Streets Alive: Case Studies

The Streets Alive case studies showcase the incredible work completed by community groups, businesses and local governments across WA to plan and deliver road safety projects. The examples can also be used for future inspiration in planning your future Streets Alive grant!



Streets Alive

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WALGA

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Streets Alive What is it?

Program Vision:

Main Roads WA, WALGA, and Town Team Movement have the shared goal of creating vibrant, safe and connected communities where empowered citizens are engaged in the planning and transformation of their local streets, making them inclusive places where people of all ages and abilities feel safe and welcome to walk, ride, wheel, play or drive around their neighbourhood.

Streets Alive Objectives:

1. **Build local capability and capacity:** Empower local communities to conceptualise, plan and deliver street improvement and road safety initiatives in their neighbourhoods.
2. **Change attitudes and behaviours through citizen-led actions:** Foster positive changes in attitudes and behaviours regarding safe speeds and increase awareness of streets as inclusive spaces for all people to walk, wheel, ride, play or drive.
3. **Enhance the street environment:** Improve the safety of local streets in WA neighbourhoods by making them more vibrant and people-friendly.
4. **Trial a collaborative model:** Implement and evaluate a new collaborative model for planning and delivering street improvements and road safety initiatives between local governments, community groups and residents.

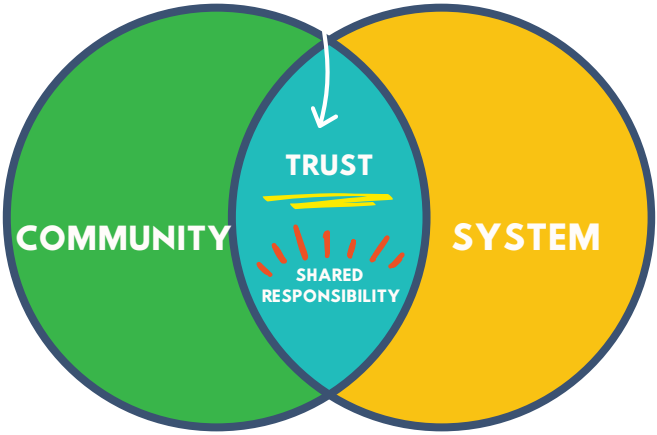
Funding opportunity:

Stream 1 offers grants from $10,000 and Stream 2 offers grants **from $50,000–$100,000** to eligible community groups and local governments in all towns and neighbourhoods across WA

- **Stream One Grants Open**
  March-April
- **Annual Streetmaking Together Workshop**
  May
- **Stream One Projects Commence**
  July
- **Stream Two Grants Open**
  Aug-Sept
- **Stream Two Grants Commence**
  from 1 January

Let's Reclaim Our Streets!

opportunity



The Opportunity:

Build Capability and capacity	Shift behaviour and improve built environment through citizen-led change	Pilot and refine a collaborative model
Local communities are empowered & capable of conceptualising, planning, and delivering street improvement initiatives in their neighbourhoods.	Attitudes and behaviours around speed started to shift as awareness of streets as inclusive spaces for all people to walk, bike, wheel, play or drive increases.	A refined and effective collaborative model for planning and delivering street improvement initiatives between local governments and community groups.

Let's put this vicious cycle into reverse... and reclaim our streets

Let's Reclaim Our Streets!

The Challenge we seek to address:

Theory of Change

Problem

- Society's car reliance and attitude towards speed
- Limited safe and accessible local roads driving disconnection and poor mental and physical health
- Top-down solutions created 'for' community rather than being collaborative or 'with' and 'by' community

Objectives

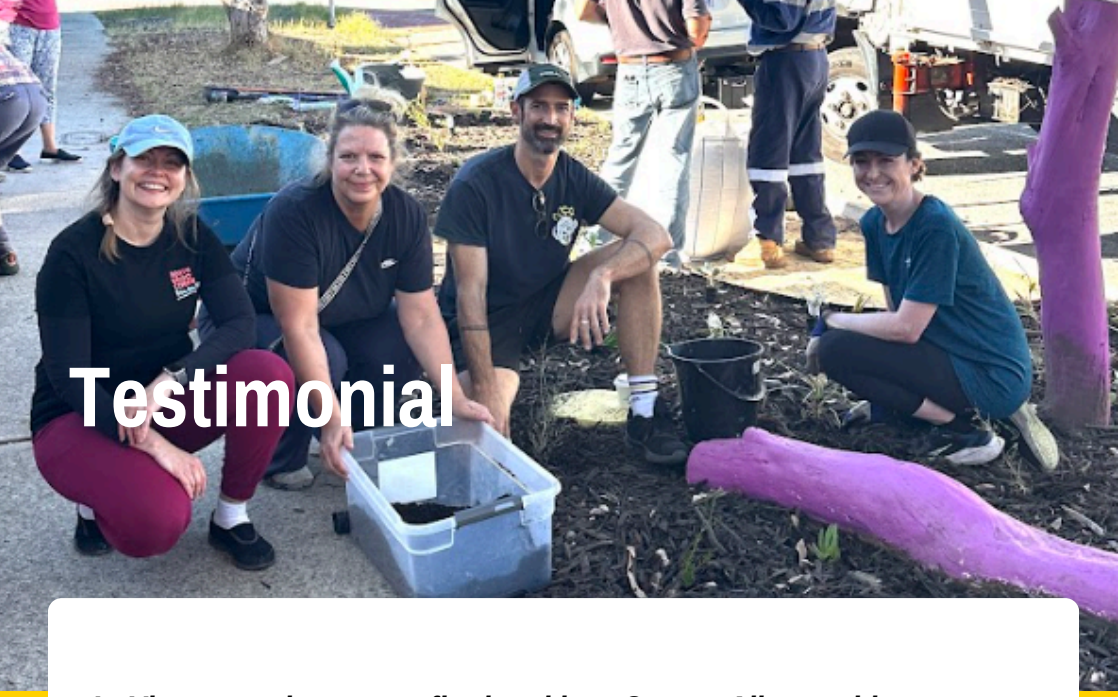
- Shift attitudes and behaviours through local engagement and action
- Build capability and capacity of communities and local governments
- Transform the street environment making local roads people-friendly
- Pilot and refine a collaborative model

10 Year Vision

To create vibrant, safe and connected communities where empowered citizens are engaged in the planning and transformation of their streets to inclusive places where people of all ages and abilities feel safe and welcome to walk, wheel or ride.



Let's put this vicious cycle into reverse... and reclaim our streets



Testimonial

In Vincent we have seen firsthand how Streets Alive enables neighbourhoods to lead the conversation about safer speeds and more liveable streets. These projects don't just install temporary treatments – they create advocates, lift community capability, and build long-term cultural change around how people move.

The partnership between Main Roads WA and Town Team Movement has proven effective, innovative and deeply aligned with the kind of collaborative, community-driven approach we value in Vincent. We are confident this partnership will continue to deliver meaningful outcomes.

- David McLennon, CEO, City of Vincent

Testimonial

Local governments across WA are committed to creating safer, healthier and more liveable communities.

Programs like Streets Alive play an essential role in empowering local residents, volunteers, town teams and councils to co-design safer public spaces. This program strengthens community ownership of road safety, builds local capability, and supports practical, low-cost interventions that reduce speeds, shift behaviour and protect lives.

Our members consistently report that community-led, place-based approaches to safety receive far greater buy- in and achieve more enduring change than top-down interventions.

- Stacey Hutt, CEO, LG Professionals WA



Testimonial

Regional communities in particular feel these (killed and serious injuries due to road crashes) losses acutely. We have a responsibility —as policymakers, agencies, and community leaders—to support initiatives that empower local people to play an active role in making their streets safer.

In every community I visit, I hear positive feedback about Streets Alive and its ability to bring residents, volunteers, and local governments together to co-design safer neighbourhoods.

These projects not only deliver on-the-ground safety improvements but also foster constructive community conversations about speed, shared responsibility, and the value of creating more walkable, liveable streets.

- Julie Freeman, Shadow Minister for Road Safety



Stream Two Projects (up to $100k)

Six Stream Two projects commenced in January 2025 and are preparing for delivery in early 2026. An additional seven new Stream Two projects were announced in November 2025 and will commence in December 2025.

To date, approximately $1,380,000 in Stream Two projects have been awarded in metro and regional areas across WA. All Stream Two projects are to include atleast a majority of the budget to slow vehicles using on-road traffic calming and demonstration high levels of engagement and collaboration with community partners.

As a result of the proven support and positive engagement, an additional $500,000 has been contributed to these projects through local government funding and additional in-kind support.

Project applicants are learning the benefits of a more collaborative approach, speed limit reductions are already being implemented and the Streets Alive team are looking forward to sharing the final outcomes in June 2026.





Key Highlights:

- Planning for local streets and area wide speed limit reduction
- On-road traffic installations
- Community education and training
- Increased public space for pedestrians, businesses and creativity
- Demonstrate a Collaborative approach with multiple community and government stakeholders
- Direct access to Main Roads WA
- Peer-to-peer support



The William St Speed Limit reduction to 20km/hour is a direct outcome of the Streets Alive program and is already receiving positive media and community support

Miami Village Heart Makeover

City of Mandurah and Community Groups

10 Community groups participated in fortnightly meetings with the City to plan the street makeover. This included a mix of youth, school representatives, seniors, businesses, environmental groups, etc.

Local residents and businesses identified growing safety concerns and a lack of investment to improve the Falcon Town Centre and decided to work pro-actively with the City of Manfurah to organise the Miami Village Mini Makeover and Street Party.

Key road safety interventions completed included new line markings and pedestrian signage installed, reconfiguring parking bays, street greening with 200 new plants, footpaths repaired, yarn bombing, installing new street planters and a fresh legacy mural painted on the side of Cobblers Tavern facing the street.

The project has slowed vehicle speeds, increased foot traffic, and enhanced the precinct's aesthetic and visual appeal.





Key Highlights:

- 10 Community groups and 110 volunteers participated in fortnightly meetings to plan the road safety makeover.
- 200+ volunteers were involved in the makeover assisting with painting, yarn bombing and tree planting during the event
- 200+ new verge plants installed by volunteers
- 10 new wooden heart planter boxes built by community groups and adopted by local shops
- Reduced traffic speeds and increased foot traffic reported by the City

City of Mandurah Reflections:

The Miami Village Heart project demonstrated that place enrichment is only possible through collective efforts.

By overcoming challenges together, the South Mandurah community created a safer, more vibrant precinct and established a lasting legacy of collaboration and pride. The mantra, "It takes a village," perfectly captures the spirit of the project and its transformative impact.

Between the River & Sea, Share the Road for You and Me

Mosman Park Bicycle User Group (BUG)



The Victoria St intersection serves as the primary entry point for both pedestrians exiting the Victoria Street train station and Principal Shared Path (PSP) users entering Mosman Park, but involves a blind corner at the intersection making it difficult for pedestrians and cyclists to easily cross.

Ideas to improve the area were discussed at two community events and through an online survey. The outcome of the project was approximately 150+ people engaged from the local community,

The resulting design priorities were (1) a raised intersection aimed at slowing cars coming around the blind corner, and (2) painting bicycle symbols on the length of Victoria St.

A footpath mural was also painted at the intersection to raise awareness of cyclists and pedestrians using the area and to build capacity of the local community group.



Key Highlights:

- 150 local residents engaged in ideas to improve the pedestrian and cycle infrastructure at the Victoria St intersection
- Two local events and a community survey organised to provide ideas and feedback on the road safety project
- 93% of respondents agreed that slowing traffic in the area would result in a positive outcome
- Design interventions developed for improving the blind spot intervention
- 20 volunteers were involved in painting the footpath mural
- New members joined the community group as a result of the project, and the wider community is now more positively engaged in road safety

Mosman Park BUG Reflections:

The footpath painting event involved community members we had not met before, so it was really exciting to have some new faces show up to take part. It was also great to see other community group members take part - community groups working together has been a really fantastic outcome from this project.

HPS Street Verge Project

Hilton Primary School P&C

The Hilton P&C volunteers designed and installed a verge landscaping project to improve pedestrian accessibility and safety and school entry points.

Previously, vehicles were illegally parking in the verge areas which created an unsafe environment for parents and children walking near the school entrances.

Since the landscaping has been completed, there has not been any reported vehicles parking on the verge and parents feel much safer walking to school. The addition of seating areas near the front gate has also seen more people socialising and using the space while they wait to drop off and pick up their children.

In communicating the project with the City of Fremantle, the P&C has also been discussing other projects to continue addressing road safety in the wider area. Working with the school and parents has also been positive and increased road safety awareness for everyone using the space.



Key Highlights:

- # of plants and trees installed
- # of seats installed
- total area of verge planting
- # of volunteers involved in the planning and project delivery
- Increased awareness of road safety issues to all users of the school environment
- Established relationship with the local government and commenced discussions regarding wider road safety projects



Hilton Primary School P&C Reflections:

School and community members are more aware of safety issues regarding vehicles around the school. Multiple comments received in support of the project due to the closeness of cars to entry and exit points prior to the project installation. We are seeing a gradual change in parking habits in this area.

Monger Street Safety Initiative

Bencubbin CRC

The project aim was to attract more pedestrians, slow vehicle traffic through the main street, and foster a safer, and more vibrant community hub to welcome locals and tourists alike.

An early collaborative approach was adopted with community leaders, businesses, government representatives and other stakeholders to develop ideas in the town centre aimed at improving road safety and vibrancy. A 'walkshop' was organised, which highlighted issues and sparked new ideas to improve the area.

As a result, the group determined to transform a vacant public space in the town centre to include more seating, urban greening and public art directly in front of the main street. The group worked together to decide on budget challenges, coordinate volunteers and continue to maintain the new space.

Since completion, local business owners have confirmed increased business trade and footfall, and vehicles are driving slower and safer, being more aware of pedestrians in the area.





Key Highlights:

- Transformation of a vacant public space into a green and colourful seating area, which promotes local cafes on the main street
- Increased footfall and business trade
- Community members are continuing to maintain the new new public space
- Vehicles are driving more cautiously, improving pedestrian safety
- A strong collaborative approach was developed with all stakeholders from consultation to delivery
- The project has been a catalyst for additional main street projects, including a large street mural addressing the local road.

Bencubbin CRC Reflections:

The Monger Street Safety Initiative is more than just an infrastructure project; it represents a collaborative effort to improve public spaces, enhance safety, and foster a thriving community.

By involving local governments, community groups, residents, and businesses in the planning, funding, and evaluation stages, the initiative ensures that the needs and desires of the community are at the heart of the project.

White Street Road Mural

Mukinbudin CRC

The White Street Road Mural Project aim was to improve road safety in the school zone. Inspired by traffic-calming murals used in urban areas to reduce vehicle speeds and highlight pedestrian activity, it was decided to trial a temporary mural near Mukinbudin's school zone on White Street.

With concerns over speeding vehicles and community safety, the project explored creative, low-cost measures to address these issues. It aimed to enhance road safety while also involving the community in the project.

Located on White Street, next to the Mukinbudin school zone, Local Park, and Daycare Centre, the area is a key spot for pedestrian activity and was identified as a high-priority location for traffic-calming measures.

The project garnered strong community support, with over 30 participants helping paint the pre-marked design on Sunday morning. Children and families participated enthusiastically, creating a lively, positive atmosphere. The positive results can now be used for permanent funding to slow traffic within the school zone.





Key Highlights:

- Collaborative engagement process to discuss traffic calming ideas
- 30+ locals participated in the mural painting, including children, parents and residents
- The project raised awareness amongst local drivers and the wider community, and has influenced driver behaviours in the school zone

Mukinbudin CRC Reflections:

Since the completion of the White Street Road Mural Project, several positive changes in attitudes and behaviours have been observed within the community. Drivers have become more cautious, with a noticeable reduction in vehicle speeds around the school zone, as the mural acts as a visual reminder to slow down.

Community members and parents especially have expressed greater confidence in the safety of the area, feeling more comfortable with their children walking or cycling to school.

Bull Creek to Fremantle Cycle Route

Booragoon Town Team

A professional report including design principles and key actions was produced to improve cycle connections between Bull Creek to Fremantle Station, which has been produced and shared online.

The report was produced in a very small funding envelope thanks to in-kind support and greatly reduced rates.
Pitched at both local residents as well as government and other stakeholders, the report will allow the local need for safer streets to be communicated at all levels of government, and uses alignment with existing government goals to build on local capacity for change.

Multiple potential street improvements that would improve safety along the designated route are put forward, including identifying five priority projects for further detailed planning and delivery.

83% of local survey respondents said that the proposed road treatments and markings would encourage them to use the cycling route.





Key Highlights:

- Professional report to create a cycle trail from Bull Creek to Fremantle Station
- The report included engagement with all three local governments and State Members along the trail
- 83% of local survey respondents stated that the proposed road treatments would encourage them to use the cycling route
- 80% of survey respondents said current cycling infrastructure was inadequate

Boorgagoon Town Team Reflections:

Pitched at both local residents as well as government and other stakeholders, the report will allow the local need for safer streets to be communicated at all levels of government, and uses alignment with existing government goals to build on local capacity for change.

Street Stories

Flower District Town Team (FDTT)

Northwood Street in West Leederville has been flagged by Aboriginal Elders as an important song line joining Kings Park to Lake Monger (Galup). This culturally significant connection has guided the "Street Story" of Northwood Street.

The southern section of Northwood Street, where it intersects with Railway Parade and Cambridge Street, has become an increasingly busy area in the last five years, and safety is a high priority that needs addressing to provide safe passage of children, pedestrians, students and cyclists, whilst honouring the needs of the businesses.

The Street Stories project engaged with local stakeholders to develop a 'light brush' masterplan to deliver a safer street whilst promoting the cultural importance of the place.

Project outcomes also included two community events with Bob Hawke College to creatively raise awareness of road safety issues, street enhancement feedback, storytelling with Elders, and installation of a legacy mural and yarn bombing activity.





Key Highlights:

- Engagement with Bob Hawke College students over a three-month period to research and design endemic flora species to be included in the pavement mural concept
- Installation of the legacy pavement mural
- 500+ crocheted and knitted flowers, stalks and leaves were installed
- Street Safety Enhancement Activity with 50 locals providing feedback
- Storytelling by local Elder to 150 participants
- Online street safety survey with 25 responses

Flower District Town Team Reflections:

The Street Stories project provided the FDTT with an alternative approach to addressing street safety concerns and placemaking enhancements. The events, pavement mural, flower installation and surveys were welcomed and well supported by the local community. Engagement and feedback received indicate positive attitudes towards the street safety and enhancement options provided.

ArtDrive Action Plan

Shire of Cunderdin

ArtDrive was a successful community-driven initiative implemented in the regional towns of Cunderdin and Meckering, located in Western Australia's Wheatbelt. The aim was to combine creativity with road safety to enhance the safety and vibrancy of these towns.

The ArtDrive Action Plan has been developed based on strong community consultation and driven by local community leadership. This plan identifies key road safety priorities, including speeding, unsafe pedestrian areas, poor visibility, and proposed artistic solutions such as colourful benches, murals, road art, and sculptures. The plan provides a practical roadmap for future traffic-calming projects, supported by community input, and will guide the Shire of Cunderdin and local partners in securing grants and funding for further initiatives.

ArtDrive has successfully combined creativity and information gathering, which have resulted in the development of the Action Plan. This plan will be utilised to seek further funding to initiate the suggested activities which will enable us to reduce road safety incidents.





Key Highlights:

- Two community events organised to gather to better understand local road safety issues
- Colourful seating boxes were installed and painted by community members to encourage walkability in the town centres
- Development of the ArtDrive action plan to effectively slower streets and create more vibrants town centres in Cunderdin and Meckering
- The action plan was a collaborative effort and included involvement from town teams, youth groups, local schools, CRC, etc

Shire of Cunderdin Reflections:

Throughout the ArtDrive project, we have observed significant changes in community attitudes and behaviors. One of the most notable shifts has been the increased awareness of road safety issues. Residents, drivers, and pedestrians became more engaged with the idea that road safety is a shared responsibility.

Kardy Reflect & Connect

Kardy Connect Town Team

The 'Kardy Reflect + Connect' project empowered local families and residents to co-design safer and more walkable streets within the Kardinya Primary School zone.

Over two interactive events, the project engaged more than 160 community members in research and co-design activities.

The insights influenced government action and resulted in a street calming concept plan for future collaboration and implementation with the City of Melville.

To increase active travel in the interim, the team also developed a map highlighting the most walkable routes. 2,000 copies were printed and distributed to Kardinya households by 10 local families.

17 new local residents formally joined the Kardy Connect Town Team, building a committed group of active citizens to lead ongoing local initiatives. In summary, the project fostered leadership, event coordination and advocacy skills amongst residents, particularly the families involved in hand-delivering more than 2,000 active travel maps.





Key Highlights:

- 160+ community members contributed traffic calming ideas, experiences and aspirations across two events
- A walkable school zone map was created and hand-delivered to 2,000 local households
- A street calming concept plan was developed and shared with City of Melville for future implementation
- $500k in election commitments secured for two signalised pedestrian crossings and a speed reduction from 70km/hour to 40km/hour during school hours
- Additional $35k secured to revitalise local laneways and improve the entry point to Kardinya Primary School

Kardy Connect Reflections:

The initiative showcased a highly effective collaborative model, uniting local families, government representatives, Kardinya Primary School, Town Team Movement, WALGA, and WestCycle. Already, this has encouraged the community to shift behaviours, built local capability, and meaningfully influenced future traffic calming infrastructure planning and collaborative projects.

Vic Park Safety Street Art Trial

Vic Park Collective

Street art mural was installed at either end of Kate Street based on local engagement and need to slow local traffic. The art painting event included BBQ lunch and music throughout the day.

The project has further enhanced the capability and capacity of the Vic Park Collective to successfully run art and traffic calming projects with support from the Town of Victoria Park. As a successful proof-of-concept for a community street art, all or part of the painting process can be replicated in other locations. The opportunity for local Town Teams to take on more direct responsibility for the provision of small-scale traffic management for events on local streets appears a feasible option to build further capacity and community empowerment.

Since completion, the Vic Park Collective has continued to received positive feedback from neighbours who think that the art looks great, and enhances the urban realm.





Key Highlights:

- Three art mural crossings painted along Kate Street intersections
- Successful collaboration between residents, local governments, businesses and Vic Park Collective
- Demonstrated that the project can be replicated on other residential streets and has built the capacity to deliver more art and traffic calming projects
- The project has slowed traffic and created a safer environment for pedestrians using the local reserve
- Minister for Road Safety, Hon Reece Whitby, announced the Stream Two grant winners at the site location and congratulated the team on completing an exemplary project

Vic Park Collective Reflections:

There has been consistent anecdotal evidence from numerous residents that the street art has been successful in changing driver behaviour and slowing down vehicles. This is particularly for motorist visitors to the Kate Street Reserve precinct, who may slow down to assess the unusual situation with colour all over the road.

Streets Alive

Start planning how to bring your street to life!

More Information

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https://doingco.org/programs-and-training
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www.placemaking.education
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"This program provides a very good mechanism for building momentum and working with authorities to find solutions to tricky road safety problems."

- Jeremy Woolley, Director, Centre for Automotive Safety Research, University of Adelaide

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