



Bike Plan

2025 – 2035



Alternative formats

This document is available in alternative formats and languages on request. You can make a request by emailing info@joondalup.wa.gov.au or calling the City's Senior Community Development Officer on **(08) 9400 4000**. This document is available on the City's website at joondalup.wa.gov.au

If you need to contact us in your own language, you can contact the Translating and Interpreting Service on **13 14 50** and ask the Service to contact the City's Senior Community Development Officer.

If you are deaf or have a hearing or speech impairment, you can contact the City through the National Relay Service on **1800 555 660**.



Acknowledgement of Traditional Custodians

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, present and emerging and all Aboriginal and Torres Strait Islander peoples.

Joondalup-ak ngala kadij Noongar moort nidja Wadjak boodjar-ak kalyakool moondang-akkaaradj-midi. Ngala Noongar Moort wer baalabang moorditj kaadidjiny koota-djinanginy. Ngala Noongar wer Torres Strait Moort-al dandjoo koorliny kwaba-djinanginy. Koorra, yeyi wer kalyakool, ngalak Noongar wer Torres Strait Birdiyawer moortkoota-djinanginy.

Contents

Alternative formats	2
Acknowledgements of Traditional Custodians...	3
Contents	4
Introduction	5
Planning context.....	7
Background	9
Understanding bike riding	16
Our achievements so far	24
Goals	28
Projects, programs and services.....	34
Implementation.....	36
Appendix	39



Mullaloo Beach, Mullaloo

Introduction

Riding a bike is a healthy way to travel, whether for transportation, exercise or recreation. It is a low-impact aerobic activity that offers both physical and mental health benefits. Bike riding is affordable with minimal environmental impact, and can be enjoyed individually, with a club or group, or with family and friends.

The City of Joondalup aspires to be a bike-friendly community, aiming to integrate bike riding into everyday life. The goal is to create safe and connected streets and paths that facilitate bike travel. However, it is important to note that only certain areas of the city currently support this initiative. The City is dedicated to promoting active travel, making it easy, attractive and accessible for individuals of all ages and abilities to walk, wheel or ride. While this vision is commendable, it may not fully reflect the current infrastructure.

Riding a bike and walking are the most common forms of active travel, but running, using a wheelchair, riding a scooter or riding an electric bike are also options. “Active travel” refers to being physically active while making a journey, whereas “active transport” describes the infrastructure and network necessary for traveling safely and efficiently.



Vision

We are a bike-friendly city, where bike riding is a part of everyday life.



Purpose of the bike plan

The *Bike Plan 2025 – 2035* promotes active travel and is a guide for planning active transport in the City of Joondalup over the next decade. The aim of the plan is to encourage a healthy and active community while reducing carbon emissions related to travel. Riding a bike needs to be a safe and convenient way to travel. Bike usage levels need to increase and become comparable with bike-friendly cities in Europe, where bikes can outnumber cars five to one.

Joondalup's built and natural environments make the City bike-friendly for locals and tourists alike.

With changing attitudes, a favourable climate, an active cycling community and scenic routes like the one from Marmion to Burns Beach, the potential for bike riding in the city is significant.

The Bike Plan aligns with the State Government's *Bicycle Network Plan 2014 – 2031* and Western Australian Cycling Network Hierarchy and contributes to the development of Western Australia's long-term cycle network. Designed to be low-stress and high-comfort, the long-term cycle network aims to cater to all ages and abilities of bike riders, promoting bike riding as a sustainable mode of transport and encouraging more people to take up bike riding or ride more frequently.



The *Bike Plan 2025 – 2035* provides the long-term vision, strategic framework and projects that will make bike riding a part of everyday life for the community, where journeys can be made through safe and connected streets and paths.

Planning context

The *Bike Plan 2025 – 2035* sits within the City of Joondalup’s broader Integrated Planning and Reporting Framework as a planning document. The plan guides active transport planning and informs key priorities and key capital works projects in the City’s Five-Year Corporate Business Plan.

The *Bike Plan 2025 – 2035* aligns with the 10-Year Strategic Community Plan, Joondalup 2032, goals and outcomes of the key themes:



1: Community

We have a vibrant cultural scene, and our community is friendly, welcoming, caring and supportive. We are prepared for emergencies and feel strong and resilient. We encourage and support local organisations and community-led activities and feel connected and safe in our neighbourhoods.

- 1-1: Healthy and safe — You feel healthy and safe in your local community.
- 1-3: Active and social — You enjoy quality local activities and programs for sport, learning and recreation.



3: Place

We have well-planned and attractive suburbs and streetscapes, supported by a range of integrated transport options. Our urban landscapes are connected, useable and accessible. A high standard of liveability is enjoyed by our community who can access quality facilities and public open spaces.

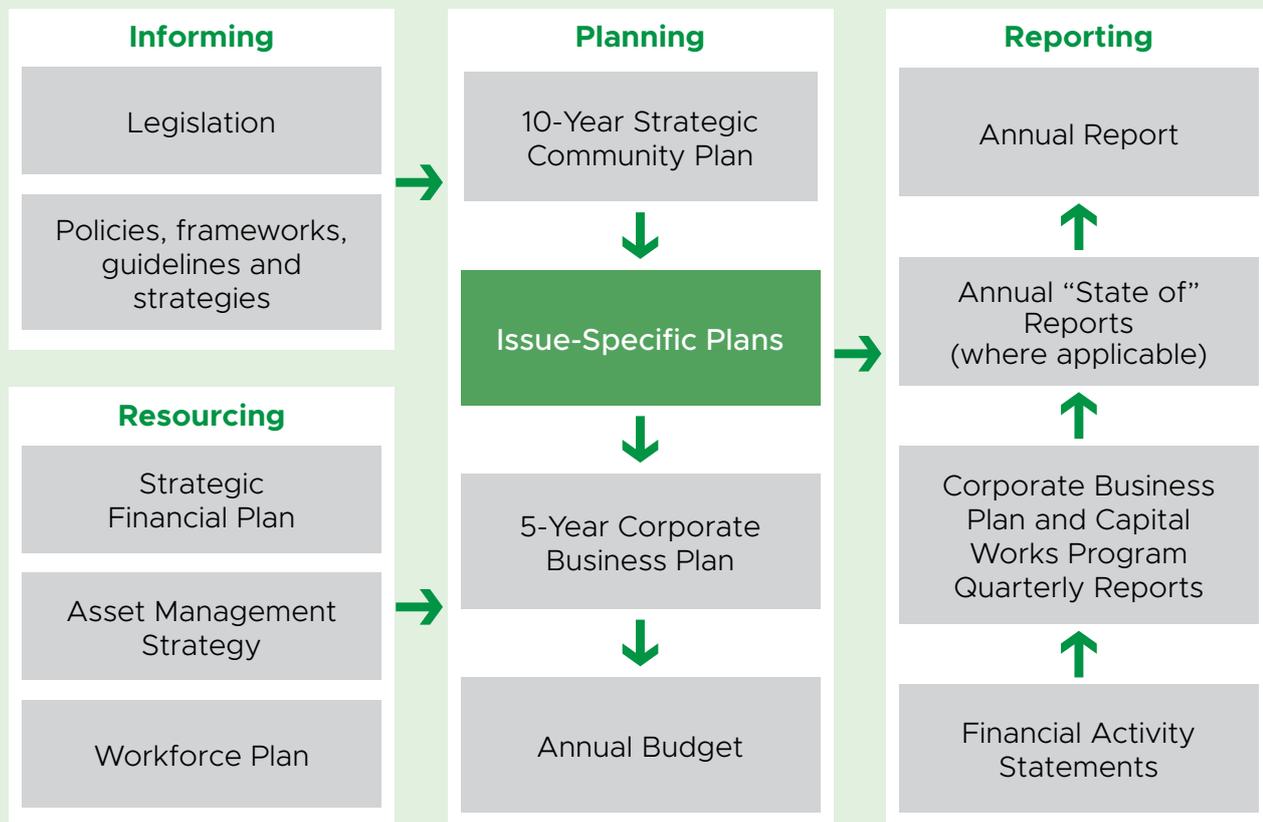
- 3-1: Connected and convenient — You have access to a range of interconnected transport options.

The *Bike Plan 2025 – 2035* is identified in the City’s *Integrated Transport Plan 2024 – 2034* under Outcome 4 — Active Transport:

Active transport, including micromobility, is encouraged with safe, accessible and connected routes.

Integrated Planning and Reporting Framework

The following diagram illustrates where the *Bike Plan 2025 – 2035* sits within the Integrated Planning and Reporting Framework.



The following diagram illustrates how the *Bike Plan 2025 – 2035* sits within the Federal, State and local government context.

ROLE OF GOVERNMENT		IMPACT ON A LOCAL BIKE PLAN
Federal	Strategic goals, funding, national policies	Sets high-level direction for areas such as health and climate and offers indirect funding
State (WA)	Network planning, policy, funding, guidelines	Sets the cycling strategy through the WA Bicycle Network and provides co-funding, technical support
Local	On-the-ground planning and delivery	Develops and implements plans, aligning with State/Federal frameworks

Background

The City of Joondalup is located on Mooro Boodjar (Mooro Country) and is a rapidly growing area within the Perth metropolitan region. With a population of approximately 165,000 and a land area of around 99 km², the City encourages active travel and efficient public transport throughout its urban and natural areas.

The City features 45 primary schools, 12 high schools, three combined K-12 schools and four tertiary education institutions, all accessible by active travel and public transport. The Joondalup Central Area Transit (CAT) free bus connects key locations, including the Joondalup train station, Joondalup Health Campus, the City Centre, Edith Cowan University, North Metropolitan TAFE and the Police Academy. Bicycles are not permitted on buses unless they are folded and stored in a carry bag.

There are six train stations within Joondalup's boundaries, situated at Warwick, Greenwood, Whitford, Edgewater, Joondalup and Currambine. All train stations are accessible via active transport and connecting buses. Each station provides bike lockers and racks, and secure bike shelters. Bicycles are allowed on trains, but there are restrictions during peak periods when traveling in the peak direction.

Joondalup's Mediterranean-like climate, characterised by hot, dry summers and mild, wet winters, makes it ideal for bike riding throughout the year. The region's 17 km of coastline, 579 ha of parks and 602 ha of natural areas, including Yellagonga Regional Park, can be explored by bike or on foot. Walking trails and paths extend across the entire region, covering both urban and natural environments.

Visitor attractions in Joondalup include retail shopping, restaurants, cafes, four public libraries, the Craigie Leisure Centre, the Aquarium of Western Australia, Hillarys Boat Harbour and the Whitfords Nodes Health and Wellbeing Hub. All these locations are accessible via connected paths and public transport.

The City also promotes bike riding as a recreational activity, with infrastructure projects underway or completed. Notable facilities include the Duncraig Adventure Hub, the Yalbunullup mountain bike trails at Yellagonga Regional Park, the Gibson Park pump track and the pump and jump track at Shepherds Bush Park.



Lake Joondalup circuit

The Lake Joondalup dual pathway is a 17km circuit situated within Yellagonga Regional Park. Developed by the City of Joondalup, this family-friendly pathway is suitable for both bike riding and walking. As a nature reserve, Lake Joondalup is home to native flora and fauna, including the Southwestern snake-necked turtle. Along the circuit, there are several rest-stops that include a boardwalk, picnic area, barbecue, playground, as well as a toilet, shelter, water taps and seating. The track is smooth and flat and clearly signposted, making it accessible for everyone.



How this plan was informed

The City of Joondalup has developed the *Bike Plan 2025 – 2035* after thoroughly reviewing the City's existing transportation conditions, undertaking a travel survey in 2021 and 2024, consulting with the City's Strategic Community Reference Group, and the relevant State Government agencies. The plan was also informed by the bike trip data the City collects and analyses to assess and prioritise upgrades to roads and paths to guide the delivery of active transport infrastructure.

National studies indicate that bike riders can be categorised based on their confidence levels in riding. Individuals who are interested in bike riding but feel unsafe usually choose not to ride. Those who are somewhat confident will ride only on paths away from traffic or take longer routes to avoid cars. In contrast, highly confident riders will take direct routes even in heavy traffic with high-speed vehicles.

To establish Joondalup as a bike-friendly city, it is essential to identify the various types of bike riders — such as recreational bike riders, commuters and families — along with the specific barriers they encounter, including lack of safe bike lanes, inadequate parking facilities and concerns about personal safety. Also, understanding the factors that encourage bike riding, such as the availability of bike-sharing programs, well-maintained infrastructure, and community events promoting bike riding, will be equally important. This focused strategy will allow the City to prioritise and implement targeted plans and projects that not only foster a culture of bike riding but also encourage residents to view bike riding as a practical and sustainable transportation option.

Existing transport conditions

The review of the existing transport conditions highlights that the City offers streets for beginner and moderately confident bike riders. These streets, located in residential suburbs with low traffic, provide a comfortable and enjoyable riding experience. While they currently do not always directly connect to public transport or key activity centres such as shopping precincts or employment hubs, there is potential to enhance connectivity by incorporating more short links and intersections, and minimising dead-ends, creating a more accessible and bike-friendly network.

In contrast, the City's major corridors and transport routes are appropriate for highly confident bike riders and do connect to public transport and key activity areas. However, physical barriers such as the Mitchell Freeway and Lake Joondalup hinder bike riding and overall connectivity.

Travel surveys

The results of the travel surveys conducted in 2021 and 2024 showed residents continue to rely heavily on their own cars for transportation due to convenience and travel times. The primary concerns for improving transportation were reducing traffic congestion and increasing parking availability. Bike usage has remained largely unchanged, with approximately one per cent of residents using bikes for daily activities such as shopping or commuting. There has been an increase in the percentage of people who never use a bike, rising from 77 per cent in 2021 to 80 per cent in 2024. Also, the number of residents who use bikes regularly (several times a week) has decreased from seven per cent in 2021 to less than three per cent in 2024.

Chart 1: Most important priority for improving local transport

PRIORITY	2021	2024
Improving cycling network	9%	7.5%
Improving pedestrian network	4%	3%
Increasing parking availability	27%	22%
Increasing public transport	18%	21%
Reducing traffic congestion	39%	42%



Chart 2: Top two factors for choice of transport

FACTOR	2021	2024
Accessibility requirement (ACROD)	8%	11%
Comfort	15%	15%
Convenience	69%	73%
Cost	11%	10%
Environmental impact	3%	3%
Passenger (or cargo) requirements	20%	18%
Personal health and fitness	6%	6%
Reliability	18%	17%
Safety	11%	8%
Travel time	35%	36%



Source: City of Joondalup travel surveys 2021 and 2024



What our community told us to focus on:



Strategic Community Reference Group

The City's Strategic Community Reference Group provided the community's perceptions and concerns towards bikes and bike riding. The group identified barriers and enablers affecting the use of bikes and priorities to increase bike riding in the City. The most important consideration was safety and being able to ride a bike away from traffic and pedestrians.

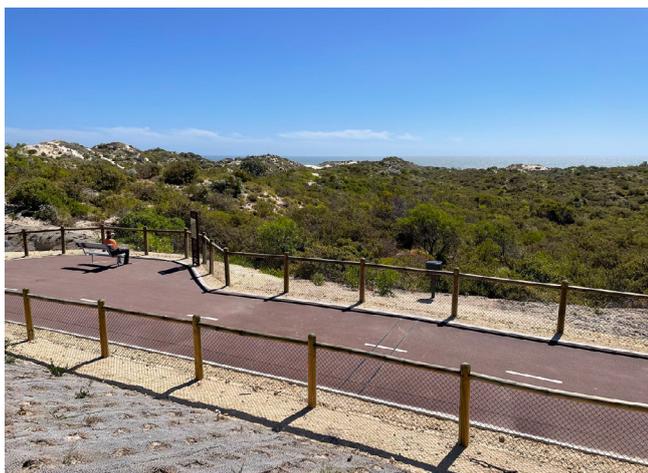
Key State Government agencies

The City consulted with key State Government agencies, including Main Roads WA, the Department of Transport and Major Infrastructure, and the Public Transport Authority, which provided insights into the Bike Plan's four focus areas: connectivity and network, safety and accessibility, infrastructure and streetscapes and advocacy and education.

The State Government is dedicated to prioritising the safety of bike riders and pedestrians of all ages and abilities. Shared path facilities are preferred over on-road bike paths, particularly along roads with speed limits of 70km/h or more. There is a strong emphasis on creating local paths that connect to train stations and bus stops, as well as integrating them with the long-term cycle network. This initiative is a priority for State Government funding and new guidelines are currently under development.

Bike count data

The bike count data can provide insights into the direction, volume and speed of bike riders along a site and how it compares to other sites, if a new policy or infrastructure has had an impact, and if the measures have seen a decline or growth over a period. The data cannot provide insights into the demographics of the people who cross the site, where people have come from or go to before and after the site was crossed, the travel time between counter sites for each individual bike counted or a person's trip purpose.



Sunset coast dual-use path, Burns Beach



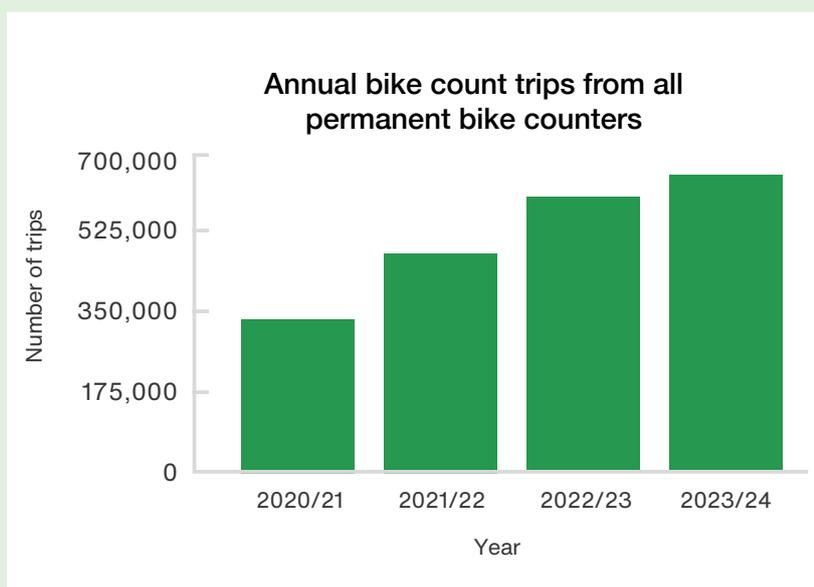
Bike count data

The City installed permanent bike counters along shared paths in Burns Beach, Mullaloo, Joondalup, Hillarys, Kingsley, Marmion and along the Burns Beach to Mindarie dual-use path. The counters provide an accurate, continuous record of bike riding at these sites and guides investment in the City's active transport network. The total number of trips recorded across all bike counters are shown in Chart 3: Annual bike count trips from all permanent bike counters, and Table 1: Total bike count data from all permanent bike counters. Data from individual bike counter locations is provided in Tables 2–8.

Bike count data – snapshot

The data is available in the State Government's annual Making Tracks reports and online via trafficmap.mainroads.wa.gov.au. A snapshot of the bike count data is provided below.

Chart 3: Annual bike count trips from all permanent bike counters



Iluka to Burns Beach



Sunset Coast dual-use path

The 14km dual-use path from Marmion to Burns Beach is an easy, half-day bike ride through natural coastline of scrub with coastal views. Along the path are many of the City's attractions including Marmion Marine Park and Hillarys Boat Harbour. Eleven interpretive signs along this section provide information on the native flora and fauna and history of the area. Trail markers along the route provide distances to the next section.



Total bike count data from all permanent bike counters

FINANCIAL YEAR	TOTAL COUNT	% CHANGE	AVERAGE MONTHLY	AVERAGE DAILY
2023-24	688,795	5%	8,200	270
2022-23	657,129	43%	7,823	257
2021-22	459,835	41%	6,798	224
2020-21	326,598		6,943	228



Sunset Coast, Burns Beach

FINANCIAL YEAR	TOTAL COUNT	AVERAGE MONTHLY	AVERAGE DAILY
2023-24	83,500	6,958	229
2022-23*	66,767	5,564	183
2021-22	79,105	6,592	217
2020-21	85,056	7,088	233

*Data missing in December 2022 and January 2023



Tom Simpson Park – Mullaloo

FINANCIAL YEAR	TOTAL COUNT	AVERAGE MONTHLY	AVERAGE DAILY
2023-24	126,962	10,580	348
2022-23	125,729	10,477	344
2021-22	132,996	11,083	364
2020-21	150,678	12,557	413



Neil Hawkins Park – Joondalup

FINANCIAL YEAR	TOTAL COUNT	AVERAGE MONTHLY	AVERAGE DAILY
2023-24	83,935	6,995	230
2022-23	81,169	6,764	222
2021-22	83,338	6,945	228
2020-21	86,104	7,175	236

Burns Beach to Mindarie dual-use path

FINANCIAL YEAR	TOTAL COUNT	AVERAGE MONTHLY	AVERAGE DAILY
2023-24	58,631	4,886	161
2022-23	60,396	5,033	165
2021-22	16,391	1,366	45
2020-21*	4,760	952	32

*Data started February 2021



Whitfords Nodes Park – Hillarys

FINANCIAL YEAR	TOTAL COUNT	AVERAGE MONTHLY	AVERAGE DAILY
2023-24	112,702	9,392	309
2022-23	111,320	9,277	305
2021-22	104,256	10,426	343
2020-21	-	-	-



Robertson Road – Kingsley

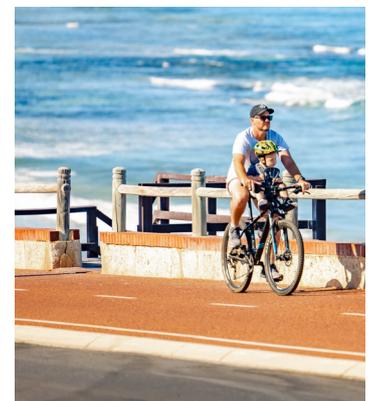
FINANCIAL YEAR	TOTAL COUNT	AVERAGE MONTHLY	AVERAGE DAILY
2023-24	56,437	4,703	155
2022-23	49,313	4,109	135
2021-22	43,749	4,375	144
2020-21	-	-	-

*Data started September 2021



Sunset Coast, Marmion

FINANCIAL YEAR	TOTAL COUNT	AVERAGE MONTHLY	AVERAGE DAILY
2023-24	166,628	13,886	457
2022-23	162,435	13,536	445
2021-22	-	-	-
2020-21	-	-	-



Understanding bike riding

Long-term bicycle network

Western Australia's long-term cycle network identifies an aspirational blueprint to ensure State and local governments continue to work together towards the delivery of a continuous cycling network providing additional transport options, recreational opportunities and support for tourism and commercial activity.

The long-term cycle network identifies the function of a route (primary, secondary or local) rather than the form it should take. Function considers the type of activities that take place along a route, and the level of demand (existing and potential).

Over a two-year period, the Department of Transport and Major Infrastructure collaborated with 33 local government authorities in Perth and Peel to agree on routes, including strategic cross-boundary routes, that link parks, schools, community facilities and transport services, to make bike riding a convenient and viable option.



Tom Simpson Park, Mullaloo



Bike riding network hierarchy – Western Australian Government

The State Government’s bike riding or cycling network hierarchy is organised by the purpose of each route, which indicates what activities will take place there. The design of each route depends on the characteristics of its location and are outlined in the table below.

WESTERN AUSTRALIAN CYCLING NETWORK HIERARCHY

The Western Australian Cycling Network Hierarchy designates routes by their function, rather than built form. Function considers the type of activities that take place along a route, and the level of demand (existing and potential). The built form of a route is based on the characteristics of the environment, including space availability, topography, traffic conditions (speed, volumes), primary users, and so on.

When considering appropriate built forms for primary, secondary and local routes, an all ages and abilities design philosophy should be adopted.

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

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

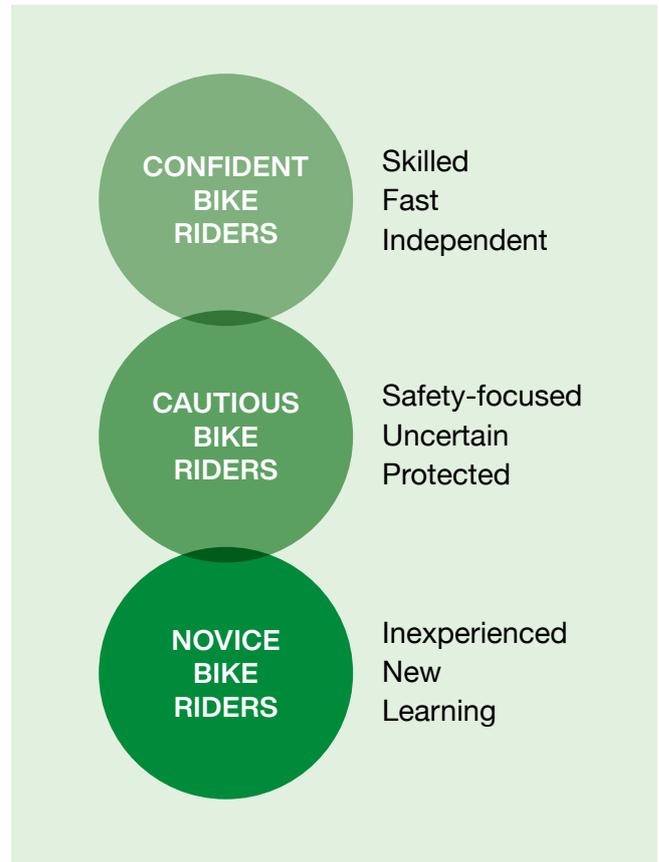
	ROAD CYCLING ROUTE	TRANSPORT TRAIL
Function	Road cycling routes are designated routes for bike riders undertaking long distance rides in (predominantly) on-road environments, for training, sports or recreational purposes.	Transport trails provide long-distance, off-road (predominantly unsealed) riding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

Types of bike riders

When planning for bike infrastructure, it is important to consider the various types of bike riders to ensure that facilities, programs and promotions meet the needs of all abilities. Bike riders can be broadly categorised based on their confidence and skill level as 'confident,' 'cautious,' or 'novice' riders.

Confident riders typically ride faster over longer distances and prefer roads with minimal interruptions. Less confident and less skilled riders tend to favour dedicated bike infrastructure, such as bike paths or lanes, which provide a safer riding environment. These riders may have different motivations for bike riding, including commuting, running local errands or riding for enjoyment and recreation.

Potential bike riders are those who do not currently ride (even if they have in the past) but could take up riding with the right encouragement and support. A strong separation from vehicle traffic is crucial in attracting these potential riders. Once they begin riding, potential riders are likely to become cautious or novice riders depending on their previous experiences with bike riding.



Introduction to Mountain Bike Riding event held at Yalbunullup Mountain Bike Trails, Joondalup



Table 9: Types of bike riders

TYPE OF BIKE RIDER	TYPICAL REASON FOR RIDING				Usual distance covered	Level of separation required
	Commuting	Recreation	Sport	Local trips		
CONFIDENT						Low  High
Confident bike riders are skilled at sharing the road with traffic. They do not need special bike paths, just enough space on busy roads. Typically, these riders avoid bike paths unless they offer a better experience than riding on the road.					>30km	
CAUTIOUS						
Cautious bike riders are those that are experienced with basic skills but prefer to avoid risks. They like separated bike lanes but can also ride on quieter roads, simple intersections and roundabouts. To stay away from busy roads, cautious bike riders might choose longer routes.					<30km	
NOVICE						
Novice bike riders include beginners and young children. They prefer to ride on paths that are completely separated from vehicle traffic.					<5km	

Trends in bike riding



National

The Australian Census 2021 data indicates that, over the past 15 years, levels of active transport have not increased. While the rate of bike riding is lower than that of walking, participation rates in Western Australia are higher than the national average. Most trips made by bike are for recreation, with less than one-third being for purposes such as commuting to work or school, shopping or visiting family and friends. Bike riding is the least common mode of transport for accessing public transport.

For most age groups, bike riding participation has remained stable. However, there has been a decline among young adults aged 18-29 years, while participation has increased for adults over 55 years. Almost one in four men ride a bike, compared to just over one in eight women. Also, bike ownership per household has remained constant.

Potential bike riders are those who do not currently ride (even if they have in the past) but could take up riding with the right encouragement and support. A strong separation from vehicle traffic is crucial in attracting these potential riders. Once they begin riding, potential riders are likely to become cautious or novice riders depending on their previous experiences with bike riding.



State

The National Walking and Cycling Participation Survey 2023 revealed that approximately 373,300 Western Australians (13 per cent) rode a bike in a typical week. Just over one million people or more than one-third of the population, rode at least once in a typical year. The most common reasons mentioned for not riding include not owning a bike, lack of interest, personal safety concerns and a preference for other modes of transport.

In the Perth region, 31 per cent of respondents expressed no interest in bike riding. Meanwhile, 49 per cent indicated that they were interested but chose not to ride or only rode off-road. Seventeen per cent rode occasionally but preferred longer routes to avoid traffic, while four per cent were confident enough to take the shortest route, even if it meant riding on busy roads. Just over half of Perth's households (54 per cent) own at least one working bike, including eBikes, which account for 5.4 per cent of ownership. It is estimated that two per cent of people ride an eScooter or eSkateboard.

According to the Road Safety Commission, of the 5,432 people killed or seriously injured on Western Australian roads between 2019 and 2023, 11 per cent were pedestrians and seven per cent were riding a bicycle. Of those who were killed or seriously injured while bike riding, seven per cent were not wearing a helmet.

Opening event of Eddystone Avenue shared path in Craigie with Craigie Heights Primary School students





eRideables

In Western Australia, eRideables are becoming very popular for both fun and transportation. This rise in popularity comes with new rules and safety measures to help these devices integrate safely into existing pathways. An eRideable is an electric-powered device, like a scooter or skateboard. An eBike, on the other hand, is an electric bicycle that needs human pedalling to move and is not considered an eRideable. While the Bike Plan does not mainly focus on eRideables, it is important to acknowledge that they often share pathways with bike riders. As more people choose electric devices for transportation, it is essential to consider their impact on shared paths, as both bike riders and eRiders use them.



Local

Throughout Australia, there is a decline in bike riding, walking and public transport use, while car use continues to rise even with more people working from home. Joondalup reflects this trend and has a higher proportion of residents who both live and work in the area compared to other Perth metropolitan local governments. This highlights the urgent need to improve active transport options throughout the City.

In the City of Joondalup, 95 per cent of households own at least one car, and several residents surpass the national average by owning two or more cars, a trend that continues to rise. Residents rely heavily on their cars to meet their transportation needs. Many individuals rely on cars for nearly all their activities, with many using their cars several times a week. This shows that bike riding is not the preferred mode of transportation for most people in the City.

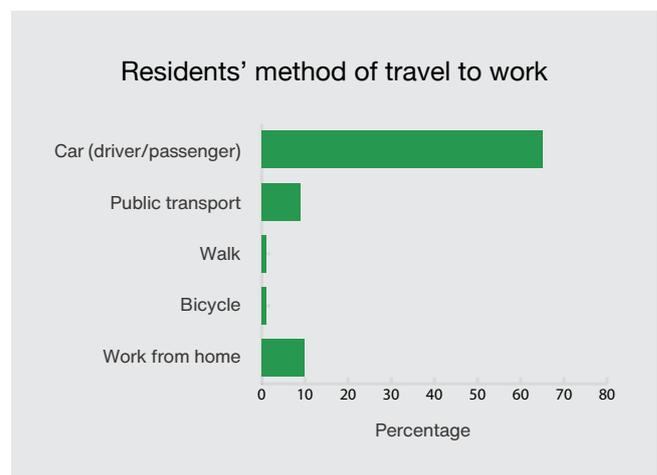
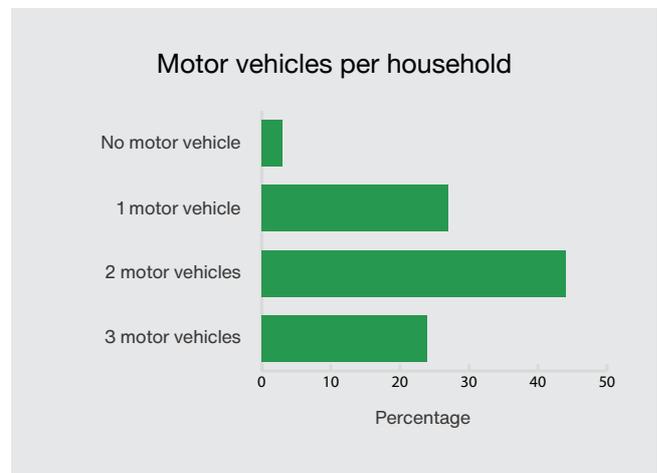
Lakeside Drive/Joondalup Drive roundabout, Joondalup



Government funding

The National Active Transport Fund focuses on improving road safety, reducing transport emissions, and creating active and liveable communities by upgrading and delivering new bike and pedestrian paths. The Federal funding commitment in 2024 of \$100 million is only enough money to build 25-50km of new, separated bike paths and only one per cent of Federal road funding goes towards infrastructure for active transport.

The Western Australian State Government has added 85km to the long-term cycle network since 2015, but 100km remains to be completed, with only 21km planned to be built by 2025 and the remainder by 2035. State and Federal Government investment has started to improve active transport infrastructure by increasing the number of paths and public transport options that accommodate bikes. Upgrades to the Mitchell Freeway, to a total of \$40 million, provides new paths that allow for uninterrupted bike riding, significantly reducing travel times by eliminating the need to cross bridges or intersections.



Source: City of Joondalup 2021 Census



Barriers to bike riding

The main barrier to bike riding is the fear of personal safety when sharing the road with cars. Other common barriers include not owning a bike, having little or no interest in bike riding, or preferring other modes of travel. There are also perceptions of bike riding as not a viable commuting option due to time constraints, personal hygiene, weather conditions and aggressive motorists. Health or limited mobility, lack of fitness and not knowing which route to take are other common reasons.

The solutions to some of these barriers include installing dedicated bike lanes separated from traffic, providing end-of-trip facilities like showers and planting more trees to increase green spaces. Community engagement through workshops can raise awareness, promote safety and connect residents with local cycling clubs.

A greater presence of bikes on the road contributes to normalising bike riding within communities. These steps encourage more people to ride a bike, leading to a healthier community. However, as traffic volumes in Perth grow, the fear of safety could deter people from riding even more. Enhancing active transport infrastructure and creating pedestrian-friendly streets can help address these concerns.



Enablers of bike riding

The advantages of living and working within the same region include shorter commutes, reduced traffic congestion, improved air quality, enhanced social and economic diversity and a stronger sense of community cohesion. For residents who live and work in the City of Joondalup to consider bike riding as part of their daily commute they need to feel protected from motor vehicles, with dedicated off-road bike paths preferred over painted on-road bike lanes.

To make bike riding a viable option for locals and tourists, the active transport network needs to accommodate the type of bike rider based on their level of confidence and enhance connectivity, ensure safety and provide convenience. Some examples include paths that connect:

- residential areas to local attractions (libraries, shopping centres, parks and beaches)
- to train stations to support public transport
- around schools that are safe and protected.

Hillarys Boat Harbour, Hillarys



Residential location of local workers

23,657 or 47.8%

live and work in the area

Residential location of local workers

25,868 or 52.2%

work in the area but live outside

Higher rate of people who live and work in the area than most local governments in metropolitan Western Australia.

Source: City of Joondalup 2021 Census

Benefits of bike riding

Bike riding benefits the entire community, even those who do not ride bikes. Bike riding provides benefits to personal health, the economy, environment and community. It helps reduce traffic congestion, lowers harmful vehicle emissions and enhances overall health and safety. The return on investment in bike riding infrastructure can be three to five times higher than the costs involved, making it more beneficial than other transportation investments.



LOCAL COMMUNITY

- Fun for the whole family.
- Creates community and social cohesion.
- Improves community safety.



ECONOMY

- Lowers health costs.
- Supports local business.
- Lower infrastructure costs compared to roads.



ENVIRONMENT

- Produces no carbon emissions.
- Causes minimal air and noise pollution.
- Fewer car parks needed.



INDIVIDUAL

- Improves health and wellbeing.
- Suitable for almost any age, ability and fitness level.
- Saves money through reduced costs.



Our achievements so far

To promote active travel within the Joondalup community, the City will build on the accomplishments of the previous *Bike Plan 2016-2021*, refer to page 37: *Measuring the effectiveness of the Bike Plan 2016-2021*. This includes using data to target infrastructure projects, community surveys to inform education programs, advocating for funding initiatives and continuing to maintain the active transport and roads networks. Also, the City participated in a Safe Active Streets Pilot Program and commenced place activation to enhance community wellbeing through design.

The City installed bike counters at six locations along the shared coastal pathway, at Neil Hawkins Park (Joondalup), and Robertson Road bike pathway (Kingsley). The data measured the number of bike trips before and after bike infrastructure projects and showed bike rider patterns.

Additional bike infrastructure projects were identified and completed to connect streets in Padbury, Kingsley, Heathridge and Joondalup to the Greenwood, Edgewater, Whitfords and Joondalup train stations. Active transport networks were provided and maintained, including paths, bike lanes and shared zones, while ensuring safety through adequate lighting and CCTV surveillance.

Along with maintaining a road network of 1,098km, a path network of 955km, including 30 bridges and underpasses and 2,433 streetlights, the City planted over 11,000 trees (since 2017), creating cooler, more inviting green urban spaces.

The Integrated *Transport Plan 2025 – 2035* was implemented to integrate land use and transport planning, creating safe, efficient and sustainable movement throughout the City. Also, funding was secured for an Active Transport Officer to promote car-free commuting and encourage people to walk, ride, scoot or catch public transport when going about their day.

Bike maintenance station at Pinnaroo Point, Hillarys



Achievements

16 bike infrastructure path projects

(totalling approximately 271km).



\$12.41 million in project funding

(WA Bicycle Network Grants Program and the Public Transport Authority's Connecting Streets initiative) inclusive of **\$7 million** in funding to upgrade the coastal shared path from Hillarys to Burns Beach and a path along Hepburn Avenue, Hillarys.

\$2.68 million in co-funding from the State Government

for the 3.2km shared path from Burns Beach to Mindarie with the City of Wanneroo.



2 new Mitchell Freeway Principal Shared Path connections, Kingsley.



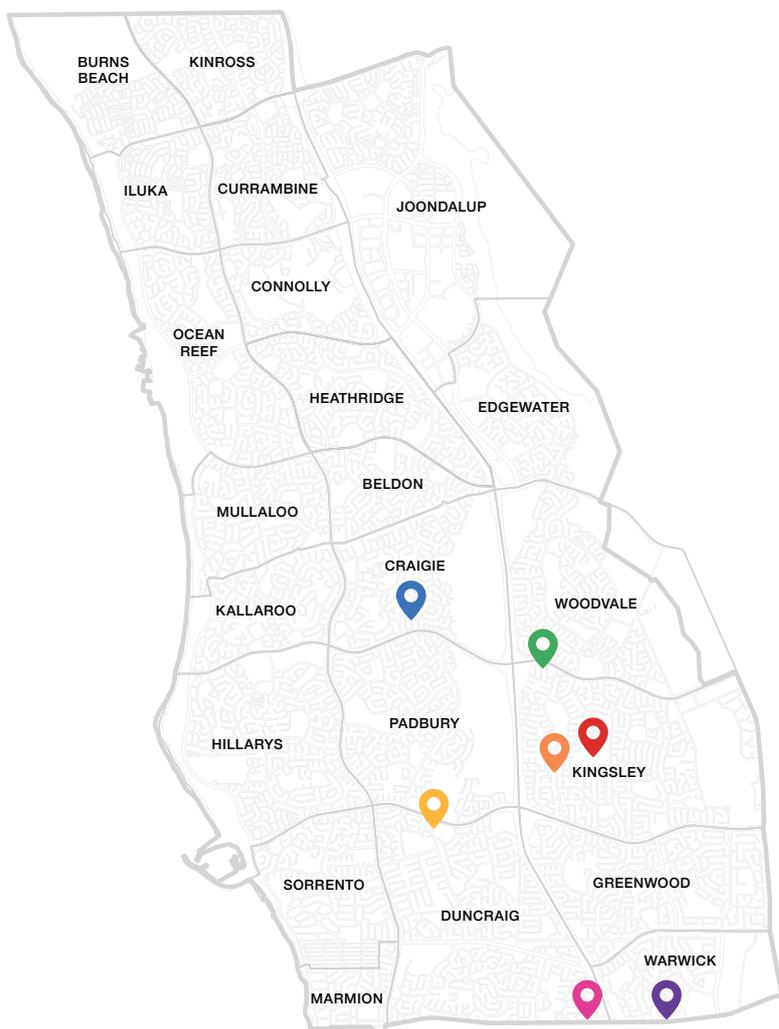
5 new permanent bike counters

along shared pathways, Burns Beach, Ocean Reef, Hillarys, Marmion and Kingsley.



7 additional bicycle racks and three new bike maintenance stations

at Neil Hawkins Park and Central Walk within the CBD and Pinnaroo Point Beach Park, Hillarys.



Beach Road shared path upgrade, from Erindale Road to Mitchell Freeway.



Beach Road shared path, from Mitchell Freeway to Sycamore Drive.



Eddystone Avenue upgrade, from Whitfords Avenue to Ocean Reef Road.



Path connections along Trailwood Drive and Whitfords Avenue from Mitchell Freeway Principal Shared Path to the underpass at Forest Hill Park in sections.



1.5m road shoulder on Hepburn Avenue between Marmion Avenue and Mitchell Freeway.



2.5km Robertson Road cycleway, Kingsley (Department of Transport and Major Infrastructure's Safe Active Streets Program).



Shepherds Bush Bike Park, Kingsley (skills track and BMX/MTB pump track).





Mitchell Freeway Principal Shared Path

As part of the State Government’s Mitchell Freeway Principal Shared Path Gaps Project, multiple path sections have been upgraded and constructed in the City of Joondalup. These paths run between Ocean Reef Road and Whitfords Avenue, and between Whitfords Avenue and Hepburn Avenue, and from Hepburn Avenue to Warwick train station. Construction of a path south to the Warwick train station has also begun, which includes widening and upgrading the underpass at Whitfords Avenue.

The Principal Shared Path, designed for both bike riding and walking, is 4m wide and features adequate lighting. This path follows the freeway and rail corridors, offering safer off-road travel separated from other traffic and more direct routes. Various sections have had noise walls and underpasses enhanced with artwork and natural landscaping as part of the green transport route initiative.



Active Transport Officer

The City has successfully appointed an Active Transport Officer with initial funding from the WA Bicycle Network Grants Program to develop and implement local active travel initiatives. This role involves organising community-based events that promote bike riding as a fun, healthy and sustainable mode of transportation, while also providing skills and knowledge for safer bike riding.

Some of the community events organised by the City include WestCycle’s Women on Wheels, a four-week learn-to-ride program, and an introductory mountain biking coaching event. Also, the City participates in the Department of Transport and Major Infrastructure’s Your Move program and collaborates with schools and the Champion Network to encourage engagement and cooperation on the positive impacts of bike riding on physical, mental and environmental health.



The City is activating the completed Western Australian Bicycle Network grant projects as part of a broader initiative to promote active transportation. This initiative aims to showcase the latest bike riding infrastructure upgrades to residents, local schools and the wider community, incorporating ideas from the Department of Transport and Major Infrastructure’s travel behaviour change program.

The initiative will include community rides and educational campaigns, such as the Speed Awareness and Education Campaign under the National Road Safety Action Program. Also, promotional materials will be distributed to increase awareness and encourage the use of the improved bike facilities.

Goals

The City's overarching goal is to provide a long-term network of safe and attractive bicycle routes that:

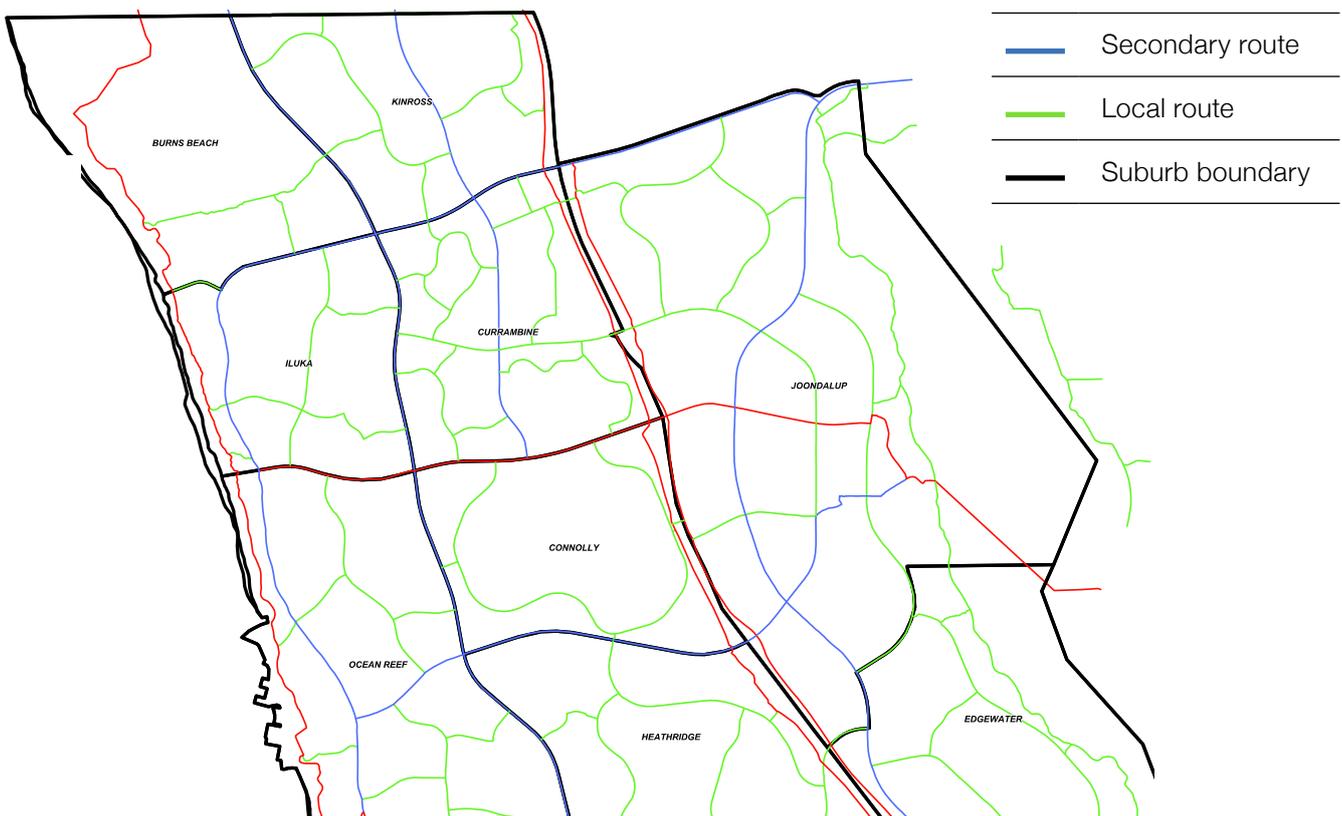
- provide continuous routes along major corridors
- establish links between strategic, secondary, district, specialised activity centres and public transport services
- provide connections to schools, education sites and local centres.

The City will continue to collaborate with State Government agencies to deliver the Department of Transport and Major Infrastructure's long-term cycle network. This includes advocating for funding for the roads and routes eligible for funding under the WA Bicycle Network Grants Program, which were endorsed by Council in June 2020 and are detailed in the maps below.

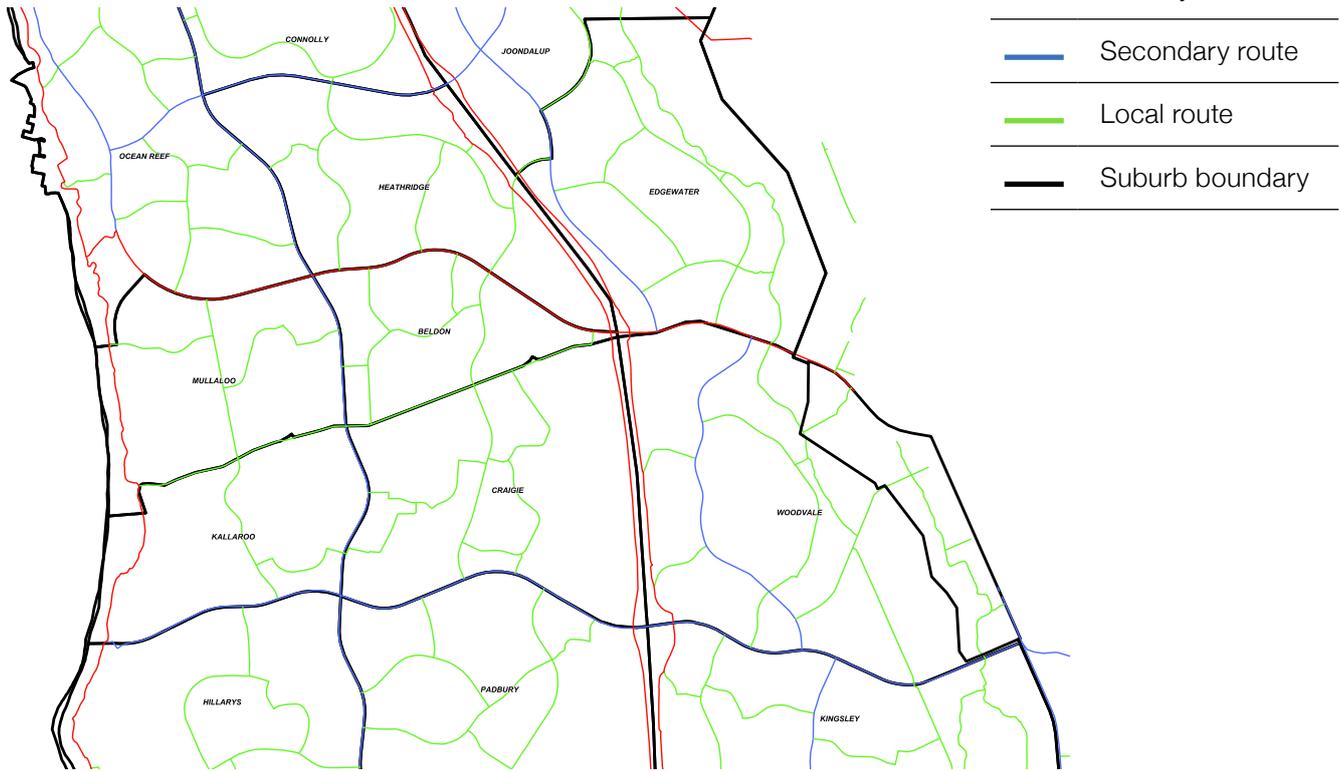


Roberston Road Cycleway, Kingsley

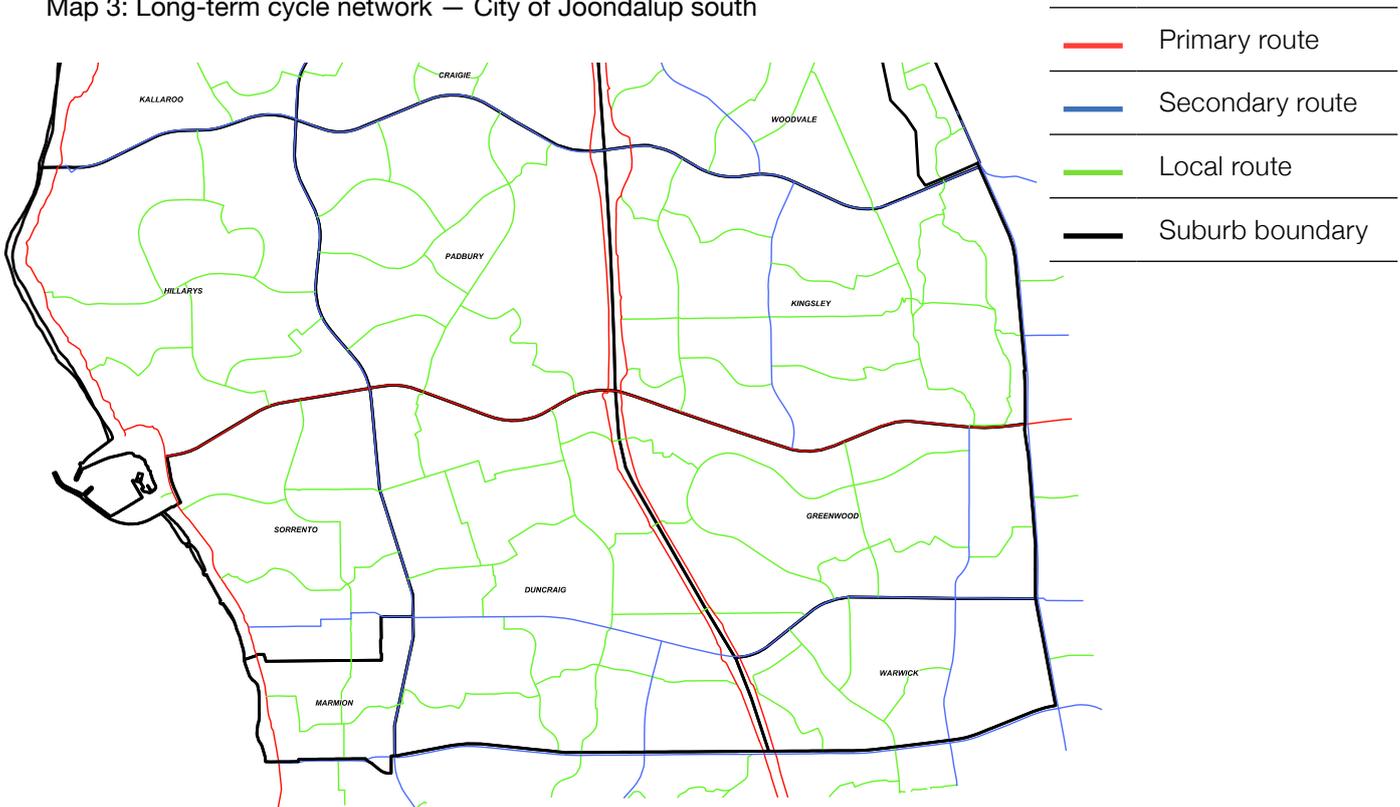
Map 1: Long-term cycle network — City of Joondalup north



Map 2: Long-term cycle network — City of Joondalup central



Map 3: Long-term cycle network — City of Joondalup south



For further information visit:
<https://www.transport.wa.gov.au/active-transport/programs-initiatives/long-term-cycle-network>



Goal 1 – Connectivity and network

The City of Joondalup provides connectivity in transportation, creating a system where routes are easy to follow and well-connected. A connected network allows people to travel smoothly between important places, like homes, schools, workplaces and public transport, without unnecessary detours or safety risks. This setup makes travel easier, encourages walking and cycling and reduces the need for cars. It also ensures that everyone, regardless of age or ability, can use the network. Also, a well-connected system supports sustainable urban growth.

What we are already doing

- Upgrade major roads and intersections to improve traffic flow and replace important structures like bridges and underpasses. This work will keep our City connected. As we focus on road construction, we will also improve pathways for safe and accessible walking and bike riding. Most of these projects are funded by the Main Roads WA Metropolitan Regional Road Grant Program, with additional funding sought from the Metropolitan Regional Road Group for road improvements.
- Expand the City's pathway network to improve access to community facilities and encourage more walking and bike riding.
- Maintain our road network to keep surfaces intact and reduce future repair costs through our Road Preservation and Rehabilitation Program.
- Reduce traffic congestion by upgrading local roads and intersections and collaborating with Main Roads WA to improve State road intersections and interchanges, creating a more efficient road system.

What we plan on doing

- Review the local distributor road network to find out which roads need intersection upgrades and identify gaps in the pathway network to improve active travel options.
- Create a list of projects for the Capital Works Program based on the local road network review. This list should focus on building a bike network that encourages bike riding and reduces traffic congestion.
- Implement projects that align with the Western Australia Bicycle Network, focusing on completing missing pathway connections to create a continuous bike riding network.
- Improve path access from neighbourhoods to key community locations like train stations and shopping areas, ensuring direct and convenient routes for bike riding.
- Update the Joondalup Area Model with new traffic data to predict congestion issues and implement solutions in the City's road network.
- Make sure that traffic signals in the major road and intersection improvement program include bike-priority crossings. This will make it safer and more efficient for bike riders, cut down on waiting times and reduce conflicts with vehicles.



Goal 2 – Safety and accessibility

The City of Joondalup identifies, investigates and addresses road and transport safety issues for all users within the road reserve. Enhancing safety and accessibility is essential for promoting increased participation in bike riding as a practical, convenient and inclusive mode of transport for the entire community.

What we are already doing

- Enhance the road network to improve safety and accessibility for bike riders and pedestrians through the Local Area Traffic Management Program. This program focuses on delivering cost-effective traffic solutions and urban improvements.
- Manage traffic flow on local streets and networks by conducting targeted investigations and assessments aimed at enhancing safety for all road users.
- Implement cost-effective safety upgrades at intersections and roads that have a history of accidents. These upgrades are primarily funded through State and Federal Black Spot Programs and often include on-road safety treatments for bike riders.
- Upgrade the existing path network through the Pathway Replacement Program. This includes replacing damaged paths to create a safer and more accessible environment for all users, encompassing road reserves, parks, foreshores, open spaces and public accessways.
- Renew, upgrade and install various types of lighting — including security, decorative, sporting and street lighting — throughout the City under the Lighting Program. This initiative supports visibility and safety in public areas.

What we plan on doing

- Advocate for and establish a consistent approach to off-road bike paths along high-speed roads to create safe and accessible routes for bike riders of all ages and abilities.
- Implement the new Road Safety Management Plan in line with the State Government's Local Government Road Safety Management Planning Process Guide. This plan identifies specific actions, responsibilities and measures to promote safer roads throughout the City.
- Aim to reduce the total number of fatal and serious injury crashes, as outlined in the action plan of the Road Safety Management Plan, to align with the downward trend of the State Strategy target.
- Focus on decreasing the number of crashes involving vulnerable road users — such as bike riders, pedestrians and motorcyclists — by applying the “Safe System” principles. This approach, adopted by both Federal and State Governments, is promoted to local governments to facilitate improvements in road safety.



Goal 3 – Infrastructure and streetscapes

The City of Joondalup provides and maintains infrastructure that supports active transport use throughout the City, and streetscapes that enhance the environment and complement the different modes of transport, especially active transport. These enhancements create a pleasant experience for all types of transport.

What we are already doing

- Conduct comprehensive condition assessments within the Asset Management Framework to ensure the functionality and long-term performance of infrastructure.
- Collect and analyse bike count data to evaluate and prioritise upgrades to roads and paths, guiding the development of active transport infrastructure.
- Maintain the existing drainage network and explore innovative drainage solutions using garden areas in road carriageways, medians and verges through the Stormwater Drainage Program, ensuring smooth and accessible bike routes.
- Maintain vegetation in medians and verges that is suitable for the local area, which is aesthetically pleasing and effective in mitigating the heat island effect and elevating the overall comfort of the bike riding experience.
- Perform regular road sweeping maintenance on City-owned roads through the Road Sweeping Program to ensure clean and safe bike riding paths while responding to routine inspections and public requests.
- Provide, install and maintain street trees, shrubs and mulch in verges along City-owned medians and verges through the Leafy City Program, enhancing aesthetics and creating a more pleasant and usable environment for bike riders.

What we plan on doing

- Replace and upgrade shared paths as part of the Burns Beach coastal node redevelopment.
- Investigate opportunities to install and manage physical infrastructure for active transport use using bike count data.
- Develop and maintain end-of-trip facilities in consultation with Public Transport Authority to support active transport users, ensuring safe, secure and convenient amenities that encourage bike riding and other active transport modes.
- Investigate opportunities to develop, trial and evaluate the State Government's Safe Active Streets Program to create an optimal physical environment that encourages more people to walk, wheel and ride — particularly within Housing Opportunity Areas.
- Investigate opportunities to upgrade roads, verges and streetscapes as part of future development planning and changes to areas to facilitate infill housing.
- Upgrade infrastructure and streetscapes in road reserves in high activity areas to encourage better integration between adjoining developments and improve access for bike riders and pedestrians.



Goal 4 – Advocacy and education

The City of Joondalup advocates for State and Federal initiatives and funding that enhances active travel and active transport infrastructure. The City is committed to informing and educating the community to encourage active travel as a safe, healthy and efficient mode of transport.

What we are already doing

- Liaise and advocate with State and Federal Governments to deliver strategies and projects that reduce crash risk and improve safety, such as dedicated bike riding lanes, new shared paths, end-of-trip facilities, children's crossings, grab rails, new line marking, signage and wayfinding infrastructure.
- Liaise and advocate with the State and Federal Government for strategies and projects that reduce congestion and improve network efficiency, such as road and intersection upgrades on State-owned and City-owned road networks.
- Liaise with road safety stakeholders, such as schools, to provide information to the community on safe road behaviours and usage.
- Liaise with the Public Transport Authority of Western Australia to advocate for infrastructure to support public transport use.
- Provide information to the broader community of train station connectivity to encourage and increase the uptake of public transport.
- Provide information to the broader community, including schools, on initiatives that promote healthy and active ways to move around the City, such as the Department of Transport and Major Infrastructure's Your Move program.
- Provide and promote regular community events, such as annual Bike Month events to offer opportunities to learn bike riding skills, build awareness of bike riding within the community and motivate community members to engage in active travel.

What we plan on doing

- Deliver community-based programs, initiatives and events to promote bike riding and motivate community.
- Encourage and facilitate participation of local schools in the Department of Transport and Major Infrastructure's Your Move program to improve community wellbeing and improve traffic congestion and road safety awareness within school environments.
- Establish and deliver the Active Commute Breaky Boost fund to support the Your Move Schools program in providing a healthy breakfast to accompany active transport events.
- Host annual events recognising bike riding participation including Bike Month (October), National Ride2School Day and Ride2Work Day, and World Bicycle Day.
- Liaise with the Department of Transport and Major Infrastructure to advocate for the east-west corridor link primary route pathway project from Gngangara Road and Ocean Reef Road to provide active transport options that connect Ellenbrook to the Ocean Reef Marina.
- Liaise with the State Government and the City of Wanneroo to advocate for active east-west connectivity and public transport routes that connect the Cities of Joondalup and Wanneroo.

Projects, programs and services

See Appendix for the full list of projects, programs and services.

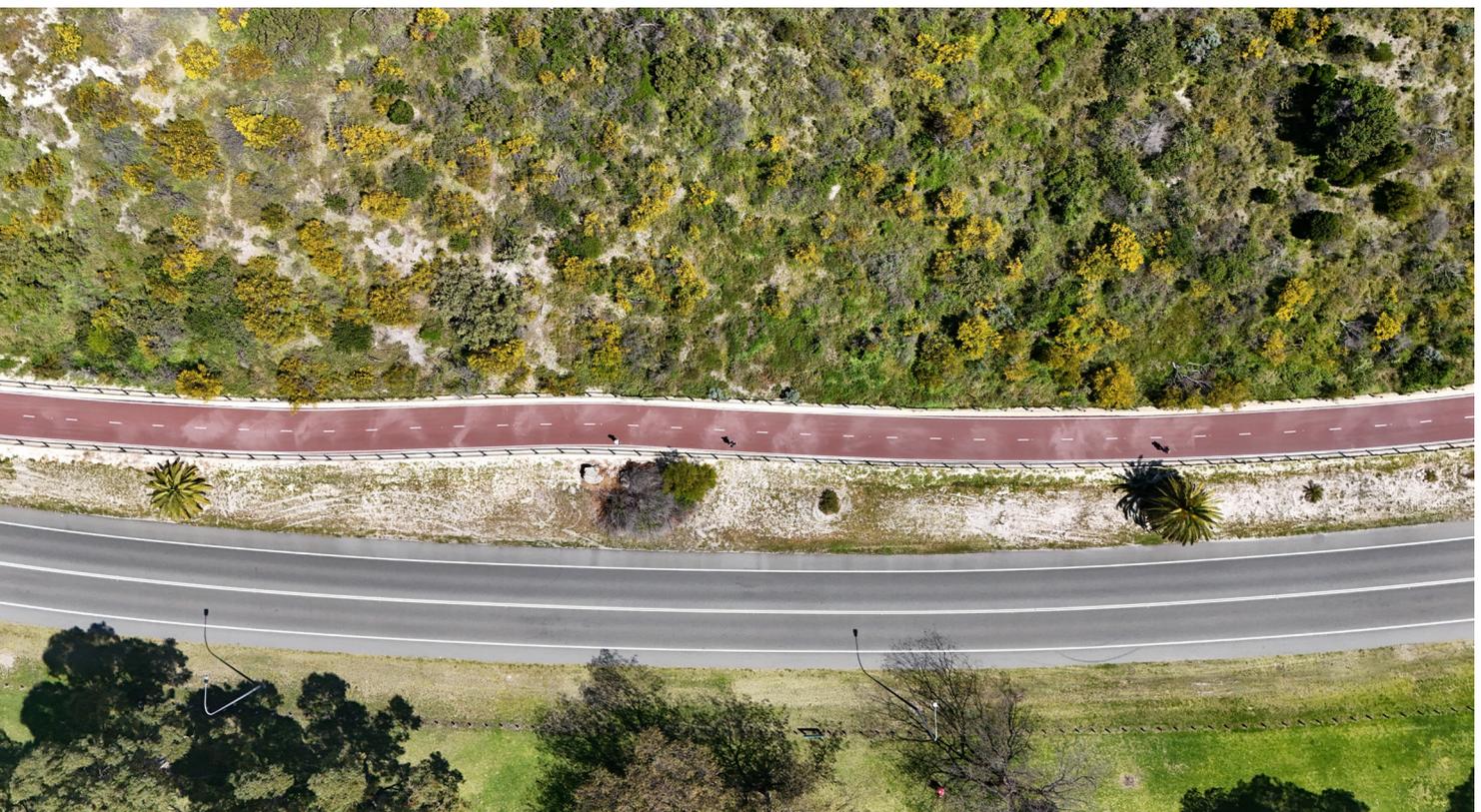
Current projects, programs and services

The City delivers projects, programs and services across the areas of parks and natural environment, traffic management, civil construction and facilities that have been developed to meet anticipated community infrastructure needs. The following programs are relevant to the Bike Plan:

- **Black Spot Program** — The Black Spot Program aims to provide cost effective safety improvements to intersections and roads with a history of crashes. This program is largely grant funded from State and Federal governments' Black Spot Programs.
- **Foreshore and Natural Areas Management Program** — The Foreshore and Natural Areas Management Program aims to restore, preserve and protect natural areas and enhance coastal foreshore and conservation area amenities and infrastructure.
- **Lighting Program** — The Lighting Program facilitates the renewal, upgrade and installation of security, street, sporting and decorative lighting throughout the City. Funding is also allocated for modifications to the Western Power street lighting network.

- **Local Traffic Management Program** — The Local Traffic Management Program facilitates improvements to the road network for vehicle, bike riders and pedestrians' safety and accessibility, through cost effective traffic calming and urban enhancement techniques.
- **New Paths Program** — The New Paths Program facilitates the extension of the path network throughout the City, to improve connectivity and accessibility to community facilities and enable more people to walk and ride.
- **Path Replacement Program** — The Path Replacement Program provides for the renewal of the existing path network to achieve a safer and more accessible environment for all users, within road reserves, parks, foreshores, City open spaces and public access ways.
- **Road Construction Program** — The Road Construction Program provides for the upgrading of major roads and intersections to improve capacity and replacement of bridges and underpasses to ensure connectivity and accessibility across the City. Road works are largely grant funded from the Main Roads WA Metropolitan Regional Road Grant program.

Sunset Coastal Dual Path, Iluka



The following Capital Works Programs, although not directly related to the Bike Plan, enhance the safety and accessibility for bike riding:

- **Bridge and Underpass Refurbishment Program** — undertake routine renewal/refurbishment of underpasses and bridges to ensure asset preservation, meet structural ratings and for safety and security considerations.
- **Parks Equipment Program** — design and construct pump track, mountain bike trails, all-wheels tracks and access paths.
- **Road Preservation and Rehabilitation Program** — resurfacing and rehabilitation works to local distributor roads, local access roads and laneways.
- **Stormwater Drainage Program** — upgrade of existing drainage infrastructure at various locations throughout the City, to address and resolve road and property flooding.
- **Streetscape Enhancement Program** — planting of new trees at various locations, across parks, open spaces, road verges and medians to increase the City’s urban forests.

Non-infrastructure projects

- Promote sustainable transportation as part of the City Centre Place Activation.
- Advocate for active transportation connections to the Ocean Reef Marina .

New projects, programs and services

- Advocate and collaborate with City of Wanneroo to fully connect the Lake Joondalup circuit.
- Improve bike path along Marmion Avenue.
- Install a footbridge over Moolanda Boulevard, Kingsley.
- Install Gibson Avenue shared path from Mitchell Freeway to Marmion Avenue, Padbury.
- Install Hodges Drive shared path from Marmion Avenue to Mitchell Freeway, Joondalup.
- Install Trappers Drive shared path from Whitfords Avenue to Ocean Reef Road, Woodvale.
- Install Venturi Drive shared path from Ocean Reef Road to Hodges Avenue, Ocean Reef.
- Plan for connections to Joondalup City Centre to Ocean Reef Marina, via Ocean Reef Road.
- Plan for shared paths along freeway and an underpass at Hepburn Avenue.
- Upgrade Davallia Road from Beach Road to Warwick Road, Duncraig.
- Upgrade Glengarry Drive from Warwick Road to Hepburn Avenue, Duncraig.
- Replace and upgrade shared paths as part of the Burns Beach coastal node redevelopment.

Construction of Moolanda footbridge, Kingsley



Moolanda footbridge

The City has secured Federal Government support to build a new footbridge over Moolanda Boulevard in Kingsley. This state-of-the-art, three-span steel and concrete bridge will replace the previous 37m timber bridge, which was removed in September 2022 due to safety concerns. The project will enhance safety with improved lighting and will restore the 2.5km Robertson Road Cycleway, providing better access to schools, businesses and parks. Funding for the bridge includes \$2.4 million from the Federal Government’s Thriving Suburbs Program, complemented by \$1 million from the State Government through Main Roads WA.



Sunset Coastal Dual Path, Burns Beach

Implementation

Our role

The City of Joondalup works collaboratively with stakeholders to promote, plan and deliver active travel and active transport. The Department of Transport and Major Infrastructure is the lead State Government agency for active travel and provides guidance and some funding to local governments. Main Roads WA constructs principal paths and provides technical guidance on path construction. The Road Safety Commission is responsible for improving road safety for reducing road trauma.

The City is responsible for planning, constructing and maintaining paths and promoting bike riding, including recreational bike riding. The long-term cycle network includes roads, on-road bike lanes, footpaths, dual use/shared paths and principal/recreational shared paths. Main Roads WA, supported by the Department of Transport and Major Infrastructure, builds and maintains State roads and most of the principal paths. The City is responsible for some principal paths, as well as local paths and roads.

The City and State Government plan to build more paths and aim to inform planning with a centralised collection of data of hazards and incidents. This would help prioritise routes and safety initiatives.

Monitoring and reporting

Monitoring and reporting on the outcomes of the *Bike Plan 2025 – 2035* will be undertaken through the City's Corporate Business Plan Quarterly Reports as part of the Integrated *Transport Plan 2024 – 2034*. These reports are presented to Council each quarter and are published on the City's website at joondalup.wa.gov.au

Review

To ensure the Bike Plan continues to align with community values and expectations, anticipated community infrastructure needs and the future development of the City, a minor desktop review will be conducted mid-way through the plan's timeframe in 2030, and a major review will be conducted at the end of the plan's timeframe in 2035.

Shepherd Bush Park, Kingsley



Measuring the effectiveness of the *Bike Plan 2016 – 2021*

The following table provides a summary of the achievements of the previous *Bike Plan 2016 - 2021* and shows that the key performance indicators have been largely met.

KEY PERFORMANCE INDICATOR TARGET	ACHIEVEMENT	EFFECTIVENESS MEASURE
Amount of external funding secured	\$12.41 million in project funding from WA Bicycle Network Grants and Connecting Streets initiative	Target met – significant funding secured for key infrastructure projects
Bike counters	5 permanent bike counters (Burns Beach, Ocean Reef, Hillarys, Marmion, Kingsley)	Target met – new counters installed to monitor bike usage across key locations
Percentage increased in bike trips post-infrastructure upgrades	16 bike infrastructure path projects (27km total)	Effective – increased path network directly supports higher bike usage
Percentage of residents who ride a bike	Improved infrastructure (new paths, racks, maintenance stations)	Indirectly supported – facilities encourage more bike usage, but tracking survey results needed for direct correlation
Percentage of people who feel safe riding on roads	1.5m road shoulder on Hepburn Avenue and Safe Active Streets upgrades	Improved safety – new infrastructure enhances perceived safety for riders
Percentage of people who feel safe riding on bike paths	Coastal shared path projects, Mitchell Freeway Principal Shared Path, Beach Road upgrades	Improved safety – upgraded and new paths promote safety and comfort for bike riders
Major infrastructure projects	Shared paths along key roads, Robinson cycleway, Shepherds Bush bike park	Target met – new and upgraded infrastructure enhances connectivity and safety, supporting higher bike riding participation

Yalbunullup Mountain Bike Trail, Joondalup





Appendix

Related City of Joondalup documents

Access and Inclusion Plan

The Access and Inclusion Plan addresses the physical accessibility and social inclusion for everyone visiting, working or living in the City. The plan guides the City of Joondalup's approach to ensuring people with disability have equal access to services and facilities within the City, including accessible transport infrastructure, such as pathways and wayfinding.

Age-Friendly Plan

The Age-Friendly Plan addresses the localised needs of an ageing population to foster active ageing physical and social environments. The plan guides the City of Joondalup's approach to ensuring older people maintain independence and travel to destinations of choice safely and reliably.

Asset Management Strategy

The Asset Management Strategy guides the strategic and operational approach to the management of the City of Joondalup's infrastructure assets. This enables the City to make effective decisions in setting appropriate and affordable levels of service that consider and balance the needs and desires of the community. This strategy provides a detailed understanding of the City's transport assets in relation to their projected financial, environmental and social impacts, aiding the City of Joondalup to manage its transport infrastructure sustainably.

Climate Change Strategy

The Climate Change Strategy guides the City of Joondalup's planning for the future impacts of climate change to minimise the severity of climate change and help to prepare and adapt to current and future impacts of climate change. The potential consequence of climate change on active transport is that people may choose to drive instead of cycling or walking due to uncomfortable weather conditions. Whilst active transport may help to reduce the impact of climate change by reducing mobility-related greenhouse gas emissions and improving air quality.

Destination Joondalup

Destination Joondalup is a plan to attract more visitors to the region, increase Joondalup's share of Perth's and Western Australia's key markets, and grow the visitor economy. A sustainable transport network that connects people easily with destinations and services throughout the City supports economic growth.

Integrated Transport Plan

The Integrated Transport Plan guides multi-modal transport planning and informs strategic policy, advocacy and infrastructure decisions for Joondalup to grow as a major destination. The plan provides a framework for future transport planning and capital works to change travel behaviour to sustainable modes of transport.

Joondalup City Centre Place Activation Plan

The Joondalup City Centre Place Activation Plan guides initiatives by community, local business and the City of Joondalup for greater activation and vibrancy of the area. The plan includes enhancing cycling infrastructure to connect people with the City Centre.

Joondalup Activity Centre Plan

The Joondalup Activity Centre Plan guides initiatives to stimulate development and growth and enhance the liveability of the City. The plan includes efficient access to and around the City, reduce pressure on regional transport networks, coordinate car parking and encourage a shift to active and public transport.

Local Housing Strategy

The Local Housing Strategy provides a rationale to cater for population growth, provide for the future housing needs within the City, and meet residential infill targets set by State Government. The strategy uses key criteria to identify suitable areas for increased housing density, such as those within proximity to key public transport corridors and major activity centres.

Local Planning Strategy

The Local Planning Strategy provides the strategic direction for land use planning and development for the City of Joondalup. A key criterion of the strategy is to enhance cycling and pedestrian networks.

Public Open Space Framework

The Public Open Space Framework classifies the City of Joondalup's public open spaces according to primary function and manner of use. The framework identifies the appropriate infrastructure for each type of public open space and informs levels of service and maintenance schedules, such as cycle networks and wayfinding.



City of
Joondalup

T: 08 9400 4000

E: info@joondalup.wa.gov.au

90 Boas Avenue Joondalup WA 6027

PO Box 21 Joondalup WA 6919

joondalup.wa.gov.au

