing across Coolibah Dr, near Chestnut Ave.</p> <p>Need: The existing 1.8m – 2m wide path along Coolibah Dr varies in quality and is disconnected in many sections. This is a key link for Kununurra and directly connects many important destinations including the town centre, Kununurra District Hospital, East Kimberley College and the TAFE.</p>	Primary and secondary
K12	Ivanhoe Rd – Victoria Hwy to Ivanhoe Crossing	Planning and design	<p>Path on Ivanhoe Rd between Victoria Hwy and Ivanhoe Crossing. As part of this, complete the gap on Coolibah Dr between Ivanhoe Rd and Ivanhoe Village Caravan Resort.</p> <p>Need: Consultation highlighted a desire for a path along Ivanhoe Rd to support local recreation and local business. Currently there is no path along this key freight route.</p>	Local
K13	Victoria Hwy–Ivanhoe Rd to Messmate Wy	Feasibility and planning	<p>Path on the north side of the highway adjacent to visitor accommodation.</p> <p>Need: No path is provided requiring people to walk on the grassed verge. This is a key route connecting visitor accommodation to town.</p>	Secondary
K14	Casuarina Way improvements	Feasibility and planning	<p>Path upgrades to provide continuous connections where the path separates at drainage channels. Consider widening the path.</p> <p>Need: Key route for the Lakeside community, including for driving. The existing path is 1.5m wide and discontinues at drainage channels.</p>	Local

6.1.5. Shire of Wyndham-East Kimberley: Kununurra long-term continued

Ref.	Project name	Project type	Action and community need	Hierarchy
K15	Connect communities south of Kununurra	Feasibility and planning	<p>Consult with the Aboriginal community on opportunities to provide path connectivity to (via Victoria Hwy) and within communities south of Kununurra including the Emu Creek community and communities served by Falls Crossing Rd and Packsaddle Rd.</p> <p>Need: Consultation identified a need to provide safe access for Aboriginal communities to town, noting there are currently no paths serving this community. The Emu Creek community was highlighted as a potential priority due to proximity to town.</p>	Local and transport trail
K16	Connect Ivanhoe Crossing and Weaber Plain Rd	Feasibility and planning	<p>Identify opportunities to provide a suitable riding environment on Ivanhoe Rd to connect Ivanhoe Crossing and north along Weaber Plain Rd, from Caldesia Lp.</p> <p>Need: Ivanhoe Crossing is a local attraction and site of cultural significance. There is currently no path access along Ivanhoe Rd. Weaber Plain Rd connects to local businesses at the north end.</p>	Transport trail
K17	Drovers Rd and Old Darwin Rd to connect the rodeo ground and boat club	Feasibility and planning	<p>Identify opportunities to provide a suitable riding environment on Old Darwin Rd and Drovers Rd to connect Kununurra Rodeo Ground and Ord River Paddlers/Kununurra Dragon Boat Club.</p> <p>Need: Consultation flagged an opportunity to improve access to these key local attractions via riding.</p>	Transport trail

6.1.5 Shire of Wyndham-East Kimberley continued

Wyndham

Short-term

Ref.	Project name	Project type	Action and community need	Hierarchy
W1	Port Trail improvements	Design and construct	<p>Staged path upgrades over the short to long-term to restore damaged sections of the Port Trail and deliver a continuous, safe and comfortable riding environment.</p> <p>Need: Community consultation raised the desire to see improved conditions along the existing Port Trail which serves as an important link for local recreation and connects people to the shops and Wyndham Port.</p>	Secondary and transport trail
W2	Improve access for Warrayu	Design and construct	<p>Path on Kabbarli St between Warrayu St and St Peter's Wy, and Kangaroo Dr between Kabbarli St and Great Northern Hwy. Consult with the Aboriginal community on opportunities to provide path connectivity within Warrayu.</p> <p>Need: Provide safe access for the Warrayu Community to town. Currently there are no paths on these streets forcing people to walk on the road. This route also supports access to St Joseph's Primary School and Wyndham Memorial Swimming Pool.</p>	Local
W3	Cambridge St – Great Northern Hwy to Koolama St	Design and construct	<p>Path on Cambridge St between Great Northern Hwy to Koolama St.</p> <p>Need: Connect the northern residential catchment to local retail.</p>	Local

Medium-term

Ref.	Project name	Project type	Action and community need	Hierarchy
W4	Connect Wyndham's southern catchment	Design and construct	<p>Path on Sharpe St, Ord St and Kimberley St (between Ord St and Great Northern Hwy).</p> <p>Need: Connect the TAFE, industrial precinct and local retail along Great Northern Hwy.</p>	Local

6.1.5. Shire of Wyndham-East Kimberley: Wyndham medium-term continued

Ref.	Project name	Project type	Action and community need	Hierarchy
W5	Welch St	Design and construct	Continue the path network from where the existing path ends, adjacent to Wyndham District High School. Need: Connect the early learning centre and industrial precinct.	Local
W6	Coverley St – Flinders St to Ivanhoe St	Design and construct	Path on Coverley St between Flinders St to Ivanhoe St. Need: Connect Wyndham District High School and the industrial precinct.	Local

Long-term

Ref.	Project name	Project type	Action and community need	Hierarchy
W7	Koolama St improvements	Design and construct	Path upgrade on Koolama St between Timor St and the existing shared path connecting to St Joseph's Primary School. As part of this, provide a safe crossing for people walking, wheeling and riding across Koolama St to connect to Timor St. Need: The existing path is in poor condition. This route supports access to the school.	Local
W8	Improve connectivity to Wyndham District Hospital	Design and construct	Path upgrades on Dulverton St and Delamere St to the hospital, including path continuity across driveways. Need: The existing path is sub-adequate with some sections that are narrow and damaged. This route serves as an important link connecting the hospital.	Local

6.1.5. Shire of Wyndham-East Kimberley: Wyndham long-term continued

Ref.	Project name	Project type	Action and community need	Hierarchy
W9	Great Northern Hwy – Town centre improvements	Design and construct	<p>Path upgrade on Great Northern Hwy between Baker St and Welch St. As part of this, provide safe road crossings for people walking, wheeling and riding across the highway at Timor St and Cambridge St.</p> <p>Need: This route connects the Wyndham Town Centre. The existing path is substandard and switches between the north and south side of the highway, with some gaps along this route.</p>	Secondary
W10	Connect Wyndham Caravan Park	Design and construct	<p>Path on Baker St to connect Wyndham Caravan Park.</p> <p>Need: Provide safe access for visitors and staff of the caravan park.</p>	Local



6.2 Ongoing strategy maintenance

Progress on the priority actions identified in Section 6 will be reported to DTMI on an annual basis by the local governments.

The strategic priorities will be reviewed every five years to ensure current conditions are reflected and relevant projects are prioritised. This review will include reassessing each route's classification as either existing (adequate), existing (needs improving), or non-existent (proposed) and updating the existing network maps.

The five-yearly review will also allow the identification and inclusion of any significant new themes into the strategy, ensuring it maintains its currency.

A detailed review of the overarching strategy every 8-10 years will allow new opportunities to be identified and incorporated into a revised document.

Appendix A. Stakeholder Consultation

A.1 Engagement overview

This project aims to develop an aspirational cycling strategy for the Kimberley region, in partnership with the local governments in the region, which includes the shires of Broome, Derby-West Kimberley, Halls Creek and Wyndham-East Kimberley. The region is located in the north of WA and covers an area of over 423,500 square kilometres.

Development of the strategy was identified as a key action in the Western Australian Bike Network Plan 2014-2031 and reflects the growing demand for high quality cycling infrastructure in regional WA.

The strategy will be aspirational, long-term out to 2050, and include a short-term implementation program (five-year action plan) to prioritise the future delivery of infrastructure, activation and behaviour change initiatives.

Through development of an aspirational vision for cycling in the Kimberley region, the strategy aims to identify and support an increase in bike riding uptake, as well as:

- a higher level of bicycle connectivity between work, school, home and other local services and key destinations;
- opportunities to improve connectivity between town sites; and
- ways to capitalise on cycle tourism opportunities in the region and showcase/highlight the areas unique to the region.

Prior to consultation, a Community Consultation Plan was developed. The proposed engagement methodology and key dates were discussed with the local governments, while support with promoting/advertising the engagement activities was sought to maximise input from the local community and stakeholders.

A.1.1 Objectives

The objectives of community consultation:

- Raise awareness of the project
- Identify existing barriers to the uptake of cycling and initiatives that would support people to ride more often
- Identify the major issues and missing links associated with the existing cycle network
- Provide the community with the opportunity to share their ideas
- Confirm the themes, opportunities and projects that are most prioritised by the community
- Seek local buy-in and ongoing support for the strategy.

The target audience of engagement was residents and visitors. Most respondents to the survey (online and hardcopy) were residents or regular visitors to the region (over 90 per cent), with responses received from eight tourists/new visitors to the region.

A.1.2 Approach

Online meetings were held with key representatives from all four Shires during project kick-off in March 2024 to introduce the project. Face-to-face meetings were subsequently held with all four Shires during the first out of two site visits to the region, occurring in April/May 2024 to meet the project team in-person and workshop preliminary themes, opportunities and network mapping.

With support from the Shires, stakeholder and community engagement across the region ran from April 2024 to July 2024 and included various formats as outlined below.

Community drop-in sessions

Nine community drop-in sessions were held in the region:

- Broome Courthouse Markets,
4 May 2024 (8:30am – 12:30pm)
- Kununurra Weekend Markets,
4 May 2024 (8:30am – 12:30pm)
- Broome Recreation and Aquatic Centre,
4 June 2024 (4:30pm – 7:00pm)
- Short Street Café (Broome),
5 June 2024 (7:30am – 9:30am)
- Paspaley Plaza (Broome),
5 June 2024 (10:00am – 1:00pm)
- Broome Boulevard,
5 June 2024 (2:00pm – 4:00pm)
- Coles Kununurra,
6 June 2024 (10:00am – 1:00pm)
- Ord River Sports Club (Kununurra),
6 June 2024 (4:30pm – 6:30pm)
- Broome Courthouse Markets,
8 June 2024 (8:30am – 12:30pm).

Community comments were captured from over 140 people at the community drop-in sessions as well as capturing comments from community members around town during the site visits.

Stakeholder meetings

One-on-one meetings were held with the following organisations face-to-face or online (see Appendix B.2 for a summary of meeting notes):

- WA Local Government Association
- WestCycle
- State government organisations
 - Kimberley Development Commission
 - Main Roads (Derby office)
 - DBCA's Parks and Wildlife Service – Kimberley Region (Kununurra office)
 - DLGSC (Broome office)
 - Tourism WA
- Aboriginal corporations
 - MG Corporation
 - Emama Nguda Aboriginal Corporation
 - Nyamba Buru Yawuru
 - Mirima Council Aboriginal Corporation
 - Winun Ngari
- Schools
 - Broome Primary School
 - Cable Beach Primary School
 - Broome Senior High School
 - Derby Senior Highschool
 - East Kimberley College
 - Halls Creek District High School

Online engagement

Online engagement was via DTMI's online engagement platform 'My Say Transport'. The platform page received 455 visits between 1 June 2024 and 12 July 2024. Two features were used to gather information:

1. **Online survey:** This included questions on respondents' current bike use in the region and information on what would help them to ride more often. Ninety-three people responded to the online survey.
2. **Interactive map:** This allowed respondents to add comments which were linked to geographical locations. A total of four responses were received from two respondents.

Information was made available on the website including frequently asked questions covering:

- What is the Kimberley 2050 Cycling Strategy?
- Who is developing the strategy?
- Why is the strategy needed?
- Are similar strategies being developed in other regions?
- Where to find more information on the project.

The website also featured a map showing long-term cycling strategies under development in WA, and an information sheet on the WA Cycling Network Hierarchy, which will be used to classify the network.

Hardcopies of project information and surveys were available, with 33 hardcopy surveys received (note: the hardcopy surveys included select questions, forming a shortened version of the online survey for ease of completion).

3. **Community engagement forum:** Held online on 17 July 2024 to present on work progressed to date. This included presentation of the refined themes and opportunities for bike riding in the region and on network mapping (the proposed LTCN) for feedback. Four participants dialled into the session.

A.2 Community comment summary

The survey featured a series of questions used to develop a profile of how and why people ride bikes in the region and when on holiday, as well as identify what might help them ride more often.

A total of 126 people responded to the survey (93 online and 33 hardcopy).

The hardcopy surveys included select questions, forming a shortened version of the online survey for ease of completion. Section A.2.1 includes

- a summary of responses to questions included on both online and hardcopy surveys
- a summary of response to questions which only featured on the online survey.

Section A.2.2 includes key points raised by all consultation undertaken with stakeholders and attendees at the various community drop-in sessions.

A.2.1 Key survey insights

- **Over half of survey respondents identify as female** (54 per cent). The remainder identify as male (44 per cent) or opted not to say (two per cent).
- People between **36-45 years old** made up the largest cohort of survey responses (31 per cent).
- **The majority of survey respondents live within the Kimberley region** (85 per cent). Other responses were received from people working but not living in the region, as well as visitors/tourists.
- **Almost 80 per cent of survey respondents ride frequently** while others are brand new to riding or have recently started riding again in the past 12 months.
- **Most people ride by themselves.** People also regularly ride with a partner/spouse or in a group with friends/family (including children).

- The most popular reason for riding is for **leisure, recreation or to get outdoors**. Other popular reasons included riding for **sport, health or fitness**, followed by **commuting to/from work** as well as to **visit friends or family**.
- Most people are happy to ride in most circumstances, however many also said they would **ride more if they felt more comfortable**.
- People are **comfortable** riding on a variety of different types of bike riding facilities, including **off-road shared and cycle-only paths, and on-road protected bike lanes**.
- People were most **uncomfortable riding on the road in a shared space with cars and on-road painted bike lanes**.
- Many people cited **feeling unsafe riding a bike** as the main reason for not riding more often.
- A large range of issues are experienced by people riding around the region's towns. This includes **broken glass/rubbish or prickles (such as doublegees)** on the road or path. Other frequently encountered issues include **damaged, missing or uneven paths** as well as **disconnected paths**. Large vehicles such as road trains and trucks are also a safety concern for people riding. Many people also cited **difficult roads/intersections to navigate or cross** as well as **insufficient lighting** while riding.
- The region's **climate** was identified as another deterrent to riding more often.
- Some people also raised **bike theft and cost** (i.e. purchasing a bicycle and ongoing maintenance) as a barrier to riding.
- **Better paths, facilities and on-road safety features to provide for all ages and abilities** is ranked the highest when asked what might help people ride a bike more. **More bike parking/storage** at destinations was also highly ranked, followed by **dedicated riding to school routes**.
- People were asked where they would like to ride to **between townships and locations across the region and within townships** that they feel they cannot ride to currently. Key routes and places to be incorporated as part of the LTCN.

A.2.2 Feedback - Shire of Broome region

#	Feedback source	Key points raised
1	DTMI Broome – Regional Services Operations Manager	<ul style="list-style-type: none"> Identified some key destinations/historical highlights in Broome including Kennedy Hill, Catalina WWII flying boars, Town Beach memorial and noted that a lot of kids ride around Cable Beach No observed long-distance bike riding between Broome and Derby, noting distance, heat and wind as a challenge Gibb River Challenge raised as a popular bike riding event People observed riding/sports cycling around the Port and Entrance Point Path out to Roebuck could be improved New eScooter scheme resulting in clutter on the street, not managed or policed properly Low helmet wearing compliance, minimal policing as attention is on other priorities.
2	Broome Cycles	<ul style="list-style-type: none"> Supports improvements/more safe bike riding routes to key places Most bike hires are for recreational riding Would like to see improved riding connectivity to Entrance Point, including along Port Dr.
3	Broome resident	<ul style="list-style-type: none"> Rides to school regularly and doublegees raised as a key issue frequently causing punctures in bike tyres. Recommends Council improve maintenance/introduce community initiative to clear ('bin the bindi').
4	Paspaley Plaza Shopping Centre	<ul style="list-style-type: none"> Safer connections to schools and shops More secure bike parking Cars on beach raised as an issue Caravan park on Broome Hwy – when travelling to town forced to ride on-road with trucks Need more trees and shade, in particular along Gubinge Rd path Improve pathways to school around Roebuck Primary School Safety issues with path configuration on Old Broome Rd (southern end) Connect Gantheaume Pt and connect Entrance Point – Kavite Rd access to be considered Airport divides town, need better paths to connect airport.
5	Broome Boulevard Shopping Centre	<ul style="list-style-type: none"> Rubbish truck driver expressed frustration with riders on the road Expand Conti Foreshore path (Council aspirations to extend to the north) Improve connectivity to Cable Beach and surrounding suburb.

A.2.2 Feedback - Shire of Broome region continued

#	Feedback source	Key points raised
6	Broome Primary School)	<ul style="list-style-type: none"> Located near the hospital which presents issues in terms of safe student interactions in the public realm <ul style="list-style-type: none"> 360 students and ~75 per cent attendance rate Students and teachers will generally only ride to school in Term 1 and 4 as the climate is not conducive to riding all year around Survey of parents and students to understand key issues – lack of dedicated cycleways, footpaths and safety across driveways noted New eScooter scheme resulting in scooters being left everywhere and presents a safety hazard The number of students with personal scooters is increasing Bike theft noted as an issue including during the day and by older kids Traffic management issues raised - no parking on site, kiss-and-go located on Robinson St, parking demand generated from hospital trips The school's back gate is used the most for access, the gate isn't staffed <ul style="list-style-type: none"> ~45 per cent of families attending the school are from low socio-economic backgrounds, so bike locks aren't a priority School catchment/intake area is around Frederick St, Port Dr and the cemetery The school doesn't have a warden to assist students with safe road crossings and the road crossings don't meet warrants.
7	Nyamba Buru Yawuru	<ul style="list-style-type: none"> Suggested ambitious longer routes to community such as to Bidyadanga Provided context on language translation services offered by Nyamba Buru Yawuru.
8	Notre Dame student group	<ul style="list-style-type: none"> Student accommodation provides/encourages the use of bicycles as transport around town Group leader responsible for teaching new riders biking skills.
9	BRAC	<ul style="list-style-type: none"> Key destinations to connect: Gantheaume Pt, Simpsons Beach, Coconut Well and up the peninsula, roadhouse Gap in path network at the southern end of Port Dr – improve rideability along Port Dr, lots of trucks Safety issues with path configuration on Old Broome Rd (southern end).
10	Short St Cafe	<ul style="list-style-type: none"> Share the path signage for people walking, especially elderly people, around Chinatown Provide safe crossing over Gubinge Rd.

A.2.2 Feedback - Shire of Broome region continued

#	Feedback source	Key points raised
11	Broome Courthouse Markets	<ul style="list-style-type: none"> • Connect Broome Hwy to the Caravan Park (is about 15 km out of town) • Connect to the golf course • Port Dr (round also to Gantheaume Point) would be great • Beagle Bay currently underserviced – install a BMX track - need to do a 'pre-season and then a post season road grade • Cluster of outstations may need some connecting - Middle lagoon Rd, to Smith's • Need bike lockers for eBikes in town • Need to improve connections to the high school • Want scooters separated • Cycle accessibility is important for tourists - if the paths aren't there then they won't take the bikes out • Walcott St - should be the secondary route straight out of the caravan park • Broken glass is a major factor, and wants more water stops • Part of the rural nurses - all training for the Gibb Rd race • Older gent (from Netherlands) - wants no helmets - says there needs more driver education • Local worker - GPS systems only gives one main route • Paths needed to Cable Beach Caravan park • Maintenance and lighting is important and need wayfinding improvement • Safety issues with path configuration on Old Broome Rd (southern end) • Need more safe crossings over Gubinge Rd • Connect Minyirr Park and provide better shared use trails • Rider from a sporting club, often rides with kids – loop around Gubinge Rd, Port Dr and Old Broome Rd – safety concerns about trucks • Road cycling to Coconut Wells and the roadhouse.
12	Broome Senior High School	<ul style="list-style-type: none"> • Need initiatives which teach students riding skills and promote riding • Decent mode share for students riding to school • Secure bike storage provided • Need for safer crossing over Gubinge Rd (from Cable Beach Rd West/ northern residential catchment) and Port Dr (from southern residential catchment) for students riding to school • Unsafe path/shoulder along Old Broome Rd to the south.

A.2.3 Feedback - Shire of Derby-West Kimberley region

#	Feedback source	Key points raised
1	Derby Senior High School	<ul style="list-style-type: none"> • A few kids currently ride (~5 per cent) others walk and get the school bus or drive • Shire paths aren't great, concerns include lack of safe routes to school however can be resolved with simple infrastructure fixes • Derby Jetty is a key attraction but area lacks longer term vision • Use of mobility scooters on the road frequently observed • Bike parking available – one secure and one open • Poor/no paths on Marmion St and Loch St which connect to the jetty walk • There is a path to the rec centre but not great - other key areas include youth centre which has a skate park, basketball court on Ashley St • Road rules not adhered to, very low/no use of helmets • Glass and prickles as an issue causing punctures • Fitzroy St will have a new development.
2	Mowanjum Aboriginal Art and Culture Centre	<ul style="list-style-type: none"> • None/few people currently cycling to the venue • Supports improved access by bike and connectivity to town
3	Main Roads	<ul style="list-style-type: none"> • Based in Derby but does all the operation works in the Kimberley region • Installing 2m wide shoulders as part of a road safety campaign throughout region • Audio-tactile markings installed throughout region • Need more Cyclist Awareness signage installed in some areas • Kununurra - Considering plans for a highway underpass on approach to Kununurra townsite; highway improvement plans for Ivanhoe Rd communities; path network either side of highway needs improvement • Broome – safer access around roundabouts; future plan to install cycleways on Gubinge Road; trucks & heavy vehicles pose a risk for cyclists; need more safe crossing points for pedestrians; • Derby – need to seal shoulders out to Prison and also to Mowanjum by 2026-7; dogs chasing people is a problem; better lighting of paths needed; mobile asphalt batching plant increases costs of delivery • Fitzroy Crossing – good cycleway as a result of Fitzroy River Bridge reconstruction; need for good pathways from communities into town • Halls Creek – many gaps in path network from town out to communities • Wyndham – salt attacking bitumen is a maintenance issue

A.2.4 Feedback - Shire of Wyndham-East Kimberley region

#	Feedback source	Key points raised
1	Kununurra Weekend Markets	<ul style="list-style-type: none"> • Improve connections to parks and around town, people like links around the lake • Prickles and rubbish on the sides of the road/path is an issue • Extend/provide safe pathways across the highway into Lakeside • Less group riding observed now • Challenges with road cycling on Weaber Plain Rd due to bad edges, would be a good training route if fixed (suggested loop using Ivanhoe Rd and Mills Rd) • Path gaps around Speargrass Rd • Provide a safe route to Lake Argyle – tourism opportunity, can encourage people to stay overnight • Generally good paths in Lakeside however in some locations it switches sides forcing people to cross the road • Need safe crossings over Victoria Hwy • Poor pathway on northern edge of the lake and good pathways within Celebrity Tree Park • Safety issue around bridge in Lakeside • Need more lighting • Concerns around perceptions of safety and personal security when riding at night • Path improvements/complete gaps on Weaber Plain Rd and into commercial in the industrial area • Path gaps on Coolibah Rd • Café on Ivanhoe Rd as an idea for a popular place to connect • Disconnection on west side of the highway (riding prohibited over bridge) – severs this part of the community • Lake Kununurra Trail is a good loop, goes to swim beach • Lots of unofficial mountain biking trails (Lake Argyle, back of Lakeside) • Stray dogs as a deterrent from riding • Vandalism of bike parking common, need more secure bike parking at shops, etc.
2	Hoochery Distillery	<ul style="list-style-type: none"> • No riders currently – would support improved access by bike and connectivity to town.
3	Waringarri Arts	<ul style="list-style-type: none"> • Supports improved access by bike and connectivity to town.

A.2.4 Feedback - Shire of Wyndham-East Kimberley region continued

#	Feedback source	Key points raised
4	Shire of Wyndham East Kimberley	<ul style="list-style-type: none"> • Suggest north-south local route through Lakeside via footbridge, Bossea St and Nicholson Park • Anti-social behaviour noted as an issue along Flametree St • Ivanhoe Café is a popular destination, there is merit in linking it noting a local route • would require active transport bridge • Consider links with foreshore planning and coastal routes • Casuarina Way foreshore planning discussed, existing path along Casuarina Way changes sides • Valley roads for long distance / road cycling training loops • Consider exploring Durack Folly Road (maintenance track for power lines) with Horizon • Issues and considerations for Wyndham – exposure to the elements leaving large sections of the trail damaged, under water, corroded and affected by the salt marsh
5	East Kimberley College	<ul style="list-style-type: none"> • Broken glass and debris on paths/roads is a big issue • Put footpath all the way around both sides of the highway • Safer crossings of Weaber Plain Rd and the highway needed • Designated scooting pathways around town needed for kids • Discussed ideas for a bike-a-thon • Ideas for bike repair station locations: leisure centre, lakeside park, Coles • Pre-primary bike ride lapathon is organised once a year • The reserve bike pathway is stopped at the bend, would like that to be extended (Speargrass community) • Make a bike track through the back tracks to reserve (Speargrass community) • Add more ramps to the skate park • Make a bike track in Lakeside that has mini jumps so we don't have to do it with mud • Connect residential catchment up Weaber Plain Rd.

A.2.4 Feedback - Shire of Wyndham-East Kimberley region continued

#	Feedback source	Key points raised
6	Visitors to region	<ul style="list-style-type: none"> No dedicated crossing on Victoria Hwy (at Messmate Wy) along key desire line Broken glass and debris on Victoria Hwy is a regular obstacle Kununurra is generally rideable, some great sights however could do with additional wayfinding to key places.
7	Sandalwood Shop	<ul style="list-style-type: none"> Previously attracted sports cycling groups when café was open.
8	Coles Kununurra	<ul style="list-style-type: none"> Key destinations to connect: Lilly Creek, routes to parks/green space, Mirima Community, Swim Beach, Ivanhoe Crossing Staff working on ship docked at Wyndham Port – suggestion to provide walking track to Wyndham Lookout, improvements to Port Trail Need a flatter path to port, hill too hard Education on 'share the road' campaigns and more signage to highlight cyclists Separate pedestrians and cyclists Reflective barriers needed to improve visibility Paths needed between shops and schools Issue with using a double pram – disjointed paths which abruptly end, need wider paths when installing new infrastructure Vehicle speeds an issue Need more secure bike parking e.g. at Coles Tourists lament there is no eBike rental Weaber Plains Rd heavy traffic, suggest provision of bike lanes Rubbish and broken glass on road needs to be improved, prickles as a recurring issue raised Good trail markings, need more wayfinding Need for safer crossing of Victoria Hwy.

A.2.4 Feedback - Shire of Wyndham-East Kimberley region continued

#	Feedback source	Key points raised
9	Ord River Sports Club	<ul style="list-style-type: none"> • Lots of broken glass on paths and roads • Difficult to find replacement parts and maintenance services for bikes/ eScooters • Lakeside as a key suburb to improve connectivity, provide safe crossing over the highway, issues with Lakeside Bridge • Weaber Plains Rd and Hidden Valley Rd – potholes, prevent from riding • Path on Victoria Hwy OK but no safe crossing points • No path on Ivanhoe Rd • Connect Kelly's Knob • Poor path quality making it more attractive to ride on-road, however trucks on road as a barrier to riding more.
10	Bike-packers	<ul style="list-style-type: none"> • Predominantly riding on-road utilising sealed shoulders – raised the need for generous shoulder widths to maintain a safe distance from cars, trucks and caravans • Commented that drivers have generally been courteous • Highlighted the importance of being able to easily find information on mid-trip rest stops, overnight resting points, access to drinking water, food and other supplies.

A.2.5 Feedback - Shire of Halls Creek region

#	Feedback source	Key points raised
1	Halls Creek District High School	<ul style="list-style-type: none"> • Not a lot of students cycling to school but a lot of walking and catching the bus • 4-5 bikes parked in the shed on the day of the visit • Bike theft raised as an issue • School catchment reaches five communities in town • The school doesn't deliver bike education • Discussed the pump track project – was a success at the start with support from some communities but eventually fizzled out • Safety risks posed by road trains and caravans on the highway • Some use of eScooters around town • No stores to purchase/maintain a bike, most in the town would have come from Broome or Kununurra • No dedicated bike parking at the school currently as it undergoes refurbishment.
2	Sport and Recreation Centre	<ul style="list-style-type: none"> • Rec centre is used by cadets and football and netball sporting groups with programs targeted to support Indigenous kids • Low income as a barrier to buying and maintaining a bike • Cracked paths, glass, gravel and prickles on the paths and roads are barriers to riding • Discussed the pump track project – emphasis needed on the importance of looking after stuff and community ownership otherwise things get wrecked.
3	Shire of Halls Creek	<ul style="list-style-type: none"> • Need to consider Halls Creek through a different lens than other regional towns – very small rate payer base • Lack of resources within Shire to apply for grants and deliver projects • Important to consider codelivery with Main Roads or other agents • More scooters used in the region as are more robust than bikes • Need for paths out to the cemetery and that Wellman Road needs lighting as is main connector to communities.

Consultation has helped to expand opportunities identified within the strategy. This includes expanding the opportunity 'Provide safe, connected infrastructure for people on bikes, including bike parking and clear wayfinding' to include consideration for mid-trip facilities such as shade, seating and access to water. These supporting route amenities are critical to community safety, health and wellbeing considering the Kimberley's climate.

Survey respondents raised that connectivity of the existing network is a key issue, as well as network maintenance in some locations. This includes rubbish, glass and prickles on roads and pathways, along with damaged and degraded pathways.

Personal safety and security concerns were also noted as a barrier to riding for some, with a desire for improved lighting raised in many consultation sessions across the region.

This feedback will help to shape the infrastructure, social infrastructure and capacity building actions developed in the strategy's dedicated action plan with a goal of enabling and encouraging more people to ride bikes in the Kimberley.

A.3 Literature review

General

- *National Walking and Cycling Participation Survey 2023: Western Australia (CWANZ)*
- *Western Australia Bicycle Network Plan: 2017 Update*
- *Western Australian Climate Policy (2020)*
- *State Infrastructure Strategy: Foundation for a Stronger Tomorrow (2022)*
- *Driving Change Road Safety Strategy for WA 2020-2030*
- *Kimberley Regional Group Youth Strategy (2016)*
- *Kimberley Development Commission Strategic Plan 2019 – 2021*
- *2036 and Beyond: A Regional Investment Blueprint for the Kimberley (2015)*
- *Regional Planning and Infrastructure Framework (2015)*

Broome

- *Strategic Community Plan 2023 – 2033*
- *Corporate Business Plan 2023 – 2027*
- *Local Planning Scheme No. 7 and Local Planning Strategy (2023)*
- *Disability Access and Inclusion Plan 2023 -2028*
- *Broome Recreation Trails, Masterplan and Draft Marketing Plan (2016)*
- *Broome Youth Precinct, Master Plan Report (2017)*
- *Broome Chinatown Masterplan Report (2018)*
- *Cable Beach Foreshore Master Plan (2017)*
- *Old Broome Development Strategy and Concept Plan for Town Beach and Conti Foreshore (2014) – Part 1 and Part 2*
- *Broome North District Development Plan (2010)*
- *Broome Local Commercial Strategy (2017)*
- *Broome Growth Plan*
- *Invest in Broome*
- *Broome Resilience and Recovery Plan (2022)*

- *Public Art Master Plan for Broome Town Site (2025)*
- *Sport and Recreation Plan 2021 – 2031*
- *State of the Environment report (2015)*
- *Town Beach Management Plan 2021 – 2025*

Derby-West Kimberley

- *Strategic Community Plan (2021 – 2031)*
- *Report on Community Engagements - Strategic Community Plan*
- *Corporate Business Plan (2019 - 2023)*
- *Local Planning Strategy (2016)*
- *Sport and Recreation Strategy - Derby and Fitzroy Crossing*
- *Disability Access and Inclusion Plan (2022 -2027)*
- *Local Bike Plan for Derby and Fitzroy Crossing (2012)*

Halls Creek

- *Strategic Community Plan (2015 - 2025)*
- *Corporate Business Plan (2022 – 2026)*
- *Local Planning Strategy (2016)*
- *Halls Creek Masterplan (2020)*
- *Shire of Halls Creek Youth Strategy (2016 - 2020)*
- *Draft Disability Access and Inclusion Plan (2022 - 2027)*
- *Draft Disability Access and Inclusion Plan Implementation Plan (2022 - 2027)*
- *Shire of Halls Creek Tourism Plan (2011 –2015)*

Wyndham-East Kimberley

- *Strategic Community Plan (2023 – 2033)*
- *Corporate Business Plan (2022 – 2025)*
- *Local Planning Strategy (2019)*
- *Trails Master Plan (2017)*
- *Disability Access and Inclusion Plan (2021 -2026)*
- *East Kimberley Tourism Plan (2021 -2025)*
- *Playground Strategy (2022 – 2027)*

Endnotes

- 1 Evaluating Active Transport Benefits and Costs. Available at vtpi.org
- 2 Cycling RACWA. Available at rac.com.au
- 3 The climate change mitigation effects of daily active travel in cities. Available at sciencedirect.com
- 4 Rural and remote Australians Overview. Available at aihw.gov.au
- 5 Regional and rural health is suffering. Available at jcu.edu.au
- 6 Evaluating Active Transport Benefits and Costs. Available at vtpi.org
- 7 The (very good) economic case for riding a bike in 2023. Available at bicyclenetwork.com.au
- 8 Longitudinal associations of active commuting with wellbeing and sickness absence. Available at sciencedirect.com
- 9 The relationship between transport and disadvantage in Australia. Available at aifs.gov.au
- 10 Transport Disadvantage, Car Dependence and Urban Form. Available at link.springer.com
- 11 The Australian Cycling and e-Scooter Economy in 2022. Available at weride.org.au
- 12 The climate change mitigation effects of daily active travel in cities. Available at sciencedirect.com
- 13 The climate change mitigation effects of daily active travel in cities. Available at sciencedirect.com
- 14 ABS Census Data (2021). Available at www.abs.gov.au
- 15 Kimberley Development Commission. Available at kdc.wa.gov.au/
- 16 WA Active Transport Infrastructure Policy. Available at transport.wa.gov.au/activetransport/planning-and-design-guidance.asp
- 17 The relationship between transport and disadvantage in Australia – Policy and practice paper. Available at aifs.gov.au/resources/policy-and-practice-papers/relationship-between-transport-and-disadvantage-australia
- 18 WA Country Health Service. Available at wacountry.health.wa.gov.au
- 19 Main Roads Bidyadanga project page. Available at mainroads.wa.gov.au/projects-initiatives/all-projects/regional/bidyadanga
- 20 JINA Western Australian Aboriginal Tourism Action Plan 2021-2025. Available at wa.gov.au/government/publications/jina-wa-aboriginal-tourism-action-plan-2021-2025
- 21 All Ages and Abilities Contextual Guidance. Available at transport.wa.gov.au/activetransport/planning-and-design-guidance.asp
- 22 WA Primary Health Alliance, Kimberley Needs Assessment 2022-2024. Available at wapha.org.au/service-providers/health-planning/needs-assessment/
- 23 Kimberley Community and Crime Forums, February 2022. Available at neilthomsonmlc.com.au/reports/
- 24 Making space, and designing public spaces, for girls - Nature Play WA
- 25 Beam Australia. Available at www.ridebeam.com/au
- 26 Shire of Broome – State of Environment Report 2015. Available at broome.wa.gov.au
- 27 The Kimberley Region Overnight Visitor Factsheet 2023. Available at tourism.wa.gov.au
- 28 2023 Australian Cycling and E-scooter Economy Report. Available at weride.org.au
- 29 <https://www.planning.nsw.gov.au/sites/default/files/2023-10/connecting-with-country.pdf>





Contact

Department of Transport and Major Infrastructure
140 William Street
Perth WA 6000
Website: transport.wa.gov.au