

# Strategic Community Reference Group

## Meeting 3 Outcomes Report — Bike Plan

<b>Date:</b>	Monday 18 November 2024
<b>Time:</b>	6.00–8.30 pm
<b>Location:</b>	Civic Centre Conference Room 2 & 3 90 Boas Avenue, Joondalup
<b>Facilitator:</b>	Joel Levin — AHA! Consulting

### Attendees

**Presiding Member:** Mayor Albert Jacob

**Elected Members:** Cr Rohan O'Neill

#### Community Members:

North Ward

North-Central Ward Bettina Gould

Central Ward Susan North  
Linda Smith

South-West Ward Len Collier  
David Hudson

South-East Ward Janine Blake

South Ward Lynda Crawford  
Josh Hurley

Youth Tara Lie  
Aimee Wright

**Subject Matter Experts:** Sam Jamieson — Acting Behaviour Change Coordinator (Urban Mobility),  
Department of Transport  
Sam Maguire — Projects Manager, West Cycle

**City Officers:** Nico Claassen, Director Infrastructure Services  
Glenn Shaw, Coordinator Transport Engineering  
Chloe Cooper, Strategic Planning and Engagement Coordinator  
Rachel Orbuck, Active Transport Officer  
Emily Peters, Policy Officer

**Apologies:** Cr John Raftis  
Allan Connolly, North Ward  
Helen Winterton, North Ward  
Camila Mazzo, North-Central Ward  
Josh Challis, Youth

**Did not attend:** Cr Christopher May  
Rachel Kemp, South-East Ward

## Overview

The purpose of the meeting was to provide input into the development of the Bike Plan 2025–2035. The meeting explored community priorities and preferences around active transport and bike riding, including connectivity, convenience, and safety.

The objectives of the meeting were:

- To explore perceptions and issues associated with bicycles and cycling in the City.
- To explore barriers and enablers to increase cycling for transport or recreation.
- To identify priority approaches to increase cycling for transport or recreation.

Subject matter experts were invited and participated in the Strategic Community Reference Group meeting. Additionally, City Officers gave a presentation on why the City is developing the draft Bike Plan 2025–2035, which will be expanded on further in the outcomes section.

The following subject matter experts attended this meeting:

### **Sam Jamieson, Acting Behaviour Change Coordinator (Urban Mobility), Department of Transport**

Sam specialises in promoting active travel and has over ten years' experience delivering travel behaviour change projects in the United Kingdom and Australia for non-profits, local governments and State Government. He currently works for the Western Australian Department of Transport delivering the Your Move program. Your Move is a free program that provides information and support to help people find healthier, more active ways to get around. Your Move works with schools, workplaces and individuals to help them spend less time in the car and more time enjoying their community and environment.

### **Sam Maguire, Projects Manager, WestCycle**

WestCycle is the not-for-profit peak body for bike riding in Western Australia, representing anyone who wants to ride a bicycle whether for recreation or transport. Sam is the Projects Manager at WestCycle and, in his role, he oversees all WestCycle events and community-based activations, engages with stakeholders, including local and State Government representatives, and coordinates the delivery of WestCycle's school-based initiatives. Sam has been heavily involved with the Safe Routes to School program for the last two years, and is currently working on delivering the Western Australian Mountain Bike Strategy. Sam works closely with WestCycle's Active Transport Manager to increase the level of cycling in the Western Australian community.

## Preparation

To ensure an engaging experience, Strategic Community Reference Group members were expected to familiarise themselves with the provided pre-reading material ahead of time. The information in the pre-reading material was designed to introduce the topic and promote contribution to the discussion. Additionally, to ensure that the meeting achieved its objectives, members were asked to undertake the following preparation task:

Go for a bike ride within the City of Joondalup and answer the questions below. If you do not have access or ability to go for a bike ride, please speak with a colleague, neighbour, friend or family member who does or can go bike riding and ask them these questions:

- Do you feel safe riding? Why/why not?
- Are there any physical barriers on your ride? (eg incomplete paths, busy road crossings)
- Do you need end-of-trip facilities, and do you have access to them?
- Can you safely secure/store your bike at your destination?
- What do you enjoy most about riding your bike?
- What do you dislike most about riding your bike?

## Outcomes

### Presentation — Why have a Bike Plan?

The Strategic Community Reference Group meeting opened with a presentation from City Officers to clarify the purpose, context and approach to developing the draft Bike Plan 2025–2035. The presentation covered the challenges, opportunities and benefits of preparing and delivering a local bicycle plan, including the following aspects of strategic planning for cycling.

#### Purpose of a Bike Plan

To provide strategic direction for promoting and supporting cycling.

#### Approach to developing a Bike Plan

Holistic, with a focus on both the built and social environment.

#### Benefits of cycling:

- Environmentally-friendly with a low carbon footprint
- Improves the health of those who ride
- Contributes to safer and more liveable streets/suburbs
- Reduces traffic congestion
- Relatively inexpensive mode of transport
- Infrastructure improvements for cyclists can also benefit other community members, such as pedestrians, people with mobility issues, pram users, and eRideable users.

#### WA Bicycle Network Plan

- State Government strategic planning document.
- Presents a range of activities to build a safe and sustainable cycling network, connecting key activity and attraction areas.
- Outlines the role and associated tasks for local governments to develop a local bicycle plan, provides and maintains most bicycle infrastructure and facilities, and promotes cycling in the community.

#### Western Australian Bicycle Network Grants Program

- State Government funding program.
- To maximise State Government funding through this grants program, the draft Bike Plan 2025–2035 should align with the vision, targets and objectives of the WA Bicycle Network Plan, with consideration of the local government responsibilities.

#### Bike Plan 2016–2021 (extended 2024)

- Based on a framework of “four Ps” — people, pathways, places and promotions — these form the four focus areas and inform the associated projects.
- The City delivered a number of programs, initiatives and projects, including completing 16 bike infrastructure path projects, totalling approximately 27 kilometres.

- Funding from the State Government through the Western Australian Bicycle Network Grants Program, Main Roads Western Australia, and the Public Transport Authority's Connecting Stations initiative.

### Challenges

- The majority of City of Joondalup residents travel outside of the City for work, with only 28% of residents working within the City.
- Cycling as a method of commuting for City of Joondalup residents has remained low.
- The 2021 Census of Population and Housing asked people how they travelled to work on the day of the census — less than 1% of resident workers in the City cycled to work on Census day in 2021.
- Cycling to get to different activities is also relatively low.
- The City undertook a Travel Survey in October 2024 using computer assisted telephone interviews (CATIs) carried out by the Edith Cowan University Survey Research Centre.
- Responses to this survey showed that few residents used cycling to get to different activities, and almost 80% hadn't cycled at all in the past six months.

### Q&A

Reference group members had the opportunity to ask questions and make comments regarding the presentation. Members asked where the bicycle counters are located within the City and how the counters know to count a bicycle (and not an eRideable, pram, scooter or pedestrian). City Officers advised that the bicycle counters are located at six locations along the shared coastal path, Neil Hawkins Park (Joondalup) and Robertson Road Cycleway (Kingsley), and the technology was developed specifically to differentiate between different types of vehicles and pedestrians. Members also commented that the Four P's of the previous iteration of the Bike Plan should be Five P's and include "Protection", as many community members are most concerned about safety when considering cycling.

The slides from this presentation can be found at Appendix 2.

## Activity 1 — Exploring barriers and enablers

The purpose of this activity was to explore the barriers and enablers of cycling within the City of Joondalup. In table groups, members identified the barriers and enablers and how much they affect the choice to cycle (high, medium or low affect) in the templates provided. Two of the four table groups focussed on the barriers and enablers of cycling for transport to work and the other two groups focussed on the barriers and enablers of cycling for recreation. The tables overleaf depict what members identified as the barriers and enablers of cycling and the extent of their effect on the choice to cycle.

Group 1: Transport				
Level of affect	Enablers (What makes it easier to move to the desired position?) →	Current position	Barriers ← (What makes it harder to move from the current position?)	Desired position
High	<ul style="list-style-type: none"> <li>• Safety               <ul style="list-style-type: none"> <li>· Away from road traffic</li> <li>· Good paths, not too many</li> </ul> </li> <li>• Policy/governance               <ul style="list-style-type: none"> <li>· Minimum amount of bike racks per new local business</li> <li>· More places to park your bike at work</li> </ul> </li> <li>• Education               <ul style="list-style-type: none"> <li>· Driver education — Keys4Life etc</li> <li>· Reduce motor vehicle speed around City Centre and schools — shift ways of thinking.</li> </ul> </li> </ul>		<ul style="list-style-type: none"> <li>• Distance               <ul style="list-style-type: none"> <li>· Eg lives too far from work</li> <li>· Time</li> <li>· Convenience</li> </ul> </li> <li>• Lack of infrastructure               <ul style="list-style-type: none"> <li>· Not safe</li> <li>· Not well-connected</li> </ul> </li> <li>• Safety</li> </ul>	
Medium	<ul style="list-style-type: none"> <li>• Infrastructure               <ul style="list-style-type: none"> <li>· Secure bike racks/storage around businesses like cafés so people might cycle to meet friends out and/or to work</li> </ul> </li> <li>• Increase in funding to active transport to move the dial (\$)</li> </ul>		<ul style="list-style-type: none"> <li>• Preparation and lack of end-of-trip facilities at destination</li> <li>• Weather and environment               <ul style="list-style-type: none"> <li>· Too hot, too wet, too hilly etc.</li> </ul> </li> <li>• Stigma around cyclists and cycling</li> </ul>	
Low	<ul style="list-style-type: none"> <li>• Positive culture shift               <ul style="list-style-type: none"> <li>· Education, awareness, advocacy</li> <li>· Reducing stigma</li> <li>· Schools program “cool”</li> </ul> </li> <li>• Alternative ways to buy/get a bike (and promotion of)               <ul style="list-style-type: none"> <li>· Eg eBike subsidy</li> <li>· Trade-in programs</li> <li>· Workplace leasing of bikes</li> </ul> </li> </ul>		<ul style="list-style-type: none"> <li>• Initial cost of buying a bike</li> </ul>	

Group 2: Transport				
Level of affect	Enablers (What makes it easier to move to the desired position?) →	Current position	Barriers ← (What makes it harder to move from the current position?)	Desired position
High	<ul style="list-style-type: none"> <li>• Well-connected bike tracks</li> <li>• Wider sealed shoulders</li> <li>• Water and shade</li> <li>• Underpass planning, good visibility and safety lighting</li> <li>• Safe storage</li> <li>• Safe crossings</li> </ul>		<ul style="list-style-type: none"> <li>• Distance</li> <li>• Elements</li> <li>• Cars</li> <li>• Road rage</li> <li>• Dedicated bike paths in high-speed zones</li> <li>• Safety</li> <li>• Topography</li> </ul>	
Medium			<ul style="list-style-type: none"> <li>• Underpass glass etc</li> <li>• Speed/bell ringing</li> </ul>	
Low	<ul style="list-style-type: none"> <li>• Helmet modifications</li> <li>• Incentives</li> </ul>		<ul style="list-style-type: none"> <li>• Magpies</li> <li>• Time poor</li> </ul>	

Group 3: Recreation				
Level of affect	Enablers (What makes it easier to move to the desired position?) →	Current position	Barriers ← (What makes it harder to move from the current position?)	Desired position
High	<ul style="list-style-type: none"> <li>Consequences for unsafe behaviour</li> <li>Community groups for women, focus on health</li> <li>Advertising programs</li> <li>Government funds (Federal and State)</li> </ul>		<ul style="list-style-type: none"> <li>Cost</li> <li>Safety: people get knocked over on the road</li> <li>Second highest car ownership — big car culture.</li> </ul>	
Medium	<ul style="list-style-type: none"> <li>Bike app/rewards program</li> <li>Funding for buying a bike</li> <li>Awards/competitions for riding a bike</li> <li>Females in sports bike — 15–25</li> </ul>		<ul style="list-style-type: none"> <li>Connectivity.</li> </ul>	
Low			<ul style="list-style-type: none"> <li>Time—poor families</li> </ul>	

Group 4: Recreation				
Level of affect	Enablers (What makes it easier to move to the desired position?) →	Current position	Barriers ← (What makes it harder to move from the current position?)	Desired position
High	<ul style="list-style-type: none"> <li>Infrastructure — separated lanes for cyclists (paths and roads)</li> <li>Safety — bike paths (generally)</li> <li>Security <ul style="list-style-type: none"> <li>Locking facilities at recreation locations</li> <li>CCTV</li> </ul> </li> </ul>		<ul style="list-style-type: none"> <li>Lack of infrastructure/safety issues <ul style="list-style-type: none"> <li>Missing links (eg PSP incomplete)</li> <li>Intra-suburb paths</li> <li>Traffic management (eg roundabouts are difficult to navigate)</li> <li>Small islands (bike hangs out)</li> </ul> </li> <li>Lack of security</li> <li>Time/convenience</li> </ul>	
Medium	<ul style="list-style-type: none"> <li>Greening of paths — reduce impact of weather</li> <li>Water stations/break facilities en route</li> <li>Programs/training <ul style="list-style-type: none"> <li>Repairing</li> <li>Schools</li> </ul> </li> <li>Bike hire schemes</li> <li>Lighting</li> </ul>		<ul style="list-style-type: none"> <li>Weather (rain/heat)</li> <li>Sweat/hat hair</li> <li>No end-of-trip facilities</li> <li>Terrain — not always easy to ride</li> <li>Motivation</li> <li>Bike ownership</li> <li>Stigma — Lycra/high-vis etc</li> </ul>	
Low	<ul style="list-style-type: none"> <li>Incentives — promotions.</li> <li>Information — how it reduces traffic</li> <li>Bike repair stations?</li> </ul>			

In the next part of the activity, members rotated to a group with the opposite focus (transport or recreation) and explored what they identified. A plenary discussion followed, where the original table groups presented their insights and ideas, and other members discussed and contributed to them. The reference group presented the following talking points:

### Safety

- Most important consideration for cycling is safety
- There should be a separation of cyclists and pedestrians in certain areas
- Speed limits on paths
  - Subject-matter experts and City Officers clarified that the speed limits are 10 kilometres per hour on footpaths and pedestrian crossings, and 25 kilometres per hour on bicycle paths/shared paths and local roads/bicycle lanes
  - Poor enforcement of speed limits
  - Packs of cyclists
  - Difficult for others to use paths with the high speeds of eBikes and eRideables

- Cycling groups
  - Often have to use the roads
  - Can be unsafe and scary for pedestrians, casual cyclists, children when large groups of cyclists use shared paths at high speeds
  - Can upset/anger motorists when large groups of cyclists use the road, and cyclists can also be aggressive to motorists — road rage and behaviour of cyclists and motorists may be reflective of broader issues of division in the community

### Cost

- Cost of cycling can be prohibitive.
- Good quality bicycles are expensive — basic and second-hand bicycles can be cheaper.
- Buying bicycles for multiple growing children is costly — could set up a bike library/swap.
- Some people have additional needs to consider when purchasing a bicycle.

### Transport versus recreation

- There are a lot of safe paths/places to cycle throughout the City for recreation, eg Yellagonga.
- Cycling as transport to work can be difficult and feel unsafe — many are not aware how or whether paths and roads link up.

The raw outputs from this activity can be found in Appendix 3.

## **Activity 2 — Exploring priorities**

The purpose of this activity was to identify and discuss what the City's priorities should be and what the community's role is in delivering enablers and reducing barriers to cycling in the City of Joondalup. The original table groups were shuffled, and half of the members remained with their original focus (transport or recreation), while the other half of the members swapped to the other topic. Each of the four groups came up with five suggestions for the City's priorities and community's role in reducing barriers and delivering enablers of cycling. Members presented the following ideas.

<b>Group 1: Transport</b>		
	<b>City priorities</b>	<b>Community role</b>
<b>1</b>	<ul style="list-style-type: none"> <li>• Safety</li> <li>• Infrastructure               <ul style="list-style-type: none"> <li>• End zone designated lanes</li> <li>• Joining paths — well connected</li> <li>• Appropriate shoulders</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Community based programs</li> </ul>
<b>2</b>	<ul style="list-style-type: none"> <li>• Education</li> <li>• Incentives/initiatives</li> <li>• Cycle path app</li> </ul>	<ul style="list-style-type: none"> <li>• Developers/businesses etc obligated to enable sustainable use of bike paths eg inductions</li> <li>• Offer access — bike share/loan etc</li> </ul>
<b>3</b>	<ul style="list-style-type: none"> <li>• City events about sustainable transport.</li> </ul>	
<b>4</b>	<ul style="list-style-type: none"> <li>• Partner with the Federal and State Governments for roadshows etc.</li> </ul>	
<b>5</b>		

Group 2: Transport		
	City priorities	Community role
1	<ul style="list-style-type: none"> <li>• Infrastructure — connecting cycle networks</li> <li>• Safety — lighting, water fountains</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage others to ride</li> </ul>
2	<ul style="list-style-type: none"> <li>• Education               <ul style="list-style-type: none"> <li>· Positive culture shift</li> <li>· Bike etiquette</li> <li>· Bike training</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Taking responsibility for knowing and adhering to the rules and etiquette of cycling.</li> </ul>
3	<ul style="list-style-type: none"> <li>• End of trip facilities               <ul style="list-style-type: none"> <li>· Bike parking</li> <li>· Water fountains</li> <li>· WCs (toilets)</li> </ul> </li> </ul>	
4	<ul style="list-style-type: none"> <li>• Incentives to ride (behaviour change)               <ul style="list-style-type: none"> <li>· The production of apps, cyclist discounts</li> </ul> </li> </ul>	
5	<ul style="list-style-type: none"> <li>• Cycle pathway information and key facilities (toilets and water fountains)               <ul style="list-style-type: none"> <li>· QR codes</li> </ul> </li> </ul>	

Group 3: Recreation		
	City priorities	Community role
1	<ul style="list-style-type: none"> <li>• Connectivity — whole trip, eg intra-suburb routes</li> </ul>	<ul style="list-style-type: none"> <li>• Provide feedback/information</li> </ul>
2	<ul style="list-style-type: none"> <li>• Safety — separation/segregation of bikes from cars/people</li> </ul>	<ul style="list-style-type: none"> <li>• Tolerance/role models — normalisation of cycling in the community</li> </ul>
3	<ul style="list-style-type: none"> <li>• Facilities               <ul style="list-style-type: none"> <li>· Bike parking/storage</li> <li>· End-of-trip facilities</li> <li>· Water</li> <li>· Shade/rest</li> <li>· Security/CCTV</li> <li>· Lighting</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Provide feedback/info</li> <li>• Look out for one another</li> </ul>
4	<ul style="list-style-type: none"> <li>• Programs/training/motivation               <ul style="list-style-type: none"> <li>· Ride a bike, maintenance, subsidies</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Responsibility for self</li> <li>• Attendance</li> </ul>
5	<ul style="list-style-type: none"> <li>• Maintenance/upkeep of bike infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Look after the facilities</li> <li>• Report issues to the City</li> </ul>

Group 4: Recreation		
	City priorities	Community role
1	<ul style="list-style-type: none"> <li>• Infrastructure to meet all diverse needs and interests (cycling)</li> </ul>	<ul style="list-style-type: none"> <li>• Using the facilities</li> </ul>
2	<ul style="list-style-type: none"> <li>• Planning for diversity of cyclists (kids, BMX)</li> </ul>	<ul style="list-style-type: none"> <li>• Organise advocacy</li> </ul>
3	<ul style="list-style-type: none"> <li>• Safety — different riding abilities</li> </ul>	<ul style="list-style-type: none"> <li>• Create community initiatives/challenges and social connection</li> </ul>
4	<ul style="list-style-type: none"> <li>• Good quality maintenance (potholes, weeds)</li> </ul>	<ul style="list-style-type: none"> <li>• School education around road safety, cycle safety etc</li> </ul>
5	<ul style="list-style-type: none"> <li>• Security (bike racks, bike locks, bike lockers)</li> </ul>	<ul style="list-style-type: none"> <li>• Creating cycling clubs or social events</li> </ul>

The activity continued with a plenary discussion to present each of the groups' suggestions and rationales for City priorities and community roles to reduce barriers and deliver enablers of cycling. The reference group discussed the following topics:

### Safety

- Separation/segregation of bicycles, cars and pedestrians.
- Awareness of different abilities and different motivations for cycling, eg commuting, just for fun.
  - Community members need to be aware of others while cycling, driving and using paths.
  - Local governments need to be aware of different abilities and motivations when planning for cycling.
- Pathways, wayfinding signage and trip planners can make people who cycle feel safer.



## Infrastructure

- Better connectivity within suburbs and from suburbs to main/core cycling routes — join up paths.
- Continue good quality maintenance and upkeep of the cycling infrastructure, eg filling potholes.
- Infrastructure for cycling must meet the diverse needs of cyclists.
  - Cyclists of different ages, abilities, motivations, requirements and access and inclusion needs.
- More designated cycling lanes and “trip lanes” dedicated to common start and end points.
- More/upgrades to infrastructure around popular destinations and “end-zones”.
- Better infrastructure will make for shorter distances and travel duration for cyclists.

## Education/programs/incentives

- Education — need to impart knowledge for a positive cultural shift.
- Training around bikes and bike riding for everyone, not just school children and cyclists.
- Incentives to ride to promote behaviour change — discounts at stores, an app etc.
- Some community-based programs are already in place — increase frequency and impact.
- Community programs and education — how to ride a bike, how to maintain a bike, available subsidies.
- Organise advocacy and explain benefits back to community.
- Community initiatives and challenges with prizes — road safety, distance travelled etc.
- Create cycling clubs and events.
- Partner with Federal and State Governments to deliver City events to encourage cycling.
- Make it an obligation for developers and businesses to provide workplace education/inductions and offer access to bike share or bike loan program.

## Facilities

- Universal end of trip facilities should be provided — especially for commuting.
- Parking, shade, water and rest stops should be provided along cycle paths/popular routes.
- Need adequate bike locks/storage/lockers if you want people to cycle to work.

## Community role

- Individuals should encourage others to ride and have a positive attitude towards cycling.
- Individuals should take responsibility for their own actions and adhere to the rules.
- The community should provide feedback and information to the City regarding cycling, when required.
- Individuals should take advantage of opportunities for education and training and make good use of the facilities that support cycling.

The raw outputs from this activity can be found in Appendix 4.

### Activity 3 — Where to start?

The purpose of this activity was to evaluate the ideas for the City's priorities and community's role in reducing barriers and delivering enablers of cycling in the City of Joondalup. The activity began with members individually rotating through stations with the groups' ideas and evaluating them based on a five-point rating scale template provided. Members provided the following evaluations:

Group 1: Transport		
	City priorities	Community role
1	<ul style="list-style-type: none"> <li>• Safety</li> <li>• Infrastructure               <ul style="list-style-type: none"> <li>• End zone designated lanes</li> <li>• Joining paths — well connected</li> <li>• Appropriate shoulders</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Community based programs</li> </ul>
2	<ul style="list-style-type: none"> <li>• Education</li> <li>• Incentives/initiatives</li> <li>• Cycle path app</li> </ul>	<ul style="list-style-type: none"> <li>• Developers/businesses etc obligated to enable sustainable use of bike paths eg inductions</li> <li>• Offer access — bike share/loan etc</li> </ul>
3	<ul style="list-style-type: none"> <li>• City events about sustainable transport</li> </ul>	
4	<ul style="list-style-type: none"> <li>• Partner with the Federal and State Governments for roadshows etc</li> </ul>	
5		

Group 1 — Scorecard	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Total votes
City priority 1	0	0	0	2	11	13
City priority 2	0	0	4	6	3	13
City priority 3	0	1	3	5	4	13
City priority 4	0	0	3	4	6	13

Group 1 — Scorecard	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Total votes
Community role 1	0	0	1	1	11	13
Community role 2	0	0	3	7	3	13

Group 2: Transport		
	City priorities	Community role
1	<ul style="list-style-type: none"> <li>• Infrastructure — connecting cycle networks</li> <li>• Safety — lighting, water fountains</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage others to ride</li> </ul>
2	<ul style="list-style-type: none"> <li>• Education               <ul style="list-style-type: none"> <li>• Positive culture shift</li> <li>• Bike etiquette</li> <li>• Bike training</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Taking responsibility for knowing and adhering to the rules and etiquette of cycling</li> </ul>
3	<ul style="list-style-type: none"> <li>• End of trip facilities               <ul style="list-style-type: none"> <li>• Bike parking</li> <li>• Water fountains</li> <li>• WCs (toilets)</li> </ul> </li> </ul>	
4	<ul style="list-style-type: none"> <li>• Incentives to ride (behaviour change)               <ul style="list-style-type: none"> <li>• Production of apps, cyclist discounts</li> </ul> </li> </ul>	
5	<ul style="list-style-type: none"> <li>• Cycle pathway information and key facilities (toilets and water fountains)               <ul style="list-style-type: none"> <li>• QR codes</li> </ul> </li> </ul>	

Group 2 — Scorecard	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Total votes
City priority 1	0	0	0	1	12	13
City priority 2	0	0	2	4	8	14
City priority 3	0	0	0	5	7	12
City priority 4	0	1	0	7	5	12
City priority 5	0	0	0	5	8	13

Group 1 — Scorecard	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Total votes
Community role 1	0	0	0	0	12	12
Community role 2	0	0	0	3	3	13

Group 3: Recreation		
	City priorities	Community role
1	<ul style="list-style-type: none"> <li>Connectivity — whole trip eg intra-suburb routes</li> </ul>	<ul style="list-style-type: none"> <li>Provide feedback/info</li> </ul>
2	<ul style="list-style-type: none"> <li>Safety — separation/segregation of bikes from cars/people</li> </ul>	<ul style="list-style-type: none"> <li>Tolerance/role models — normalisation of cycling in the community</li> </ul>
3	<ul style="list-style-type: none"> <li>Facilities <ul style="list-style-type: none"> <li>Bike parking/storage</li> <li>End-of-trip facilities</li> <li>Water</li> <li>Shade/rest</li> <li>Security/CCTV</li> <li>Lighting</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Provide feedback/info</li> <li>Look out for one another</li> </ul>
4	<ul style="list-style-type: none"> <li>Programs/training/motivation <ul style="list-style-type: none"> <li>Ride a bike, maintenance, subsidies</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Responsibility for self</li> <li>Attendance</li> </ul>
5	<ul style="list-style-type: none"> <li>Maintenance/upkeep of bike infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Look after the facilities</li> <li>Report issues to the City</li> </ul>

Group 3 — Scorecard	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Total votes
City priority 1	0	0	0	2	9	11
City priority 2	0	0	1	4	7	12
City priority 3	0	0	0	1	11	12
City priority 4	0	1	3	5	6	15
City priority 5	0	0	2	4	4	10

Group 3 — Scorecard	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Total votes
Community role 1	0	0	1	6	6	13
Community role 2	0	0	0	4	6	10
Community role 3	0	0	1	4	7	12
Community role 4	0	0	1	4	6	11
Community role 5	0	0	2	3	7	12

Group 4: Recreation		
	City priorities	Community role
1	<ul style="list-style-type: none"> <li>Infrastructure to meet all diverse needs and interests (cycling)</li> </ul>	<ul style="list-style-type: none"> <li>Using the facilities.</li> </ul>
2	<ul style="list-style-type: none"> <li>Planning for diversity of cyclists (kids, BMX)</li> </ul>	<ul style="list-style-type: none"> <li>Organise advocacy</li> </ul>
3	<ul style="list-style-type: none"> <li>Safety — different riding abilities</li> </ul>	<ul style="list-style-type: none"> <li>Create community initiatives/challenges and social connection</li> </ul>
4	<ul style="list-style-type: none"> <li>Good quality maintenance (potholes, weeds)</li> </ul>	<ul style="list-style-type: none"> <li>School education around road safety, cycle safety etc</li> </ul>
5	<ul style="list-style-type: none"> <li>Security (bike racks, bike locks, bike lockers)</li> </ul>	<ul style="list-style-type: none"> <li>Creating cycling clubs or social events</li> </ul>



Group 4 — Scorecard	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Total votes
City priority 1	0	0	1	4	8	13
City priority 2	0	1	2	6	5	14
City priority 3	0	0	2	4	8	14
City priority 4	0	0	4	4	4	12
City priority 5	0	0	0	8	5	13




Group 4 — Scorecard	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Total votes
Community role 1	0	0	1	7	2	10
Community role 2	0	0	5	3	4	12
Community role 3	0	0	3	4	5	12
Community role 4	0	0	2	5	4	11
Community role 5	0	0	3	4	4	11






The reference group returned for a short plenary discussion on the evaluations and some of the ideas, covering the following topics:




- YourMove website — A free program that provides information and support for active transport options
  - Subject matter expert provided an explanation, and the facilitator gave an online demonstration.
  - Members queried if it had cross-cultural/language options — Expert responded: no, it is just a journey planner.
  - Members queried if it looked at different demographics and barriers associated — Expert responded: Yes, but it is more about giving people the tools to choose active transport and working with communities (eg project along Armadale train line).
- There are many programs and incentives for workplaces to encourage cycling.
- Could set up bike riding courses for women — making sure to be inclusive, eg only female riding instructors, chain protectors on bicycles for traditional and modest clothing.
- Should include community awareness/education — helping people to make decisions.

The activity continued with members individually chose their top three ideas presented, indicating their decisions with sticky dots. The tables below show the outcomes from this exercise.

Group 1: Transport		
	City priorities	Community role
1	<ul style="list-style-type: none"> <li>• Safety</li> <li>• Infrastructure               <ul style="list-style-type: none"> <li>• End zone designated lanes</li> <li>• Joining paths — well connected</li> <li>• Appropriate shoulders</li> </ul> </li> </ul> 	<ul style="list-style-type: none"> <li>• Community based programs</li> </ul>
2	<ul style="list-style-type: none"> <li>• Education</li> <li>• Incentives/initiatives</li> <li>• Cycle path app</li> </ul>	<ul style="list-style-type: none"> <li>• Developers/businesses etc obligated to enable sustainable use of bike paths eg inductions</li> <li>• Offer access — bike share/loan etc</li> </ul>
3	<ul style="list-style-type: none"> <li>• City events about sustainable transport</li> </ul>	
4	<ul style="list-style-type: none"> <li>• Partner with the Federal and State Governments for roadshows etc</li> </ul> 	
5		

Group 2: Transport		
	City priorities	Community role
1	<ul style="list-style-type: none"> <li>• Infrastructure — connecting cycle networks</li> <li>• Safety — lighting, water fountains</li> </ul> 	<ul style="list-style-type: none"> <li>• Encourage others to ride</li> </ul>
2	<ul style="list-style-type: none"> <li>• Education               <ul style="list-style-type: none"> <li>• Positive culture shift</li> <li>• Bike etiquette</li> <li>• Bike training</li> </ul> </li> </ul> 	<ul style="list-style-type: none"> <li>• Taking responsibility for knowing and adhering to the rules and etiquette of cycling</li> </ul>
3	<ul style="list-style-type: none"> <li>• End of trip facilities               <ul style="list-style-type: none"> <li>• Bike parking</li> <li>• Water fountains</li> <li>• WCs (toilets)</li> </ul> </li> </ul> 	
4	<ul style="list-style-type: none"> <li>• Incentives to ride (behaviour change)               <ul style="list-style-type: none"> <li>• Production of apps, cyclist discounts</li> </ul> </li> </ul>	
5	<ul style="list-style-type: none"> <li>• Cycle pathway information and key facilities (toilets and water fountains)               <ul style="list-style-type: none"> <li>• QR codes</li> </ul> </li> </ul>	

Group 3: Recreation		
	City priorities	Community role
1	<ul style="list-style-type: none"> <li>• Connectivity — whole trip eg intra-suburb routes</li> </ul> 	<ul style="list-style-type: none"> <li>• Provide feedback/info</li> </ul>
2	<ul style="list-style-type: none"> <li>• Safety — separation/segregation of bikes from cars/people</li> </ul> 	<ul style="list-style-type: none"> <li>• Tolerance/role models — normalisation of cycling in the community</li> </ul>
3	<ul style="list-style-type: none"> <li>• Facilities               <ul style="list-style-type: none"> <li>• Bike parking/storage</li> <li>• End-of-trip facilities</li> <li>• Water</li> <li>• Shade/rest</li> <li>• Security/CCTV</li> <li>• Lighting</li> </ul> </li> </ul> 	<ul style="list-style-type: none"> <li>• Provide feedback/info</li> <li>• Look out for one another</li> </ul>
4	<ul style="list-style-type: none"> <li>• Programs/training/motivation               <ul style="list-style-type: none"> <li>• Ride a bike, maintenance, subsidies</li> </ul> </li> </ul> 	<ul style="list-style-type: none"> <li>• Responsibility for self</li> <li>• Attendance</li> </ul>
5	<ul style="list-style-type: none"> <li>• Maintenance/upkeep of bike infrastructure</li> </ul> 	<ul style="list-style-type: none"> <li>• Look after the facilities</li> <li>• Report issues to the City</li> </ul>

Group 4: Recreation		
	City priorities	Community role
1	<ul style="list-style-type: none"> <li>Infrastructure to meet all diverse needs and interests (cycling)</li> </ul> 	<ul style="list-style-type: none"> <li>Using the facilities.</li> </ul>
2	<ul style="list-style-type: none"> <li>Planning for diversity of cyclists (kids, BMX)</li> </ul> 	<ul style="list-style-type: none"> <li>Organise advocacy</li> </ul>
3	<ul style="list-style-type: none"> <li>Safety — different riding abilities</li> </ul>	<ul style="list-style-type: none"> <li>Create community initiatives/challenges and social connection</li> </ul>
4	<ul style="list-style-type: none"> <li>Good quality maintenance (potholes, weeds)</li> </ul>	<ul style="list-style-type: none"> <li>School education around road safety, cycle safety etc</li> </ul>
5	<ul style="list-style-type: none"> <li>Security (bike racks, bike locks, bike lockers)</li> </ul> 	<ul style="list-style-type: none"> <li>Creating cycling clubs or social events</li> </ul>

Top three — collated	Votes
Safety/infrastructure	19
Connectivity	5
Education	3
Security	3
Planning for diverse needs	3
Facilities	3
Partnerships (Federal and State Governments)	1
Incentives/programs/training/motivation	1
<b>Total</b>	<b>38</b>

The reference group returned for a final plenary discussion on the overall top three ideas and why members preferred certain ideas. Members were also encouraged to provide any additional perceptions, ideas or issues around cycling. The group discussed the following points:

- The most favoured idea was to increase and maintain safety and infrastructure for cyclists.
  - Every other idea is obsolete if safety and infrastructure is not adequate
  - “Build it and they will come” — some members disagreed and said this is not necessarily true.
  - Safety is always at the front of everyone’s mind.
- Need incentives/programs/training/motivation to change from the current car-centric culture.
- When commuting to work, you want to get there as soon as possible — Google Maps is good for this.
- While YourMove is a great app, it would be good to have a far more intricate version, more of an “adventure planner”.
  - Similar to the RAC magazine/brochure.
  - What are the attractions/destinations along the bike paths? (like Google Maps, but for everything).
  - Some other organisations have produced maps with popular routes (eg Canning River ride).
  - Something similar to Booking.com when you go to a hotel, and you get the locations/attractions/destinations in the area.

The raw outputs from this activity can be found in Appendix 4.

## **Appendix 1 — Additional notes from members**

Paths material: with climate change and higher number of hot days and extreme weather the city should explore materials that are more resilient, sustainable and stay cooler during hot days. For example permeable pavements. This will create a more pleasant path for all users and safer for dogs to walk on (ie not too hot). It is important to choose a resilient material to avoid cracks which when repaired creates bumps on the path. There is a section between Burns Beach and Iluka foreshore that has a lot of these 'bumps' which I never notice until recently when I started to walk with a pram. Once I get to this section it is very frustrating as I have to go very slow over them or my baby wakes up.

The inclusion of more maintenance stations along paths and possibly charging points for e-bikes and e-scooters.

Ensure all roads have a section for cyclists as serious cyclists like to go faster and will likely not cycle on paths with pedestrians and other leisure cyclists.

# Why have a Bike Plan?



## Purpose of a Bike Plan

The City of Joondalup Bike Plan 2025 –2035 will provide strategic direction for promoting and supporting cycling within the City.

Cycling for transport and recreation :

- Cycling-specific infrastructure projects
- Consideration of cyclists' needs in all City programs and projects
- Providing community resources







## Benefits of cycling

Cycling provides many benefits for both individuals and the community including:

- Environmentally -friendly with a low carbon footprint
- Improves the health of those who ride
- Contributes to safer and more liveable streets/ suburbs
- Reduces traffic congestion
- Relatively inexpensive mode of transport



## Benefits of cycling

Infrastructure improvements for cyclists can also benefit other community members including:

- Pedestrians
- People with mobility issues
- Pram users
- eRideable users





## WA Bicycle Network Plan



**Vision:** To make Western Australia a place where cycling is safe, connected convenient and a widely accepted form of transport

- Whole-of-government approach to cycling from the WA Department of Transport.
- outlines a range of activities to build a safe and sustainable cycling network.
- States that local governments are responsible for delivering the cycling network, ensuring accessibility and responding to local needs.
- Current and future funding for local government relies on the **WA Bicycle Network Grants Program** .



## WA Bicycle Network Grants Program



To maximise State Government funding opportunities, through the WA Bicycle Network Grants Program, the City of Joondalup Bike Plan should align with the vision, targets and objectives of the WA Bicycle Network Plan.

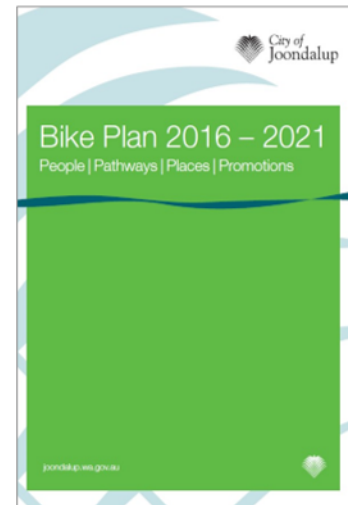
- Align projects according to the WA Cycling Network Hierarchy.
- Manage and maintain local cycling facilities to appropriate standards.
- Complete and maintain **local bicycle plans** and ensure that they integrate with the WA Bicycle Network Plan and neighbouring local governments' plans.
- Ensure the design of Council infrastructure and facilities consider cyclists.
- Incorporate end -of-trip facility requirements in town planning schemes.
- Reserve land along river foreshores for the Recreational Shared Path network.



# City of Joondalup Bike Plan



People	Identify people who currently cycle or are potential bike-riders and establish programs to encourage bike-riding.
Pathways	Improve bike pathways, lanes and infrastructure so bike-riders can easily, safely and conveniently ride to the places they want to go.
Places	Foster capacity for places/destinations to support bike-riders by providing easy and safe access and end-of-trip facilities.
Promotions	Organise promotions that celebrate, support and create an environment that boosts motivation and excitement about bike -riding.



## Highlights







## Challenges



- The majority of City of Joondalup residents travel outside of the City for work, with only 28% of residents working within the City.
- Cycling as a method of commuting for City of Joondalup residents has remained low.
- The 2021 Census of Population and Housing asked people how they travelled to work on the day of the census — less than 1% of resident workers in the City cycled to work on Census day in 2021.

### Residents' mode of transport to get to work:



## Challenges



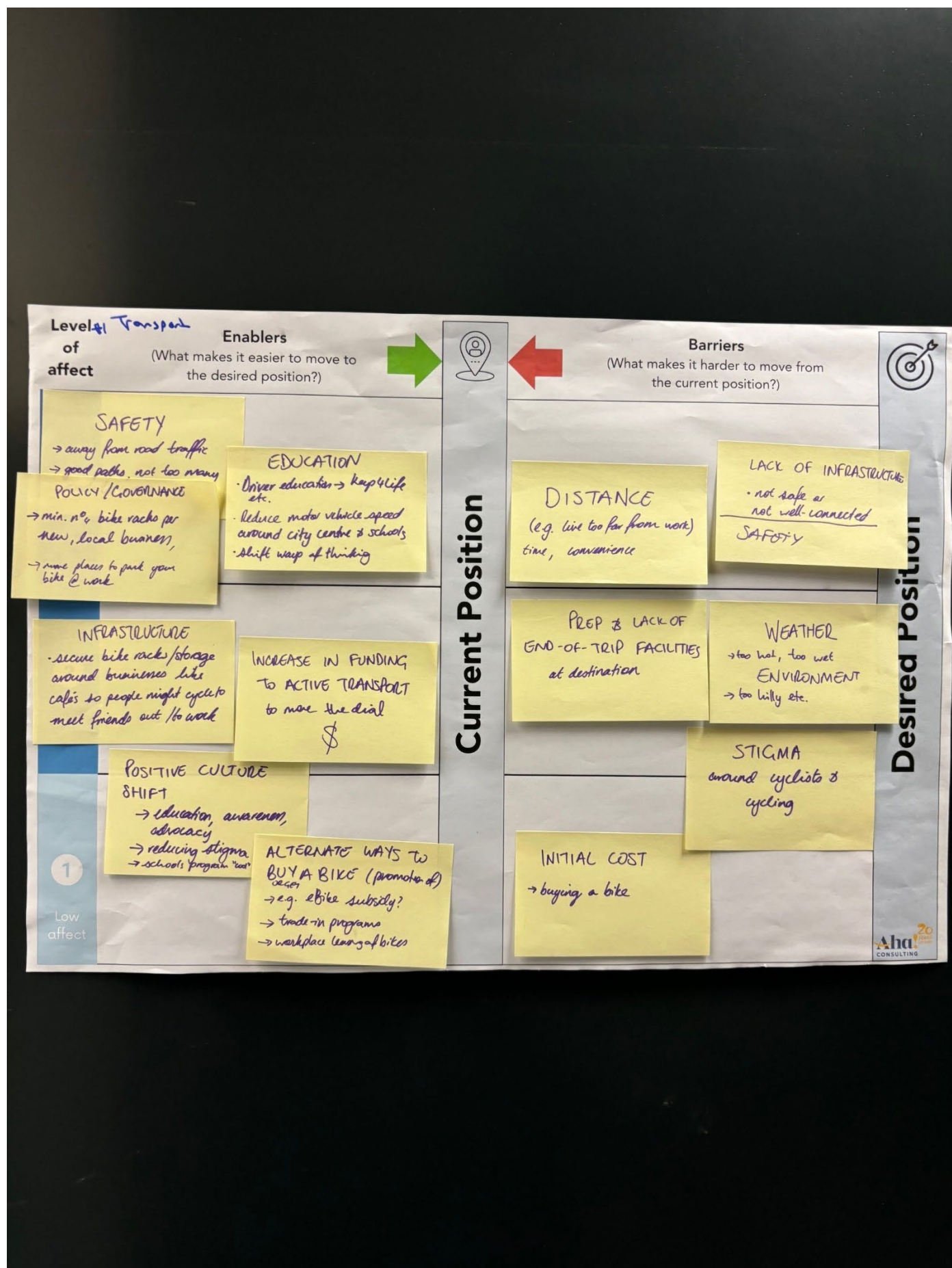
- Cycling to get to different activities is also relatively low.
- The City undertook a **Travel Survey** in **October 2024** using computer assisted telephone interviews (CATIs) carried out by the Edith Cowan University Survey Research Centre.
- Responses to this survey showed that few residents used cycling to get to different activities, and almost 80% hadn't cycled at all in the past six months.

### Residents' use of cycling to get to different activities:

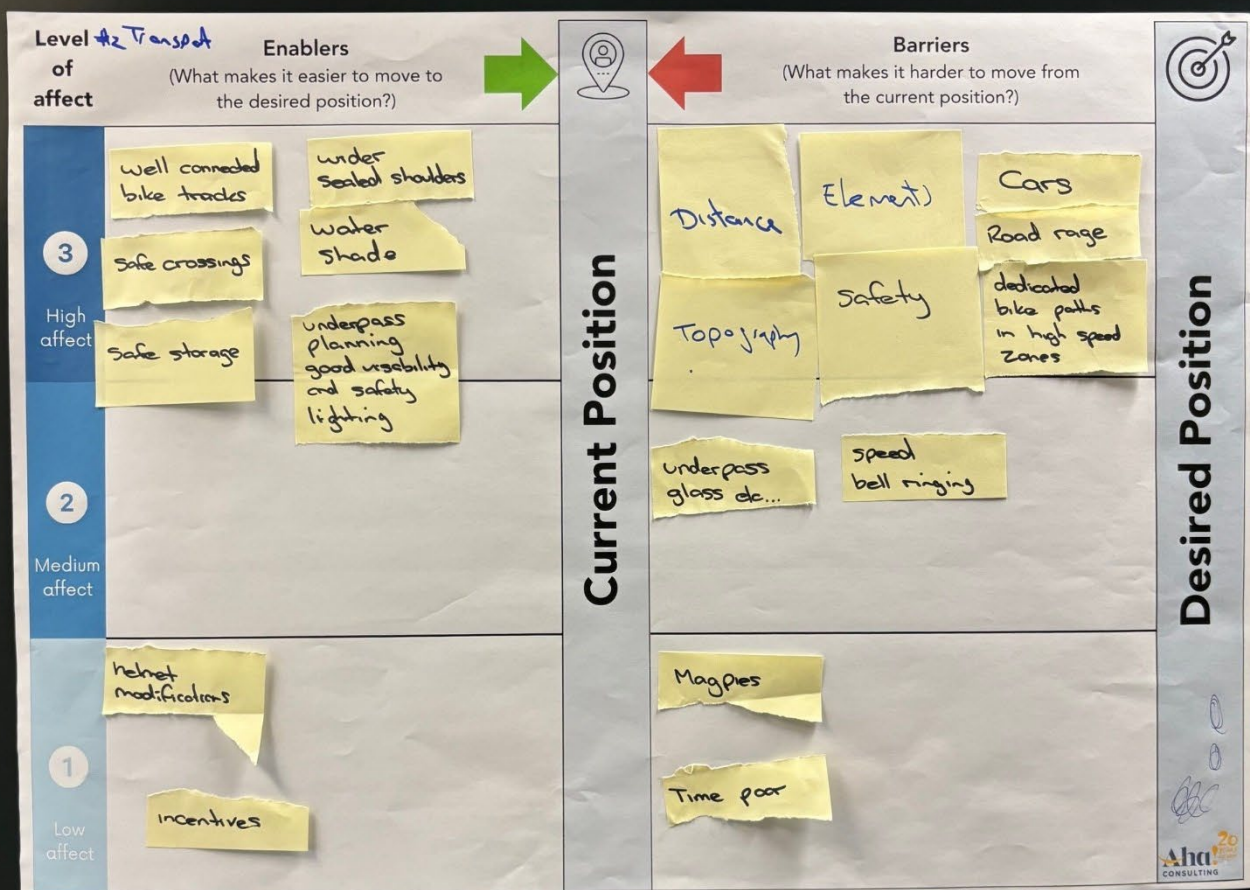


## Appendix 3 — Exploring barriers and enablers

### Group 1 — Cycling for transport (to work)

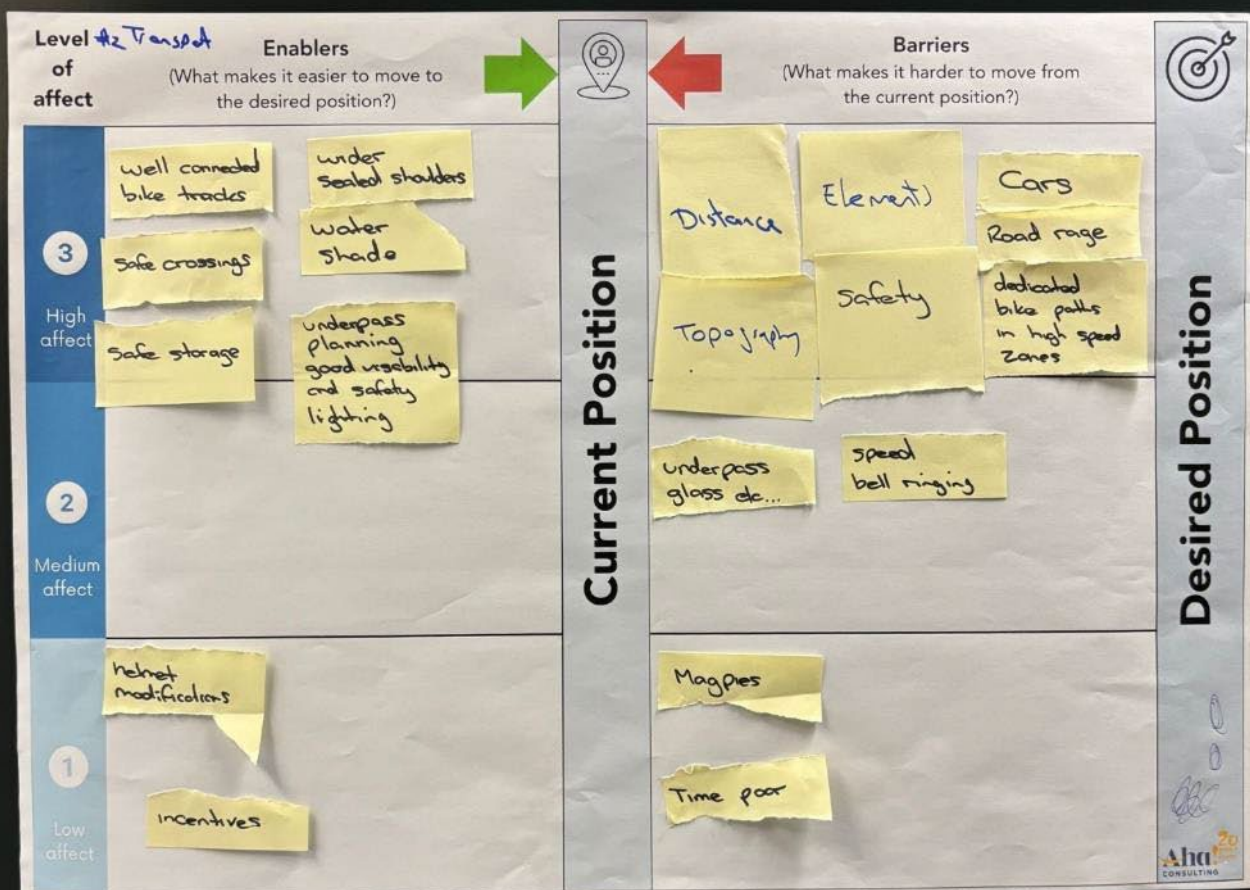


## Group 2 — Cycling for transport (to work)

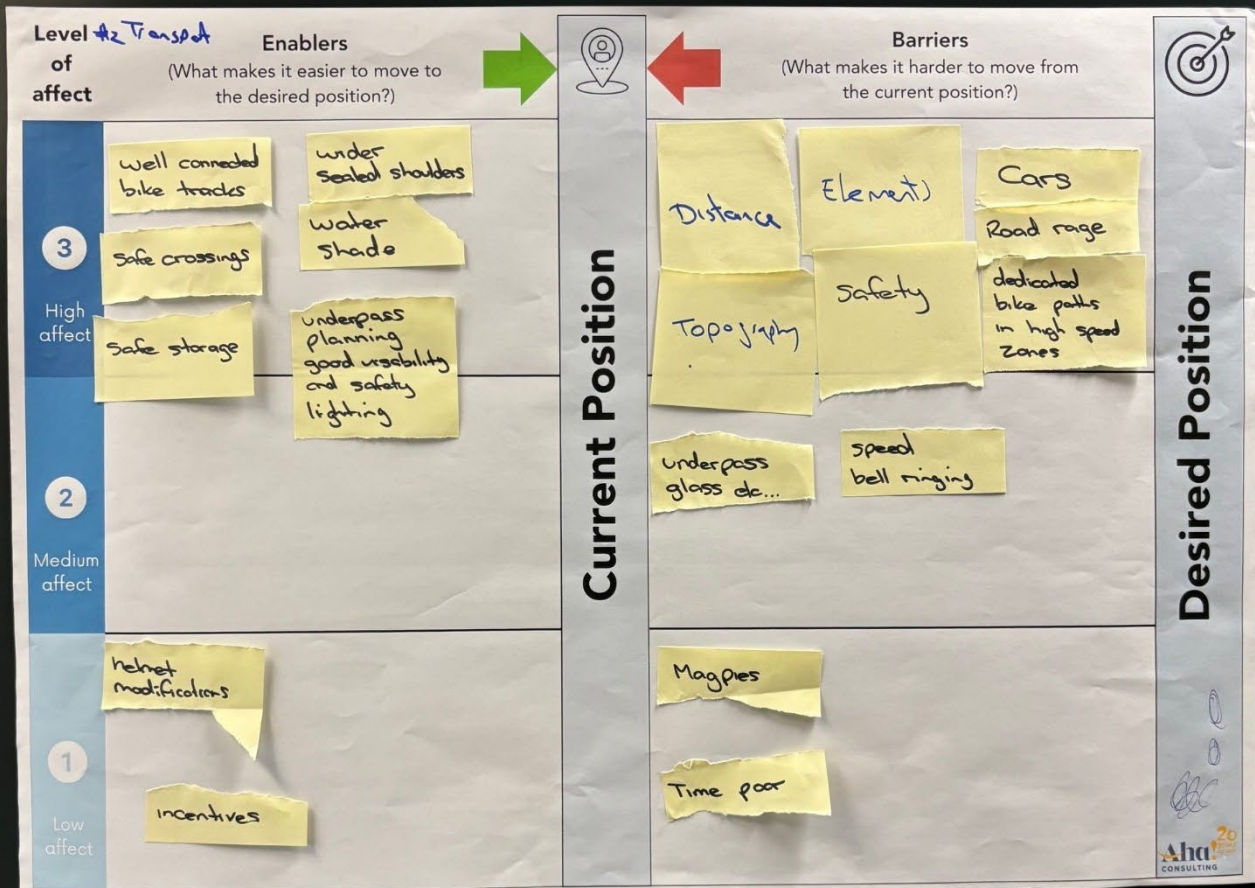




## Group 3 — Cycling for recreation



## Group 4 — Cycling for recreation





## Appendix 4 — Exploring priorities and where to start?

### Group 1 — Cycling for transport (to work)

City Priorities	Community Role
<p>1</p> <p>safety infrastructure</p> <ul style="list-style-type: none"> <li>- end zone ? designated lanes</li> <li>- joining paths - well connected</li> <li>- appropriate shoulders.</li> </ul>	<p>Community Based Programs.</p>
<p>2</p> <p>Education Incentives / Initiatives</p> <p>cycle path App.</p>	<p>Developers / businesses etc obligated to enable sustainable use of bike paths eg inductions offer access - bike share etc .loan etc.</p>
<p>3</p> <p>City Events about sustainable transport.</p>	
<p>4</p> <p>Partner with State / Federal eg Roadshow.</p>	
<p>5</p>	

CITY

TELL US WHAT YOU THINK OF EACH SUGGESTION - ONE TICK PER ROW

STRONGLY DISAGREE

DISAGREE

NEUTRAL

AGREE

STRONGLY AGREE

1

2

3

4

5

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GROUP # 1 transport

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CITY

TELL US WHAT YOU THINK OF EACH SUGGESTION - ONE TICK PER ROW

STRONGLY DISAGREE

DISAGREE

NEUTRAL

AGREE

STRONGLY AGREE

1

2

3

4

5

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GROUP #

1 transport

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## Group 2 — Cycling for transport (to work)

	City Priorities	Community Role
1	Infrastructure - connecting cycle networks Safety- lighting - water fountains	Encourage others to ride.
2	Education- positive culture shift Bike etiquette Bike TRAINING	taking responsibility for knowing + adhering to the rules + etiquette of cycling.
3	End of trip facilities - Bike parking - water fountain - wc's	
4	Incentives to ride (Behavior change) i.e. production of apps. Cyclist Discounts?	
5	Cycle pathway Information + key facilities (Toilets + fountains) ↳ QR codes	

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GROUP # 2 Transport

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City

TELL US WHAT YOU THINK OF EACH SUGGESTION - ONE TICK PER ROW

	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE
1				✓	✓✓✓✓✓✓✓✓
2			✓✓	✓✓✓✓	✓✓✓✓✓✓✓✓
3				✓✓✓✓✓✓	✓✓✓✓✓✓✓✓
4		✓		✓✓✓✓✓✓	✓✓✓✓✓✓✓✓
5				✓✓✓✓✓✓	✓✓✓✓✓✓✓✓

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GROUP # 2 Transport



*Comm* TELL US WHAT YOU THINK OF EACH SUGGESTION - ONE TICK PER ROW

	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE
1					✓✓✓✓✓ ✓✓✓✓✓
2				✓	✓✓✓✓✓ ✓✓✓✓✓
3				✓✓ ✓	✓✓✓✓ ✓✓✓✓
4					✓✓✓✓
5					✓✓✓✓

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GROUP # 2 Transport

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## Group 3 — Cycling for recreation

City Priorities	RECREATION	Community Role
<b>1 CONNECTIVITY</b> ● ● ● ● ● L WHOLE TRIP E.G. INTRA SUBURB ROUTES		PROVIDE FEEDBACK / INFO
<b>2 SAFETY</b> ● ● ● ● ● ● ● ● L SEPARATION/ OF BIKES FROM CARS/ SEPARATION PEOPLE		TOLERANCE, ROLE MODELS L NORMALISATION OF CYCLING IN COMMUNITY
<b>3 FACILITIES</b> ● ● ● ● ● L BIKE PARKING, END OF TRIP FACILITIES, WATER, SHADE/REST, SECURITY/CCTV, LIGHTING		PROVIDE FEEDBACK / INFO LOOK OUT FOR ONE ANOTHER
<b>4 PROGRAMS / TRAINING / MOTIVATION</b> ● ● ● ● ● L RIDE A BIKE, MAINTENANCE, SUBSIDIES		RESPONSIBILITY FOR SELF, ATTENDANCE
<b>5 MAINTENANCE/ OF BIKE</b> ● ● ● ● ● UPGRADE INFRASTRUCTURE		LOOK AFTER THE FACILITIES, REPORT ISSUES TO THE CITY
ahaconsulting.net.au	GROUP # 3 - RECREATION	aha CONSULTING

CFTY TELL US WHAT YOU THINK OF EACH SUGGESTION - ONE TICK PER ROW

	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE
1				✓	✓✓✓✓✓
2			✓	✓✓✓✓	✓✓✓✓✓
3				✓	✓✓✓✓✓
4		✓	✓✓✓	✓✓✓✓✓	✓✓✓✓✓
5			✓✓	✓✓✓✓	✓✓✓✓✓

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GROUP # 3 recreation

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*Com* TELL US WHAT YOU THINK OF EACH SUGGESTION - ONE TICK PER ROW

	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE
1			✓	✓✓✓✓✓	✓✓✓✓✓
2				✓✓✓	✓✓✓✓✓
3			✓	✓✓✓✓	✓✓✓✓✓
4			✓	✓✓✓✓	✓✓✓✓✓
5			✓✓	✓✓✓	✓✓✓✓✓

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GROUP # 3 *Recreate -*

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## Group 4 — Cycling for recreation

City Priorities	Community Role
1 Infrastructure to meet all diverse needs + interests (cycling)	- using facilities
2 Planning for Diversity of Cyclists (kids, Rm, mxb)	- organize advocacy *
3 Safety - different riding abilities	- Create Community initiatives / challenges + social connection - <del>Use</del> education
4 <sup>Good</sup> Quality maintenance (Pot holes, weeds)	- School education around Road Safety, cycle safety act.
5 Security (bike racks, bike locks, bike lockers)	- Creating cycling clubs or social events.

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GROUP #4: recreation

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CRT TELL US WHAT YOU THINK OF EACH SUGGESTION - ONE TICK PER ROW

	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE
1		✓	✓	✓✓✓✓	✓✓✓✓✓✓
2		✓	✓✓	✓✓✓✓	✓✓✓✓✓
3			✓✓	✓✓✓✓	✓✓✓✓✓✓
4			✓✓✓✓	✓✓✓✓	✓✓✓✓
5				✓✓✓✓✓✓	✓✓✓✓✓

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COM TELL US WHAT YOU THINK OF EACH SUGGESTION - ONE TICK PER ROW

	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE
1			✓	✓ ✓ ✓ ✓ ✓	✓ ✓
2			✓ ✓ ✓ ✓	✓ ✓	✓ ✓ ✓ ✓
3			✓ ✓ ✓	✓ ✓ ✓	✓ ✓ ✓ ✓
4			✓ ✓	✓ ✓ ✓ ✓	✓ ✓ ✓
5			✓ ✓ ✓	✓ ✓ ✓ ✓	✓ ✓ ✓ ✓

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GROUP # 14 Recreath

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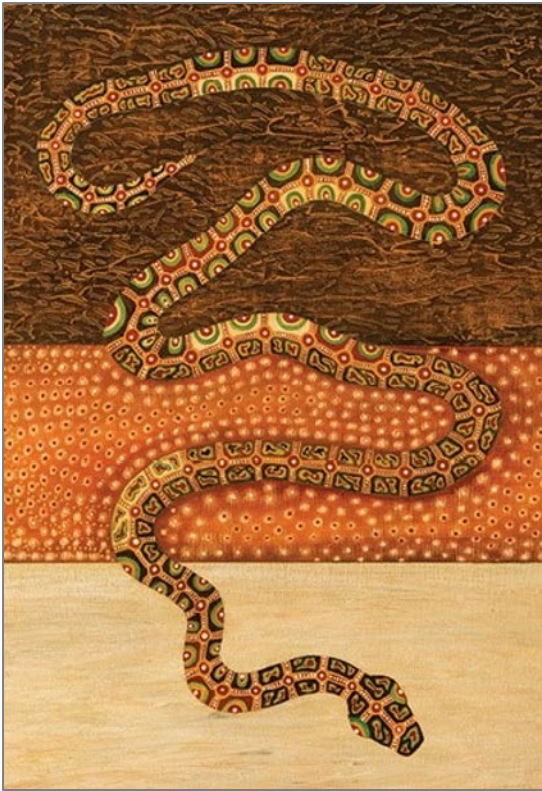


**Welcome**



**Strategic Community Reference Group**  
**Bike Plan**





*The City of Joondalup acknowledges the Traditional Custodians of this land, the Whadjuk people of the Noongar nation. We recognise the culture of the Noongar people and the unique contribution they make to the Joondalup region and Australia. We pay our respects to Elders past and present and all Aboriginal and Torres Strait Islander peoples.*

Image: Sandra Hill, *Wautt Paadalaininy (Moving Camp Together)*, 2008 (detail)



## Purpose and objectives



To provide input into the development of the Bike Plan 2025 –2035. The meeting will explore community priorities and preferences around active transport and bike riding, including connectivity, convenience, and safety.

- Explore perceptions and issues associated with bikes and cycling in the City.
- Explore barriers and enablers to increase bike riding for transport or recreation.
- Identify priority approaches to increase bike riding for transport or recreation.

**Respect**



**Be mindful of  
people's time.**

Agree to disagree.

Listen to quieter voices  
and do not dominate  
the conversation.

**Active listening**



**Prioritise consent,  
not consensus.**

Listen to all and  
endeavour to  
understand the views  
of others.

**Open mindedness**



**Remain open-minded  
to all opinions.**

Be community-minded.

Do not judge  
others' opinions or  
experiences.

**Participation**



**Promote a safe  
space for all.**

Share your views with  
others and do not  
keep your thoughts to  
yourself.

## Barriers and enablers



## Exploring barriers and enablers



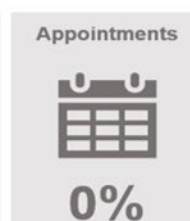
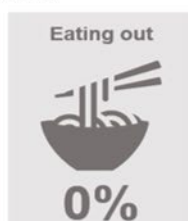
What makes cycling a more likely choice?

What gets in the way?

Transport to work:



Daily life/recreation:



## Exploring barriers and enablers



2 x groups:  
Daily life/recreation

2 x groups:  
Transport to work

Level of affect	Enablers (What makes it easier to move to the desired position?)	Current Position	Barriers (What makes it harder to move from the current position?)	Desired Position
3 High affect				
2 Medium affect				
1 Low affect				



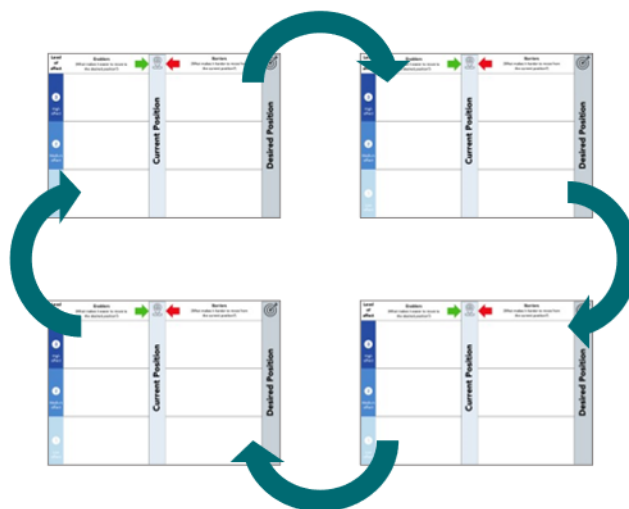


## Exploring barriers and enablers



1 person stay with your group's work

Others — move to a different topic and explore what they came up with .



# Priorities

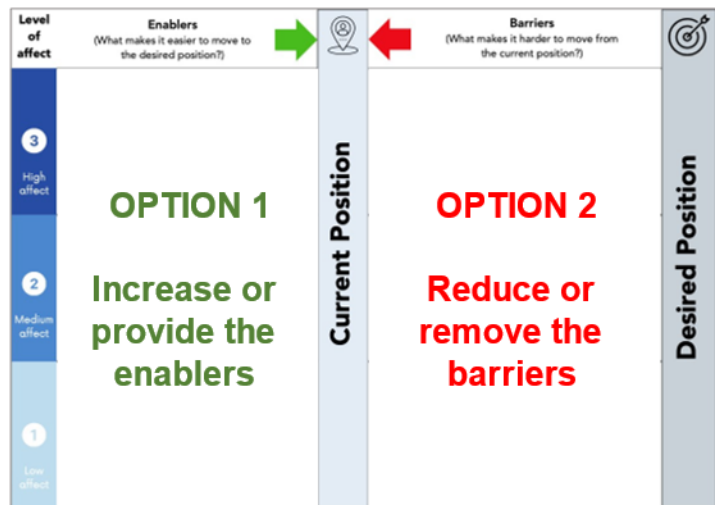


## Exploring priorities



What should the City's priority be?

What is the community's role?



## Exploring priorities



What should the City's priority be?

What is the community's role?

City Priorities		Community Role	
1			
2			
3			
4			
5			

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## Where to start?

TELL US WHAT YOU THINK OF EACH SUGGESTION - ONE TICK PER ROW

	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE
1					
2					
3					
4					
5					

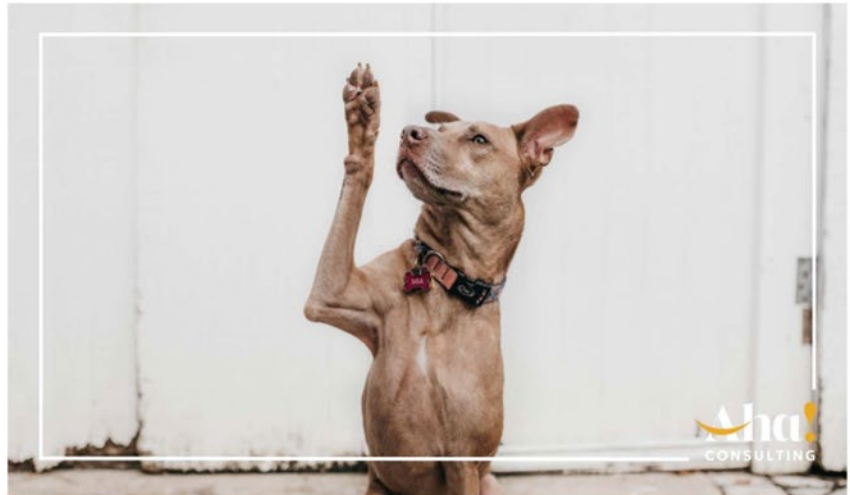
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City Priorities	Community Role
1	
2	
3	
4	
5	

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## Questions





## 2024 workplan



Item

Date

Development of the Dog Management Plan

27 May 2024

Exploration of Pet Use Activation

12 Aug 2024

Development of the Bike Plan

18 Nov 2024

**SEE YOU IN 2025**

**Thank you**



**Aha!**  
CONSULTING



