

16 August 2026

City of Belmont
215 Wright Street
Cloverdale WA 6105



Belmont Community
**ENVIRONMENTAL
CHAMPIONS**

Dear Design, Assets, and Development Team,

BCEC submission on the Draft Sustainable Transport Strategy 2026–2031

Please find enclosed BCEC's submission on the City of Belmont's Draft Sustainable Transport Strategy 2026–2031.

BCEC supports the City's intention to improve sustainable transport and welcomes the community feedback already gathered. The Engagement Report demonstrates substantial latent demand: 60.1% of respondents selected cycling, including e-bikes, as a preferred mode if traffic, accessibility and safety barriers were removed. While the survey was self-selected and should not be treated as representative of the whole population, it provides a strong indication that safety and network continuity are important constraints.

Our submission focuses on how the Strategy can translate this community aspiration into measurable progress.

BCEC has undertaken an initial Bike Network Analysis using the open-source BrokenSpoke Analyzer. This proof-of-concept produced an overall City-wide connectivity score of 48.0 and classified 73.2% of the assessed network as high stress. The results also suggest an important spatial pattern: travel within some suburb pockets is comparatively well connected, but safe connections between suburbs and across major roads are much more difficult.

These figures are not presented as a formal baseline. The analysis relies on OpenStreetMap data, and our review identified incomplete or doubtful destination and network information. Instead, the analysis demonstrates that low-stress network connectivity can be measured through a documented and repeatable method once the underlying data has been verified.

BCEC proposes a collaborative approach through which the City and community could:

- Validate the roads, paths, crossings and community destinations used in the analysis.
- Correct identified OpenStreetMap gaps, potentially through supported community mapping activities.
- Establish a verified low-stress connectivity baseline.
- Set a measurable 2031 improvement target.
- Repeat the analysis at regular intervals and report progress publicly.

BCEC would be pleased to assist City officers with data verification, community mapping and knowledge transfer on independently running the analysis.

Our submission also recommends proportionate governance arrangements for the Strategy's implementation. We suggest that a verified baseline and proposed target be presented to Council within 12 months, supported by a public implementation summary and identifiable annual progress reporting. This would retain officers' ability to manage operational details while

giving Council and the community appropriate visibility of strategic commitments and outcomes.

We offer these recommendations constructively and would welcome an opportunity to meet with the relevant officers to discuss the methodology, its limitations and how a verified baseline could be developed efficiently.

Yours sincerely

Kate Neill
Chair – Belmont Community Environmental Champions