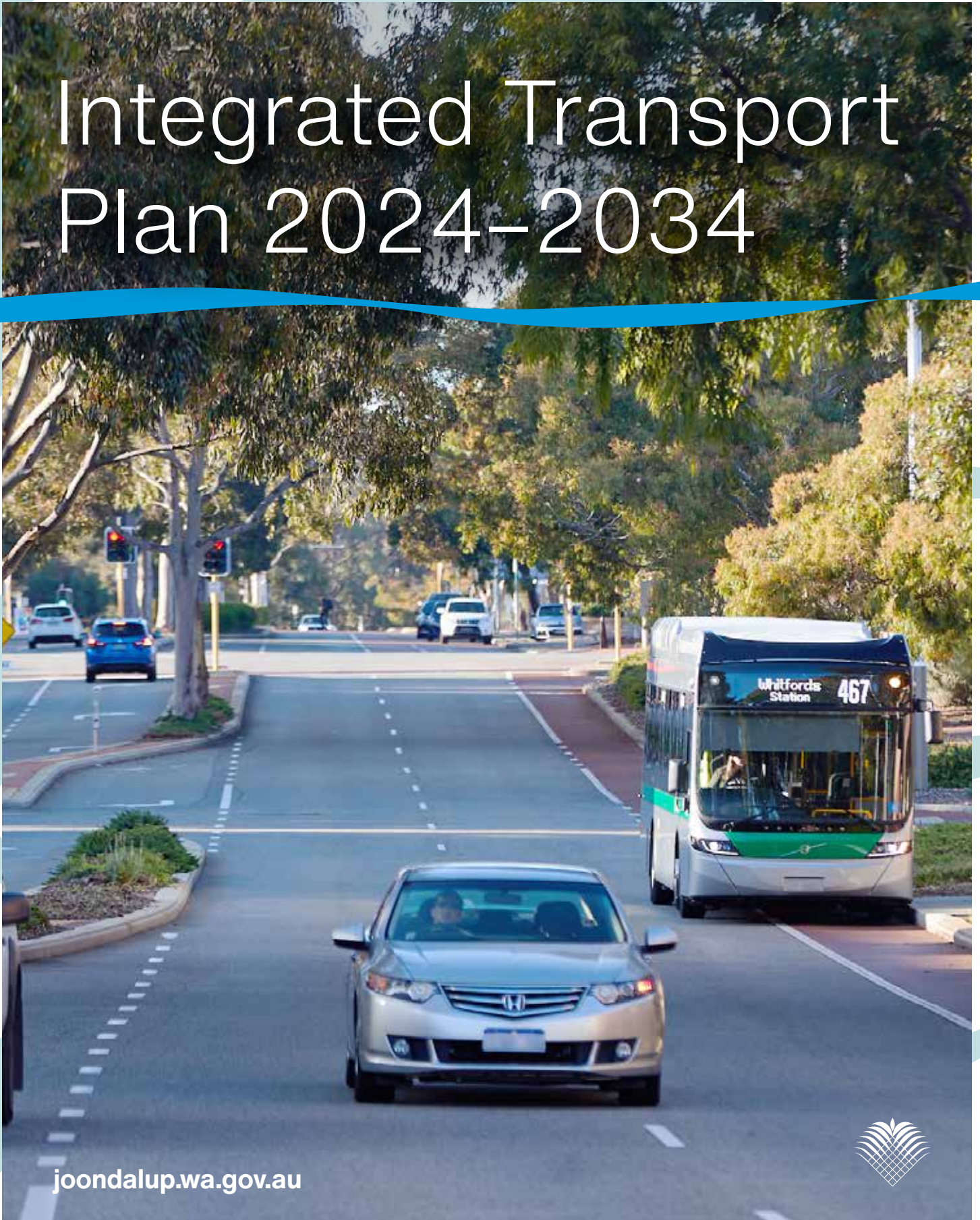


Integrated Transport Plan 2024-2034



Alternative formats

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

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 kaditj Noongar moort nidja Wadjak boodjar-ak kalyakool moondang-ak kaaradj-midi. Ngala Noongar Moort wer baalabang moorditj kaadidjiny koota-djinanginy. Ngala Noongar wer Torres Strait Moort-al dandjoo koorliny kwaba-djinanginy. Koora, yeyi wer kalyakool, ngalak Noongar wer Torres Strait Birdiya wer moortkoota-djinanginy.

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Introduction

Transport plays an important role in the dynamics of urban living, with efficient transport being vital to the operation of most economic and social services. Integrated transport looks at transport holistically across all modes and trip purposes and considers key issues, such as transport system interdependencies, interactions between transport and land use, transport safety, traffic congestion, parking, travel demand management, affordability and accessibility.

The City of Joondalup aims to have a transport system that facilitates safe, efficient and sustainable movement around the City, where fuel consumption, vehicle emissions and traffic congestion are minimised. The City is focussed on encouraging sustainable modes of transport, and ensuring accessible and convenient routes are provided to residents, visitors, businesses, and workers.

Purpose

The *Integrated Transport Plan 2024–2034* guides multi-modal transport planning and informs strategic policy, advocacy, and infrastructure decisions in the City of Joondalup over the next 10 years. Multi-modal transport is a strategy that integrates different modes of transport to optimise the movement of goods or people. It offers numerous benefits, including enhanced connectivity, reduced traffic congestion, lower costs, improved logistics, and increased sustainability.

It is anticipated that this plan will help to facilitate safe, efficient and sustainable movement throughout the City by:

- identifying and addressing transport issues
- managing traffic congestion
- aligning transport and land use planning
- advocating for improved public transport
- supporting alternative modes of travel.

This plan reflects the City's desire to grow as a major residential, commercial, visitor and activity destination. It is a long-term plan, providing a framework for future transport planning and capital works over the next 10 years. The aim is to change travel behaviour to sustainable modes of transport.

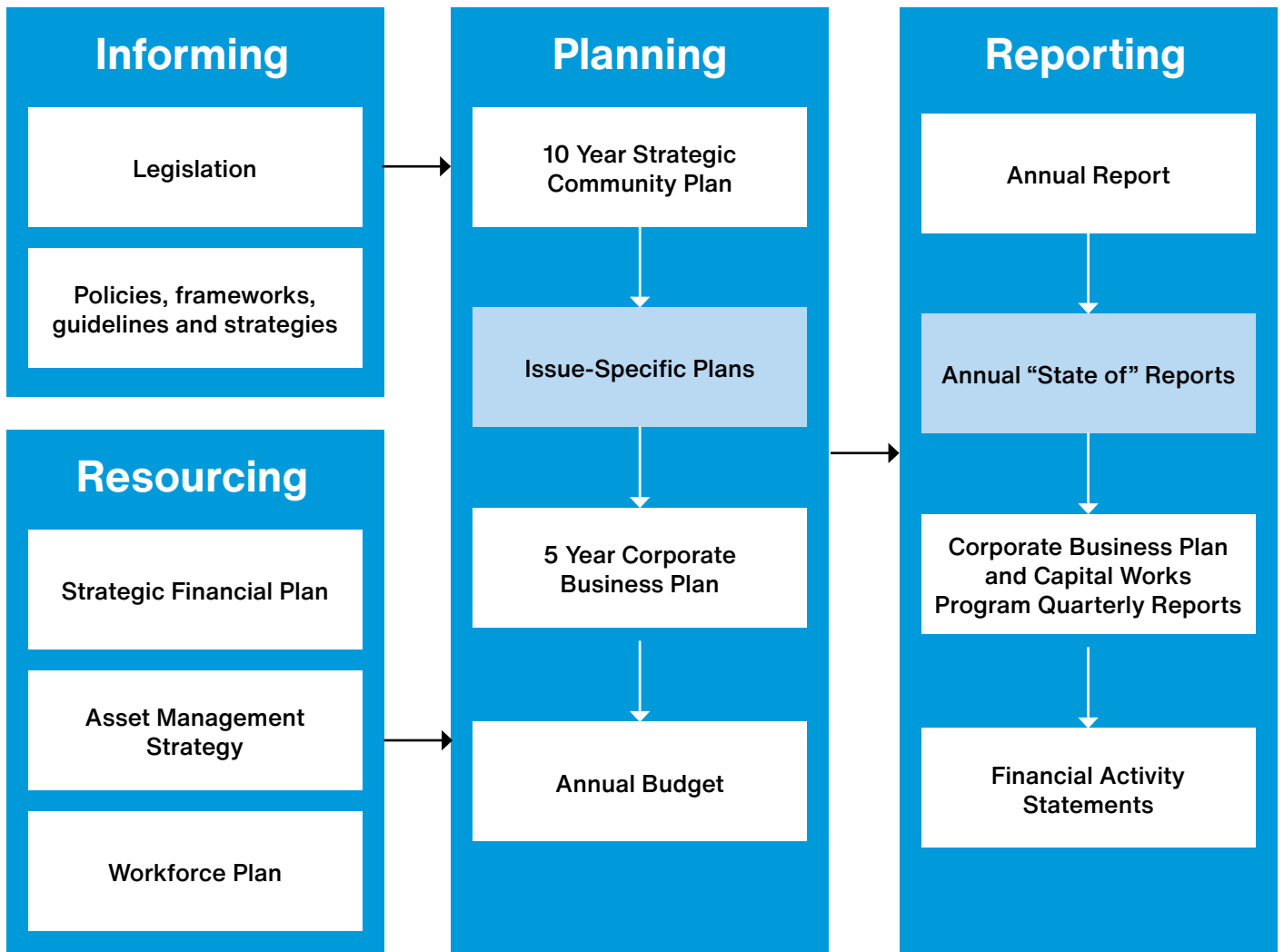
Planning context

The *Integrated Transport Plan 2024–2034* sits within the City’s broader Integrated Planning and Reporting Framework as a Planning document. The plan guides multi-modal transport planning and informs key priorities and key capital works projects in the City’s 5-Year Corporate Business Plan.

The *Integrated Transport Plan 2024–2034* also directly aligns with the City’s goal for the key theme of **Place** in the 10-Year Strategic Community Plan:

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.

The following diagram illustrates where the *Integrated Transport Plan 2024–2034* sits within the Integrated Planning and Reporting Framework:



Related Federal and State Government documents

There are a number of Federal and State Government plans, strategies, policies, and frameworks that relate to the *Integrated Transport Plan 2024–2034*. These are listed below and are described in detail in the Appendix.

Federal	National Electric Vehicle Strategy
	National Freight and Supply Chain Strategy
	National Road Safety Action Plan 2023-25
	National Road Safety Strategy 2021-30
	The Regulatory Framework for Automated Vehicles in Australia
	Urban Transport Strategy
State	Driving Change Road Safety Strategy 2020–2030
	Electric Vehicle Charging Infrastructure (Draft Position Statement)
	Lighting Design Guideline for Roadway and Public Spaces
	Liveable Neighbourhoods
	Local Government Road Safety Management Planning Process Guide
	Long-Term Cycle Network
	North-West Sub-Regional Planning Framework
	Parking Guidelines for Activity Centres
	Perth and Peel @3.5 Million, The Transport Network
	State Electric Vehicle Strategy for Western Australia
	State Infrastructure Strategy
	State Planning Policy 4.2 – Activity Centres for Perth and Peel
	State Planning Policy 7.2 – Precinct Design
	Station Access Strategy
	The Road Safety Action Plan 2021–2023
	Western Australian Bicycle Network Plan 2014–2031
	Western Australian Cycling Network Hierarchy
Whole of System Plan	

Related City of Joondalup documents

The following City of Joondalup plans, strategies, policies, and frameworks are related to the *Integrated Transport Plan 2024–2034*.

Access and Inclusion Plan 2021–2024

The *Access and Inclusion Plan 2021–2024* aims to address physical accessibility and social inclusion for everyone visiting, working or living in the City. The plan guides the City in ensuring people with disability have equal access to facilities, events, services, customer service, community consultation and employment. This plan is important for integrated transport planning in that it guides the City’s installation and maintenance of accessible transport infrastructure, such as pathways and wayfinding, as well as providing a process for community members to contact the City about accessibility issues.

Asset Management Strategy 2014–2024

The *Asset Management Strategy 2014–2024* guides a strategic and operational approach to the management of the City’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 aspirations 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 to manage its transport infrastructure sustainably.

Bike Plan 2016–2021

The *Bike Plan 2016–2021* provides a long-term vision, strategic framework and a series of actions that the City will implement to make cycling a part of everyday life. Development of a new plan will be considered following the adoption of the Integrated Transport Plan and will need to include a long-term plan for improving active transport that includes active transport corridors, shared zones and car-free streets.

Destination Joondalup 2021–2027

Destination Joondalup 2021–2027 is a plan that focuses on tourism and ways to attract more visitors to the City. This plan is linked to integrated transport in regard to supporting economic growth through a sustainable transport network that connects people easily with destinations and services throughout the City.

Joondalup Activity Centre Plan

The *Joondalup Activity Centre Plan* provides the vision and strategic planning framework to guide development within the Joondalup Activity Centre Plan area. It has been prepared to address these opportunities and challenges, providing a clear direction and guidance on the strategic development of the Joondalup Activity Centre. With a larger population of residents and workers and more visitors, Joondalup will need strategies to ensure 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. This includes promoting “the trip not taken” as people choose to live, work and play in Joondalup, rather than commuting to Perth. Local journeys on foot or cycle will contribute to modal shift and healthy lifestyles.

Local Housing Strategy

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

Local Planning Strategy

The *Local Planning Strategy* provides the strategic direction for land use planning and development for the City over the next 10–15 years. One of the objectives of the strategy is to ensure existing transport routes are used to their full capability. This is done by locating intensive land uses with significant trip-generating potential that are in close proximity to those routes and adjacent to railway stations. The Integrated Transport Plan needs to align with the vision, strategies and actions of the key themes in the *Local Planning Strategy*, particularly in enhancing cycling and pedestrian networks.

Parking Schemes Council Policy

The objective of the *Parking Schemes Council Policy* is to describe the circumstances under which parking schemes are established in the City. The policy informs integrated transport on the best parking management outcomes.





Background

Transport in the City of Joondalup

The City of Joondalup is situated in Perth's north-west corridor, which has a pristine coastline, vast natural areas, and unique flora and fauna. By the 1970s, the State Government developed a vision for a commercial, civic and cultural centre in the Joondalup region called *The Corridor Plan* for Perth. The plan was for a self-sustaining community, supported by public transport to minimise the detrimental environmental effects of City living; Joondalup was to be the first new city designed in Australia with economic, social and environmental principles in mind.

The extension of the Mitchell Freeway to Ocean Reef Road in 1988, increased the Joondalup region's potential as a commercial, cultural and residential hub outside of the Perth Central Business District. By the 1990s, the original masterplan for the Joondalup Activity Centre was developed with the vision of creating a self-sustaining and contained community around a large-scale retail centre, now known as Lakeside Joondalup Shopping City.

With the release of later State Government planning strategies, such as the *1990 Metroplan*, future urban expansion in the north-west corridor was encouraged to support the rapid residential demand and future development of Joondalup. The *City Beautiful* urban planning movement that was dominant at the time, led to residential development around cul-de-sacs, favourable to car travel and a challenge to service with public transport.

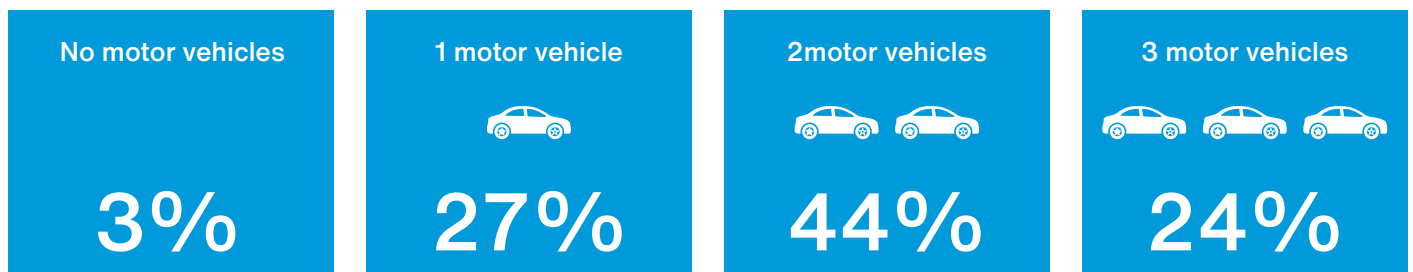
In 1992, the Joondalup Train Station opened and a full rail service from Perth commenced in 1993. Further extension of the Mitchell Freeway to Hodges Drive in 1996, Burns Beach Road in the early 2000s, Hester Avenue in 2017 and Romeo Road in 2023, established a transport network along the north-west corridor and Joondalup Activity Centre that prioritised private vehicle use, supporting the low density spread of residential development towards the coastal suburbs.

Profile of transport users

Less than one-third of the City's working residents, live and work within the City of Joondalup, with over two-thirds travelling outside the City to work. Those residents travel mostly to the City of Perth (16%), or the nearby Cities of Stirling (12%) and Wanneroo (10%). In contrast, around half of all people who work within the City of Joondalup travel into the City from elsewhere, mostly from the nearby Cities of Wanneroo (27%) and Stirling (10%).

The large majority of households in the City (95%) own at least one car, compared to 91% in Greater Perth. Of those that own at least one car, Joondalup households are above average in owning two cars, and above average in owning three cars or more. From 2016 to 2021, car ownership of one car increased by 2,083 households and two cars increased by 2,030 households.

Motor vehicles per household – City of Joondalup (2021):





Public transport versus private vehicles

Since 2011, the rate of people using public transport, walking or cycling has slowly increased – from 7% in 2011 to 11% in 2021. One of the likely reasons for this slow increase is the extension of the Joondalup train line to Butler in 2014, as well as the increase in the size and number of trains.

The City area includes the Joondalup train line, and studies of travel behaviour show that places within 800 metres of walking catchments to train stations have a higher uptake of public transport. This is true for the Currambine, Joondalup and Greenwood Stations.

A large majority of City residents (65%), choose to drive, or have no other option than to drive. This is higher compared to the Greater Capital Cities of Australia (57%) and slightly lower than Greater Perth (67%). Families with children may be restricted to using a car for drop-off to school or child care, as well as daily commuting to and from their place of work.

In the City of Joondalup there is a higher uptake of public transport (9%) compared to the Greater Capital Cities of Australia (4.5%) and Greater Perth (7%). More people ride or walk in the Greater Capital Cities of Australia, including Greater Perth (3%), while more people work from home in the Greater Capital Cities of Australia (21%) and less in Greater Perth (7.5).

The gap between public transport and private vehicle accessibility in the City means that private vehicles experience a much quicker travel time. It is easier and quicker to get more errands, shopping or other tasks done using a private vehicle than public transport. This suggests more has been invested in infrastructure making travel by private vehicle more efficient than travel by public transport.

Cycling

The City has streets that are categorised as friendly for beginner cyclists by the Department of Transport. These streets are found in low traffic residential suburbs and do not connect to public transport or key centres (such as shopping centres or employment areas). A well-connected road or pathway network has many short links, numerous intersections, and minimal dead-ends, such as cul-de-sacs.

The major corridors, which are the major transport routes in the City, are categorised as suitable for intermediate or experienced cyclists. These are people who have been cycling for a long time and are comfortable with traveling at high speeds alongside vehicles (such as cars, buses and trucks). The major corridors connect with public transport and key centres, but the Mitchell Freeway and Lake Joondalup are physical barriers to cycling and connectivity.

Residents' method of travel to work – City of Joondalup (2021*):



External trends

Advances in technology

Ongoing advances in smart road technology may contribute to road safety in the future. Smart road technology includes smart intersections (combining cameras, artificial intelligence, object recognition software, and between vehicles and roadside infrastructure to help drivers anticipate hazards around blind corners), smart streetlights (using sensors and Wi-Fi to modify light levels in the presence of pedestrians and vehicles), and development of automatic crash notifications in vehicles that operate independently of cellular networks which can enable a more efficient post-crash emergency response.

Intelligent Transport Systems use information and communications technologies to collect data on road conditions in real time and guide the actions of traffic system managers and road users. Cooperative Intelligent Transport Systems permit real-time information sharing between vehicles, between vehicles and roadside infrastructure, and between vehicles and pedestrians and cyclists via wireless devices. Vehicles fitted with Cooperative Intelligent Transport Systems are anticipated in Europe and the United States over the next few years, with Australia expected to follow.

Automated vehicles

Vehicles with automated features are already commercially available in Australia. These automated features assist with driving and include lane-keep assist and autonomous emergency braking, but a licenced human driver is still in control of the vehicle at all times. Vehicles with higher levels of automation, where an automated driving system is responsible for all aspects of driving, are not yet commercially available in Australia. Under current driving laws for all states, a licenced human driver is required to be in control of the vehicle. The Federal Government is working to ensure reforms to driving laws occur prior to manufacturers bringing these vehicles to the Australian market. Trials of automated vehicles are planned or underway in Australia, which will help inform future approaches to policy and legislation.

A Smart Mobility Living Lab is an emerging concept of a “living lab” to test, trial and showcase

current and emerging transport and mobility options that are automated and carbon neutral. The concept involves testing and monitoring transport safely and directly into live traffic. The advantages of the concept are the ability to learn more and progress faster about how people and vehicles share the space. Real world trials have commenced in London and in Victoria, Australia.

Climate change

While climate events, such as rain and high winds, impact road safety by reducing driver visibility, road friction or compromising road surfaces, climate trends and the increase in the number and severity of climate events have the potential to impact road safety into the future. Some European countries have reduced speed limits on certain streets to try and reduce emissions by creating safer walking and cycling environments, for example the speed limit on city streets in Paris, Brussels, Bilbao and Glasgow is 30 kilometres per hour. Environmental concerns are among the reasons given by millennials (those aged 24–39 years) for driving less compared to older generations. Motivated by a desire to reduce their carbon footprint, younger people are more likely to use options, such as car sharing and carpooling.

COVID-19

During the COVID-19 pandemic, travel restrictions, social distancing and views on public spaces saw fewer people use public transport. Changes to work patterns, particularly increased remote working, significantly impacted overall transport patterns. Whilst in 2024 traffic congestion has mostly returned to pre-pandemic levels, it is likely that remote working practices will increase and working from home will become more commonplace.



Electric vehicles

In 2019, the State Government announced a commitment to work towards achieving net zero greenhouse gas emissions by 2050. As part of achieving this goal, the State Government is encouraging the uptake of battery electric vehicles and hydrogen fuel cell electric vehicles. The *State Electric Vehicle Strategy* for Western Australia aims to increase the number of electric vehicles in government-owned fleets, improve standards and guidelines to encourage uptake, and invest in a large and robust fast-charging infrastructure network. Bolstered by the *National Electric Vehicle Strategy*, vehicle manufacturers are now confident in importing electric vehicles into Australia as uptake steadily increases.

eRideables

An eRideable is an electric rideable device used for personal transport, such as an eScooter or eSkateboard. eRideables may be used on pathways, certain roads, and bicycle lanes, and are not meant to be capable of travelling faster than 25 kilometres per hour. Due to the rapid rise in popularity of eRideables (particularly eScooters) the State Government introduced new rules to cover age requirements (16+ years), helmets, speed limits, and lights and reflectors, amongst others. An eBike, segway, motorised wheelchair or mobility scooter are not considered eRideables and are covered by separate regulations.

Mid-tier transport

Due to the State Government's investment in Perth's rail system, transport planning is focused on complementing and connecting the heavy rail network to the broader community through improved bus services and mid-tier transit solutions. The transport portfolio, through METRONET, is undertaking broad network planning with key input from the Department of Planning, Lands and Heritage and local governments. This planning aims to identify and prioritise routes and works staging to progress to investment decision.

The State Government's *North East Rapid Transit Feasibility Study* and *Wanneroo Road Urban Corridor Plan* are two mid-tier projects that may impact the Joondalup area. While the feasibility study investigates the potential transit options of East Wanneroo, it considers how the area will connect with the Perth Central Business District and Joondalup. The corridor plan will provide guidance on medium to long term potential changes to increase public transport options along Wanneroo Road to enable faster commutes. Planning for mid-tier transport aligns with the City's *Local Planning Strategy* key theme of transport and the objective of ensuring existing transport routes are used to their full capability. This is done by locating intensive land uses with significant trip generating potential in close proximity to those routes, such as Ocean Reef Marina, and adjacent to railway stations.

Traffic congestion

Greater Perth has one of the highest rates of car use in the world, which is a major contributor to traffic congestion. Too many vehicles on the road creates delays, slower speeds and longer trips, causing traffic congestion. In the City, as for most major cities in Australia, travel to and from work and school in the mornings and afternoons is one of the main reasons for traffic congestion.

According to projections by the Main Roads Western Australia Regional Operational Model, unless changes are made, there will be a significant increase in traffic volumes within the City of Joondalup by 2041, especially along the routes already experiencing high traffic congestion. Traffic congestion occurs most weekdays, in both directions, on most east-west corridors, especially along Shenton Avenue, Ocean Reef Road, Whitfords Avenue, and Hepburn Avenue, as well as Marmion Avenue, and Joondalup Drive. The installation of smart freeway technology by the State Government is currently causing delays along the Mitchell Freeway. The delays are temporary as the new Mitchell Smart Freeway is predicted to improve journey reliability and provide congestion relief to more than 180,000 motorists per day by safely reducing stop-start conditions at merge points.

Community consultation

The outcomes and key initiatives of the *Integrated Transport Plan 2024–2034* have been informed through a comprehensive review of the City's existing transport conditions, a workshop with key stakeholders, through the City's Strategic Community Reference Group, and community consultation through a Travel Survey.

Consultation with key stakeholders and the community identified the gaps, opportunities and constraints in achieving desired transport outcomes. A vision and range of actions and strategies were identified to overcome issues with the transport modes of road, public transport, micro-mobility (all personal electric transport devices, including eRideables), and active travel (walking and cycling).

Government stakeholder consultation

A stakeholder workshop was delivered by an external consultant in February 2021. Participants included internal City representatives and key representatives from the Western Australian Department of Transport, Public Transport Authority of Western Australia, and Main Roads Western Australia. The purpose of the workshop was to determine how integrated transport objectives aligned with broader State Government objectives. Workshop participants were provided with the findings of the review of the City's existing transport conditions, including the current transport context and existing travel behaviours. Representatives from State Government

agencies presented on the wider transport context and provided insight into potential overlaps with integrated transport in the City.

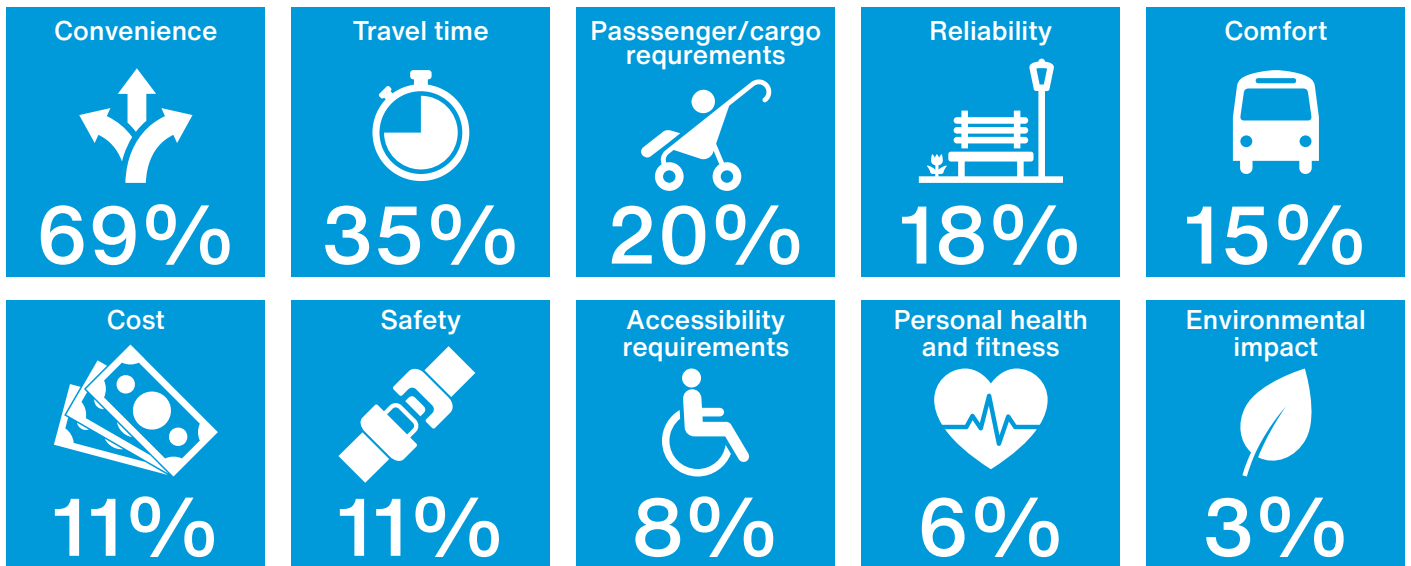
Strategic Community Reference Group

A meeting was held on integrated transport with the City’s Strategic Community Reference Group in March 2021. The reference group discussed the vision for integrated transport, future trends in transport, the needs and aspirations of community members, transport ideas for key areas in the City, and priority strategies and initiatives. The initiatives identified aimed to increase walking and cycling connectivity and provide better public transport options that encourage a behaviour change away from private vehicle use. The key trends expected to influence transport were identified as the emergence of electric vehicles and connected autonomous vehicles, and uptake of micro-mobility, including as a service and rideshare. Some issues and concerns identified were the lack of public transport options, increased traffic congestion, meeting the needs of freight and delivery, and what barriers these may pose for future connectivity.

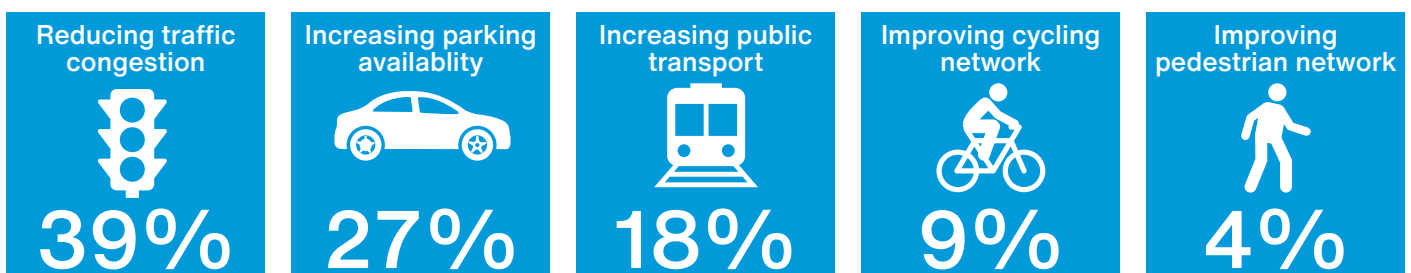
Travel Survey

A Travel Survey was undertaken in April 2021 using computer assisted telephone interviews (CATIs) carried out by the Edith Cowan University Survey Research Centre on behalf of the City. Survey participants were randomly selected from a telephone database of residents aged 18+ years living within suburbs located in the City. Quotas for suburbs and age groups were applied based on the City’s population, and interviewers collected a total of 402 responses. Overall, respondents indicated they are heavily reliant on personal vehicles (especially cars) for their transport needs. The majority of respondents indicated they use a car most often for all of the activities described in the survey. This included attending appointments, shopping, leisure and recreational activities, as well as going to work, school or university. When asked, “which two factors most affect your transport decisions,” a considerable majority of respondents indicated “convenience,” followed by “travel time”. Correspondingly, when asked, “what are your top two priorities for improving transport”, the most popular were “reducing traffic congestion” and “increasing parking availability”.

Travel Survey: “When selecting a mode of transport, what are the top two factors that affect your decision?”



Travel Survey: “In your opinion, what is the most important priority for improving local transport?”



Plan outcomes

The *Integrated Transport Plan 2024–2034* will guide multi-modal transport planning and inform strategic policy, advocacy and infrastructure decisions in the City of Joondalup over the next 10 years. The following outcomes are intended to provide strategic direction for decision-making and guide the allocation and prioritisation of the key initiatives that follow.

Outcome 1	Traffic congestion Road maintenance and upgrades are managed appropriately to ensure adequate capacity and minimal traffic congestion.
Outcome 2	Road and transport safety Road and transport safety risks are minimised through effective design measures and suitable engineering treatments
Outcome 3	Public transport Public transport is reliable and convenient with widespread coverage and efficient connections
Outcome 4	Active transport Active transport, including micromobility, is encouraged with safe, accessible and connected routes
Outcome 5	Electric vehicles Support is provided to facilitate increased uptake of electric vehicles and other emerging technologies.
Outcome 6	Streetscapes Streetscapes are designed to accommodate different transport modes comfortably and safely.
Outcome 7	Parking Parking is managed sustainably to promote active transport and foster local economic development.

Outcome 1

Traffic congestion

Road maintenance and upgrades are managed appropriately to ensure adequate capacity and minimal traffic congestion.

Role of the City

The role of the City is to plan for and upgrade the City-owned transport network to ensure adequate capacity for everyday use, including all road infrastructure within gazetted road reserves, and excluding line marking, road signage and utility services infrastructure. Main Roads Western Australia is responsible for planning and upgrading the State road network, including intersections between State-owned and City-owned roads. The role of the City in managing traffic congestion is to implement road and intersection upgrades on its road network and liaise with Main Roads Western Australia regarding State road intersections and interchange upgrades to ensure an efficient and well-connected road environment.

Capital works programs:

Civil construction

▼ 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 Western Australia Metropolitan Regional Road Grant Program.

Civil construction

▼ Road preservation and rehabilitation program

Provides for the maintenance of the City’s road and car park network through the systemic and timely surface seal resurfacing and pavement rehabilitation works to maintain pavement integrity and minimise future rehabilitation and reconstruction costs.

Ongoing projects and initiatives

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Liaison and advocacy – traffic congestion Liaison and advocacy 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 network.	●	●	●	●	●	●	●	●	●	●
Metropolitan Regional Road Group Improvement Program Applications for funding through the Metropolitan Regional Road Group Road Improvement Program and, where successful, funding of infrastructure upgrade projects.	●	●	●	●	●	●	●	●	●	●

New projects and initiatives

Strategic transport planning

Undertake a road network review of the City’s local distributor roads to determine which roads require road section and intersection upgrades to improve accessibility and reduce congestion.

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Major road network modelling

Review and update the Joondalup Area Model (area wide mesoscopic model) with new traffic data to forecast traffic congestions issues and put in place appropriate measures on the City’s road network.

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Outcome 3

Public transport

Public transport is reliable and convenient with widespread coverage and efficient connections

Role of the City

The City provides and maintains infrastructure that supports public transport use throughout the City. This includes the installation of pathway connections, bus shelters (excluding hard stands), and funding for public transport services in the Joondalup Activity Centre. The State Government is responsible for the location of infrastructure relating to train stations, bus stops, and for determining fares and routes. The City works with the Public Transport Authority of Western Australia to select appropriate locations for train stations and bus stops, and is guided by the Public Transport Authority's Station Access Strategy, which aims to reduce travel times and increase the uptake of public transport.

Capital works programs:

Traffic management

▼ Local area traffic management program

Provides for improvements to the City's road network for vehicle, cyclist, and pedestrian safety and accessibility, through cost-effective traffic treatments and urban enhancement.

Bus shelter installations

▼ Local-area traffic management program

Provides for improvements to the road network for vehicle, cyclist and pedestrian safety and accessibility, through cost effective traffic treatments and urban enhancement.

Ongoing projects and initiatives

2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
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Liaison and advocacy – public transport

Liaison with the Public Transport Authority of Western Australia to advocate for infrastructure to support public transport use.

●	●	●	●	●	●	●	●	●	●
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Joondalup Central Area Transit (CAT) bus

Provision of funding and support for the continued delivery of the Joondalup CAT bus service.

●	●	●	●	●	●	●	●	●	●
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Train station and bus stop connectivity

Provision of information to the broader community of available public transport options to encourage and increase the uptake of public transport.

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New projects and initiatives

Mid-tier public transport

Liaise with the relevant State Government agencies for mid-tier public transport options that align with the objectives identified in the Joondalup Activity Centre Plan, such as bus rapid transit and/or light rail projects.

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Liaison and advocacy – east-west connectivity

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.

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Outcome 4**Active transport**

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

Role of the City

The City provides and maintains active transport networks, including pathways, cycle lanes and shared zones, to encourage active transport use. Supported with lighting and CCTV surveillance, the infrastructure helps to promote and support active transport options within the broader community. The aim is to have a healthy and active community and reduce mobility-related carbon emissions in line with the State Government's *Bicycle Network Plan 2014–2031* and *Western Australian Cycling Network Hierarchy*. The City promotes active transport options through community education and information on external funding opportunities that encourage the uptake and continued use in the community. The City is not responsible for subsidising the cost of micromobility (e-scooters, e-bikes etc.) equipment or equipment used in active transport, such as clothing, helmets, safety pads, sunglasses or sunscreen.

Capital works programs:**Civil construction**

▼ New pathways program

Provides for the extension of the pathways network throughout the City to improve connectivity and accessibility to community facilities and enable more people to walk and cycle.

Traffic management

▼ Pathway replacement program

Provides for the renewal of the existing pathway network to achieve a safer and more accessible environment for all users, within road reserves, parks, foreshores, City open spaces and public accessways.

Ongoing projects and initiatives

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Active transport education Provision of 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's Your Move program.	●	●	●	●	●	●	●	●	●	●
Cycle count program Collection and analysis of cycle count data to assess and prioritise upgrades to roads and pathways and guide the delivery of active transport infrastructure.	●	●	●	●	●	●	●	●	●	●

New projects and initiatives**Bike Plan**

Develop a new 10-year Bike Plan that guides the City's infrastructure projects and initiatives to encourage people of all ages and abilities to cycle in and around the City.

Micromobility infrastructure

Investigate opportunities to install and manage physical infrastructure for micromobility use

Safe Active Streets

Investigate opportunities to develop, trial and evaluate the State Government Safe Active Streets program which uses local area traffic management treatments to encourage more people to walk, wheel and ride in their communities.

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	●	●	●	●	●	●	●	●	●	●
						●	●	●	●	●

Outcome 5

Electric vehicles

Support is provided to facilitate increased uptake of electric vehicles and other emerging technologies.

Role of the City

The City supports the State Government's *Electric Vehicle Strategy* for Western Australia to prepare for the transition to low and zero-emission vehicles and aims to install infrastructure to transition the City-owned fleet to electric vehicles. The City's role is to encourage the uptake of electric vehicles and support external organisations who wish to install electric vehicle charging infrastructure. The City is not responsible for providing the charging infrastructure or power for public use. State and Federal Government agencies are responsible for managing various market interventions to encourage electric vehicle uptake, such as taxation exemptions and funding grants.

Capital works programs:

NIL

Ongoing projects and initiatives	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Liaison and advocacy – electric vehicle charging infrastructure Liaison and advocacy with the State and Federal Governments for the roll-out of public electric vehicle charging infrastructure and trials.	●	●	●	●	●	●	●	●	●	●
City of Joondalup vehicle fleet Continued progression of the upgrading of City-owned vehicles to electric vehicles and installation of supporting infrastructure.	●	●	●	●	●	●	●	●	●	●
New projects and initiatives										
Electric vehicle position Develop a position on electric vehicle infrastructure in the City to ensure appropriate investment is made in the supply, installation, and maintenance of infrastructure as the technology develops.				●						

Outcome 6

Streetscapes

Streetscapes are designed to accommodate different transport modes comfortably and safely.

Role of the City

The City provides and maintains streetscapes that enhance the environment and complement the different modes of transport, especially active transport. The City maintains vegetation in medians and verge spaces that is appropriate for the local area, is aesthetically pleasing, and reduces the heat island effect. The City is guided by the Western Australian Planning Commission's *Liveable Neighbourhoods*, which promotes good neighbourhood design for liveable and sustainable communities. State Government agencies are responsible for utility infrastructure in road reserves, including those associated with power, gas, water, communications and fibre optics.

Capital works programs:

Civil construction

▼ Stormwater drainage program

Provides for drainage issues with the existing drainage network which includes investigating drainage solutions using garden areas in road carriageway, medians and verges.

Traffic management

▼ Local-area traffic management program

Provides for improvements to the road network for vehicle, cyclist and pedestrian safety and accessibility, through cost effective traffic calming and urban enhancement techniques.

Traffic management

▼ Leafy city program

Provides for installing street trees in medians and verges to reduce heat island effect and improve visual amenity along City owned streets.

Ongoing projects and initiatives

Road sweeping program

Regular road sweeping maintenance of City-owned roads in response to regular inspections and/or public requests.

2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
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Leafy City program

Supply, installation and maintenance of street trees, shrubs, and mulch in verges along City-owned roads to improve aesthetics and usability.

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New projects and initiatives

Place activation – streetscapes

Upgrade infrastructure in road reserves in high activity areas to encourage better integration between adjoining developments and improve access for vehicles and pedestrians.

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Urban development planning

Investigate opportunities to upgrade roads, verges and streetscape as part of future development planning and changes to areas to facilitate infill housing. Initiative to occur following the review of the City's Local Planning Strategy.

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Outcome 7

Parking

Parking is managed sustainably to promote active transport and foster local economic development.

Role of the City

The City manages and provides improvements to City-owned parking facilities for the convenience and safety of residents, visitors and businesses. The City ensures safe and sufficient public parking near community facilities and places of interest, such as near schools. The City also provides public parking that encourages economic growth and development within the Joondalup City Centre, excluding on-street parking on privately owned roads or off-street parking on private property. The City is guided by the Department of Transport’s *Parking Guidelines for Activity Centres*. The City is not responsible for parking on private property, shopping centres, train and bus stations or school sites.

Capital works programs:

Traffic management

▼ Parking facilities program

Provides for improvements to parking facilities at City public open spaces and facilities, and contributes to improvements surrounding schools when financially supported by the adjacent school.

Ongoing projects and initiatives

Parking schemes

Provision of clear and visible parking signage and line marking around busy areas to control on-street and off-street parking and amenity for the public.

2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
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Parking management

Enforcement of existing parking controls, signage and local laws to provide for adequate parking turnover.

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New projects and initiatives

Parking Supply and Management Plan

Develop a Parking Supply and Management Plan to outline how the City will supply and manage both on-street and off-street parking.

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Implementation

Monitoring and reporting

Monitoring and reporting on the outcomes of the *Integrated Transport Plan 2024–2034* will be undertaken through the City’s Corporate Business Plan Quarterly Reports and Capital Works Program Quarterly Reports. 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 Integrated Transport 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 2029, and a major review will be conducted at the end of the plan’s timeframe in 2034.



Appendix

Related Federal and State Government documents (A–Z)

Driving Change Road Safety Strategy 2020–2030 (Road Safety Commission)

The *Driving Change Road Safety Strategy 2020–2030* sets out Western Australia’s road safety strategy over the next 10 years and aims to reduce the numbers of people killed, severely or seriously injured by 50–70% by 2030. The strategy provides an outline of priorities and effective implementation areas for government, the private and not-for-profit sectors, and the community to inform the City’s integrated transport plan.

Electric Vehicle Charging Infrastructure (Draft Position Statement)

The Draft Position Statement – Electric Vehicle Charging Infrastructure outlines how electric vehicle charging infrastructure should be considered and assessed in the Western Australian planning system. The statement is relevant to the City as it aims to assist proponents and decision-makers by advocating for a streamlined approvals process for electric vehicle charging infrastructure, and provide guidance on development applications, public works, appropriate locations and recommended levels of provision for various land uses, including residential development.

Local Government Road Safety Management Planning Process Guide

The Local Government *Road Safety Management Planning Process Guide* is provided by Austroads to guide the City in developing a Road Safety Management Plan. The guidance is designed to provide contemporary best practice methods in the development and implementation of road safety management frameworks suitable for use in a local government context. The guidance introduces functions necessary for the implementation of a road safety management system and describes key principles, such as strategic partnerships, shared responsibilities, capacity building, program development and delivery funding.

Lighting Design Guideline for Roadway and Public Spaces (Main Roads Western Australia)

The *Lighting Design Guideline for Roadway and Public Spaces* provides design guidelines for lighting for road and public spaces where the lighting is being built and maintained by Main Roads Western Australia. It provides the City with technical requirements for the design of roadway, pedestrian lighting, shared pathways, associated electrical design, material and lighting software, and information on documentation requirements.

Liveable Neighbourhoods (Western Australian Planning Commission)

Liveable Neighbourhoods is an operational policy that guides the structure planning and subdivision for greenfield and large brownfield (urban infill) sites. The City’s Integrated Transport Plan needs to align with the 10 Principles of Good Design outlined in *State Planning Policy 7.0 Design of the Built Environment* for neighbourhood design for liveable and sustainable communities.

Long-Term Cycle Network (Department of Transport)

The *Long-Term Cycle Network* identifies an aspirational blueprint for cycling infrastructure for all ages and abilities. It seeks to make sure the state and local governments work together to deliver continuous bicycle networks throughout Western Australia that will provide additional transport options, contribute to recreational opportunities, and support tourism and commercial activity. The City will continue to collaborate and maintain up-to-date information on any modifications to the network as a result of new bike plans, structure and precinct planning, and masterplan development.

National Electric Vehicle Strategy (Department of Climate Change, Energy, the Environment and Water)

The *National Electric Vehicle Strategy* sets a vision to increase the uptake of electric vehicles to reduce emissions and improve the wellbeing of Australians. The strategy provides guidance for the City’s position on electric vehicles through its key objectives and implementation initiatives.

National Freight and Supply Chain Strategy (Department of Infrastructure, Transport, Regional Development, Communications and the Arts)

The *National Freight and Supply Chain Strategy* sets an agenda for coordinated and well-planned government and industry action across all freight modes over the next 20 years and beyond. The goals of the strategy guide the City in considering strategic priorities for freight policy, programs and investment.

National Road Safety Action Plan 2023-25

The *National Road Safety Action Plan 2023-25* was agreed to by all Infrastructure and Transport Ministers in December 2022. The Action Plan was developed cooperatively by the Australian, state and territory governments, in consultation with key road safety stakeholders and the Australian Local Government Association. It is the first Action Plan under the *National Road Safety Strategy 2021–2030*, and sets out the key actions all governments will undertake to 2025, in pursuit of the agreed priorities identified.

National Road Safety Strategy 2021–2030

The *National Road Safety Strategy 2021–2030* was agreed to by the Australian Government and all state and territory governments in May 2021. It sets the agenda for co-ordinated and planned government action to improve road safety over the next 10 years.

North-West Sub-Regional Planning Framework (Western Australian Planning Commission)

The *North-West Sub-Regional Planning Framework* provides general guidance and informs future amendments to the *Metropolitan Region Scheme*. The City needs to align with the framework's objective to provide an efficient and effective regional movement network for people and freight that is integrated with land uses, links key economic and employment opportunities, and connects regions and sub-regions.

Parking Guidelines for Activity Centres (Department of Transport)

The *Parking Guidelines for Activity Centres* provide direction on appropriate principles and management techniques to be considered when developing access and parking plans in the City's activity centres.

Perth and Peel @3.5 Million: The Transport Network (Western Australian Planning Commission)

The *Perth and Peel @3.5 Million: The Transport Network* presents a long-term growth strategy for land use and infrastructure provision for the Perth and Peel regions. The plan informs the City's Integrated Transport Plan as it provides an overview of the existing transport network and identifies the strengths and weaknesses throughout the key sub-regions.

State Electric Vehicle Strategy for Western Australia (Department of Water and Environmental Regulation)

The *State Electric Vehicle Strategy* for Western Australia is focused on actions to assist the local uptake of electric vehicles and ensure that the electrification transition is efficient, coordinated and supports a robust and increasingly decarbonised energy system. The strategy outlines key areas of action to support the adoption of electric vehicles, and guide the City in electric vehicle uptake, infrastructure, standards, guidelines and planning approvals, and industry development.

State Infrastructure Strategy (Infrastructure Western Australia)

The *State Infrastructure Strategy* lays the foundations for infrastructure planning, delivery and management for the next two decades. To meet integrated transport needs over the next 20 years, the City's Integrated Transport Plan needs to align with State Government's strategic, mode-agnostic approach to transport network planning and delivery across all modes of transport.

State Planning Policy 4.2 – Activity Centres for Perth and Peel (Western Australian Planning Commission)

The *State Planning Policy 4.2 – Activity Centres for Perth and Peel* addresses the planning and development of activity centres. The City's Integrated Transport Plan needs to align with the policy's objective of ensuring activity centres are accessible and well-serviced by a range of transport options with a priority on walking, cycling and public transport use.

State Planning Policy 7.2 – Precinct Design (Western Australian Planning Commission)

The *State Planning Policy 7.2 – Precinct Design* provides a framework to guide the planning of precincts that require a tailored, performance-based approach to precinct design, supported by design review and a high level of community participation. The City's Integrated Transport Plan needs to align with the 10 design principles outlined in this policy.

Station Access Strategy (Public Transport Authority)

The *Station Access Strategy* looks at how passengers currently access stations, barriers to using more preferred modes, and future access requirements, and provides recommended measures to accommodate access to stations in line with future projections and policies. The City is responsible for the local road network and pathway network that provides pedestrian and cycle access to the stations, which need to align with the strategy's recommendations and measures.

The regulatory framework for automated vehicles in Australia (National Transport Commission)

The regulatory framework for automated vehicles in Australia is a policy document that includes the recommendations and details for the draft Automated Vehicle Safety Law. Australia currently does not have any laws that support the deployment of automated vehicles as the laws are designed for vehicles with human drivers. It is anticipated the draft Automated Vehicle Safety Law will be finalised in 2026.







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