SHIRE OF BODDINGTON CYCLING AND WALKING PLAN



The Shire of Boddington and Tredwell Management acknowledges the Wiilman People of the Noongar Nation as the traditional custodians, and pays respect to Elders past and present, as well as the continuation of cultural, spiritual and educational practices of Aboriginal and Torres Strait Islander peoples.

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This report has been developed with the assistance of Artificial Intelligence (AI) tools to support aspects of research, data collation, drafting and content development. All information, analysis, recommendations and conclusions generated or informed by AI have been independently reviewed, verified and validated by the project team. Professional judgement, subject matter expertise, stakeholder input and source data have been applied to confirm the accuracy, relevance and appropriateness of the final content.

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00
Executive Summary



Executive Summary

The Shire of Boddington has undertaken an update of its 2015 Local Bicycle Plan to provide a practical and achievable framework for improving walking and cycling opportunities across the Shire. The Plan builds on the existing network and considers current community needs, population and demographic characteristics, key destinations, network connectivity, site conditions and the Shire's capacity for future investment. The recently completed and proposed Boddington–Ranford dual-use path has also been considered as part of the broader walking and cycling network.

The review identified a generally well-established path network within Boddington and Ranford, with a significant number of projects from the 2015 Plan now completed. The remaining projects were reassessed against current conditions, community demand, site constraints and the existing network. Several projects were removed where they were no longer required or were considered impractical due to factors such as limited demand, restricted verge widths, driveways, vegetation, topography, flood risk or existing connections. New opportunities were also identified to respond to current community priorities and strengthen connections to key destinations and recreational facilities.

Community and stakeholder engagement undertaken in July 2026 highlighted strong interest in improving local walking and cycling opportunities. The online survey received 39 responses, with walking the most commonly reported activity and recreational cycling also regularly undertaken. Key priorities identified through consultation included connections to the proposed Williams Reserve mountain bike park, improvements to local path connections, links to schools, recreation facilities and town centre destinations, and additional bicycle parking. The stakeholder workshop similarly identified the connection between Boddington and the proposed mountain bike park as a key priority.

The updated Plan recommends a targeted programme of projects focused on practical, achievable improvements to the local network. Projects have been prioritised over a 10-year implementation period, with indicative costs provided to assist the Shire with future budgeting and investment decisions. The programme provides a realistic framework for progressively improving walking and cycling connectivity, with delivery subject to funding, approvals, land requirements and other implementation considerations.

The proposed bike network has been considered against the WA Cycling Network Hierarchy, with Primary, Secondary, Local, Road Cycling Route and Transport Trail classifications applied where appropriate.

Priorities reflect indicative delivery timeframes over the 10-year Plan period. Costs are high-level estimates based on the anticipated scale and complexity of works. Refer to the Recommended Cycling and Walking Network section for further detail.

Recommended Projects

Project	Location	Priority	Indicative Cost
Connection to proposed Williams Reserve mountain bike park	Boddington	High (1-3 years)	$$$
Prussian Park connection between Bannister-Marradong Road and Hotham Avenue	Boddington	Medium (4-6 years)	$$
Rail Trail connection to Tullis Bridge	Boddington	Medium (4-6 years)	$$$
2 m shared path along Farmers Avenue	Boddington	Low (7-10 years)	$$
Bicycle parking, including consideration of e-bike charging	Boddington	Low (7-10 years)	$
Connection to Ranford Retreat bus stop	Ranford	Low (7-10 years)	$$

01 Introduction



Project Background, Aim and Objectives

Project Background

The Shire of Boddington (Shire) is seeking to replace its existing Cycling and Walking Plan 2015 (Plan) with an updated and practical plan that reflects current community needs, supports improved walking and cycling opportunities and is responsive to the Shire's available resources and future investment capacity.

The project will build on the format and approach of the existing Bicycle Plan, with a focus on reviewing and updating the cycling network within the Boddington townsite. This will include consideration of key destinations and attractors, missing links and potential new connections, as well as supporting infrastructure such as bicycle parking, end-of-trip facilities, grab rails and safe road crossings. Opportunities to improve connections between walking and cycling networks will also be considered where relevant.

The Plan will also incorporate the recently completed and/or proposed dual-use path between Boddington and Ranford, recognising its role in improving walking and cycling connectivity and providing additional opportunities for active transport.

A series of mapping outputs and prioritised recommendations will be developed to support implementation of the Plan and provide clear direction for future investment. Community and stakeholder consultation will also form an important component of the project, ensuring local knowledge, needs and aspirations are considered in the development of the Plan.

Project Aim

To develop a practical and achievable Plan for Boddington that reflects community needs, improves walking and cycling opportunities and provides a realistic framework for future investment and implementation.

Project Objectives

The objectives of the project are to:

- Review and update the existing Local Bicycle Plan (2015).
- Identify priority walking and cycling routes, missing links and key destinations within Boddington.
- Incorporate the Boddington-Ranford dual-use path into the broader walking and cycling network.
- Identify supporting infrastructure requirements, including bicycle parking, crossings, grab rails and end-of-trip facilities.
- Develop clear mapping and prioritised recommendations to guide future implementation.
- Engage with the community and key stakeholders to understand local needs, priorities and aspirations.
- Develop a practical and affordable Plan that aligns with the Shire's strategic priorities and capacity for future investment.

Project Methodology

The Plan has been prepared through a four-stage process:

Stage 1 - Project Start-up and Background Review

Review of the existing Local Bicycle Plan (2015), relevant strategic documents, community and cycling trends, and the existing cycling network and key destinations.

Stage 2 - Site Assessment and Community Engagement

Assessment of existing cycling infrastructure and network conditions, supported by community and stakeholder engagement to identify issues, opportunities and priorities.

Stage 3 - Draft Cycling and Walking Plan

Development of the proposed cycling network, supporting infrastructure, mapping, recommendations and priorities, and preparation of the Draft Plan.

Stage 4 - Final Cycling and Walking Plan

Review of feedback on the Draft Plan, refinement of recommendations and finalisation of the Plan for Council consideration.

02

Study Area and Background Review



Study Area

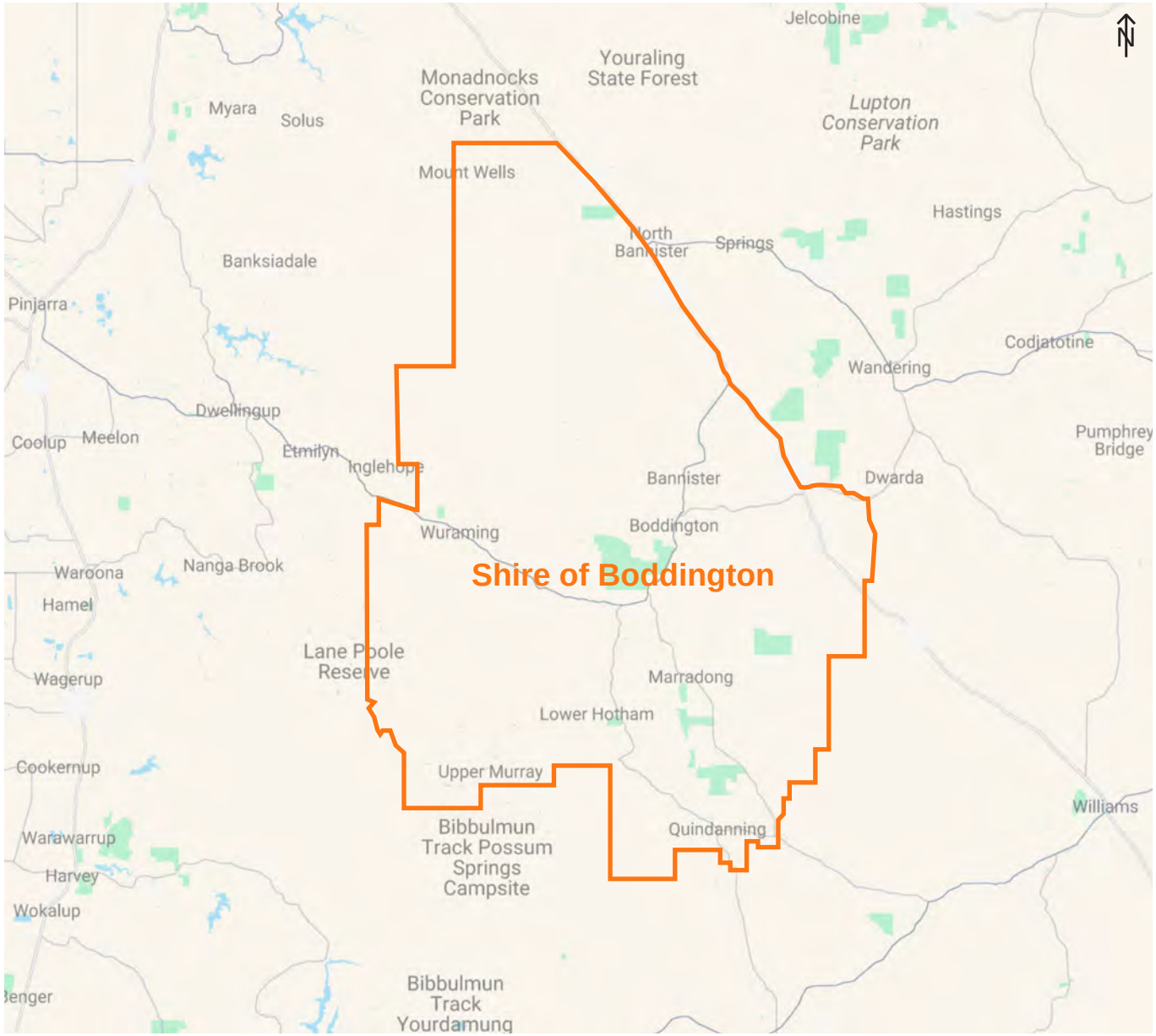
The Shire is located within the Peel region of Western Australia, approximately 123 kilometres southeast of Perth and 92 kilometres southeast of Mandurah. Covering approximately 1,900 square kilometres, the Shire includes the main localities of Boddington, Ranford, Marradong, Crossman and Quindanning. The Shire is accessible via Albany Highway from the north and Pinjarra-Williams Road from the west, and borders the local government areas of Wandering, Williams, Murray, Waroona, Collie and Harvey.[1,2]

The Shire's natural environment and extensive areas of state forest provide opportunities for a range of outdoor recreation activities, including hiking, cycling, canoeing, stand-up paddle boarding, horse riding, birdwatching and wildflower viewing. More than 40 percent of the Shire is state forest, with five main rivers also flowing through the area.[1]

Boddington provides a range of community services and facilities, including a local hospital, medical centre, childcare facility, school, arts centre and various sporting and recreation facilities. Hotham Park is a key recreation destination, incorporating an adventure playground, nature play areas, outdoor gym, half basketball court, skate park, pump track, BBQ facilities and riverside café.[1]

The Shire also hosts a range of events and attractions that draw visitors to the area, including the Boddington Lions Rodeo, Medieval Fayre & Feast and South32 Summer by the River.[1]

[1] Shire of Boddington Council Plan 2026
[2] Shire of Boddington Annual Report 2024-2025



Demographic Analysis

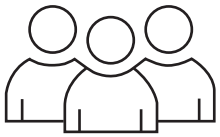
As of June 2023, the estimated population of the Shire of Boddington was 1,786 people, with an estimated additional 2,000 workers commuting into and out of the Shire each week. While future population growth may be influenced by mine closures, the Boddington SuperTown Growth Plan provides a vision for the Shire to grow to approximately 4,500 people by 2051.[1]

Mining is the Shire's primary industry, employing approximately 35% of the local workforce. The Shire is also supported by manufacturing (10%) and agriculture (9%), with agricultural activities including sheep farming, timber harvesting, blue gum and pine plantations and orchards. Viticulture and gourmet food production also contribute to the local economy.[1]

Strategic implications for the Shire include:

- Population growth will increase demand for connected active transport infrastructure.
- The higher proportion of children and older adults highlights the need for safe, accessible routes that cater to a range of ages/abilities.
- The Shire's higher median age and proportion of people requiring assistance with core activities reinforce the importance of accessible and inclusive path infrastructure.
- Rural settlement patterns reinforce the need for practical local connections and links between communities.
- Key destinations and community facilities should be well connected to encourage everyday walking and cycling.

Estimated Resident Population
ABS Estimated Resident Population June 2023



1,786

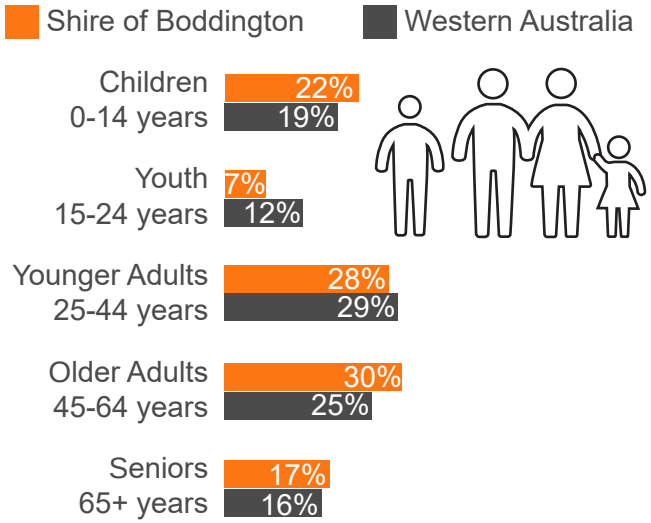
Gender
2021, ABS Census



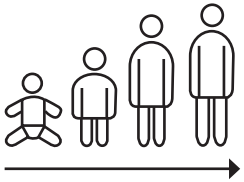
52% Male

48% Female

Age Profile
2021, ABS Census



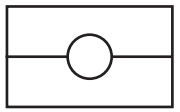
Median Age
2021, ABS Census



42 Years Shire of Boddington

38 Years WA

Aboriginal and/or Torres Strait Islander persons:



3.5% Shire of Boddington

3.3% WA

Needs assistance with core activities
2021, ABS Census



3.9% Shire of Boddington

4.9% WA

Population Growth Vision
Boddington SuperTown Growth Plan



4,500

[1] Shire of Boddington Council Plan 2026

Trends Analysis

The following social and tourism trends have been identified that relate to the planning of cycling and walking infrastructure and facilities. These insights are drawn from professional expertise, sector knowledge, and best practices rather than specific referenced sources.

Trend	Strategic Implications for Cycling, walking and Shared-Use Networks in the Shire of Boddington
Population growth and changing demand	• Plan for a connected cycling and shared-use network that can accommodate future population growth • Prioritise connections between residential areas, the town centre, schools, recreation facilities and key destinations • Consider opportunities to improve connections between existing and future development areas
Increasing participation in individualised activities	• Support flexible, casual and unstructured cycling and walking opportunities • Provide well-connected routes that can be accessed throughout the day • Cater for individual and group participation across a range of abilities
A diverse and increasingly mature population	• Provide accessible, low-impact cycling and walking opportunities for a range of ages and abilities • Incorporate rest areas, wayfinding and clear route information • Consider the role of e-bikes in supporting longer-distance and lower-impact cycling
Children and families as an important user group	• Provide safe, convenient connections between residential areas, schools, parks, recreation facilities and the town centre • Support opportunities for children and families to cycle and walk independently and together • Prioritise safe crossing points and connections where routes intersect roads and key destinations
A transient workforce and visitor population	• Consider the needs of the large weekly worker population and visitors when planning recreational cycling and walking opportunities • Promote the Shire's cycling, walking and shared-use network as part of the Shire's broader recreation and tourism offering • Strengthen connections between paths, the town centre, accommodation, recreation facilities and local businesses where appropriate
Growth in nature-based recreation and tourism	• Leverage the Shire's natural landscapes and existing path network to support cycling and walking experiences • Support longer-distance cycling and walking opportunities where appropriate • Provide appropriate rest areas, wayfinding and supporting infrastructure while protecting environmental values

Trend (cont.)	Strategic Implications for Cycling, walking and Shared-Use Networks in the Shire of Boddington
Environmental pressures and climate change	• Plan and manage cycling, walking and shared-use infrastructure to minimise impacts on biodiversity, waterways and heritage values • Incorporate climate-resilient materials and design approaches • Consider heat, bushfire and extreme weather risks in route planning, maintenance and emergency management
Increasing standards and expectations	• Provide safe, high-quality and well-maintained cycling, walking and shared-use infrastructure • Ensure facilities are designed and managed in accordance with relevant standards and risk management requirements • Prioritise consistent wayfinding, signage and supporting infrastructure across the network
Technology and growth in e-bike use	• Adapt cycling infrastructure and route planning to accommodate increasing e-bike use and emerging forms of e-mobility (i.e. e-scooters, e-skateboards) • Consider route gradients, surface quality and shared-path design to support a wider range of riders and walkers • Support digital wayfinding, mapping and route-planning technologies to improve network awareness and use
Demand for local and authentic experiences	• Strengthen connections between cycling, walking and shared-use routes, Boddington's town centre, attractions, natural areas and local businesses • Develop routes and experiences that showcase the Shire's natural, cultural and community assets • Encourage active travel as a way to explore and experience the Shire
Paths supporting multiple community outcomes	• Recognise cycling, walking and shared-use infrastructure as contributing to health, recreation, tourism, social connection and economic development • Align investment with broader Shire priorities and community outcomes • Prioritise projects that deliver multiple benefits for residents and visitors

Walking and Cycling Participation

Western Australia Cycling Participation[3]

Overall riding participation has trended upwards in 2025, with significantly more riding within the last month (26% from 22% in 2023).

Those in WA who cycled in the past week rode on average 3.0 days. Weekly cycling is most common among children, averaging 41% for ages 5-9 and 31% for ages 10-17. By comparison, participation drops to just 7-15% for most adult age groups and falls further beyond age 79.

The steepest decline occurs between ages 10-17 and 18-24, suggesting a key transition point where cycling habits often fall away.

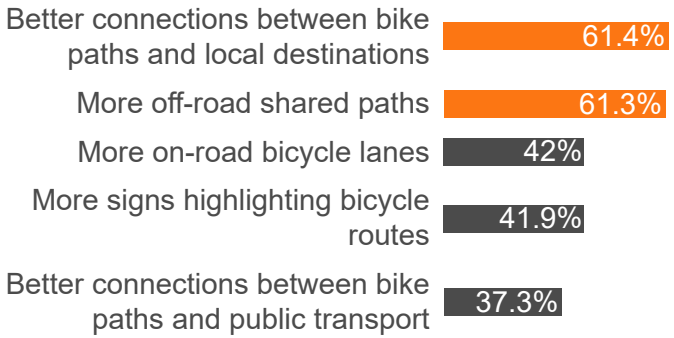
Significantly more males cycle on a weekly basis, but this is fairly equal amongst those living in metro and regional areas.

In 2025, significantly more of those in WA reported cycling for transport (43%) than in any previous wave, while recreational cycling dropped to 74%. This shift may reflect broader economic pressures, such as cost of-living increases, higher petrol prices, and rising public transport fares, prompting people to view cycling as a practical, low-cost alternative for commuting and errands.

The growth in e-bike use and post-2020 infrastructure upgrades (like safer bike lanes and off-road paths) may be enabling more diverse riders to take up cycling for transport. Meanwhile, Some former recreational cyclists may now identify their riding as utility-based, while others are simply cycling less due to time, financial, or lifestyle pressures. Recreation and exercise however is still the biggest reason for cycling despite the shift.

Around two-thirds of cyclists in Western Australia say that better local path connections and more off-road shared paths would motivate them to ride more.

Motivation to ride more
Walking and Cycling Participation Survey, WA, 2025



Western Australia Walking Participation[3]

Over 3 in 4 people between the age of 5 to 79 are active walkers.

The most common reason for walking is for recreation or exercise.

On average, those in WA walk 4.9 days in a week.

Those in WA walk around 5.7 hours a week on average.

Those living in metro WA tend to be more comfortable walking in their local area than their regional counterparts. However, level of comfort is generally high overall, with more than 4 in 5 across WA feeling comfortable.

[3] Walking & Cycling Participation Survey, Western Australia, 2025

Participation in Sport and Physical Activities[4]

AusPlay data provides further context on the relative popularity of walking and cycling compared with other physical activities in Western Australia.

Walking (recreational) is the most popular activity among adults, with a participation rate of 51.0%, while cycling ranks sixth at 10.3%,whilst running/ jogging ranks fourth at 17.3%.

For children aged between 0 and 14, running/ jogging ranks ninth (3.6%), walking (recreational) ranks tenth (3.1%), while cycling ranks fifteenth (1.4%). Bush walking ranks twenty-first (1.1%) and mountain biking thirty-first (0.1%).

Overall, walking and cycling are important forms of physical activity in Western Australia, with both featuring among the top 10 activities for adults. The data also highlights the importance of walking and cycling opportunities for children, particularly given the high levels of cycling participation among younger age groups identified in the Western Australia Walking & Cycling Participation Survey and the Ausplay survey.

The following tables present the participation rates for the top physical activities among adults and children in Western Australia.

[4] AusPlay survey results January 2025 - December 2025

WA Participation by Activity - Adults (15+)
AusPlay survey results January 2025 - December 2025

Rank	Activity	Participation rate
1	Walking (Recreational)	51.00%
2	Fitness/Gym	35.80%
3	Bush walking	18.30%
4	Running/jogging	17.30%
5	Swimming	16.30%
6	Cycling	10.30%
7	Pilates	8.10%
8	Football/soccer	5.60%
9	Yoga	5.30%
10	Basketball	5.00%

WA Participation by Activity - Children (0-14)
AusPlay survey results January 2025 - December 2025

Rank	Activity	Participation
1	Swimming	19.20%
2	Football/soccer	13.80%
3	Gymnastics	8.30%
4	Australian football	8.00%
5	Basketball	8.00%
6	Netball	6.70%
7	Dancing (recreational)	5.50%
8	Cricket	4.00%
9	Running/jogging	3.60%
10	Walking (Recreational)	3.10%
15	Cycling	1.40%
21	Bush walking	1.10%
31	Mountain biking	0.10%

Literature Review

A range of strategic and planning documents are relevant to the planning and development of cycling within the Shire. A review of relevant national, state, regional and local-level documents was undertaken to identify key visions, strategies, policies and priorities that may influence the development of the Plan.

The following documents were reviewed as part of the literature review and have informed the development of the Plan, including the identification of key opportunities, priorities and recommendations for improving cycling and walking connections and infrastructure across the Shire.

National Level Documents

- Mountain Biking in Australia: An Economic and Participation Analysis (2021)
- Australian Mountain Bike Trail Guidelines
- AusSport Playwell Australia's Sport Participation Strategy (2023)
- AusCycling Inclusion and Diversity Strategy
- AusCycling United Strategy (2032)
- Austroads Guide to Road Design Part 6A - Paths for Walking and Cycling

State Level Documents

- Western Australia Bicycle Network Plan (2014-2031)
- Western Australia Bicycle Network Plan Progress Report (2023-2024)
- Department of Transport Planning and Designing for Bike Riding in Western Australia

Regional Level Documents

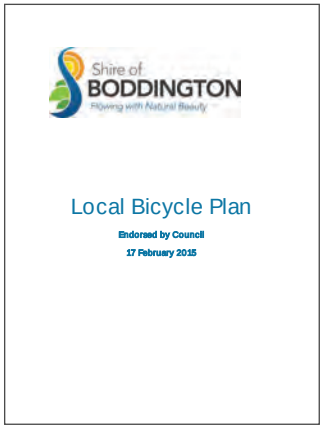
- Peel Regional Trails Strategy (2019)

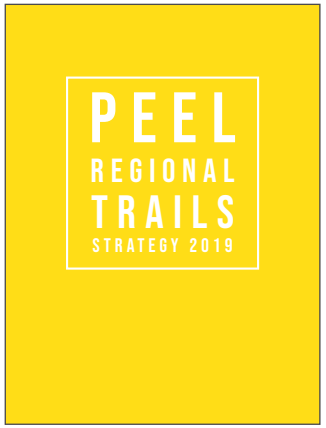
Municipal Level Documents

- Shire of Boddington Local Bicycle Plan (2015)
- Shire of Boddington Council Plan (2026)
- Shire of Boddington Annual Report (2024-2025)
- Shire of Boddington Adopted Budget (2025-2026)
- Shire of Boddington Trails Strategy (2019)

Local Level Documents

- Williams Reserve Trail Network Concept Plan (2023)
- Tullis Rail Trail and Tullis Walk Trail - Trail Audit (2024)







03

Current Situation



Current Cycling and Walking Network Summary

The 2015 Local Bicycle Plan identified a range of proposed cycling and pedestrian improvements across Boddington and Ranford. As part of this review, these projects have been considered against the current network, existing conditions and community priorities to determine which projects have been completed and which remain relevant.

A number of projects identified in the 2015 Plan have now been completed, while others remain outstanding. Remaining projects have been reviewed against current conditions, with appropriate projects carried forward and others removed where they are no longer considered feasible or necessary.

The review has also identified several additional opportunities that were not included in the 2015 Plan. These have been incorporated into the updated project list.

The following table provides the updated project list, including an additional column identifying the current status of each project as of 2026.

Schedule of Works - Local Bicycle Plan (2015) with Current Status

#	Project (2015)	Priority (2015)	Current Status (2026)
1	Hotham Heights (Illyarrie Crescent and Greenstone Way)	High	Not Started
2	Farmers Avenue between Adam Street and past Assay Terrace to edge of industrial area (south side)	Low	Not Started
3	Pollard Street, Club Drive and Adam Street (south side)	Low	Completed
4	Club Drive, Hakea Road, Pollard Street (east side)	Medium^	Completed
5	Right-of-Way between Johnstone Street and Hakea Road (west side)	High	Completed
6	Prussian Way from Hotham Avenue to cul-de-sac (north side)	Low	Not Started
7	Hotham Avenue between Forrest Street and George Street/Eucalypt Street (north side)	Low	Completed
8	Johnstone Street from Pollard Street to existing path to the east (south side)	Low	Completed
9	Fix connectivity issue in car park area near caravan park	High	Completed
10	Bannister Road from Wuraming Avenue to Information Bay (and beyond once pathway over Bannister Road Bridge has been established)	Medium	Partial
11	Hill Street between Forrest Street and Hotham Avenue (widen to 2 metres)	Medium	Not Started
12	Hotham Ave between Hill Street and Crossman Road (widen to 2 metres)	High	Completed
13	Pedestrian/cycling access across Hotham River at or near existing traffic bridge	Low	Not Started
14	Introduction of connection at end of shared path on southern side of Crossman Road to shared path on northern side of Crossman Road	Medium	Not Started
15	Railway reserve pathway between Bannister Road Bridge and River Road, Ranford (widening to 2 metres to connect to proposed subdivision)	Low	Completed
16	River Road from Hotham River to Ranford Retreat (east side)	Low	Not Started
17	Crossman Road from River Road to end of the Ranford townsite to the west (south side)	Medium	Not Started
18	Christie Street from River Road onwards (north side)	Medium	Completed
19	Ranford Retreat (upgraded as development occurs with developer contributions)	Medium	Not Started
20	Connection from subdivision south of Ranford to existing network (Funded by developer contributions)	Low	Not Started
21	Connection from subdivision east of Ranford to existing network (Funded by developer contributions)	Low	Not Started
	Connection from Boddington town centre to gold mine	Low	Not Started
	On road facility to Bauxite mine	Low	Not Started
	On road facility along Crossman Road to Albany Highway	Low	Not Started
	On road facility along Bannister-Marradong Road to Albany Highway	Low	Not Started
	Bicycle racks and amenities at Shire managed facilities	Medium	Partial

Trip Attractors

The following map identifies key trip attractors and destinations across Boddington and Ranford. The following pages identify the current linkages to these key destinations, providing a basis for considering opportunities to improve connectivity.

- B1 Town centre (cafes/shops/bank/Shire office)
- B2 Boddington District High School
- B3 Recreation grounds
- B4 Hotham Park
- B5 Golf course, community club & bowling green
- B6 Boddington Caravan Park
- B7 Public swimming pool
- B8 Foreshore picnic area & Lions Weir
- B9 Boddington Lions Rodeo Complex
- B10 Medical Centre/community nurse
- B11 Boddington District Hospital
- B12 Boddington Community Hub & Youth Centre
- B13 Boddington Art and Crafts Centre
- B14 Boddington Town Hall
- B15 Boddington Public Library
- B16 Industrial estate
- B17 Boddington Newmont Gold Mine
- B18 Worsley Alumina Bauxite Mine
- B19 Tullis Bridge
- B20 Future Mountain Bike Park
- R1 Ranford Pool



Boddington Current Cycling and Walking Network Map

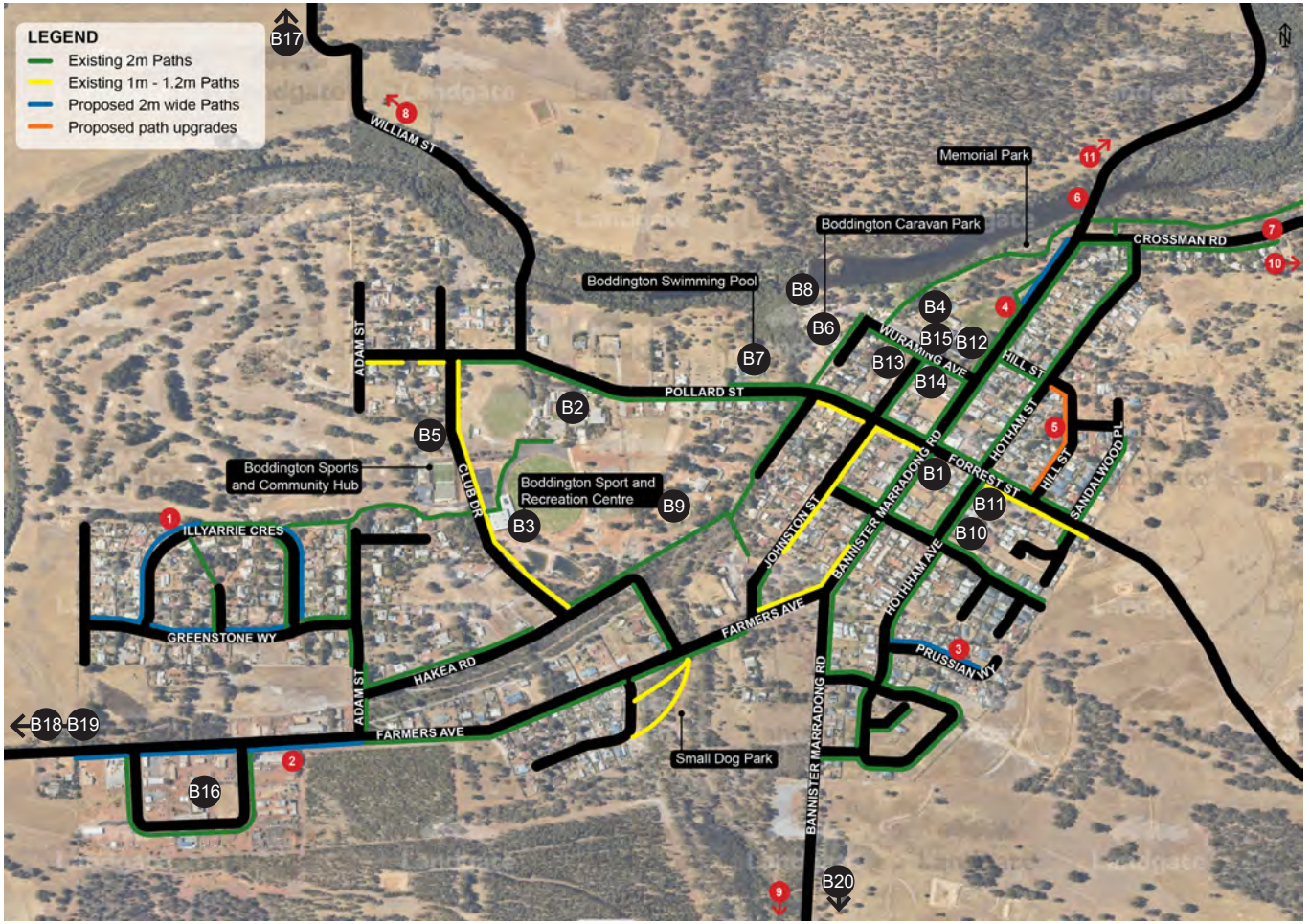
This map illustrates the uncompleted works identified in the 2015 Local Bicycle Plan, as well as connections to key trip attractors.

Not Completed

1. Hotham Heights (Illyarrie Crescent and Greenstone Way)
2. Farmers Avenue between Adam Street and past Assay Terrace to edge of industrial area (south side)
3. Prussian Way from Hotham Avenue to cul-de-sac (north side)
4. Bannister Road from Wuraming Avenue to Information Bay partial completion as there is an existing section of path from Wuraming Avenue to the Memorial Reserve
5. Hill Street between Forrest Street and Hotham Avenue (existing footpath and plan was to widen to 2m)
6. Pedestrian/cycling access across Hotham River at or near existing traffic bridge
7. Introduction of connection at end of shared path on southern side of Crossman Road to shared path on northern side of Crossman Road
8. Connection from Boddington town centre to gold mine camp
9. On road facility to Bauxite mine
10. On road facility along Crossman Road to Albany Highway
11. On road facility along Bannister-Marradong Road to Albany Highway

Trip Attractor Location

● Trip attractor (see Trip Attractors, page 18)



Ranford Current Cycling and Walking Network Map

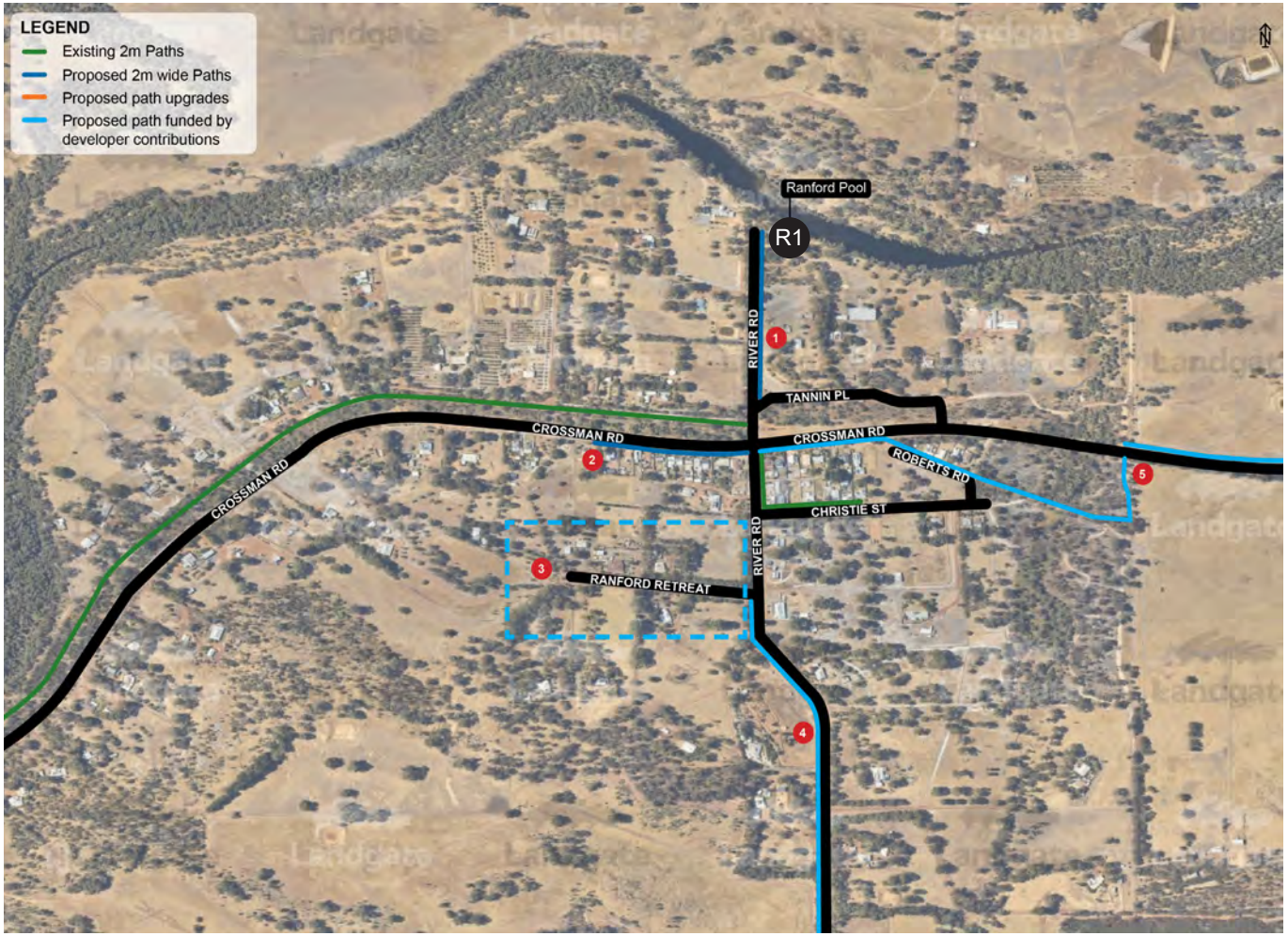
This map illustrates the uncompleted works identified in the 2015 Local Bicycle Plan, as well as connections to key trip attractors.

Not Completed

1. River Road from Hotham River to Ranford Retreat (east side)
2. Crossman Road from River Road to end of the Ranford townsite to the west (south side)
3. Ranford Retreat
4. Connection from subdivision south of Ranford to existing network
5. Connection from subdivision east of Ranford to existing network

Trip Attractor Location

- Trip attractor (see Trip Attractors, page 18)



Site Appraisal

A site appraisal was undertaken of the existing cycling network and facilities to ground-truth the current network, assess feasibility and identify opportunities for improvement. Below are some images of the existing cycling and walking path network and key attractors.



Bannister-Marradong Road looking south just past Bosse Way



Bannister-Marradong Road heading towards proposed Williams Reserve Mountain Bike Park



Hotham River Bridge



Newly constructed Boddington to Ranford shared-use path



Newly constructed Boddington to Ranford shared-use path accessible connection



Shared-use path alongside the golf course



Hotham Park



Bauxite Mine



Shared-use path near the sport and rec precinct

04 Infrastructure Requirements



Types of Path

Types of Path

Definitions for different types of path that can legally accommodate bike riding in WA.

Term	Definition (Additional information)
Bicycle path	A path set aside for the exclusive use of bicycle riders. (Sometimes referred to as a bicycle-only path).
Path	Any route intended for use by pedestrians or bicycle riders or both which is not part of a road and which may or may not be adjacent to a road. (Sometimes referred to as a footpath. Since April 2016, all bike riders irrespective of age are permitted to ride on footpaths in WA, unless signposted otherwise. This change has been significant in terms of expanding the path network available to bike riders. However, footpaths are narrower and typically support low speed, low volume bicycle riding and, although legal to ride on, they are a less preferred alternative to well-designed bicycle, shared or separated paths).
Separated path	A path signed for separated use on which bicycle riders and pedestrians are required to use separate designated areas. (Separated paths typically consist of two parallel paths, one exclusively for people riding and the other for people walking. The two paths are often constructed as a single pavement separated by a continuous white line. However, separation can also be achieved by landscaping, planters, cobblestones or through the use of contrasting surface treatments).
Shared path	An area that is open to the public that is designated for use by both bicycle riders and pedestrians. (As mentioned above, all bike riders are legally permitted to ride on paths and no compulsory signs or pavement markings are required to formally designate a shared path. Shared paths are specifically designed to accommodate the safe and efficient movement of pedestrians and bike riders concurrently).

Table: Department of Transports Planning and Designing for Bike Riding in Western Australia

Path Users

Cycling path users

There are various reasons and types of bicycle riding. The various types of bike riders that utilise paths have been outlined below.

Trip Type	Description of trips
Commute	Travelling to/from work, school or university.
Delivery trips	Travelling to/from a defined destination.
Recreation	Low intensity exercise. Cycling for enjoyment.
Training	High intensity exercise. Cycling for the sole purpose of cycling.
Touring	Undertaking long distance, multi-day trips normally between towns or cities. May be combination of sealed roads/paths and unsealed trails.
Utility	Travelling to/from shops, cafes, pubs, sports training or visiting friends and family.

Table: Department of Transports Planning and Designing for Bike Riding in Western Australia

In addition to the table, the Western Australian Government states that people riding legal eBikes are generally subject to the same rules as bicycle riders (with the exception that you must be at least 16 years old to ride an eBike). The rules are provided here: https://www.wa.gov.au/organisation/road-safety-commission/bicycle-riders

Considering all path users

Shared and separated paths cater for a diverse range of users, and planning for these users is important to creating a safe, accessible and connected network. The following table outlines key requirements for non-cycling path users.

Other user groups	Key considerations
Pedestrians	→ People walk for transport and recreation. People walking for transport (i.e. to work school, the shops, etc.) tend to prefer routes which are direct. People walking for recreation tend to prefer routes which take in pleasant scenery including coastal and river foreshores, wetlands and bushland. → The average speed for pedestrians on shared paths is normally between 3 and 5 km/h. → Where there are high volumes of pedestrians and bike riders, it is best practice to provide separation (refer to Section 2.5 for guidance surrounding threshold volumes). → Separated paths should also be considered for locations that are popular with dog-walkers or families (including parents pushing prams). → Provision of shade, rest areas and wayfinding provide additional amenity for this user group. → Adequate lighting is very important, particularly in areas with poor passive surveillance.
Runners	→ Runners are typically capable of speeds between 7 and 14 km/h. → Often used at dawn and dusk, these users prefer paths that have good lighting or are clearly visible from adjacent roads. → Provision of shade, rest areas, drinking fountains and outdoor fitness equipment provide additional amenity for this user group.
People with disability	→ People with disability, including those with mobility, sensory or cognitive impairments, must be considered when designing shared and separated paths. → It is a legislative requirement that shared and separated paths are designed in accordance with *AS1428 Design for Access and Mobility*. For information regarding compliance with the *Disability Discrimination Act 1992* (DDA), refer to Section 3.7 to Section 3.11 of this guideline. → The placement of street furniture, signage, power/light poles, cable stays, bollards and holding rails can negatively impact the movement of people with disability.
Wheeled recreational devices	→ Wheeled recreational devices refer to in-line skates, roller-skates, skateboards, scooters and unicycles. → This group is classified within the pedestrian user group in accordance with the RTC, and therefore must comply with pedestrian laws. However, wheeled recreational device users are also permitted to use bicycle paths. → Small pavement defects within the path network can have serious consequences for this user group.
Other users	→ From time-to-time, maintenance and emergency services vehicles will require access to shared and separated paths. For this reason, it is important that shared and separated paths provide regular access points from the surrounding road network. → For more guidance on preventing unauthorised vehicle access to shared and separated paths, refer to Section 10.11.

Table: Department of Transports Planning and Designing for Bike Riding in Western Australia

Geometric Design

The following provides geometric design guidance for shared and separated paths, to ensure adequate space and visibility is provided to all users.

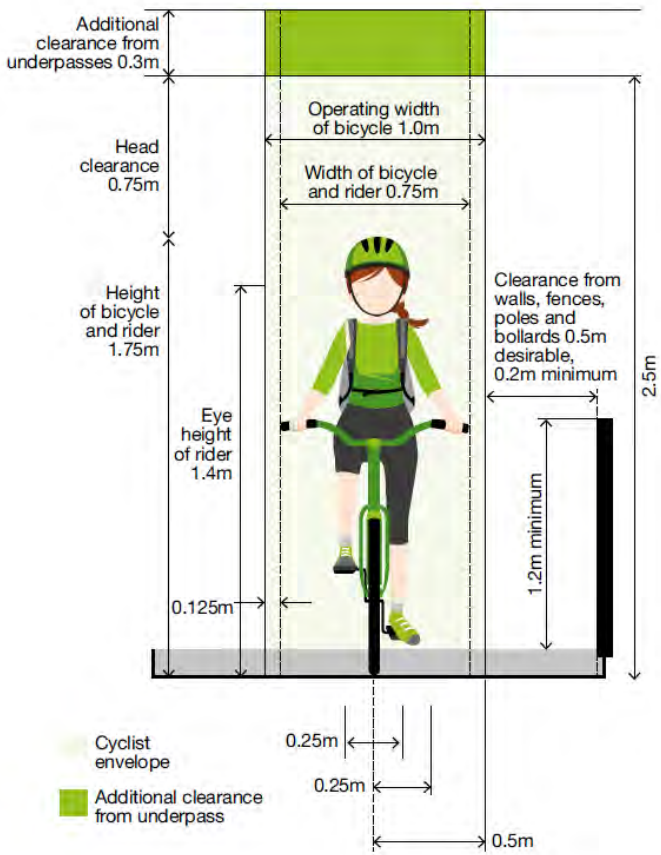
It is important to refer to *Department of Transports Planning and Designing for Bike Riding in Western Australia* and the *Austroads Guide to Road Design: Part 6A and AS1428* when planning for and developing new paths.

These documents provide additional information including:

- General guidance
- Geometric design (additional details)
- Intersection design
- Pavement design
- Drainage
- Lighting
- Signs and pavement markings
- Managing conflict and transition zones
- Path amenity and maintenance

Minimum operating envelope for bike riders

A typical bike rider requires 1.0m x 2.5m operating envelope.



Source: Department of Transports Planning and Designing for Bike Riding in Western Australia

Path widths

The width of a path should correspond with its desired function, reflected by the route's classification in accordance with the *Western Australian Cycling Network Hierarchy*, as well as the expected number of people riding and walking on the path. Other factors to consider include the types of users and trip types, and catering for current needs and future growth.

For new shared and separated paths, the Western Australian guidance provides the primary basis for determining path widths within the Shire. The following table outlines the minimum and desirable widths for different path types. The widths stated refer to the usable path width, i.e. the area of the path that is free from obstructions.

WA shared and separated path widths

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

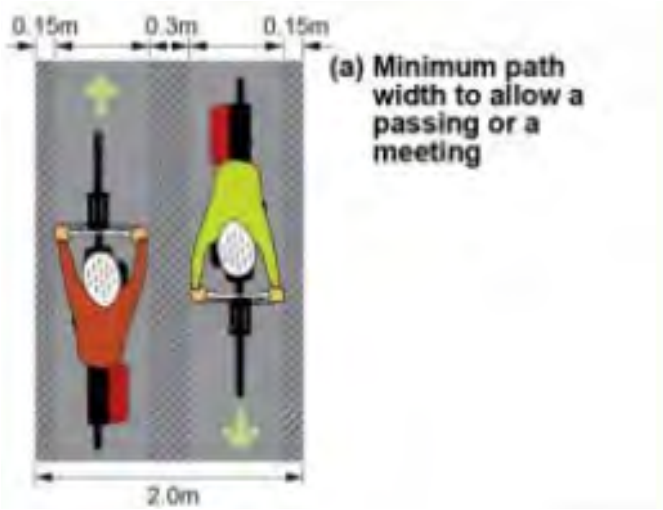
Austroads guidance provides additional context for determining appropriate path widths based on the function and expected use of a path. For local access paths, Austroads identifies a 2.5m desirable minimum width, with a typical acceptable range of 2.0-3.0 m. A width of 2.0m may therefore be appropriate in lower-volume local environments where cyclist volumes and operating speeds are expected to remain low, while wider paths should be considered where higher volumes or greater potential for conflict between users are anticipated. A minimum width of 2.0m is generally proposed within this Plan, with a preferred width of 2.5m to be provided where achievable and appropriate to the site context, to improve accessibility and comfort for the full range of path users.

Austroads suggested shared path widths

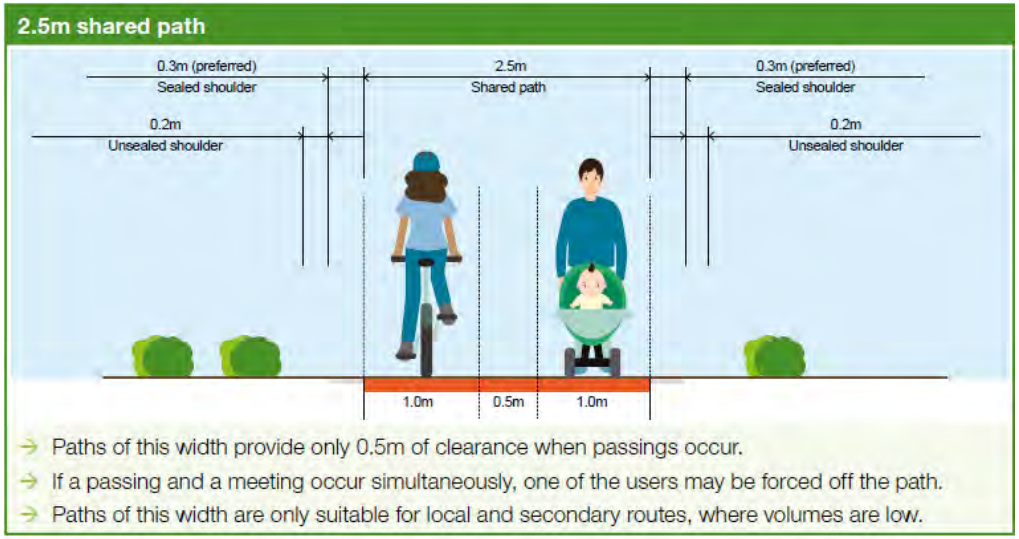
Path type	Desirable minimum width	Typical minimum range
Local access path	2.5m	2.0-3.0m
Regional path	3.0m	2.5-4.0m
Recreational path	3.5m	3.0-4.0m

Source: Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling, Table 5.3.

2.0m Shared path

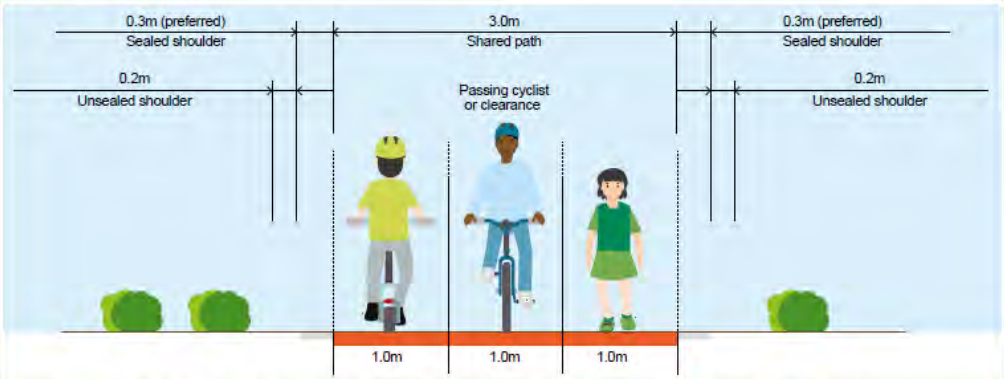


Source: Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling, Table 5.3.



Source: Department of Transports Planning and Designing for Bike Riding in Western Australia

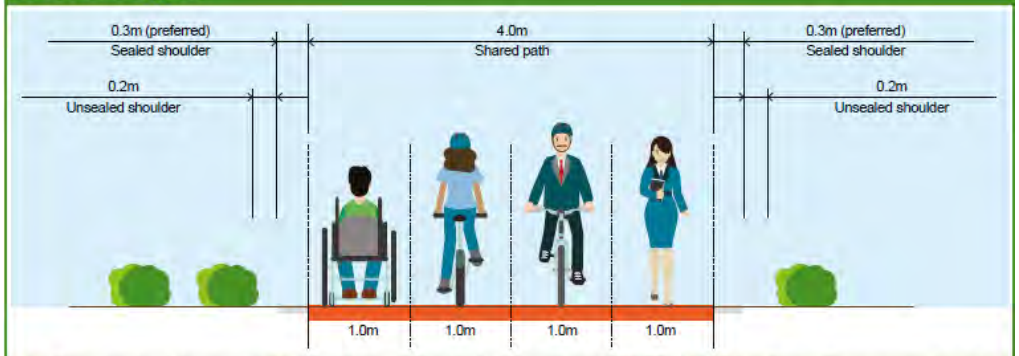
3.0m shared path



- Providing 1.0m of clearance, paths of this width allow both passings and meetings to occur simultaneously.
- This width is recommended for new local government shared paths (suitable for some primary and most secondary cycling routes), particularly those with a recreational function.

Source: Department of Transports Planning and Designing for Bike Riding in Western Australia

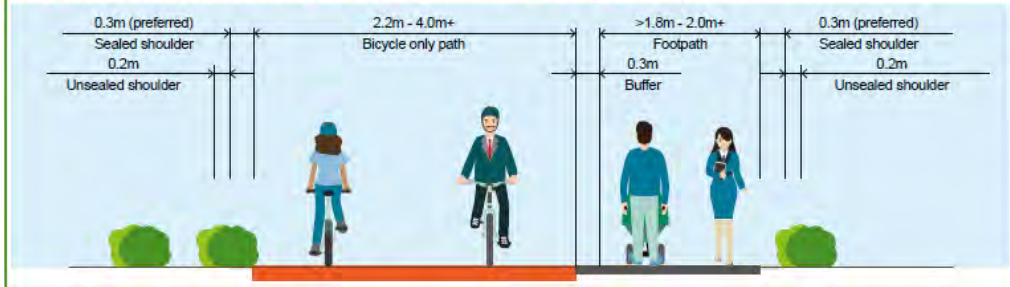
4.0m shared path



- Standard minimum width for all new principal shared paths (PSPs) built by State Government and preferred for other shared paths along primary routes.
- Allows for passing to occur in both directions.
- Creates a comfortable riding environment, making it attractive for people who wish to ride with family and friends.
- Note that in some situations, a separated path may be a more suitable use of available space.

Source: Department of Transports Planning and Designing for Bike Riding in Western Australia

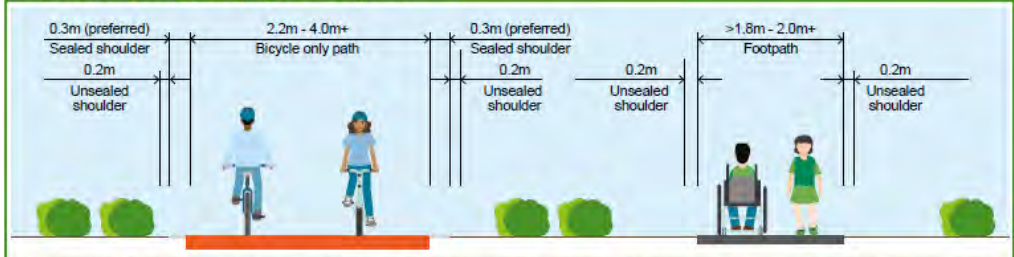
Separated path with carriageways partitioned by 0.3m painted buffer



- This type of path is warranted where there are very high volumes of people riding and walking such as busy inner-city commuter routes or popular waterfront locations.
- Requires consideration of how best to separate bike riders and pedestrians (refer to Section 2.6).

Source: Department of Transports Planning and Designing for Bike Riding in Western Australia

Separated path with physical separation



- Similar to above, this type of path is typically used in areas with high volumes of people riding and walking such as popular waterfront locations.
- Adequate space is required and separation allows for flexibility in the design approach.

Source: Department of Transports Planning and Designing for Bike Riding in Western Australia

05
Consultation



Engagement Approach

Engagement for this project included a combination of community and stakeholder activities undertaken in July 2026:

- Online survey (residents and user groups)
- Key stakeholder interviews
- Councillor and staff workshop

Community online survey

The survey was open from 22 June to 19 July 2026, capturing both quantitative and qualitative insights on community preferences, usage, and priorities.

Key stakeholder workshop

An in-person workshop was undertaken to capture strategic input, local priorities, linkages and key considerations for the study from stakeholders. The workshop was held on Thursday, 9 July 2026, 4.30pm - 5.30pm at Council Chambers, 36 Bannister Road Boddington. The information gathered from this workshop informed the Issues and Opportunities map presented at the end of this section.

The priority project identified in the workshop was a path/trail linking the Boddington township with the Williams Reserve Mountain Bike park which is currently being developed.



Workshop Presentation

Online Survey Summary

The online survey received 39 responses, with respondents predominantly female (65%) and most aged between 35 and 50 years (54%). Most respondents lived in Boddington (60%), followed by Ranford (20%) and Crossman (16%). Walking was the most common activity, with 91% of respondents walking at least weekly. Recreational cycling was also regularly undertaken, with 28% participating at least weekly.

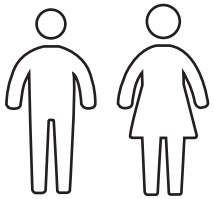
In Boddington, the highest priorities were improving connections across Crossman Road, providing a shared path along Farmers Avenue, improving access through Hotham Heights and providing a pedestrian and cycling crossing of the Hotham River. Other priorities included connections along Bannister Road, Prussian Way and Hill Street, as well as links between the town centre, mine camps and wider recreational opportunities.

The online survey also identified additional opportunities to improve connections to schools, recreation facilities, parks, shopping and other key destinations in Boddington and Ranford. There was also interest in connections to the future mountain bike park, Crossman and longer-distance trails. In Ranford, the highest priorities were connections along River Road and Crossman Road, as well as links from newer residential subdivisions to the existing path network.

Bicycle parking was most strongly supported around the Boddington main street and retail areas, followed by parks and playgrounds, recreation facilities and the Town Hall.

39 Responses

Gender

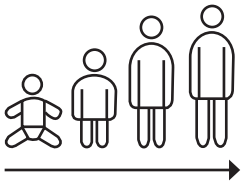


65% Female

31% Male

4% Non-binary/Gender-diverse

Age



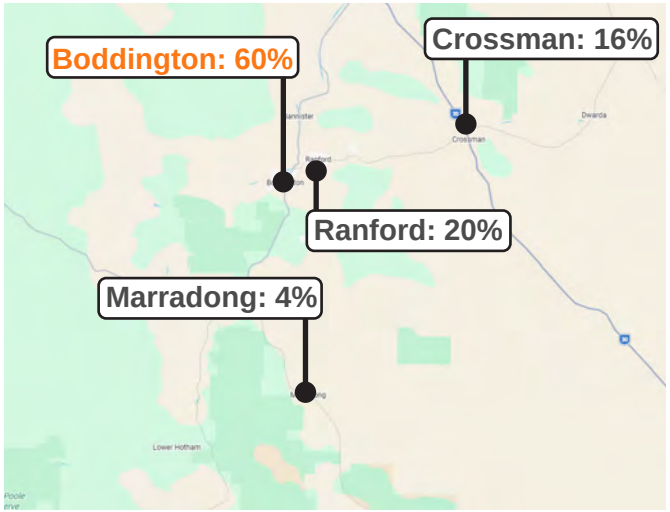
8% 25-34 years

54% 35-50 years

19% 51-64 years

19% 65-79 years

Usual place of residence



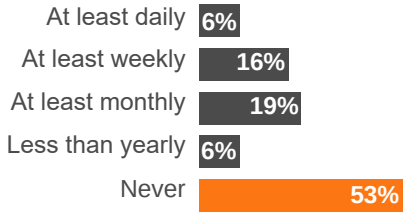
Type of activities taken part in and how often

Walking



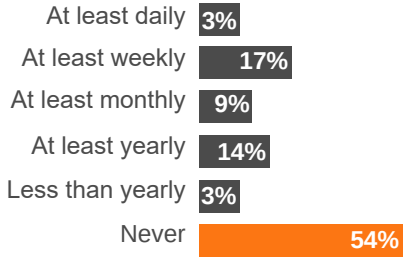


Running and jogging

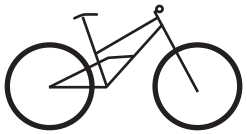


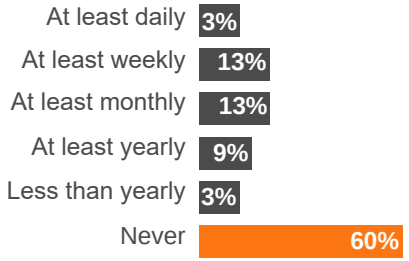
Road cycling





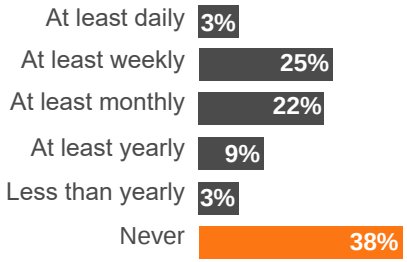
Mountain bike riding





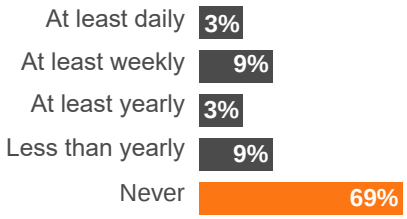
Recreational cycling





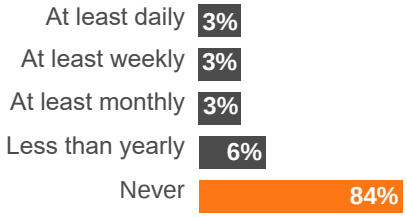
E-bikes





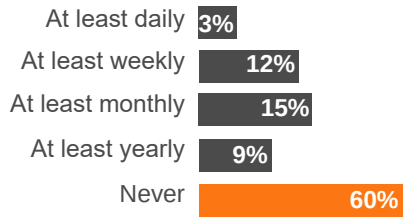
Commuter cycling



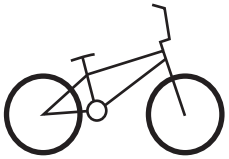


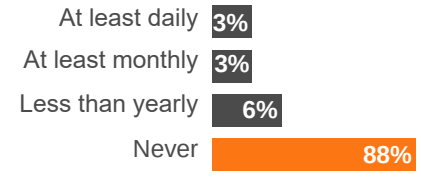
Gravel riding





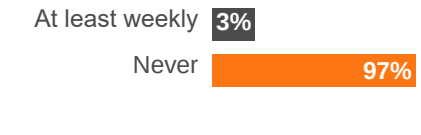
BMX riding





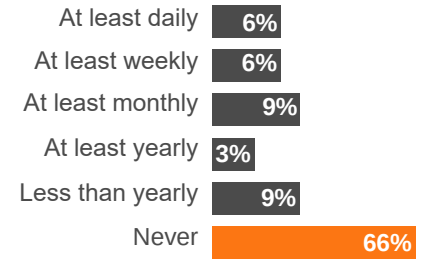
Use of Wheelchair / mobility device/gopher





Use of a pram or pusher





Usage of a path and/or road for cycling and/or walking in the Boddington Shire in the past 12 months



91% Yes

9% No

Priority of proposed paths and linkages in Boddington

1. Introduction of connection at end of shared path on southern side of Crossman Road to shared path on northern side of Crossman Road
2. Farmers Avenue between Adam Street and past Assay Terrace to edge of industrial area (south side)
3. Hotham Heights (Illyarrie Crescent and Greenstone Way)
4. Pedestrian/cycling access across Hotham River at or near existing traffic bridge
5. Bannister Road from Wuraming Avenue to Information Bay
6. Prussian Way from Hotham Avenue to cul-de-sac (north side)
7. On road facility along Crossman Road to Albany Highway
8. Hill Street between Forrest Street and Hotham Avenue
9. Connection from Boddington town centre to gold mine camp
10. On road facility to Bauxite mine
11. On road facility along Bannister-Marradong Road to Albany Highway

Additional paths and linkages to schools, healthcare, shopping and sporting facilities to be created in the Boddington Township*

- Walking path from the Recreation Centre behind the Rodeo Grounds.
- Bannister Marradong Road from the end of town to Newmarket Road, providing a connection to the future mountain bike park (x3 mentions).
- Quindanning town centre trail or road shoulder, as it is currently quite narrow with no shoulder, loose tarmac and frequent high-speed passes on double white lines.
- Walking path from the school, daycare and playgroup to the Library.
- Fix the footpath on Hotham Avenue near
- Prussian to make it a flat, usable path, rather than a sideways-angled path that you can't push a pram on.
- Fix and improve paths at the front of the school.
- Improve the main street bricks.
- Rail Trail (or any trail) from Boddington to Dwellingup to connect to the Munda Biddi Trail.
- Rail corridor out to Tullis Bridge.
- The new path out to Ranford is fantastic, and it would be great if it could tie in with other parks, such as the Railway Water Reserve and Crossman Reserve, as well as out to Crossman for the bus stop.
- Crossman Road for a running path.

Additional paths and linkages to schools, healthcare, shopping and sporting facilities to be created in the Ranford Township*

- A path the length of River Road, from the river to Mitchell Crescent. The road isn't wide enough and the edges aren't smooth, making it dangerous when two cars are travelling in opposite directions.
- Walking path to Ranford Pool.
- Forrest Street, up and over the hill to River Road, Mitchell Crescent, etc., providing space to safely ride and walk.
- Bike path along Forrest Road linking to the Crossman Road loop. Lots of people already use this as a running loop.

Priority of proposed paths and linkages in Ranford*

1. River Road from Hotham River to Ranford Retreat (east side)
2. Crossman Road from River Road to end of the Ranford townsite to the west (south side)
3. Connection from subdivision south of Ranford to existing network
4. Connection from subdivision east of Ranford to existing network
5. Ranford Retreat

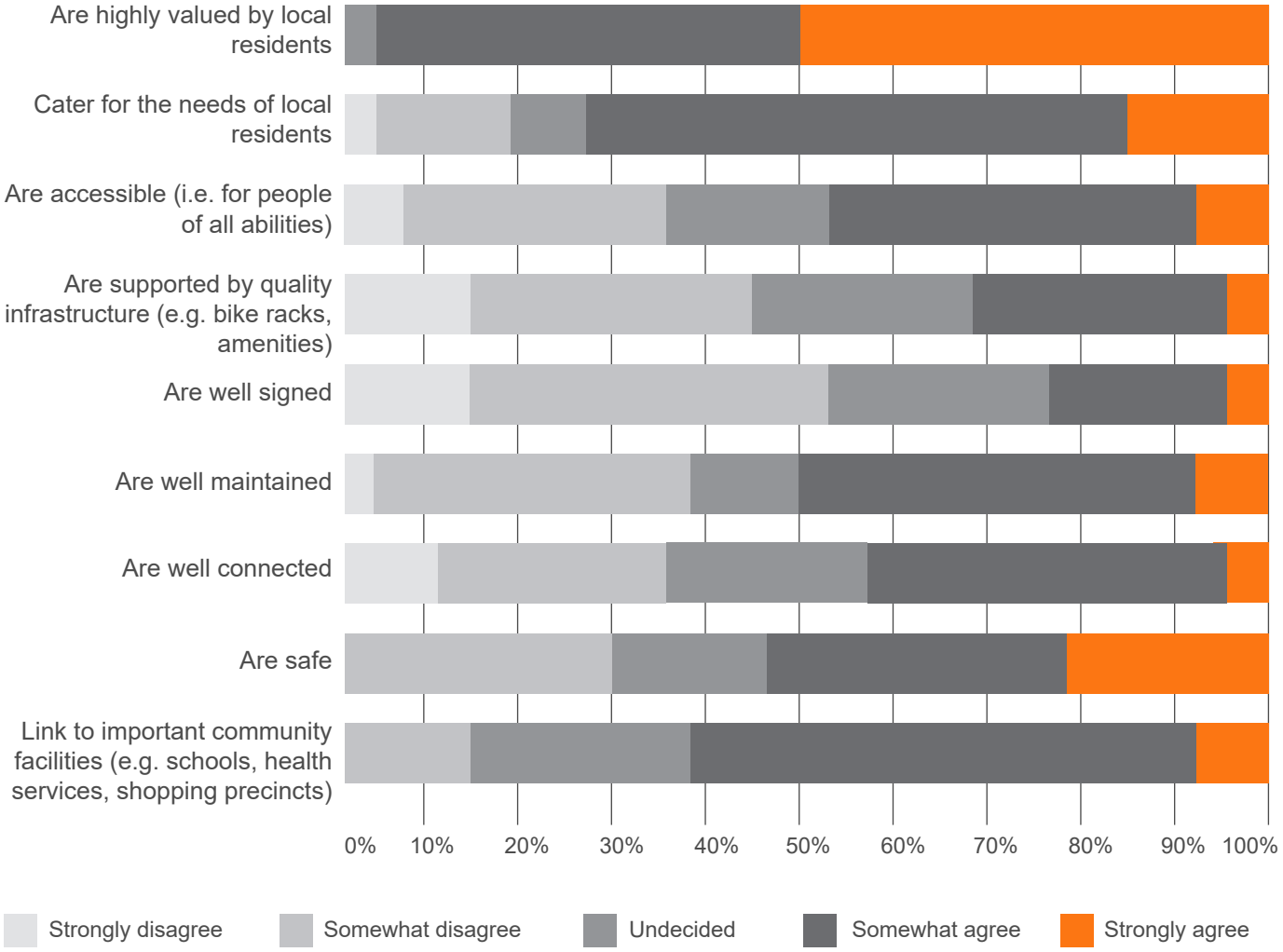
Most beneficial locations for new bicycle racks within the Shire of Boddington?*



Location	Votes
Retail / main street: bakery/hairdresser shops, main street, around town, shops, IGA/bakery	5
Parks/playgrounds: parks & playgrounds, parks, Hotham Park, general parks	4
Recreation: Ranford Pool, Rec Centre/gym, parks/recreation facilities	3
Town Hall: Town Hall, Town Hall for Narrogin High School bus student	2
No specific location	1
Existing provision considered sufficient	1

* The comments and feedback presented in this section reflect views expressed by community members during the consultation process. They do not necessarily represent the views of the Shire of Boddington or the project team.

Level of agreement with the following statements. Walking and cycling paths and linkages and associated infrastructure located within the Boddington Shire....



Other comments in relation to walking and cycling within the Boddington Shire.

- **Footpath condition and maintenance:** Improve uneven, poorly aligned and substandard footpaths, including the zig-zag path to Crossman Road, Hotham Avenue and other locations.
- **Footpath connectivity:** Improve the continuity of the pedestrian network, including connections along Hotham Avenue, Prussian Way, River Road and other areas where footpaths are currently missing.
- **Walking and cycling connections:** Provide safer, dedicated walking and cycling connections between Boddington and surrounding areas, including Crossman, Ranford and Albany Highway, to reduce reliance on roads with high-speed traffic and heavy vehicles.
- **Road crossing safety:** Improve pedestrian and cyclist safety at road crossings, including clearer crossings and better alignment between kerb ramps.
- **Pathway design and wayfinding:** Consider improved pathway markings, including edge and centre-line markings, to better distinguish pedestrian and cycling movements and improve visibility.

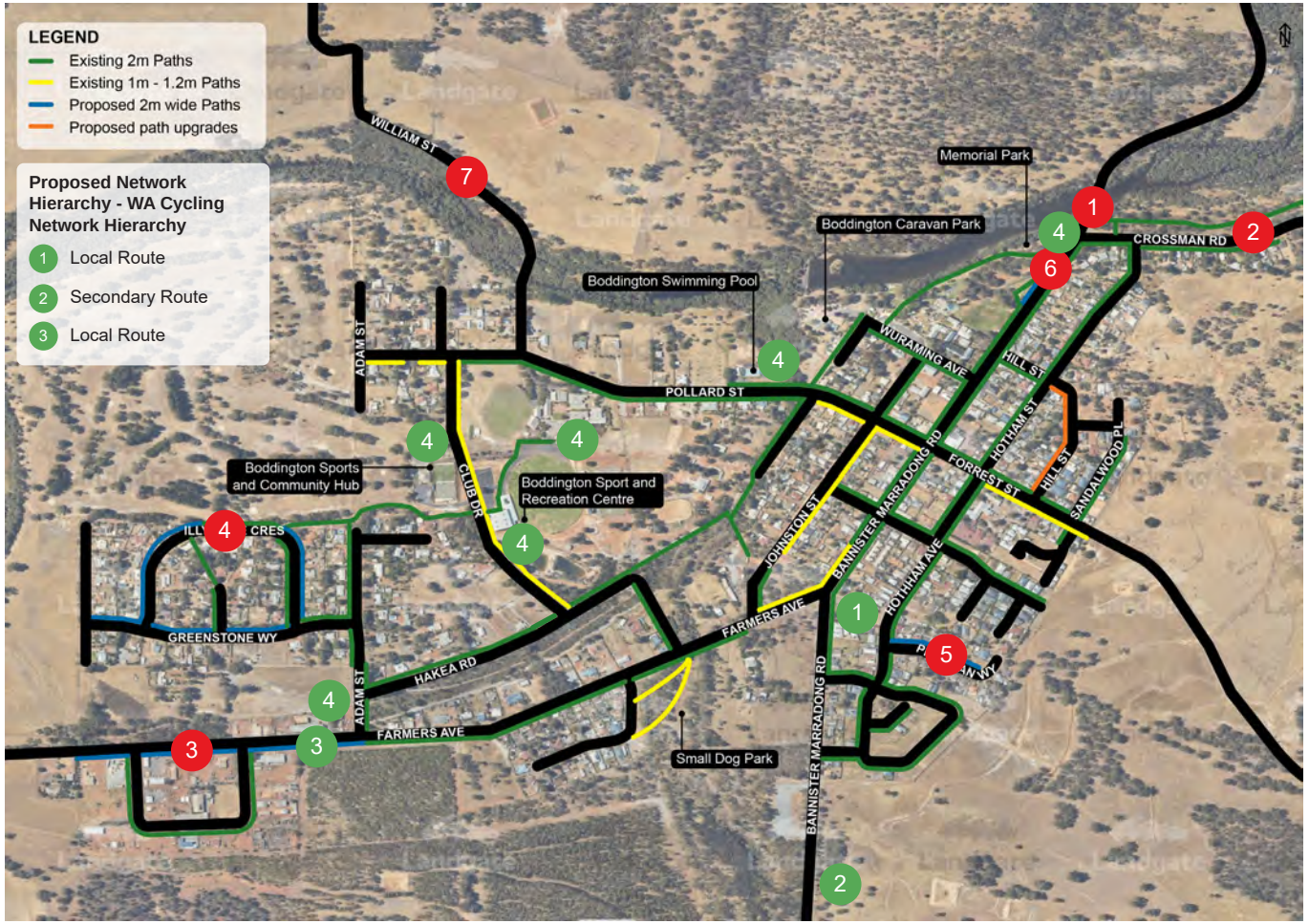
Issues and Opportunities Maps

Boddington Issues and Opportunities

An Issues and Opportunities map was developed based on information gathered through the key stakeholder workshop, online survey and site appraisal.

Issues

1. **Pedestrian/cycling access across Hotham River at or near existing traffic bridge:** Cycling and pedestrian crossing not feasible due to restricted space
2. **Introduction of connection at end of shared path on southern side of Crossman Road to shared path on northern side of Crossman Road:** Accessible connection already exists just west of the proposed location and proposed location is located on a sweeping bend with restricted views
3. **Farmers Avenue between Adam Street and past Assay Terrace to edge of industrial area (south side):** Proposed 2m wide path required to terminate after Assay Terrace due to high and heavy vehicle activity within the industrial premises
4. **Illyara Crescent:** Adjoining landowners have well established and embellished verges
5. **Prussian Way:** Multiple driveways and a cul-de-sac restrict the opportunity for a connection
6. **Boddington War Memorial Reserve:** Connection not required along the road due to existing path within the reserve
7. **Williams Street / gold mine connection:** Proposed connection removed due to safety and access constraints, including the presence of large mining vehicles, insufficient verge width and poor visibility in sections. Feedback also indicated that access to the mine should be via Bannister-Marradong Road rather than Williams Street.



Opportunities

1. **Prussian Park:** Formalise the linkage through Prussian Park connecting Bannister-Marradong Road to Hotham Avenue
2. **Bannister-Marradong Road:** Develop a new off-road pathway to the proposed Williams Reserve mountain bike park
3. **Farmers Avenue between Adam Street and Assay Terrace to edge of industrial area (south side):** Provide a proposed 2m wide path
4. **Proposed Bike Racks:** Develop new bike racks at identified locations to cater for community need

Ranford Issues and Opportunities

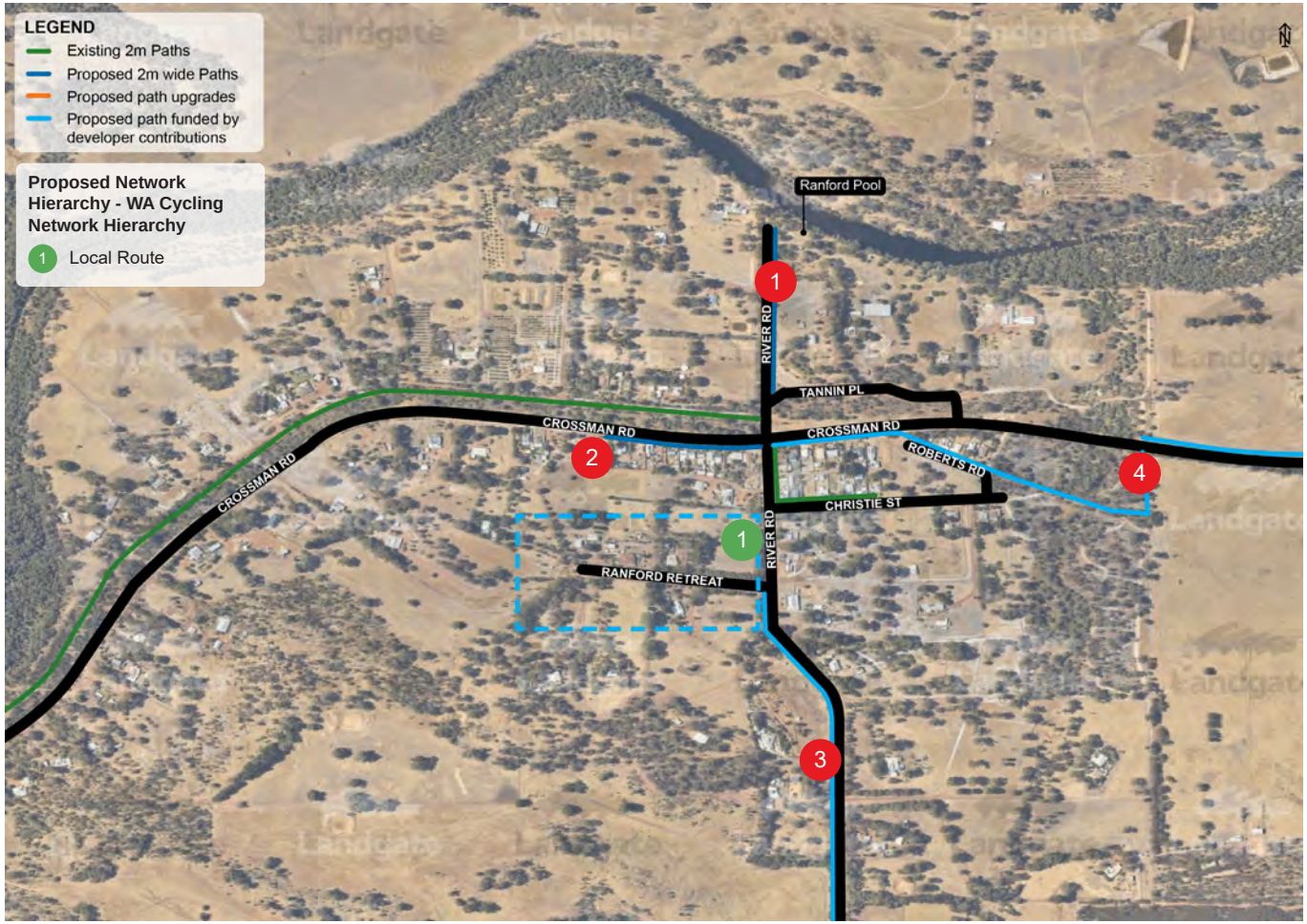
An Issues and Opportunities map was developed based on information gathered through the key stakeholder workshop, online survey and site appraisal.

Issues

1. **River Road (Hotham River to Ranford Retreat, east side):** No identified demand for a connection. Wide verges with low traffic volumes.
2. **Crossman Road (River Road to western extent of Ranford townsite, south side):** Connection not required due to limited verge width, existing mature trees and restrictions from existing driveways.
3. **Subdivision south of Ranford:** Connection to the existing network not feasible due to alignment constraints, limited verge width and extensive existing vegetation, undulating and sloping terrain.
4. **Subdivision east of Ranford:** No identified demand for a connection, limited residences, low lying and flood prone

Opportunities

1. **Ranford Retreat:** Potential linkage to the bus stop from the existing path network.



06 Recommendations and Strategies



Recommended Cycling and Walking Network

The recommended cycling network has been developed from the 2015 Local Bicycle Plan network and updated to reflect current conditions, community priorities and opportunities identified through this review. The uncompleted works identified in the 2015 Plan were assessed against current community demand, the existing path network, road conditions and layout, population and demographic characteristics, key destinations, site constraints, and findings from community engagement and site appraisal.

As part of this assessment, a number of previously identified projects were removed where they were no longer considered necessary or feasible. This included projects where connections were already provided, there was limited community demand, physical constraints prevented a practical connection, or existing site conditions such as limited verge width, driveways, vegetation, topography or flood risk presented significant constraints.

In Boddington, the Hotham River crossing at the existing traffic bridge was removed due to restricted space and high cost to construct a separate river crossing, while the proposed Crossman Road connection was no longer required as an accessible connection has since been provided nearby. Connections at Illyara Crescent, Prussian Way and Boddington War Memorial Reserve were also removed due to existing verge treatments, access constraints and existing path provision. The Farmers Avenue connection was revised to reflect the need for the path to terminate at the edge of the industrial area.

In Ranford, the proposed River Road and Crossman Road connections were removed following consideration of demand, road conditions, verge width, existing vegetation and driveway constraints. Connections from the southern and eastern subdivisions were also removed due to limited demand and physical constraints, including vegetation, sloping terrain and flood-prone land.

The review also identified opportunities to strengthen the network and respond to current community priorities, including both new and previously identified connections. These include a connection through Prussian Park between Bannister-Marradong Road and Hotham Avenue, an off-road connection along Bannister-Marradong Road to the proposed Williams Reserve mountain bike park, and a 2m wide path along Farmers Avenue to the edge of the industrial area. Additional bicycle parking and a potential connection to the bus stop at Ranford Retreat have also been identified.

Path widths identified for proposed projects are indicative and generally based on a 2.0 m minimum width. A preferred width of 2.5 m should be sought where achievable and appropriate to the site context, having regard to site constraints and the expected use of each path.

The recommended cycling network has also been considered against the WA Cycling Network Hierarchy, which classifies routes according to their function and role within the broader cycling network.[5] The hierarchy comprises Primary Routes, Secondary Routes, Local Routes, Road Cycling Routes and Transport Trails. These classifications have been applied to the proposed network where appropriate, having regard to the function of each route, key destinations, network connections and the broader role of the route within Boddington and Ranford.

The recommended cycling network is shown in the Action Plan on the previous page, with the associated projects, locations, priorities and indicative costs provided in the following table.

[5] Department of Transport, Planning and Designing for Active Transport in Western Australia - Local Bike Planning Guidance, September 2024

Action Plan

#	Project	Location	Priority	Cost
1	**Bannister-Marradong Road:** Develop a new off-road pathway to the proposed Williams Reserve mountain bike park	Boddington	High	$$$
2	**Prussian Park:** Create a linkage through Prussian Park connecting Bannister-Marradong Road to Hotham Avenue	Boddington	Medium	$$
3	**Farmers Avenue between Adam Street and Assay Terrace to edge of industrial area (south side):** Provide a proposed 2m wide path	Boddington	Low	$$
4	**Proposed Bike Racks:** Develop new bike racks at identified locations to cater to community need. Consider e-bike charging racks in prominent locations e.g Hotham Park	Boddington	Low	$
5	**Rail Trail:** Advocate for the development of a rail trail shared-use path connection to Tullis Bridge in line with Audit, Concept Plan and Feasibility Study reports	Boddington	Medium	$$$
6	**Ranford Retreat:** Potential linkage to the bus stop from the existing path network.	Ranford	Low	$$

Indicative Cost:

$ - Less than $50,000
$$ - $50,000–$100,000
$$$ - $100,000–$250,000
$$$$ - More than $250,000

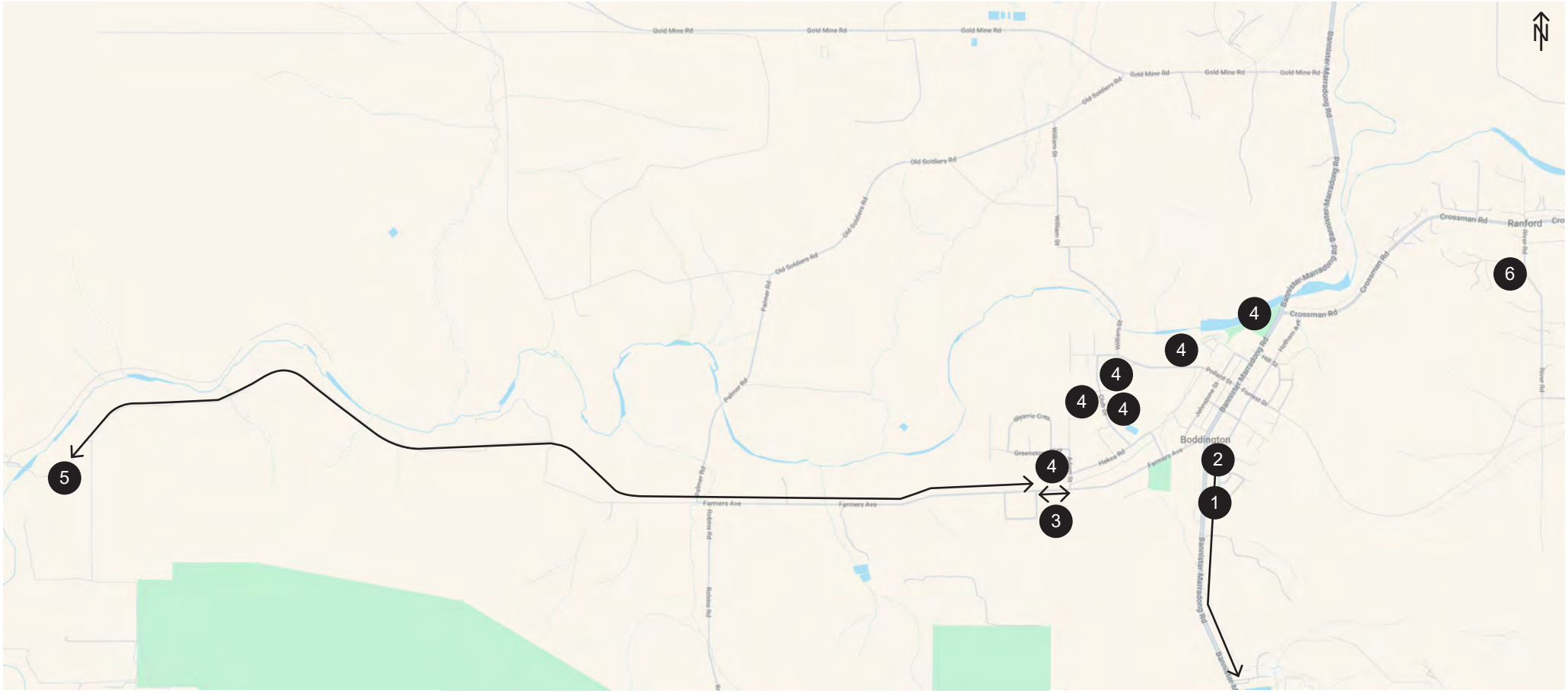
Indicative costs are based on the anticipated scale and complexity of the works and are intended as a high-level guide only. Costs should be reviewed and confirmed at the time of project planning and delivery.

Priority / Indicative Delivery Timeframe:

High: 1-3 years
Medium: 4-6 years
Low: 7-10 years

Delivery timeframes are indicative and should be reviewed by the Shire as part of future planning, budgeting and funding processes. Project delivery will be subject to available funding, approvals, land requirements and other implementation considerations.

Action Plan Overview Map



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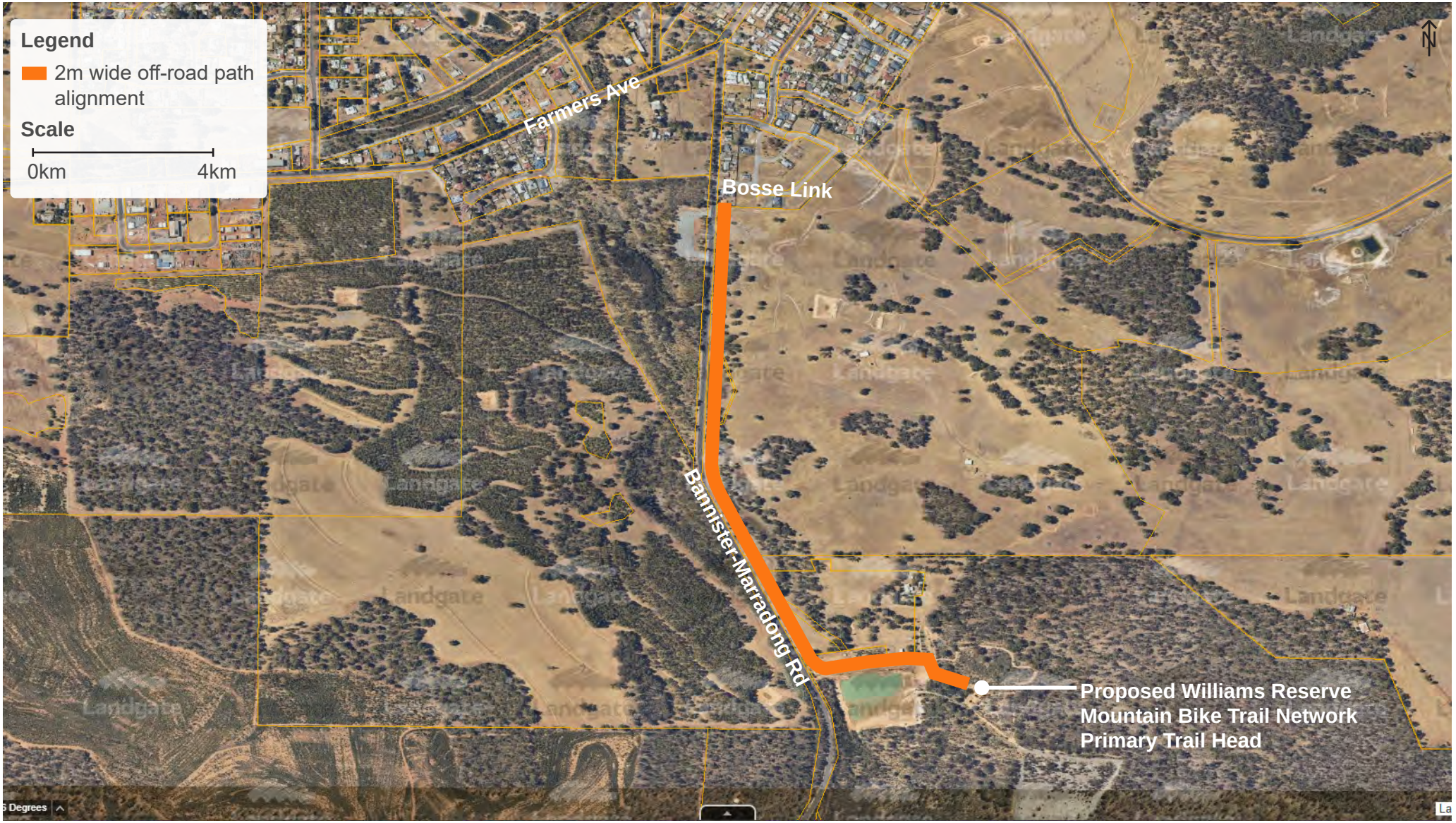
6. **Ranford Retreat:** Potential linkage to the bus stop from the existing path network.

Action Plan Project Maps

1 **Bannister-Marradong Road:** Develop a new off-road pathway to the proposed Williams Reserve mountain bike park



2 **Prussian Park:** Create a linkage through Prussian Park connecting Bannister-Marradong Road to Hotham Avenue



3 Farmers Avenue between Adam Street and Assay Terrace to edge of industrial area (south side): Provide a proposed 2m wide path



4 **Proposed Bike Racks:** Develop new bike racks at identified locations to cater to community need. Consider e-bike charging racks in prominent locations e.g Hotham Park



5 **Rail Trail:** Advocate for the development of a rail trail shared-use path connection to Tullis Bridge in line with Audit, Concept Plan and Feasibility Study reports



MAP 1 - Trail alignment overview

Map source: Tullis Rail Trail and Tullis Walk Trail - Trail Audit (2024)

Case Study: Brisbane Valley Rail Trail - see Appendix A for an example of the cycling tourism and broader community outcomes associated with rail trail development.

6 Ranford Retreat: Potential linkage to the bus stop from the existing path network



07

Funding Opportunities



Funding Opportunities

An ongoing commitment of funds and resources will be required to achieve the objectives of the Boddington Cycling and Walking Plan. A range of funding options will need to be considered, together with the sourcing of potential grants through various programs.

Potential external funding sources are available through federal and state government programs which could support the development of trail projects. In addition to government funding programs, private and commercial sector opportunities may also be available. Government funding programs continually change so it is recommended that the relevant websites are frequently reviewed.

Australian Government Funding

Active Transport Fund

The Active Transport Fund (ATF) is part of the Australian Government's commitment, under the National Road Safety Strategy 2021-30, to improve road safety outcomes, including for vulnerable road users such as cyclists and pedestrians. The program also supports the Australian Government's commitment to reducing transport emissions and supporting active and liveable communities.

The ATF is an ongoing, application-based, merit-assessed, funding program, open to all state and territory governments and Local Government Authorities. The program provides funding for the upgrade of existing, and construction of new, bicycle and walking pathways across Australia.

In the 2026–27 Budget, the Australian Government committed ongoing funding of $50 million per year for the ATF.

Refer: www.investment.infrastructure.gov.au/about/local-initiatives/active-transport-fund

Roads to Recovery

The Australian Government's Roads to Recovery Program provides every local government with an ongoing allocation for local road infrastructure.

Importantly for this Plan, eligible road infrastructure can include paths for pedestrians and people riding bicycles, including paths within road reserves. Paths outside road reserves can also potentially qualify where they provide an appropriate alternative route between points on a road, although confirmation from the program is required.

This makes Roads to Recovery particularly relevant where walking and cycling improvements can be integrated into planned road reconstruction, intersection, drainage or streetscape projects, rather than delivered as stand-alone recreational paths.

Refer: https://investment.infrastructure.gov.au/about/local-initiatives/roads-recovery-program

WA Government Funding

WA Bicycle Network Grants Program

The Western Australian Bicycle Network (WABN) Grants Program supports the design and construction of active transport infrastructure and planning initiatives.

Funding is administered by the Department of Transport and Major Infrastructure and matches local government expenditure dollar-for-dollar, for up to 50 per cent of the total project cost.

The program aims to ensure walking and riding infrastructure is safe, accessible, connected and continuous across local government boundaries.

The WABN Grants Program is structured to fund:

- infrastructure projects (design and/or construction of paths and amenity)
- local bike plans (this plan).

Refer: www.transport.wa.gov.au/active-transport/grants-funding/wa-bicycle-network-grants-program

Regional Economic Development Grants

The WA Government's Regional Economic Development (RED) Grants could be considered selectively for projects with a demonstrable economic development, visitor economy or tourism outcomes.

RED Grants provide up to $250,000 for individual projects and are aimed at initiatives that support jobs, industry diversification, productivity, investment and regional economic development.

It would therefore be less suitable for a standard suburban footpath, but potentially relevant to a project such as a strategic cycling/tourism connection linking the town centre with major attractions, trails, accommodation or visitor destinations such as the Williams Reserve Mountain Bike Park. The most recent round is currently closed, so this should be treated as a future/opportunistic funding source rather than committed funding.

Refer: https://www.dpird.wa.gov.au/businesses/grants-and-support/regional-economic-development-grants/

Local Government

There are opportunities through the Shire's annual capital works program to secure funding for the further planning, design and construction of cycling and walking infrastructure and facilities. The Shire has previously invested significantly in such infrastructure and facilities when implementing the previous Bicycle Plan.

Commercial and Private Sector Funding

Commercial and private sector funding is often used by organisations to assist with trail and pathway developments, signage, support facilities and ongoing operations. Opportunities such as facility naming rights and in-kind donations of labour and materials are a potential resource for new trail developments and upgrades.

The Shire should continue to explore partnerships with major local mining operations, including Newmont Boddington and Worsley Alumina, to assist with implementation of priority walking and cycling projects. Both mining operations have established histories of supporting community infrastructure, health and wellbeing, recreation and community development initiatives within Boddington.

Opportunities may include direct financial contributions, community grants, sponsorship, partnership funding and in-kind assistance towards shared-use paths, strategic connections, bicycle parking, end-of-trip facilities and supporting infrastructure such as shade, seating, landscaping and drinking fountains.

Other Funding Opportunities

Foundation for Rural and Regional Renewal

Provides grant funding for charitable purposes that benefits the residents of Australia's rural, regional or remote communities.

Refer https://frrr.org.au/

Trusts and Foundations

There are numerous trusts and foundations established in Australia and a number provide funding for trail projects. Often they are established by large corporations.

Refer www.philanthropy.org.au

Rail Trails Australia

Rail Trails Australia is a predominantly volunteer-run not-for-profit organisation which works for the development and promotion of a rail trail network Australia-wide.

Their vision is for Australia's disused rail corridors to be preserved for their heritage and natural values and enjoyed by the community and visitors, including for active recreation, such as walking, cycling and horse riding.

Community organisations are critical to the establishment and success of many of Australia's rail trails and undertake an enormous amount of work. RTA's grants program supports community organisations to undertake activities which are aligned with RTA's strategic plan.

- Small grants up to $2000
  Projects or activities may be fully or partly funded by RTA.
- Large grants up to $10,000
  Large projects will be part-funded by RTA. To be eligible, the organisation must contribute significant funds. Contributions may be from multiple community organisations working together.

The project or activities must achieve one or more of the following:

- Increase appreciation and understanding of the rail trail, its history and/or surroundings (e.g. artwork, interpretative signage, information – digital and/or print)
- Establish mechanisms to measure and report on rail trail usage (e.g. user counters)
- Improve accessibility for all people
- Engage new users, local or otherwise (e.g. special event)
- Improve maintenance that facilitates use (e.g. equipment)
- Improve the environment on a rail trail (e.g. revegetation, habitat improvement)
- Promote the rail trail or potential rail trail

Refer: https://www.railtrails.org.au/rail-trail-community-grants-2026-information-pack/

08

Monitoring, Evaluation and Activation



Monitoring, Evaluation and Activation

Implementation of the Bike Plan should be monitored over time to assess progress towards the Plan's objectives and identify opportunities to refine priorities in response to changing community needs, funding opportunities and network development.[5]

Monitoring can consider both the delivery of actions and broader outcomes associated with bike riding. Measures may include delivery of priority infrastructure, improvements to network connectivity, participation in cycling programs and activities, bicycle count data where available, availability and use of bike parking and end-of-trip facilities, and community perceptions of safety and comfort.[5]

The Plan recognises the six 'E's of bike planning - Education, Encouragement, Evaluation and Planning, Environment, Enabling Policies and Equity - as complementary considerations in supporting bike riding. While the delivery of safe and connected infrastructure is a key focus of the Plan, complementary measures such as cycling education, community engagement and activation of completed infrastructure can help introduce people to new facilities and encourage ongoing use.[5]

Council can consider opportunities to promote and activate completed infrastructure through community events, local cycling initiatives, schools and other community organisations. Programs such as Your Move may also provide opportunities to support cycling education and participation, where appropriate.[5]

The Bike Plan should be reviewed periodically to assess progress, celebrate successes and identify emerging priorities. Regular communication with relevant stakeholders can support ongoing implementation and accountability, while Council should consider opportunities to maintain internal capacity through relevant training, collaboration and engagement with external specialists where appropriate.[5]

[5] Department of Transport, Planning and Designing for Active Transport in Western Australia - Local Bike Planning Guidance, September 2024

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Appendix A

Case Study: Brisbane Valley Rail Trail



Brisbane Valley Rail Trail

Bike tourism case study

The Brisbane Valley Rail Trail (BVRT) is Australia's longest rail trail. Completed in 2018, it uses the disused rail corridor between Wulkuraka, near Ipswich, and Yarraman, west of Kilcoy.

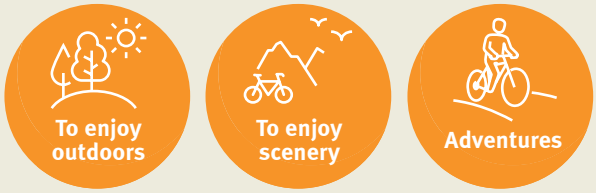
Walkers, bike riders and horse riders can experience the diverse rural landscape of the Brisbane Valley while passing through some of Queensland's most unique country towns, and heritage listed and historic sites.



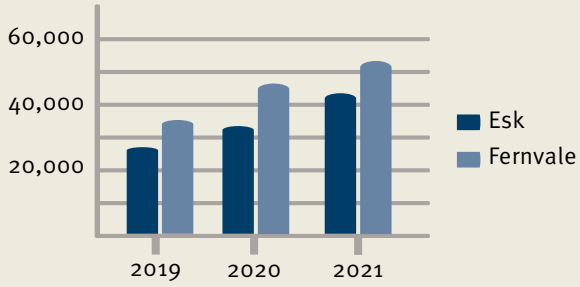
BVRT user activity[2]



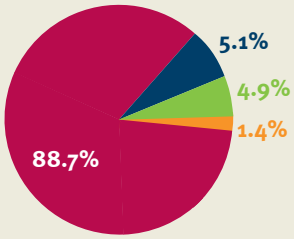
Top reasons tourists visit the BVRT[2]



Growth in users despite COVID-19[1]



Return intentions[2]



- Within next 12 months
- Will return but not sure when
- Within next 5 years
- Not sure

How visitors rate their experience[2]

4.5 (Tripadvisor)

4.8 (Google)

out of 5 stars



94.5%

of tourists to BVRT in 2020 were from Queensland[2]

Queensland Government

Benefits to local communities

Increased employment opportunities

Somerset region unemployment rate

down **2%** in 12 months following completion of BVRT and attributed to increased BVRT patronage[3]

Accommodation providers

11x increase in private accommodation offerings along trail in 12 months[2]

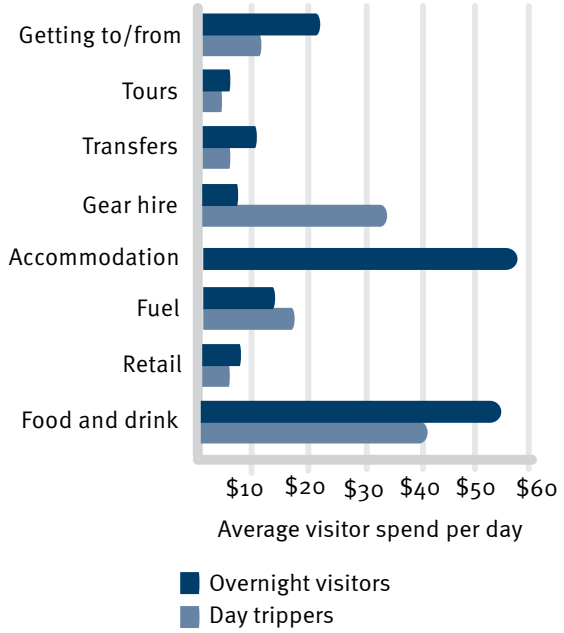
4 properties in 2020 » **45** properties in 2021

Tour providers

5 new local tour operators on trail in 12 months, delivering new intrastate and interstate tourists[2]

1 operator in 2020 » **6** operators in 2021

Economic benefits[2]



Overnight visitor spend per day **$179.81**

Day tripper spend per day **$118.88**

Bike tourism boosts business[4]

Local businesses in the region are thriving thanks to the BVRT.

The owners of a historic country hotel offering accommodation, restaurant and bar in Linville opposite the trail, saw the BVRT's economic potential and purchased the hotel in 2019.

After $250,000 in renovations, the hotel is now generating significant returns for both its operators and the local community, including:

- **500+** meals sold every week using local produce
- **Plus** food trucks brought in to manage demand

New staff employed:

- **5** full-time
- **3** part-time.

Proportion of accommodation bookings from tourists visiting specifically to use BVRT:

- **70%** in cooler months
- **15%** in warmer months.

What visitors want[2]

- Riding multiple trail sections using shuttle
- Good food and coffee at local cafes
- Good access to towns to explore along the way
- Riding in shade
- Access to water
- Safe vehicle parking
- Trip planning and navigation information
- Affordable and refined accommodation options



Keen to know more?

Visit tmr.qld.gov.au/BVRT

Sources

1 Trail counters close to the town centre in Esk and Fernvale
2 Brisbane Valley Rail Trail Visitor Research Report, The University of Queensland Service Innovation Alliance, 22 July 2021
3 Somerset Regional Council Economic Development and Tourism Committee, February 2020
4 Rail Trails Australia

Note: Where percentages do not add up to 100%, it is due to rounding.