COMMUNITY ENGAGEMENT OUTCOMES REPORT

Bike Survey 2018

INT18/23650

CONTENTS

OVERVIEW 3
STAKEHOLDERS 4
ENGAGEMENT MATERIALS 5
RESPONSE RATE 10
DEMOGRAPHICS 11
COMMENT FORM QUESTIONS 16
APPENDIX 38

OVERVIEW

The community was invited to complete the Bike Survey from 16 March 2018 to 15 April 2018 to help establish a baseline understanding of bike riding participation levels in the City of Joondalup and the motivators and barriers to cycling. Feedback was sought by way of an online Comment Form.

It is intended that the responses to the Bike Survey will be used to identify ways to increase bike riding in the City and inform future City programs, services and infrastructure related to cycling.

The City collected a total of 667 valid responses throughout the 30-day advertised engagement period. Approximately half were members of the City's Community Engagement Network, and the remaining were received from community members who were not directly engaged by the City.

The majority of respondents indicated that they are regular bike riders with almost two-thirds stating that they had cycled at least once within the last week. Of these respondents, approximately half indicated that they normally ride between 5 and 30 kilometres in a single trip. Further, these respondents cited "exercise/fitness" and "fun/enjoyment" as their top reasons for cycling. Of those respondents who are not regular bike riders, almost half indicated that they do not feel safe riding a bike, and a large number also identified that they do not own a bike.

Respondents were asked what type of pathway/surface they prefer riding on and over one-third indicated that they prefer separate cycle and pedestrian paths. Approximately one-quarter of respondents indicated a preference for on-road bicycle lanes and shared paths. Respondents were also asked how safe they felt on different types of pathways/surfaces and 69.1% of respondents indicated they felt "very safe" on cycle-only paths. Pathways and surfaces where a large number of respondents feel "unsafe" or "very unsafe" included roads with no bicycle lanes, particularly those with medium and heavy traffic.

Overall, respondents indicated that they were moderately satisfied with bike infrastructure in the City of Joondalup, with 39.9% of respondents selecting "satisfied" or "very satisfied" on a five-point scale from "very dissatisfied" to "very satisfied".

STAKEHOLDERS

A total of 2,155 stakeholders were *directly* engaged by the City. Stakeholders identified included:

- Community Engagement Network Members = 2,148
- Local cycling groups = 7
  - Northern Beaches Cycling Club
  - Northern Districts Cycle Club
  - Over 55 Cycling Club
  - Perth Mountain Bike Club
  - Top Trails
  - WestCycle
  - Woodvale Bike Group

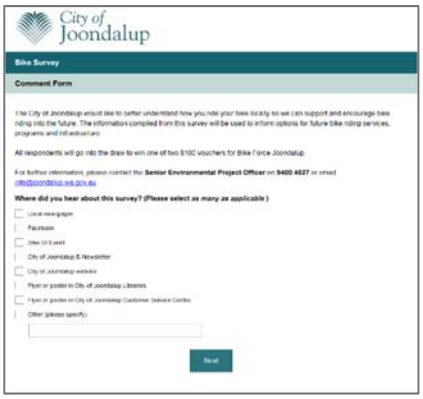
Additional stakeholders, including interested residents, ratepayers and community members, were also *indirectly* engaged by the City via the engagement materials described below.

ENGAGEMENT MATERIALS

Members of the City's Community Engagement Network were directly contacted via email and invited to complete an online Comment Form. Representatives from local cycling groups were directly contacted via email and encouraged to forward the online Comment Form link to their members to complete.

Email to Community Engagement Network members and local cycling groups (see Appendix 1–2 for full):

Online Comment Form (see Appendix 3 for full):



In addition, the City advertised the engagement to other community members via the following means:

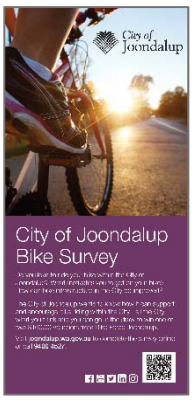
- Webpage linked through the Community Engagement section of the City's website visible 16 March 2018 to 15 April 2018.
- Banner advertisement visible on the City's homepage 3 April 2018 to 15 April 2018.
- Launch of the survey at the City-hosted Bike Doctor event held 18 March 2018.
- Flyers available at the City's libraries, leisure centres, customer service centres and at the City-hosted Bike Doctor event held 18 March 2018.
- Posters erected at the City's libraries, leisure centres and customer service centres.
- Item listed in the City's *Environmental Events* e-newsletter published 22 March 2018 online and emailed to subscribers.
- Item listed in the *Joondalup Voice* community newspaper insert published 5 April 2018 in print, available online and emailed to subscribers.
- Twitter posts published through the City's Twitter account 20 March 2018 and 6 April 2018.
- Facebook posts published through the City's Facebook account 20 March 2018 and 6 April 2018.

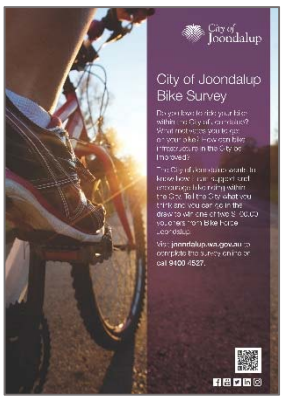
To encourage responses, two prizes of $100 vouchers from Bike Force Joondalup were offered.

Community Engagement webpage text and banner advertisement from the City's website (see Appendix 4–5 for full):

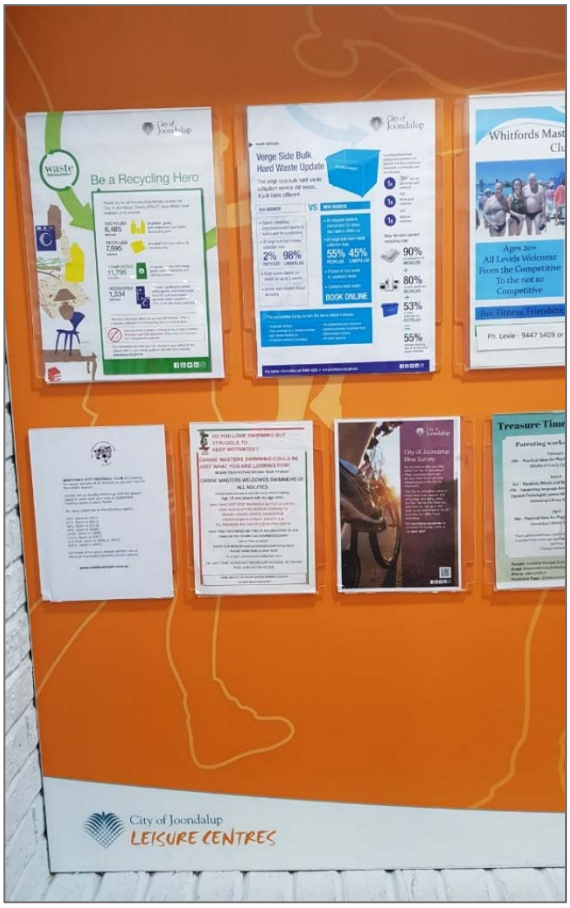
Photograph from the City-hosted Bike Doctor event:

Flyer and poster design (see Appendix 6–7 for full):





Photographs of flyer and poster at Craigie Leisure Centre:



***Environmental Events* e-newsletter (see Appendix 8 for full):**

Article from the online *Joondalup Voice* and print *Joondalup Voice* community newspaper insert (see Appendix 9–10 for full):

Social media posts from the City's Twitter account (see Appendix 11 for full):

Social media posts from the City's Facebook account (see Appendix 12 for full):

Further to the City's communication, an article about the engagement (and the City's Bike Doctor event) appeared in the online *Joondalup Times* community newspaper 23 March 2018, and a different article appeared in the print *Joondalup Times* 3 April 2018. The Joondalup–Wanneroo Times/Weekender Facebook account also posted about the engagement 25 March 2018 and via Twitter 25 March 2018.

Article from the online *Joondalup Times* and print *Joondalup Times* community newspapers (see Appendix 13–14 for full):

Social media posts from the Joondalup–Wanneroo Times/Weekender Twitter and Facebook accounts (see Appendix 15 for full):

RESPONSE RATE

The City collected a total of 667 valid responses throughout the 30-day advertised engagement period. Responses that were considered valid include all those which contained contact details enabling identification and were submitted within the advertised engagement period. Where multiple Comment Forms were received from the same person, these were combined into one response.

Of the 667 respondents, almost half (306) are members of the City's Community Engagement Network, indicating a response rate of 14.2% for these stakeholders. Of the 7 local cycling groups invited to participate, a number of respondents indicated that they are members of these groups and these has been captured under "Respondent membership of a cycling group". In total, 45.9% of responses come from stakeholders who had been engaged *directly* by the City, indicating an overall response rate of 14.2%. In addition, 361 responses were received from community members who were not directly engaged by the City. These data are shown in the table below.

	Forms sent	Forms received	Response rate
Responses received by stakeholder type:	**N**	**N***	**%**
Community Engagement Network Members	2,148	306	14.2%
Other community members (engaged *indirectly*)	—	361	—
Total response rate (engaged *directly*)	**2,155**	**306**	**14.2%**

*Numbers may not add up to total, as respondents can represent more than 1 stakeholder type.

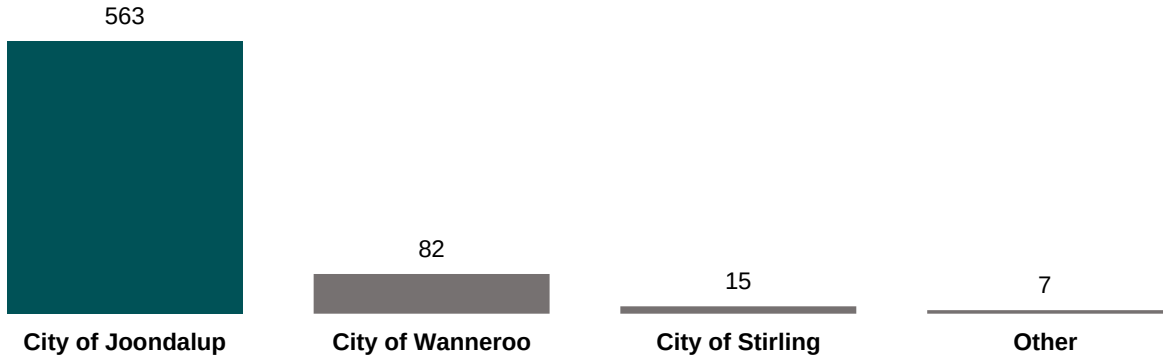
DEMOGRAPHICS

Respondent address

Respondents were asked to provide their contact address and the majority of respondents are residents of the City of Joondalup (563). A large number of the remaining respondents are residents of the City of Wanneroo (82). These data are shown in the table and chart below.

Responses received by suburb:	N	%
City of Joondalup	**563**	**84.4%**
Beldon	10	1.5%
Burns Beach	22	3.3%
Connolly	13	1.9%
Craigie	12	1.8%
Currambine	20	3.0%
Duncraig	52	7.8%
Edgewater	36	5.4%
Greenwood	21	3.1%
Heathridge	8	1.2%
Hillarys	64	9.6%
Iluka	28	4.2%
Joondalup	38	5.7%
Kallaroo	33	4.9%
Kingsley	36	5.4%
Kinross	22	3.3%
Marmion	4	0.6%
Mullaloo	34	5.1%
Ocean Reef	25	3.7%
Padbury	19	2.8%
Sorrento	26	3.9%
Warwick	9	1.3%
Woodvale	31	4.6%
City of Wanneroo	82	12.3%
City of Stirling	15	2.2%
Other	7	1.0%
Total responses	**667**	**100.0%**

Responses received by address:

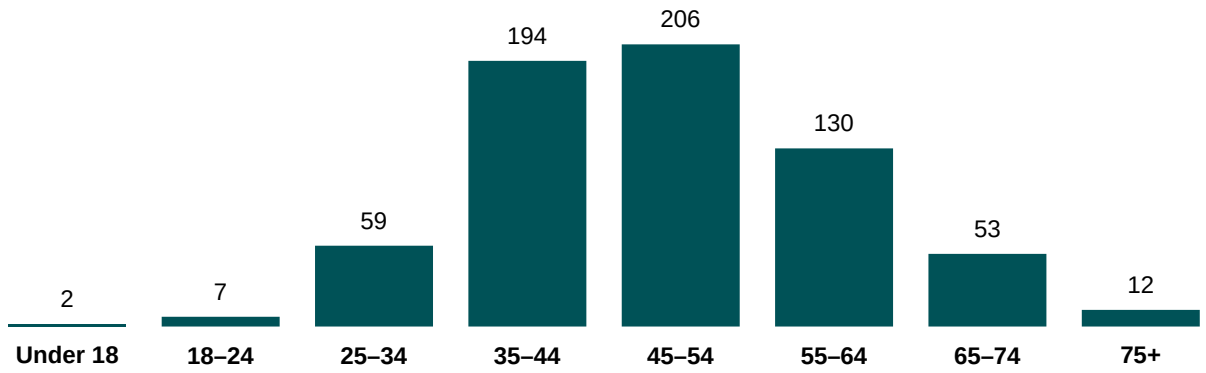


Respondent age

Respondents were asked to provide their age and just under 80% of respondents are between the ages of 35–44 years (194), 45–54 years (206) and 55–64 years (130). Few respondents (less than 5%), are under 25 years or over 75 years of age. These data are shown in the table and chart below.

Responses received by age:	N	%
Under 18 years	2	0.3%
18–24 years	7	1.0%
25–34 years	59	8.8%
35–44 years	194	29.1%
45–54 years	206	30.9%
55–64 years	130	19.5%
65–74 years	53	7.9%
75+ years	12	1.8%
No response	*4*	*0.6%*
Total responses	**667**	**100.0%**

Responses received by age:

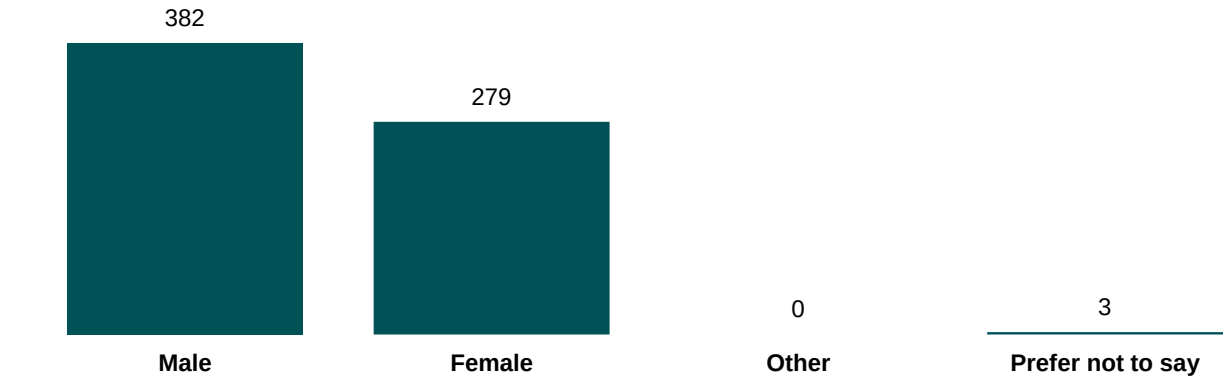


Respondent gender

Respondents were asked to indicate their gender and over half of respondents indicated that they are male (382), with just over 40% indicating that they are female (279). These data are shown in the table and chart below.

Responses received by gender:	N	%
Male	382	57.3%
Female	279	41.8%
Other	0	0.0%
Prefer not to say	3	0.4%
No response	*3*	*0.4%*
Total responses	**667**	**100.0%**

Responses received by gender:



Respondent knowledge of survey

Respondents were asked to identify where they had heard about the survey from the following advertising methods:

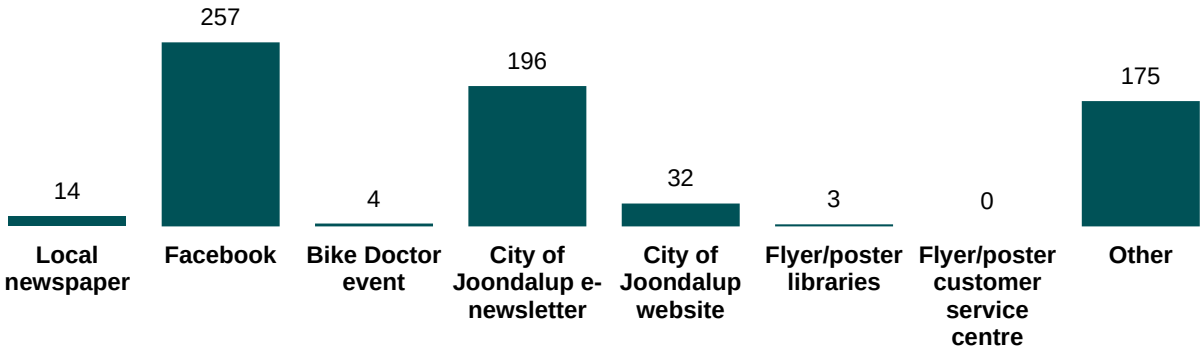
- Local newspaper
- Facebook
- Bike Doctor event
- City of Joondalup e-newsletter
- City of Joondalup website
- Flyer or poster in City of Joondalup libraries
- Flyer of poster in City of Joondalup customer service centre
- Other

A large proportion (38.5%) indicated that they had heard about the survey through Facebook, and just under one-third of respondents indicated that they had heard about the survey through a City of Joondalup e-newsletter. Further, a large number of respondents (115) indicated that they had heard about the survey through the Community Engagement Network. These data are shown in the table and chart below.

Responses received by advertising method:	N*	%
Local newspaper	14	2.1%
Facebook	257	38.5%
Bike Doctor event	4	0.6%
City of Joondalup e-newsletter	196	29.4%
City of Joondalup website	32	4.8%
Flyer of poster in City of Joondalup libraries	3	0.4%
Flyer of poster in City of Joondalup customer service centre	0	0.0%
Other	**175**	**26.2%**
Friend/word-of-mouth	22	3.3%
Community Engagement Network/email from City	115	17.2%
Cycling club/association	29	4.3%
Twitter	4	0.6%
Other	5	0.7%
No response	*1*	*0.1%*
Total responses	**667**	**100.0%**

*Numbers may not add up to total, as respondents may have heard about the survey through multiple advertising methods.

Responses received by advertising method:



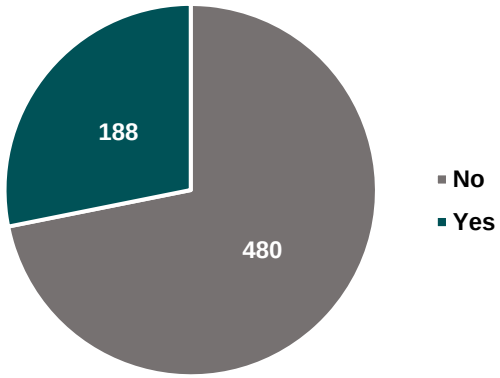
Respondent membership of a cycling group

Respondents were asked to identify whether they belong to a cycling group. 28.1% of respondents identified that they belong to one or more cycling groups. The most frequently mentioned groups include Northern Beaches Cycling Club (65), Bike Force Joondalup (42), North Coast Tri Club (24) and Joondalup Cycle City (22). These data are shown in the table and chart below.

Responses received by membership of a cycling group:	N*	%
No	480	71.9%
Yes	**188**	**28.1%**
Bicycling Western Australia	3	0.4%
Bike Force Joondalup	42	6.3%
Joondalup Bike Force	3	0.4%
Joondalup Cycle City	22	3.3%
North Coast Tri Club	24	3.6%
Northern Beaches Cycling Club	65	9.7%
The ROVE	5	0.7%
Tour de Friends	4	0.6%
Woodvale Group Ride	9	1.3%
Other	37	5.5%
Total responses	**667**	**100.0%**

*Numbers may not add up to total, as respondents may belong to more than 1 cycling group.

Responses received by membership of a cycling group:



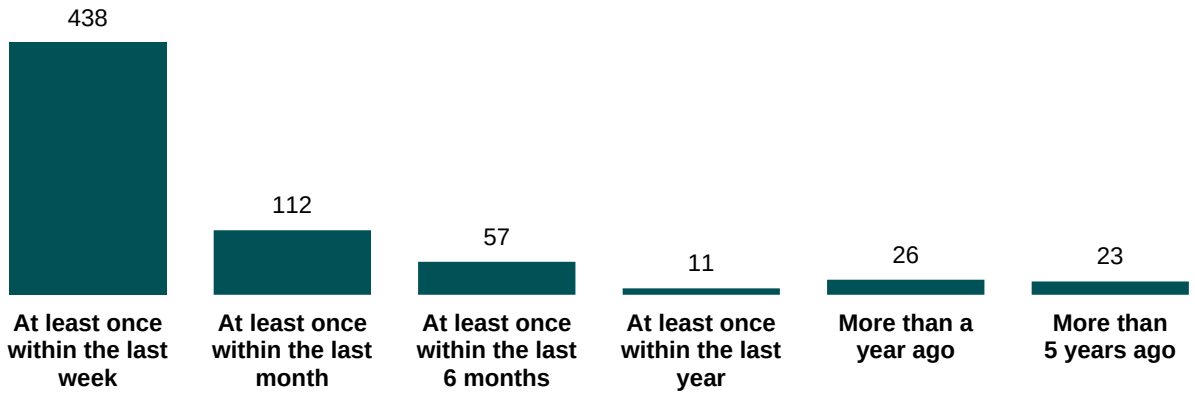
COMMENT FORM QUESTIONS

QUESTION: “When did you last ride a bike?”

Respondents were asked to indicate when they last rode a bike. Almost two-thirds of respondents indicated that they had cycled at least once within the last week, with an additional 16.8% indicating that they had cycled at least once within the last month. Less than 8% of respondents indicated that had last cycled more than a year ago. These data are shown in the table and chart below.

When did you last ride a bike:	N	%
At least once within the last week	438	65.7%
At least once within the last month	112	16.8%
At least once within the last 6 months	57	8.5%
At least once within the last year	11	1.6%
More than a year ago	26	3.9%
More than 5 years ago	23	3.4%
Total responses	**667**	**100.0%**

When did you last ride a bike:



QUESTION: “What are the main reasons you ride a bike?”

Respondents who identified that they had cycled at least once within the last year or more frequently were asked to select their main reasons for riding a bike. The options presented for selection included:

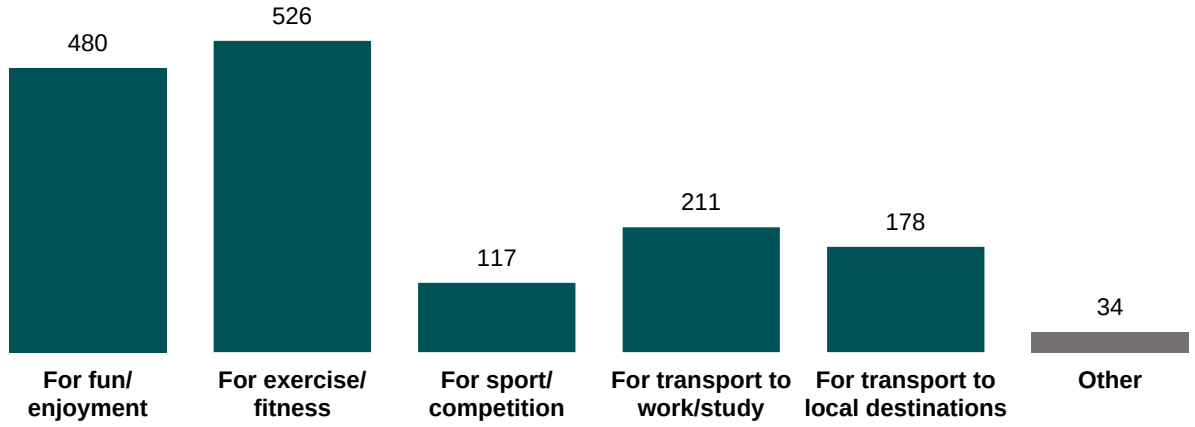
- For fun/enjoyment
- For exercise/fitness
- For sport/competition
- For transport to work/study
- For transport to local destinations (ie park, shops)
- Other

617 respondents provided reasons with the majority of these indicating that they cycle for exercise/fitness or for fun/enjoyment (or both). Over one-third of respondents indicated that they cycle for transport to work/study, and over one-quarter indicated that they cycle for transport to local destinations. Those who selected “other” indicated reasons such as spending time with family, charity fundraising, supporting others who are not able to ride themselves, as well as a range of activities that could be categorised as “fun/enjoyment” and “transport to local destinations”. These data are shown in the table and chart below.

What are the main reasons you ride a bike:	N*	%
For fun/enjoyment	480	77.7%
For exercise/fitness	526	85.1%
For sport/competition	117	18.9%
For transport to work/study	211	34.1%
For transport to local destinations (ie park, shops)	178	28.8%
Other	34	5.5%
No response	*1*	*0.2%*
Total responses (respondents who identified that they cycled at least once within the last year or more frequently)	**618**	**100.0%**

*Numbers may not add up to total, as respondents may have selected multiple reasons.

What are the main reasons you ride a bike:



QUESTION: “In general, what distance do you normally ride in a single trip?”

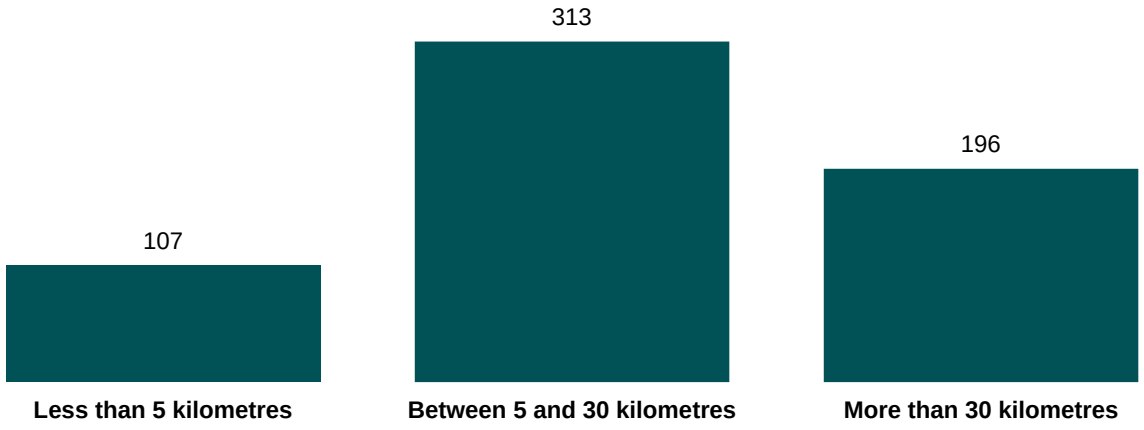
Respondents who identified that they cycled at least once within the last year or more frequently were asked to indicate what distance they normally ride in a single trip. The options presented for selection included:

- Less than 5 kilometres
- Between 5 and 30 kilometres
- More than 30 kilometres

616 respondents answered this question. Approximately half of these indicated that they normally ride between 5 and 30 kilometres in a single trip and 31.7% indicated that they normally ride more than 30 kilometres. These data are shown in the table and chart below.

In general, what distance do you normally ride in a single trip:	N	%
Less than 5 kilometres	107	17.3%
Between 5 and 30 kilometres	313	50.6%
More than 30 kilometres	196	31.7%
No response	*2*	*0.3%*
Total responses (respondents who identified that they cycled at least once within the last year or more frequently)	**618**	**100.0%**

In general, what distance do you normally ride in a single trip:



QUESTION: “What are the main reasons you haven’t used a bike recently?”

Respondents who identified that they last cycled more than a year ago or more than 5 years ago were asked to select their main reasons for not using a bike recently. The options presented for selection included:

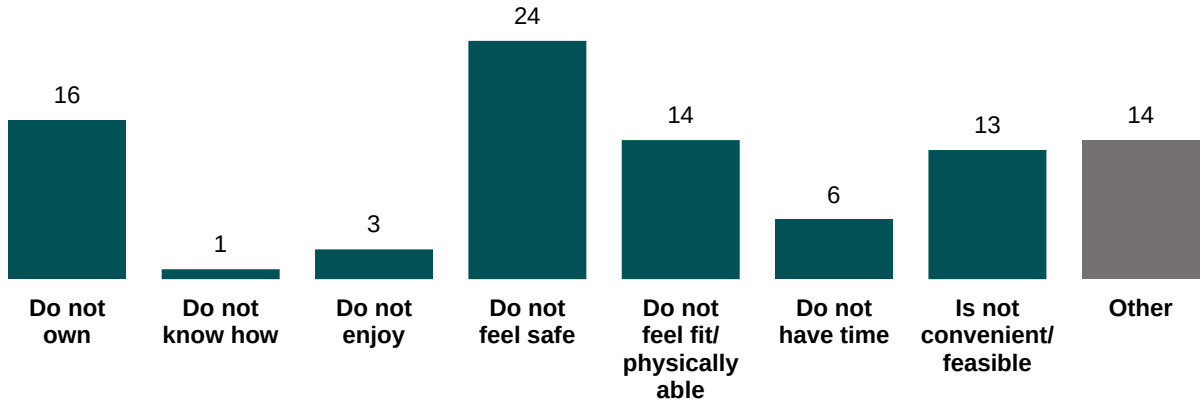
- I do not own a bike
- I do not know how to ride a bike
- I do not enjoy riding a bike
- I do not feel safe riding a bike
- I do not feel I am fit enough and/or physically able to ride a bike
- I do not have time to ride a bike
- Riding a bike is not convenient/feasible for where I need to go
- Other

49 respondents answered this question. Almost half of these indicated that they do not feel safe riding a bike, and a large number also identified that they do not own a bike. Those who selected “other” indicated a range of reasons, including a dislike for helmets, difficulty in accommodating children, and illness/disability. These data are shown in the table and chart below.

What are the main reasons you haven’t used a bike recently:	N*	%
I do not own a bike	16	32.7%
I do not know how to ride a bike	1	2.0%
I do not enjoy riding a bike	3	6.1%
I do not feel safe riding a bike	24	49.0%
I do not feel I am fit enough and/or physically able to ride a bike	14	28.6%
I do not have time to ride a bike	6	12.2%
Riding a bike is not convenient/feasible for where I need to go	13	26.5%
Other	14	28.6%
Total responses (respondents who identified that they last cycled more than a year ago or more than 5 years ago)	**49**	**100.0%**

*Numbers may not add up to total, as respondents may have selected multiple reasons.

What are the main reasons you haven’t used a bike recently:



QUESTION: “Out of the following, which do you/would you most prefer to ride on?”

Respondents were asked to indicate which type of pathway/surface they most prefer to ride. Images, as well as descriptions were provided, including the following:

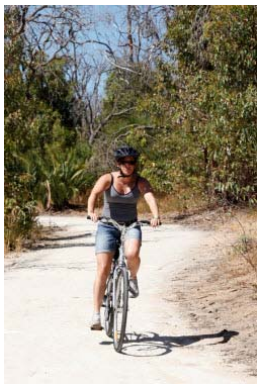
Footpath

Shared path

On-road bicycle lane

Cycle-only path

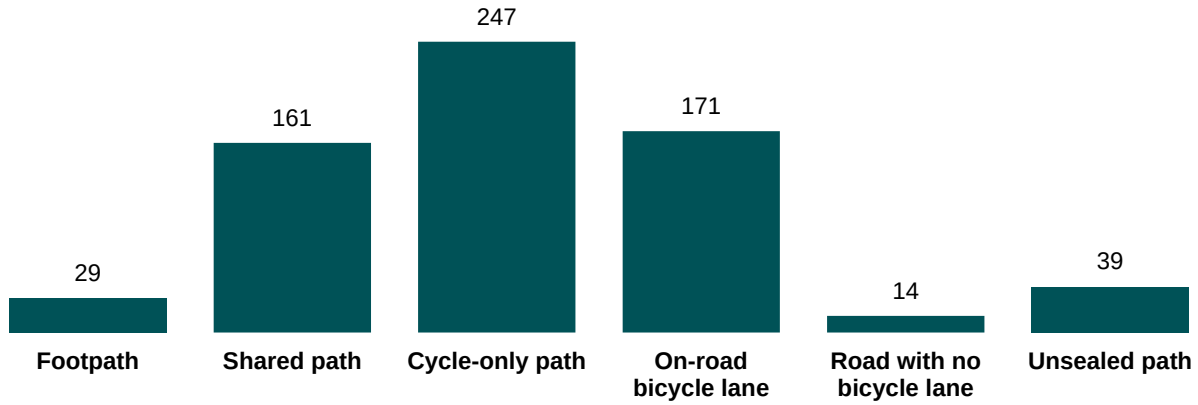
Road with no bicycle lane


Unsealed path

661 respondents provided their preference and over one-third of respondents (247) indicated that they prefer cycle-only paths (ie separate cycle and pedestrian paths). Approximately one-quarter of respondents indicated a preference for on-road bicycle lanes and shared paths. Few respondents prefer roads with no bicycle lanes (29) or footpaths (29). These data are shown in the table and chart below.

Which do you/would you most prefer to ride on:	N	%
Footpath (cement)	29	4.3%
Shared path (asphalt)	161	24.1%
Cycle-only path (separated cycle and pedestrian paths) (asphalt)	247	37.0%
On-road bicycle lane (asphalt)	171	25.6%
Road with no bicycle lane (asphalt)	14	2.1%
Unsealed path (clay/dirt)	39	5.8%
No response	*6*	*0.9%*
Total responses	**667**	**100.0%**

Which do you/would you most prefer to ride on:



QUESTION: “How safe would you feel riding on each of the following?”

Respondents were asked to indicate how safe they feel riding on different types of pathways/ surfaces on a 5-point scale from “very safe” to “very unsafe”. Images, as well as descriptions were provided including the following:

Footpath

Shared path

Cycle-only path

On-road bicycle lane

Road with no bicycle lane and minimal traffic

Road with no bicycle lane and medium traffic

Road with no bicycle lane and heavy traffic

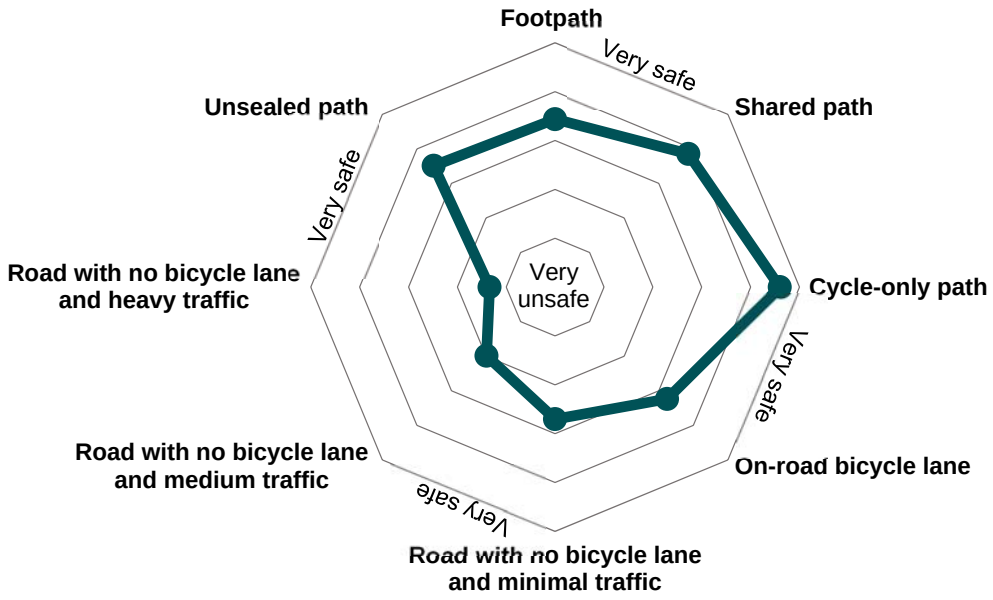
Unsealed path

661 respondents answered this question. The majority of respondents indicated they feel “safe” or “very safe” riding on footpaths, shared paths, cycle-only paths and on-road bicycle lanes, with 69.1% of respondents indicating they feel “very safe” on cycle-only paths. Pathways and surfaces where a large number of respondents feel “unsafe” or “very unsafe” include roads with no bicycle lanes, particularly those with medium and heavy traffic.

Responses have also been averaged across the 5-point scale. These data show that respondents feel the *safest* on cycle-only paths (4.6), followed by shared paths (3.9). Respondents feel the *least safe* on-roads with no bicycle lanes and heavy traffic (1.3), followed by roads with no bicycle lane and medium traffic (2.0). These data are shown in the tables and charts below.

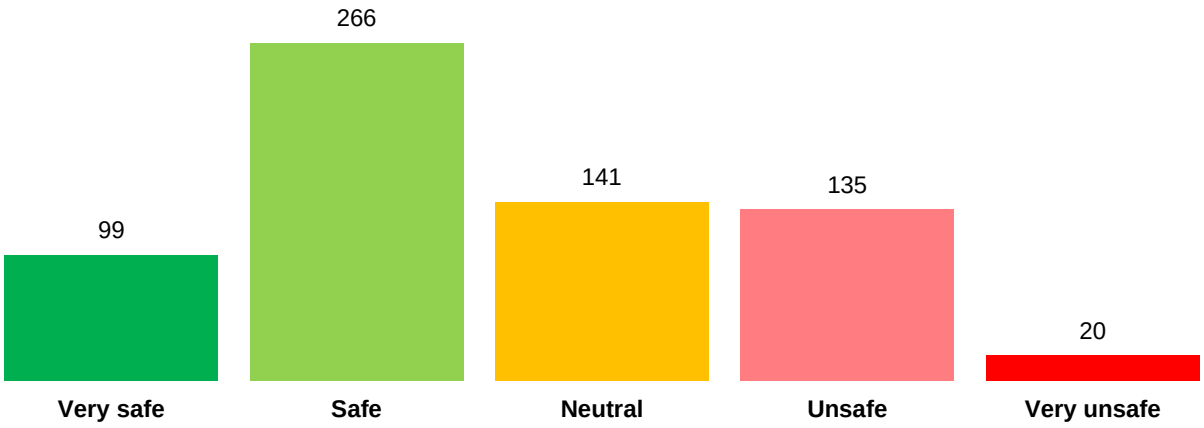
How safe would you feel riding on each of the following pathways/surfaces (averaged comparison):	$\bar{x}$
Footpath (cement)	3.4
Shared path (asphalt)	3.9
Cycle-only path (separated cycle and pedestrian paths) (asphalt)	4.6
On-road bicycle lane (asphalt)	3.2
Road with no bicycle lane and minimal traffic (asphalt)	2.7
Road with no bicycle lane and medium traffic (asphalt)	2.0
Road with no bicycle lane and heavy traffic (asphalt)	1.3
Unsealed path (clay/dirt)	3.5

How safe would you feel riding on each of the following pathways/surfaces (averaged comparison):



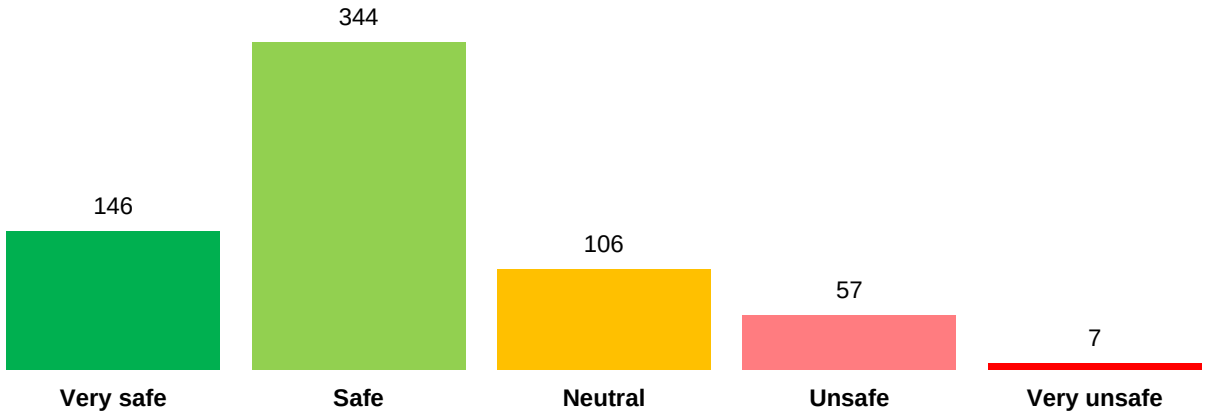
How safe would you feel riding on a footpath (cement):	N	%
Very safe	99	14.80%
Safe	266	39.90%
Neutral	141	21.10%
Unsafe	135	20.20%
Very unsafe	20	3.00%
No response	*6*	*0.9%*
Total responses	**667**	**100.0%**

How safe would you feel riding on a footpath (cement):



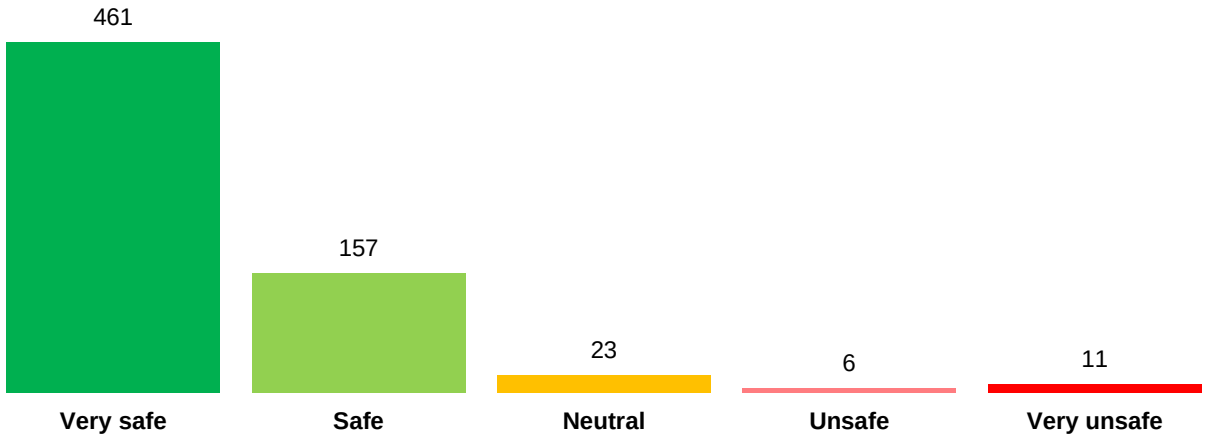
How safe would you feel riding on a shared path (asphalt):	N	%
Very safe	146	21.90%
Safe	344	51.60%
Neutral	106	15.90%
Unsafe	57	8.50%
Very unsafe	7	1.00%
No response	*7*	*1.0%*
Total responses	**667**	**100.0%**

How safe would you feel riding on a shared path (asphalt):



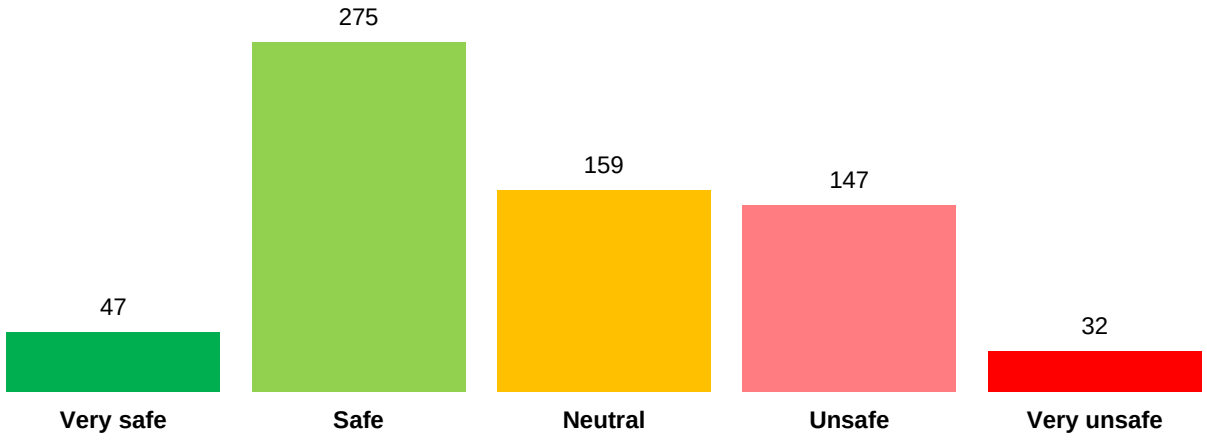
How safe would you feel riding on a cycle-only path (separated cycle and pedestrian paths) (asphalt):	N	%
Very safe	461	69.10%
Safe	157	23.50%
Neutral	23	3.40%
Unsafe	6	0.90%
Very unsafe	11	1.60%
No response	*9*	*1.3%*
Total responses	**667**	**100.0%**

How safe would you feel riding on a cycle-only path (separated cycle and pedestrian paths) (asphalt):



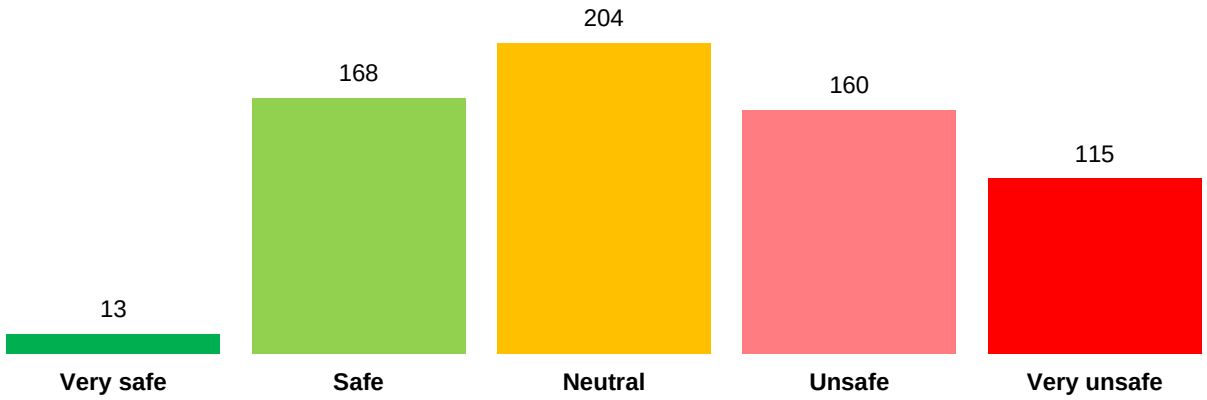
How safe would you feel riding on an on-road bicycle lane (asphalt):	N	%
Very safe	47	7.00%
Safe	275	41.20%
Neutral	159	23.80%
Unsafe	147	22.00%
Very unsafe	32	4.80%
No response	*7*	*1.0%*
Total responses	**667**	**100.0%**

How safe would you feel riding on an on-road bicycle lane (asphalt):



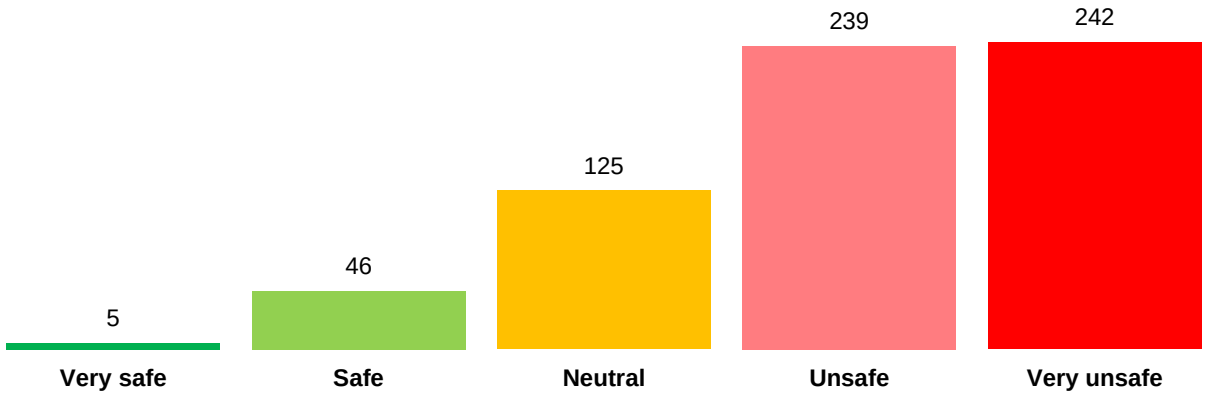
How safe would you feel riding on a road with no bicycle lane and minimal traffic (asphalt):	N	%
Very safe	13	1.90%
Safe	168	25.20%
Neutral	204	30.60%
Unsafe	160	24.00%
Very unsafe	115	17.20%
No response	*7*	*1.0%*
Total responses	**667**	**100.0%**

How safe would you feel riding on a road with no bicycle lane and minimal traffic (asphalt):



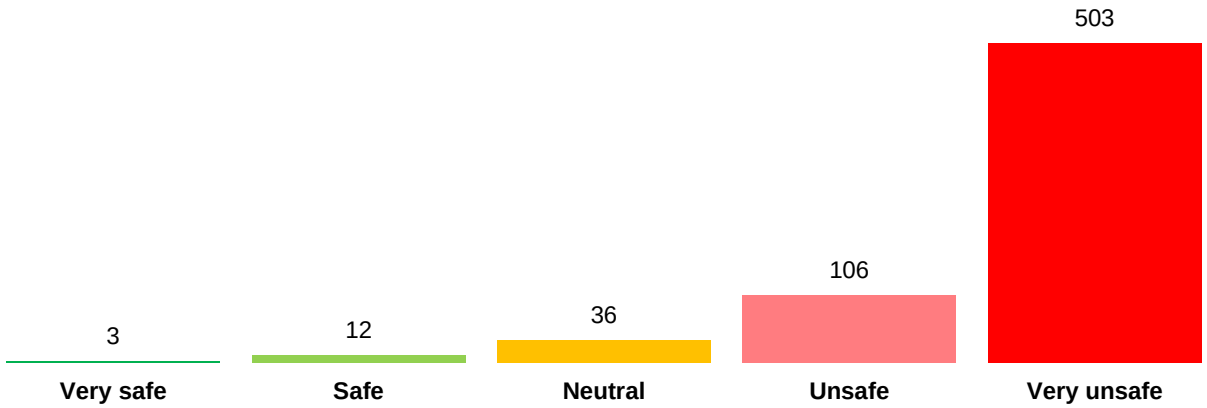
How safe would you feel riding on a road with no bicycle lane and medium traffic (asphalt):	N	%
Very safe	5	0.70%
Safe	46	6.90%
Neutral	125	18.70%
Unsafe	239	35.80%
Very unsafe	242	36.30%
No response	*10*	*1.5%*
Total responses	**667**	**100.0%**

How safe would you feel riding on a road with no bicycle lane and medium traffic (asphalt):



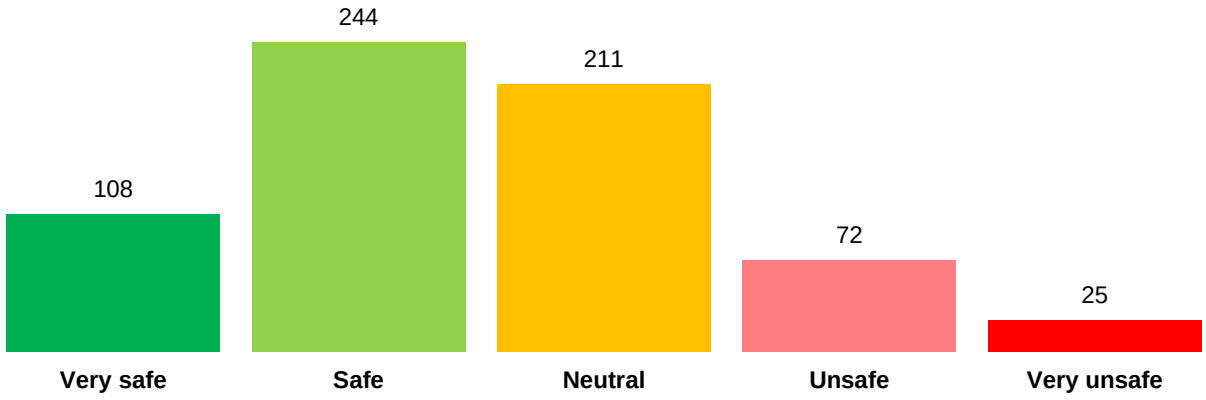
How safe would you feel riding on a road with no bicycle lane and heavy traffic (asphalt):	N	%
Very safe	3	0.40%
Safe	12	1.80%
Neutral	36	5.40%
Unsafe	106	15.90%
Very unsafe	503	75.40%
No response	*7*	*1.0%*
Total responses	**667**	**100.0%**

How safe would you feel riding on a road with no bicycle lane and heavy traffic (asphalt):



How safe would you feel riding on an unsealed path (clay/dirt)):	N	%
Very safe	108	16.20%
Safe	244	36.60%
Neutral	211	31.60%
Unsafe	72	10.80%
Very unsafe	25	3.70%
No response	*7*	*1.0%*
Total responses	**667**	**100.0%**

How safe would you feel riding on an unsealed path (clay/dirt):



QUESTION: “What bike riding improvements would you like to see in the City?”

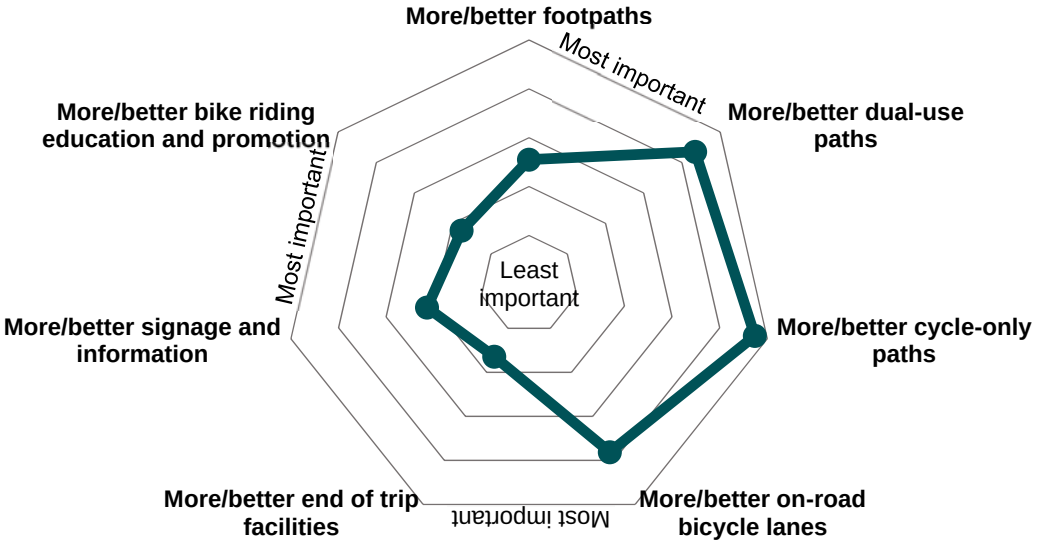
Respondents were asked to rank 7 bike riding improvements in order of 1 — most important to 7 — least important; the options included the following:

- More/better footpaths (cement)
- More/better dual-use paths (asphalt)
- More/better cycle-only paths (asphalt)
- More/better on-road bicycle lanes (asphalt)
- More/better end of trip facilities (eg bicycle lockers, change rooms, showers)
- More/better signage and information about bike riding routes
- More/better bike riding education and promotion

609 respondents ranked these improvements from 1 to 7. In analysing the results, an average ranking has been calculated for each. The most important bike riding improvement to respondents is more/better cycle-only paths (2.3), followed by more/better dual-use paths (2.7) and more/better on-road bicycle lanes (3.2). Least important to respondents are more/better end of trip facilities (5.4) and more/better bike riding education and promotion (5.2). These data are shown in the tables and charts below.

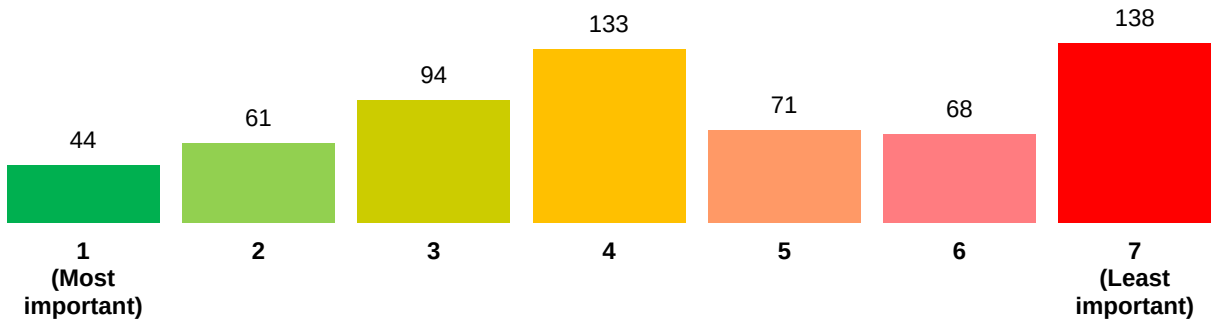
What bike riding improvements would you like to see in the City (average scores):	$\bar{x}$
More/better footpaths (cement)	4.4
More/better dual-use paths (asphalt)	2.7
More/better cycle-only paths (asphalt)	2.3
More/better on-road bicycle lanes (asphalt)	3.2
More/better end of trip facilities (eg bicycle lockers, change rooms, showers)	5.4
More/better signage and information about bike riding routes	4.9
More/better bike riding education and promotion	5.2

What bike riding improvements would you like to see in the City (average scores):



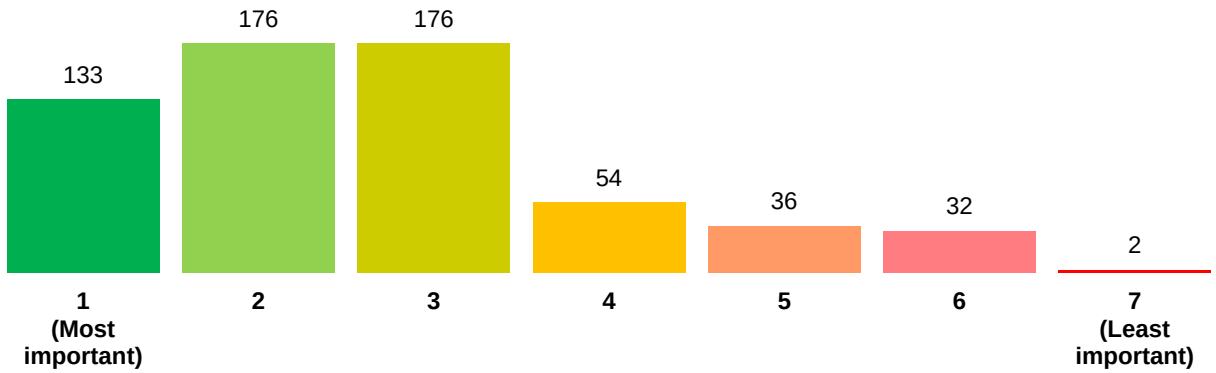
More/better footpaths (cement) (ranking):	N	%
1 — most important	44	6.6%
2	61	9.1%
3	94	14.1%
4	133	19.9%
5	71	10.6%
6	68	10.2%
7 — least important	138	20.7%
No response	*58*	*8.7%*
Total responses	**667**	**100.0%**

More/better footpaths (cement) (ranking):



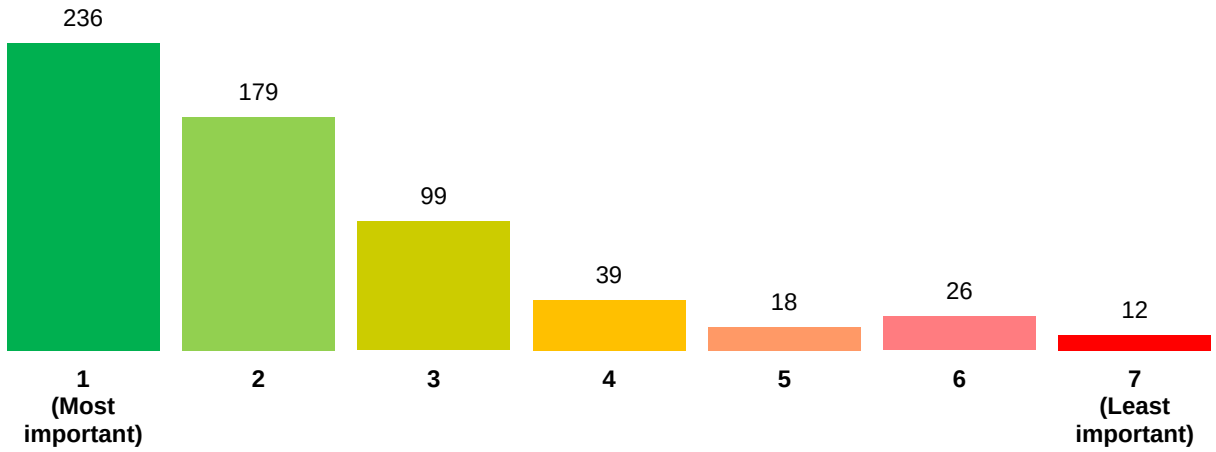
More/better dual-use paths (asphalt) (ranking):	N	%
1 — most important	133	19.9%
2	176	26.4%
3	176	26.4%
4	54	8.1%
5	36	5.4%
6	32	4.8%
7 — least important	2	0.3%
No response	*58*	*8.7%*
Total responses	**667**	**100.0%**

More/better dual-use paths (asphalt) (ranking):



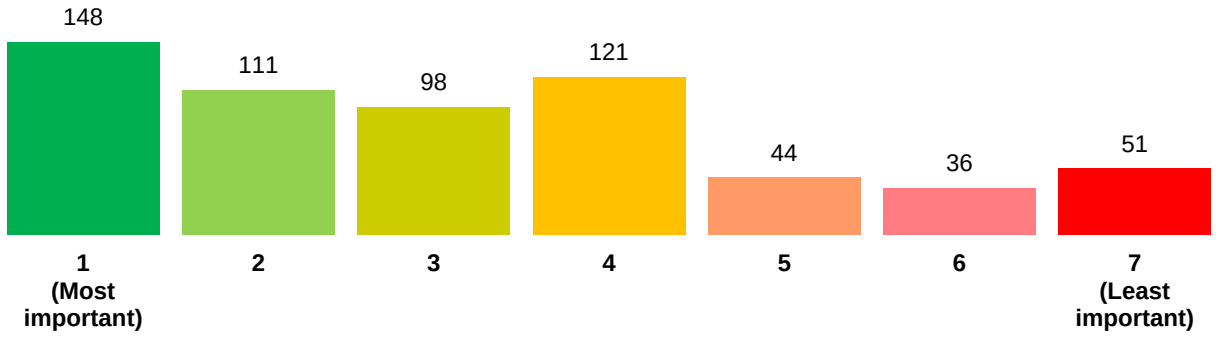
More/better cycle-only paths (asphalt) (ranking):	N	%
1 — most important	236	35.4%
2	179	26.8%
3	99	14.8%
4	39	5.8%
5	18	2.7%
6	26	3.9%
7 — least important	12	1.8%
No response	*58*	*8.7%*
Total responses	**667**	**100.0%**

More/better cycle-only paths (asphalt) (ranking):



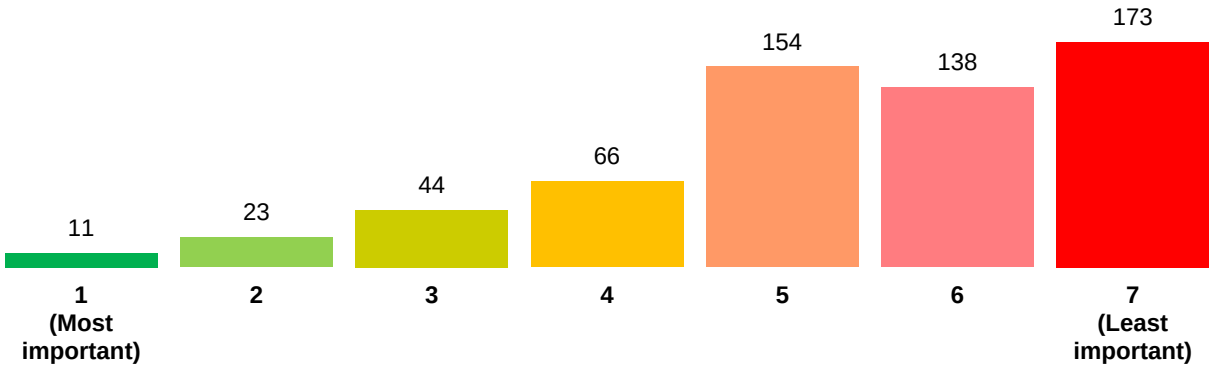
More/better on-road bicycle lanes (asphalt) (ranking):	N	%
1 — most important	148	22.2%
2	111	16.6%
3	98	14.7%
4	121	18.1%
5	44	6.6%
6	36	5.4%
7 — least important	51	7.6%
No response	*58*	*8.7%*
Total responses	**667**	**100.0%**

More/better on-road bicycle lanes (asphalt) (ranking):



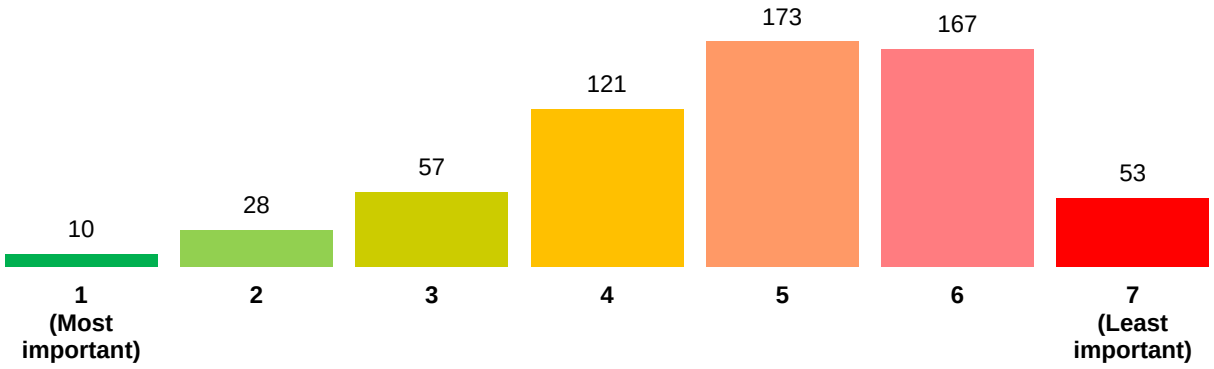
More/better end of trip facilities (eg bicycle lockers, change rooms, showers) (ranking):	N	%
1 — most important	11	1.6%
2	23	3.4%
3	44	6.6%
4	66	9.9%
5	154	23.1%
6	138	20.7%
7 — least important	173	25.9%
No response	*58*	*8.7%*
Total responses	**667**	**100.0%**

More/better end of trip facilities (eg bicycle lockers, change rooms, showers) (ranking):



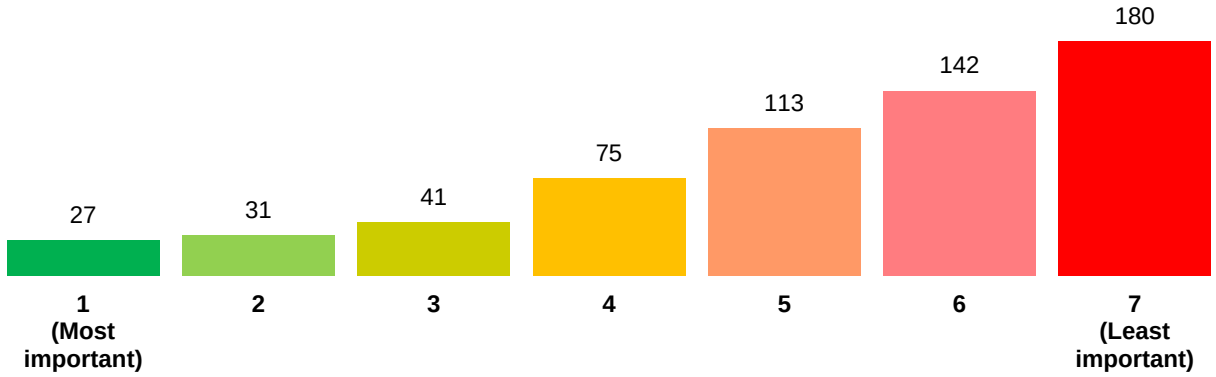
More/better signage and information about bike riding routes (ranking):	N	%
1 — most important	10	1.5%
2	28	4.2%
3	57	8.5%
4	121	18.1%
5	173	25.9%
6	167	25.0%
7 — least important	53	7.9%
No response	*58*	*8.7%*
Total responses	**667**	**100.0%**

More/better and information about bike riding routes (ranking):



More/better bike riding education and promotion routes (ranking):	N	%
1 — most important	27	4.0%
2	31	4.6%
3	41	6.1%
4	75	11.2%
5	113	16.9%
6	142	21.3%
7 — least important	180	27.0%
No response	*58*	*8.7%*
Total responses	**667**	**100.0%**

More/better bike riding education and promotion routes (ranking):

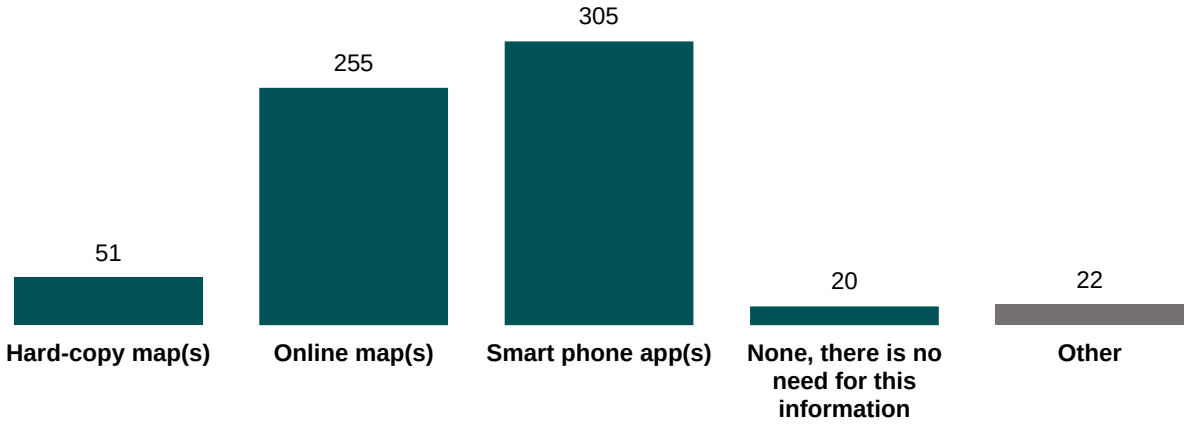


QUESTION: “If the City of Joondalup was to develop information on cycle routes within the City, what would be your preferred method for this information to be communicated?”

Respondents were asked to identify their preferred method of communication if the City were to develop information on cycle routes within the City. 653 respondents provided an answer to this question. The largest proportion of respondents (45.7%) indicated that they would prefer smart phone app(s) and 38.2% indicated that they would prefer online map(s). Of those who selected “other”, suggestions included street and road signage, emails, social media, Google Maps layer(s), and various combinations of the preferences provided. These data are shown in the table and chart below.

If the City of Joondalup was to develop information on cycle routes within the City, what would be your preferred method for this information to be communicated:	N	%
Hard-copy map(s)	51	7.6%
Online map(s)	255	38.2%
Smart phone app(s)	305	45.7%
None, there is no need for this information	20	3.0%
Other	22	3.3%
No response	*14*	*2.1%*
Total responses	**667**	**100.0%**

If the City of Joondalup was to develop information on cycle routes within the City, what would be your preferred method for this information to be communicated:

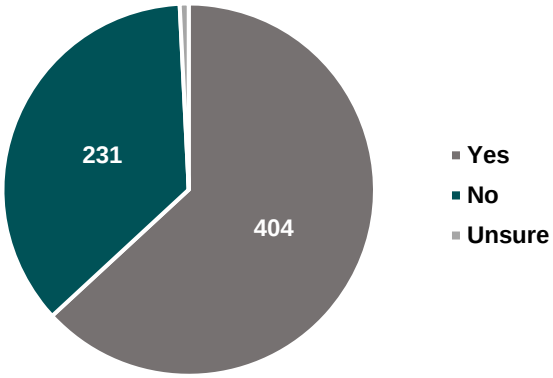


QUESTION: “Do you use the Mitchell Freeway Principal Shared Path?”

Respondents were asked to identify whether they use the Mitchell Freeway Principal Shared Path (ie the path that runs alongside the Freeway). Over 60% of respondents indicated that they use this path. These data are shown in the table and chart below.

Do you use the Mitchell Freeway Principal Shared Path:	N	%
Yes	404	60.6%
No	231	34.6%
Unsure	5	0.7%
No response	*27*	*4.0%*
Total responses	**667**	**100.0%**

Do you use the Mitchell Freeway Principal Shared Path:



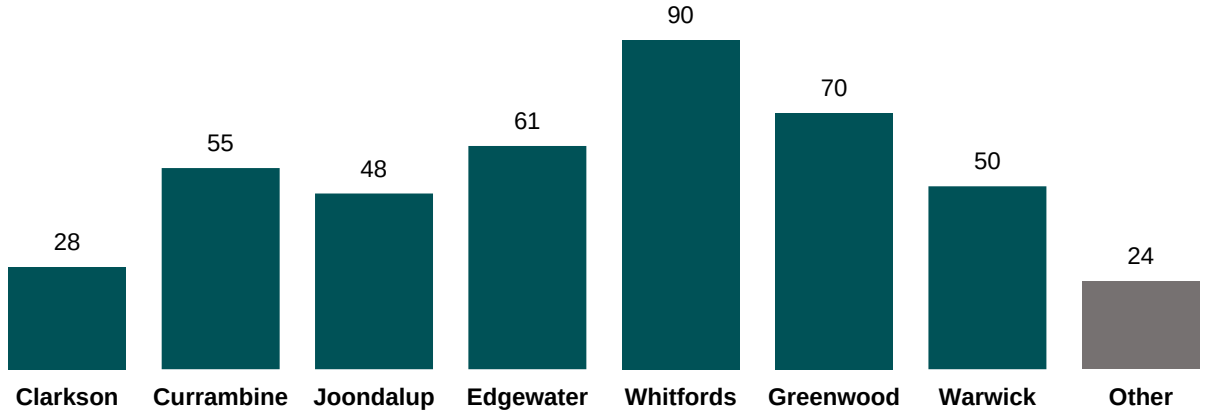
QUESTION: “Do you ride your bike to any of the following train stations?”

Respondents were asked to identify whether they rode their bike to any of the train stations located within the City of Joondalup (ie Clarkson, Currambine, Joondalup, Edgewater, Whitfords, Greenwood and Warwick). More than half of respondents indicated that they cycle to at least one of these train stations, with the most popular being Whitfords (90), and Greenwood (70). Of those who selected “other”, the most popular stations include Butler, Glendalough and Perth. These data are shown in the table and chart below.

Do you ride your bike to any of the following train stations:	N*	%
No	410	61.5%
Yes — Clarkson Station	28	4.2%
Yes — Currambine Station	55	8.2%
Yes — Joondalup Station	48	7.2%
Yes — Edgewater Station	61	9.1%
Yes — Whitfords Station	90	13.5%
Yes — Greenwood Station	70	10.5%
Yes — Warwick Station	50	7.5%
Yes — Other (please specify)	**24**	**3.6%**
Butler	8	1.2%
Claremont	1	0.1%
Currambine	1	0.1%
Daglish	1	0.1%
Elizabeth Quay	3	0.4%
Fremantle	2	0.3%
Glendalough	5	0.7%
Kwinana	1	0.1%
Leederville	2	0.3%
Mandurah	3	0.4%
Midland	2	0.3%
Murdoch	1	0.1%
Perth	8	1.2%
Rockingham	1	0.1%
Stirling	3	0.4%
Subiaco	1	0.1%
No response	*16*	*2.4%*
Total responses	**667**	**100.0%**

*Numbers may not add up to total, as respondents may have selected multiple train stations.

Do you ride your bike to any of the following train stations

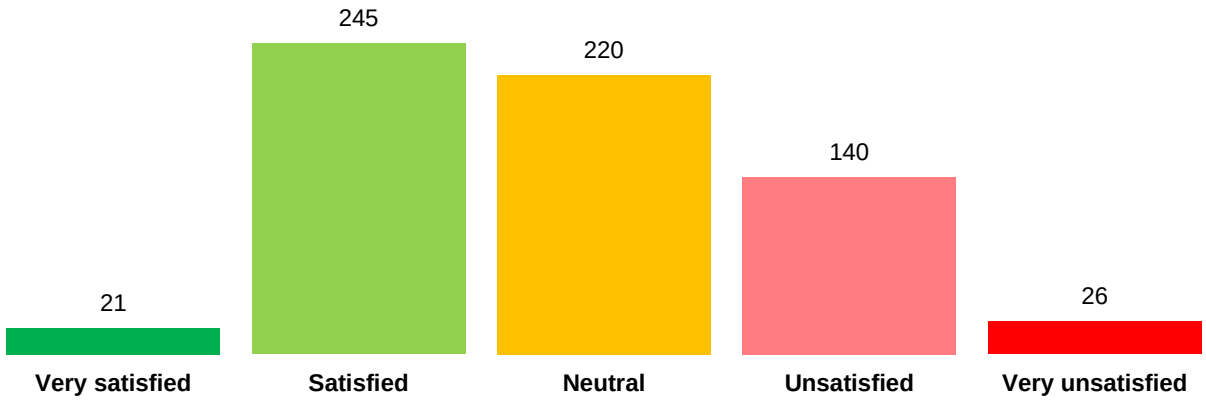


QUESTION: “In general, how satisfied are you with bike infrastructure in the City of Joondalup?”

Respondents were asked to indicate how satisfied they were (in general) with bike infrastructure in the City of Joondalup on a 5-point scale from “very unsatisfied” to “very satisfied”. 39.9% of respondents indicated that they are “satisfied” or “very satisfied” with bike infrastructure in the City and approximately one-third of respondents are “neutral”. Almost one-quarter of respondents are either “unsatisfied” or “very unsatisfied”. These data are shown in the table and chart below.

In general, how satisfied are you with bike infrastructure in the City of Joondalup:	N	%
Very unsatisfied	26	3.9%
Unsatisfied	140	21.0%
Neutral	220	33.0%
Satisfied	245	36.7%
Very satisfied	21	3.1%
No response	*15*	*2.2%*
Total responses	**667**	**100.0%**

In general, how satisfied are you with bike infrastructure in the City of Joondalup:



QUESTION: “Do you have any comments about bike riding in the City of Joondalup?”

Respondents were asked if they had any comments about bike riding in the City of Joondalup. A total of 451 comments were provided; comments were varied and common themes included a perceived need for additional pathways, and different types of pathways, as well as changes to various safety and traffic treatments. These comments have been broadly grouped and summarised in the table below. Verbatim comments have been randomised and are provided at Appendix 16.

Do you have any comments about bike riding in the City of Joondalup:	N*	%
More cycle paths are needed (pathways and on-road)	108	16.2%
More dedicated cycle-only parks, off-road BMX and/or mountain bike facilities are needed (particularly at Edgewater Quarry)	56	8.4%
There is a need to improve the safety of cycling (in general)	56	8.4%
Cycle paths should be better maintained	48	7.2%
Freeway cycle paths should be better maintained	47	7.0%
Shared paths present significant risk to cyclists and pedestrians	41	6.1%
Overhanging vegetation on paths can impact on cyclists	43	6.4%
Broken glass/debris on paths can impact on cyclists	31	4.6%
Drivers can be impatient/disrespectful/not understand road rules	22	3.3%
Traffic/intersection features are not well designed for cyclists (particularly roundabouts)	24	3.6%
Traffic islands, speed humps and high kerbs represent a safety risk to cyclists	30	4.5%
More secure places to leave bikes at train stations and/or around the City are needed	14	2.1%
More policing of cyclists is required	28	4.2%
Better and more signage is required	23	3.4%
Greater education about cycling is required	23	3.4%
Generally happy with the City's cycle infrastructure	22	3.3%
Other comment (not categorised)	36	5.4%
No response	*216*	*32.4%*
Total comments	**451**	**67.6%**
Total responses	**667**	**100.0%**

*Numbers may not add up to total, as respondents may have addressed more than one subject.

APPENDIX 1 — Email to Community Engagement Network members

From: Consultation
Sent: Friday, 16 March 2018 3:18 PM
Subject: Community Engagement — Bike Survey

Dear Community Engagement Network Members,

The City is keen to understand how you ride your bike locally so we can support and encourage bike riding into the future. What motivates you to get on your bike? How can bike infrastructure be improved?

You are encouraged to complete the Bike Survey which is available via the City's website. All respondents will go into the draw to win one of two $100 vouchers for Bike Force Joondalup.

If you would like any further information, please contact the City's **Senior Environmental Project Officer** on **9400 4527** or via info@joondalup.wa.gov.au. City Officers will also be attending the upcoming Bike Doctor event at Burns Beach Park on Sunday 18 March 8 am to 12 noon.

All responses to the Bike Survey must be received by **15 April 2018**.

Community Engagement Network
City of Joondalup

The information contained in this communication may be confidential or commercially sensitive. If you are not the intended recipient you must not copy this communication, disclose its contents to any other party, or take any action in reliance on it. Please delete and destroy all copies and immediately notify the sender on 9400 4000 or by reply email.

1

APPENDIX 2 — Email to representatives from local cycling groups

From: [redacted]
Sent: Tuesday, 3 April 2018 3:37 PM
To: [redacted]
Subject: HPRM: City of Joondalup Bike Survey
Attachments: 9881 Bike Survey DL.pdf

Hello

The City of Joondalup is conducting a bike survey to determine bike riding participation levels and community attitudes towards bike riding. The results of the survey will help inform the City's future programs, promotions and infrastructure to support and encourage bike riding within the City.

The City of Joondalup encourages you and your members to complete the survey to ensure your views are captured. The Survey can be accessed online through the following link. Please feel free to pass this email and the attached flyer onto your members and relevant networks.

Those who complete the survey will go in the draw to win one of two $100.00 vouchers from Bike Force Joondalup. The Survey closes on the 15 April 2018.

Kind Regards

[redacted]

[redacted]
Senior Environmental Project Officer
City of Joondalup

Tel: 08 9400 4527
Fax: 08 9300 1383
Email: [redacted]
Follow:

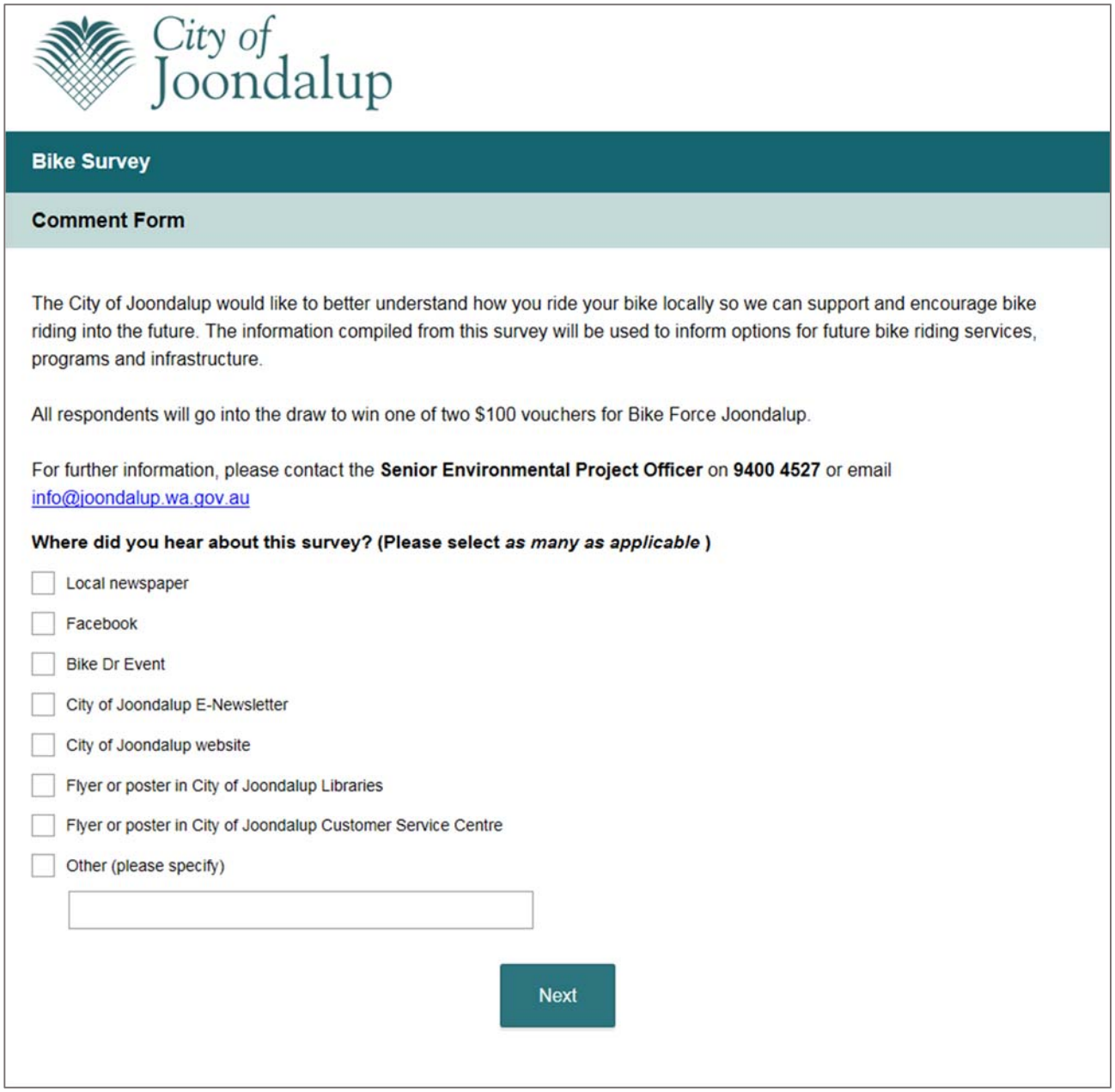
City of Joondalup
A Global City: Bold | Creative | Prosperous

The information contained in this communication may be confidential or commercially sensitive. If you are not the intended recipient you must not copy this communication, disclose its contents to any other party, or take any action in reliance on it. Please delete and destroy all copies and immediately notify the sender on 9400 4527 or by reply email.

BEFORE PRINTING THIS E-MAIL
please consider the environment

1

APPENDIX 3 — Online Comment Form (page 1)



City of Joondalup

Bike Survey

Comment Form

The City of Joondalup would like to better understand how you ride your bike locally so we can support and encourage bike riding into the future. The information compiled from this survey will be used to inform options for future bike riding services, programs and infrastructure.

All respondents will go into the draw to win one of two $100 vouchers for Bike Force Joondalup.

For further information, please contact the **Senior Environmental Project Officer** on **9400 4527** or email info@joondalup.wa.gov.au

Where did you hear about this survey? (Please select *as many as applicable*)

- [ ] Local newspaper
- [ ] Facebook
- [ ] Bike Dr Event
- [ ] City of Joondalup E-Newsletter
- [ ] City of Joondalup website
- [ ] Flyer or poster in City of Joondalup Libraries
- [ ] Flyer or poster in City of Joondalup Customer Service Centre
- [ ] Other (please specify)

Next

(page 2)

City of Joondalup

Bike Survey

Comment Form

Please note that for your feedback to be validated, your contact details must be provided. This information will be treated as confidential and will not be published in any document or report on the outcomes of the engagement.

Only one Comment Form per person will be accepted.

* **Your details:**

Name:

Address:

Suburb:

Post Code:

Phone:

What is your age?

What is your gender?

Do you belong to a cycling group?

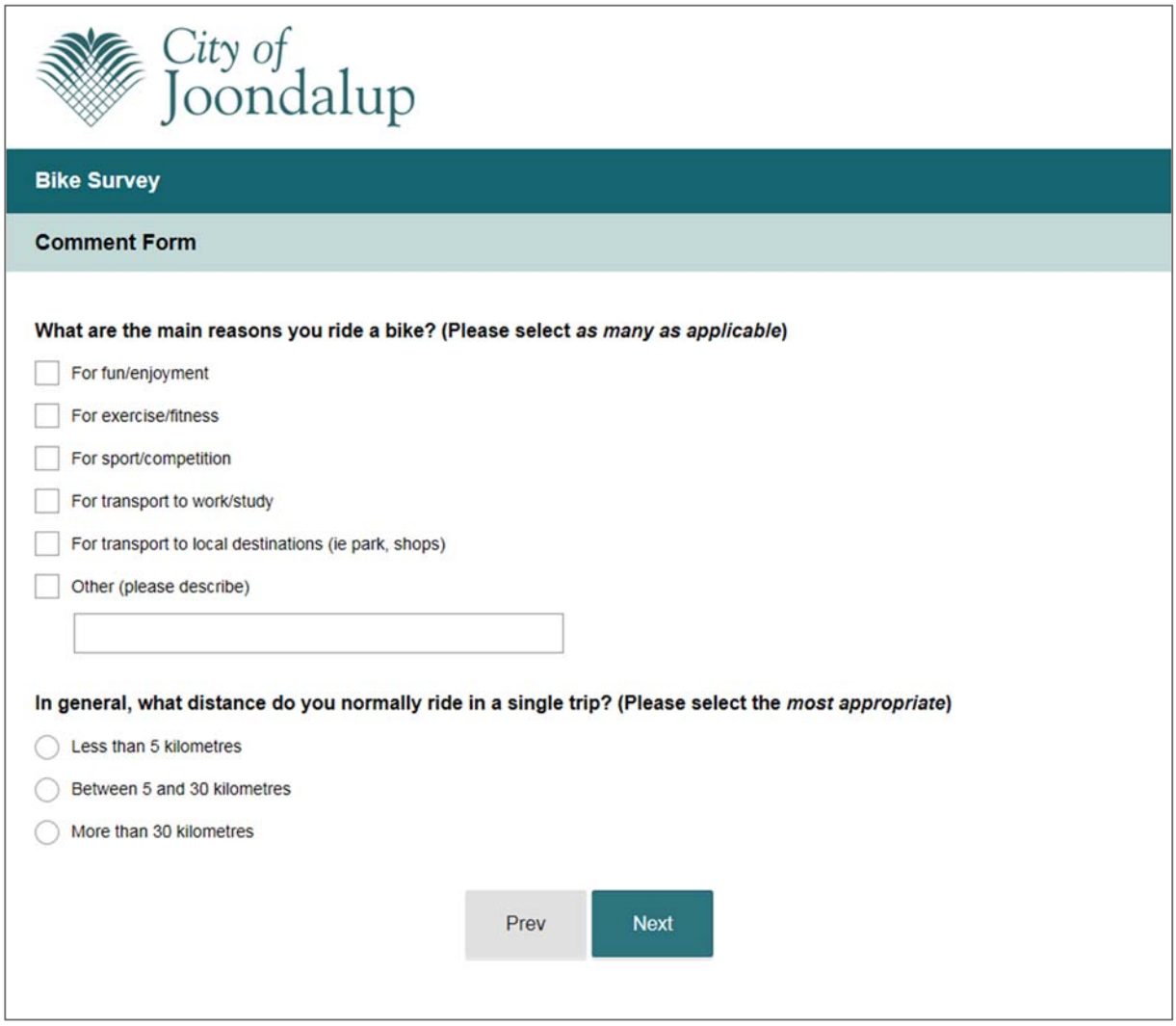
- No
- Yes (please specify)

* **When did you last ride a bike? (Please select the *most appropriate*)**

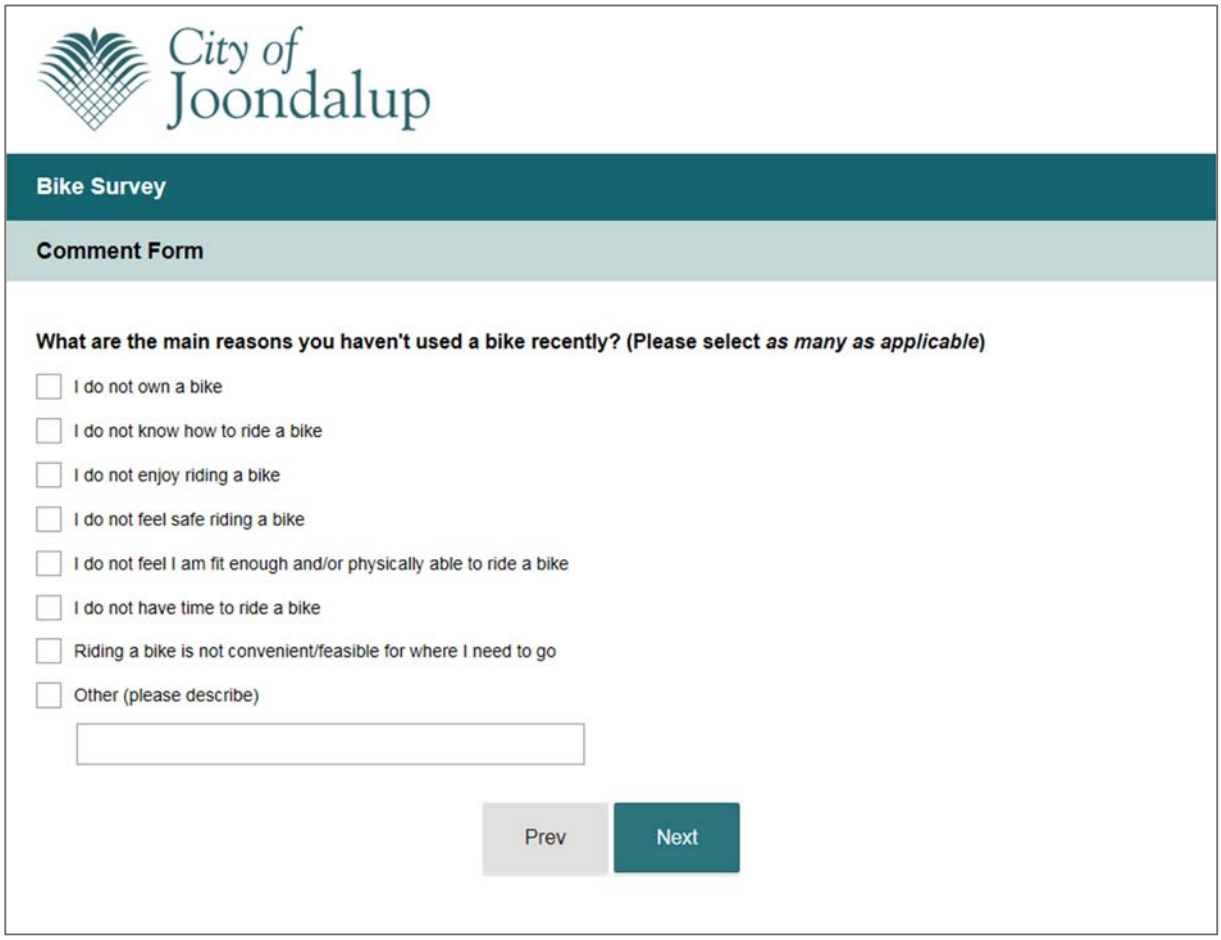
- At least once within the last week
- At least once within the last month
- At least once within the last 6 months
- At least once within the last year
- More than a year ago
- More than 5 years ago

Prev Next

(page 3A — respondents who answered “When did you last ride a bike” with “At least once within the last year” or more frequently)



(page 3B — respondents who answered “When did you last ride a bike” with “More than a year ago” or less frequently)



(page 4A — respondents who answered “When did you last ride a bike” with “At least once within the last year” or more frequently)

City of Joondalup

Bike Survey

Comment Form

Out of the following, which do you *most prefer* to ride on? (Please select *one*)

Footpath (cement)

On-road bicycle lane (asphalt)

Shared path (asphalt)

Road with no bicycle lane (asphalt)

Cycle-only path (separated cycle and pedestrian paths) (asphalt)

Unsealed path (clay/dirt)

Prev Next

(page 4B — respondents who answered “When did you last ride a bike” with “More than a year ago” or less frequently)

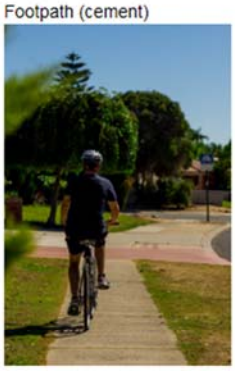
City of Joondalup

Bike Survey

Comment Form

Out of the following, which would you *most prefer* to ride on? (Please select *one*)

Footpath (cement)



On-road bicycle lane (asphalt)

Shared path (asphalt)

Road with no bicycle lane (asphalt)

Cycle-only path (separated cycle and pedestrian paths) (asphalt)

Unsealed path (clay/dirt)

Prev Next

(page 5)

City of Joondalup

Bike Survey

Comment Form

How *safe* would you feel riding on each of the following?

Footpath (cement)

Very unsafe	Unsafe	Neutral	Safe	Very safe
○	○	○	○	○

Shared path (asphalt)

Very unsafe	Unsafe	Neutral	Safe	Very safe
○	○	○	○	○

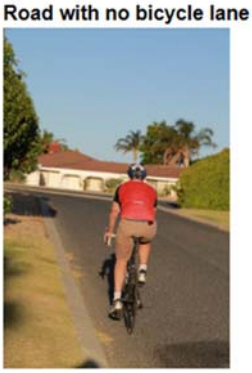
Cycle-only path (separated cycle and pedestrian paths) (asphalt)

Very unsafe	Unsafe	Neutral	Safe	Very safe
○	○	○	○	○

On-road bicycle lane (asphalt)

Very unsafe	Unsafe	Neutral	Safe	Very safe
○	○	○	○	○

Road with no bicycle lane and minimal traffic (asphalt)



Very unsafe	Unsafe	Neutral	Safe	Very safe
○	○	○	○	○

Road with no bicycle lane and medium traffic (asphalt)

Very unsafe	Unsafe	Neutral	Safe	Very safe
○	○	○	○	○

(page 5 — continued)

Road with no bicycle lane and heavy traffic (asphalt)

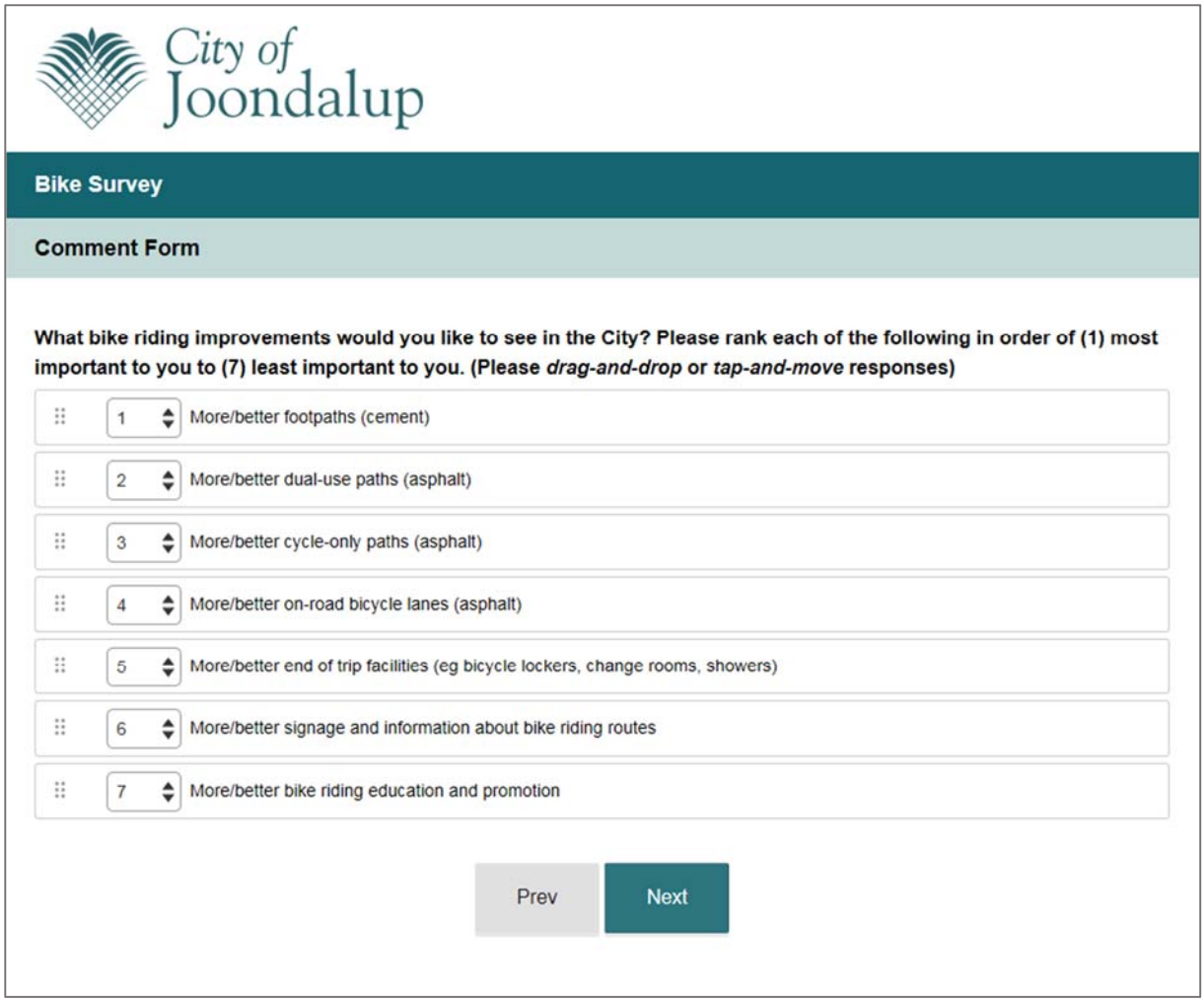
Very unsafe	Unsafe	Neutral	Safe	Very safe
○	○	○	○	○

Unsealed path (clay/dirt)

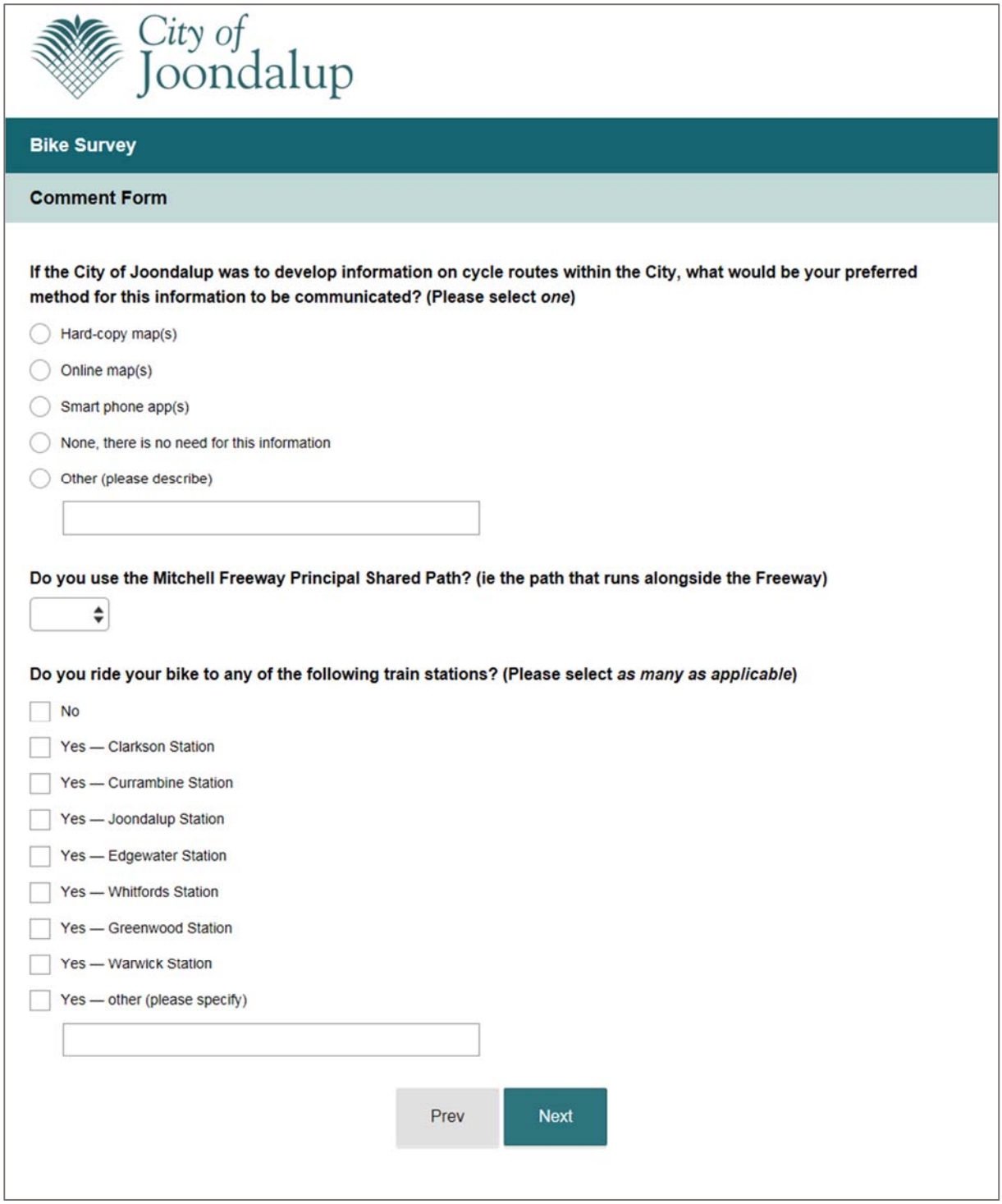
Very unsafe	Unsafe	Neutral	Safe	Very safe
○	○	○	○	○

Prev Next

(page 6)


City of Joondalup
Bike Survey
Comment Form
What bike riding improvements would you like to see in the City? Please rank each of the following in order of (1) most important to you to (7) least important to you. (Please drag-and-drop or tap-and-move responses)
1 More/better footpaths (cement)
2 More/better dual-use paths (asphalt)
3 More/better cycle-only paths (asphalt)
4 More/better on-road bicycle lanes (asphalt)
5 More/better end of trip facilities (eg bicycle lockers, change rooms, showers)
6 More/better signage and information about bike riding routes
7 More/better bike riding education and promotion
Prev
Next

(page 7)



City of Joondalup

Bike Survey

Comment Form

If the City of Joondalup was to develop information on cycle routes within the City, what would be your preferred method for this information to be communicated? (Please select *one*)

- ○ Hard-copy map(s)
- ○ Online map(s)
- ○ Smart phone app(s)
- ○ None, there is no need for this information
- ○ Other (please describe)

Do you use the Mitchell Freeway Principal Shared Path? (ie the path that runs alongside the Freeway)

Do you ride your bike to any of the following train stations? (Please select *as many as applicable*)

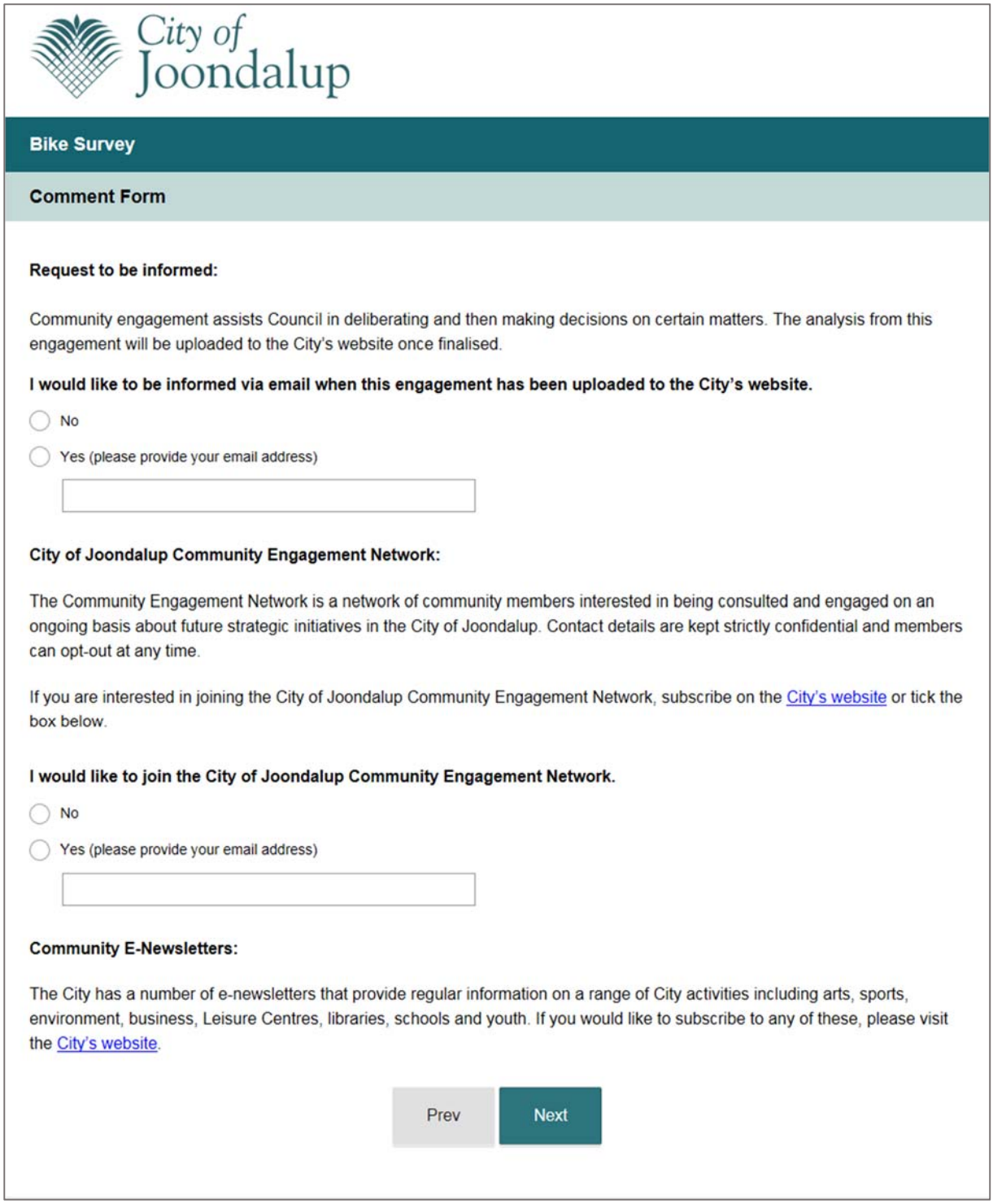
- ☐ No
- ☐ Yes — Clarkson Station
- ☐ Yes — Currambine Station
- ☐ Yes — Joondalup Station
- ☐ Yes — Edgewater Station
- ☐ Yes — Whitfords Station
- ☐ Yes — Greenwood Station
- ☐ Yes — Warwick Station
- ☐ Yes — other (please specify)

Prev Next

(page 8)

City of Joondalup
Bike Survey
Comment Form
* In general, how satisfied are you with bike infrastructure in the City of Joondalup?
Very unsatisfied
Unsatisfied
Neutral
Satisfied
Very satisfied
Do you have any comments about bike riding in the City of Joondalup?
Prev
Next

(page 9)



City of Joondalup

Bike Survey

Comment Form

Request to be informed:

Community engagement assists Council in deliberating and then making decisions on certain matters. The analysis from this engagement will be uploaded to the City's website once finalised.

I would like to be informed via email when this engagement has been uploaded to the City's website.

- ○ No
- ○ Yes (please provide your email address)

City of Joondalup Community Engagement Network:

The Community Engagement Network is a network of community members interested in being consulted and engaged on an ongoing basis about future strategic initiatives in the City of Joondalup. Contact details are kept strictly confidential and members can opt-out at any time.

If you are interested in joining the City of Joondalup Community Engagement Network, subscribe on the City's website or tick the box below.

I would like to join the City of Joondalup Community Engagement Network.

- ○ No
- ○ Yes (please provide your email address)

Community E-Newsletters:

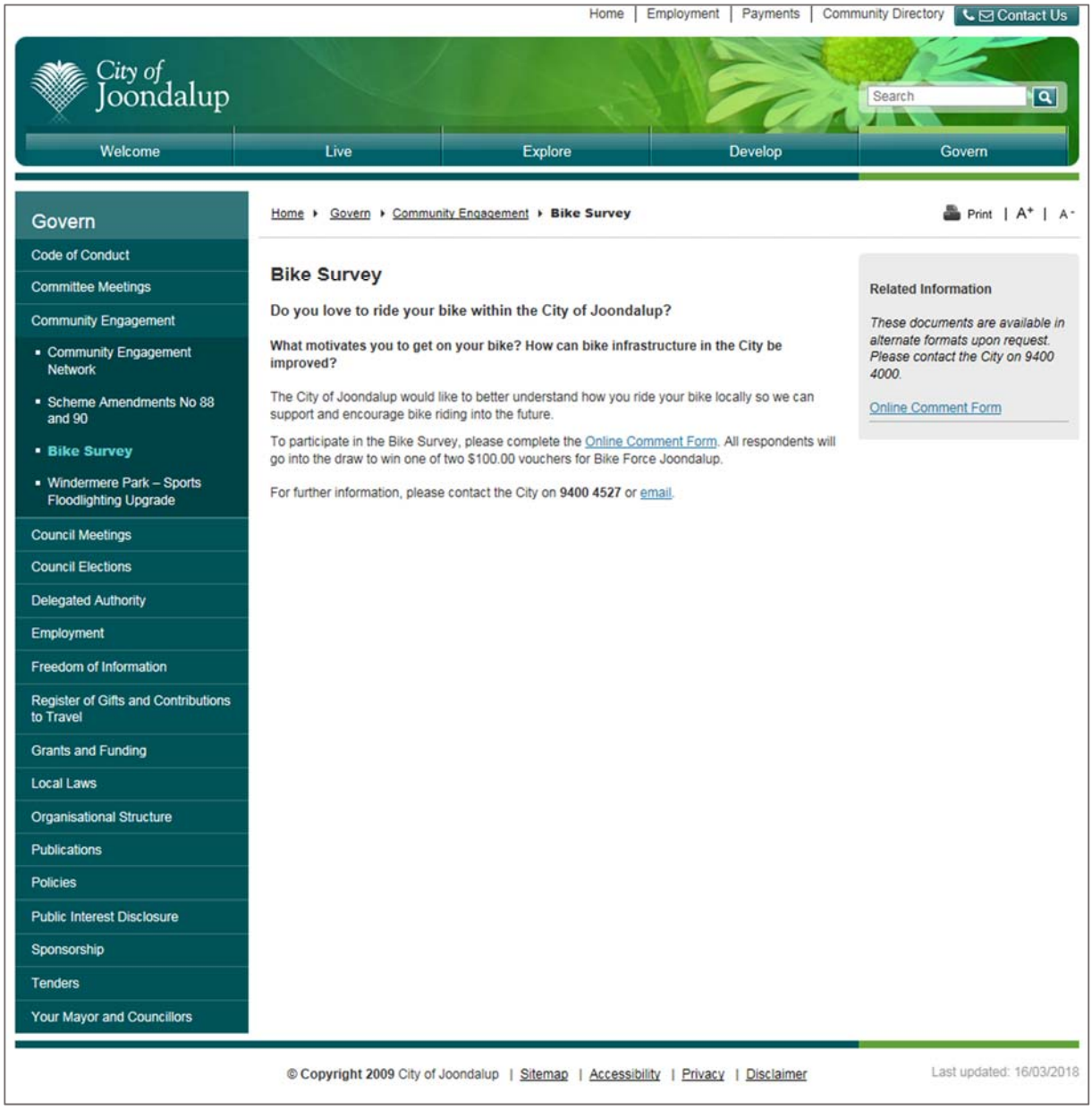
The City has a number of e-newsletters that provide regular information on a range of City activities including arts, sports, environment, business, Leisure Centres, libraries, schools and youth. If you would like to subscribe to any of these, please visit the City's website.

Prev Next

(page 10)

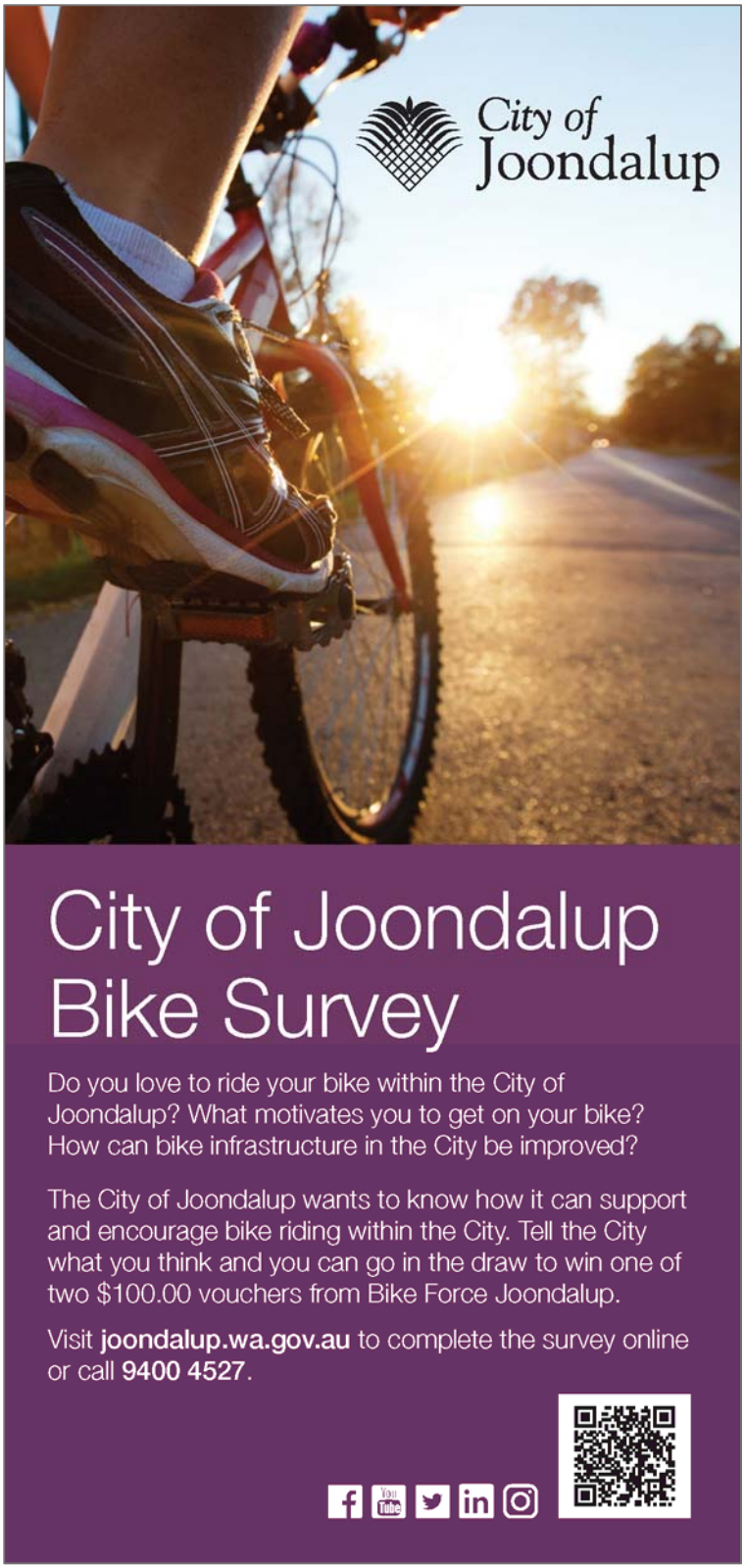
City of Joondalup
Bike Survey
Comment Form
Thank you for your feedback.
Prev
Done

APPENDIX 4 — Community Engagement webpage text (City website)

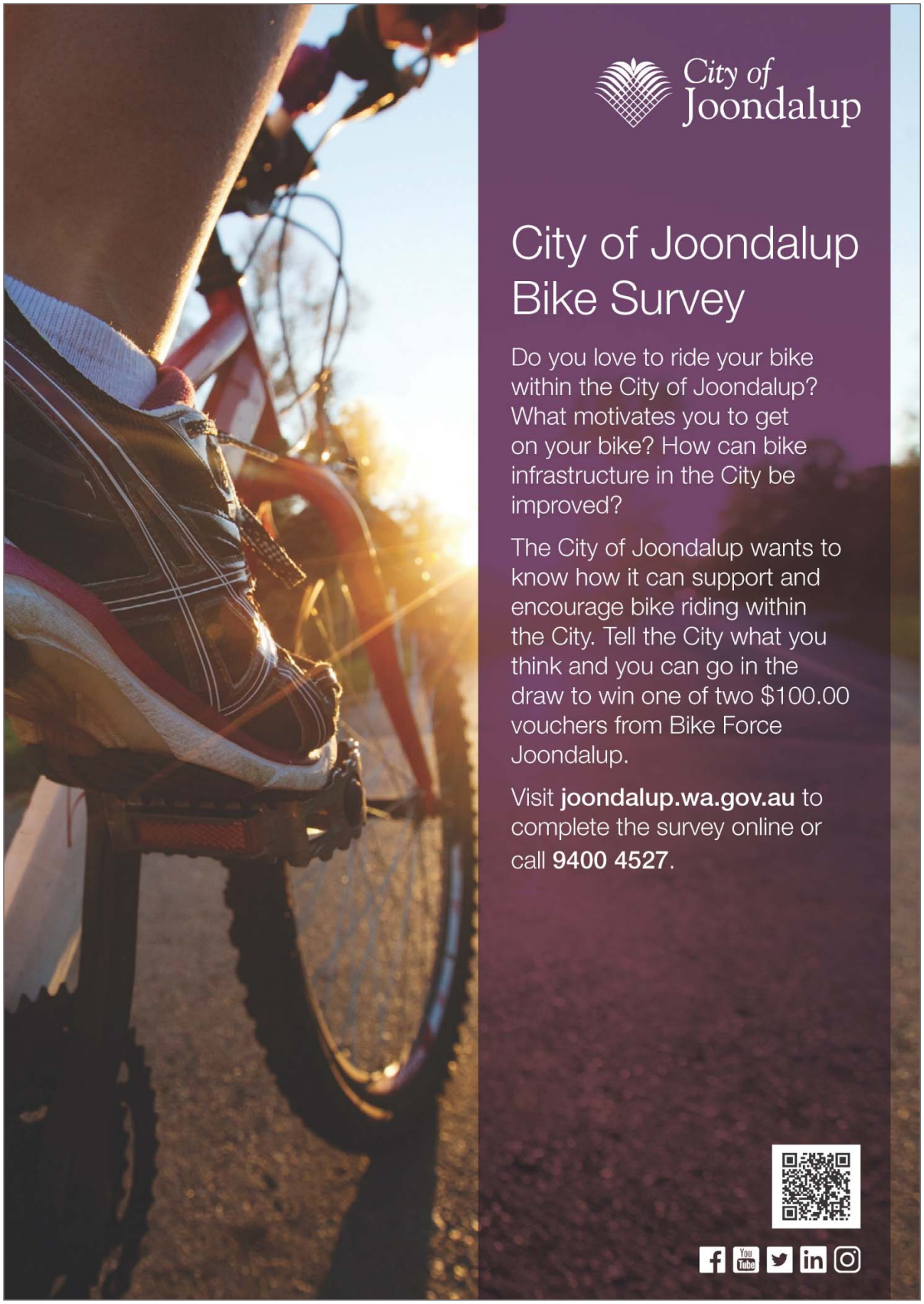


APPENDIX 5 — Banner advertisement (City website)

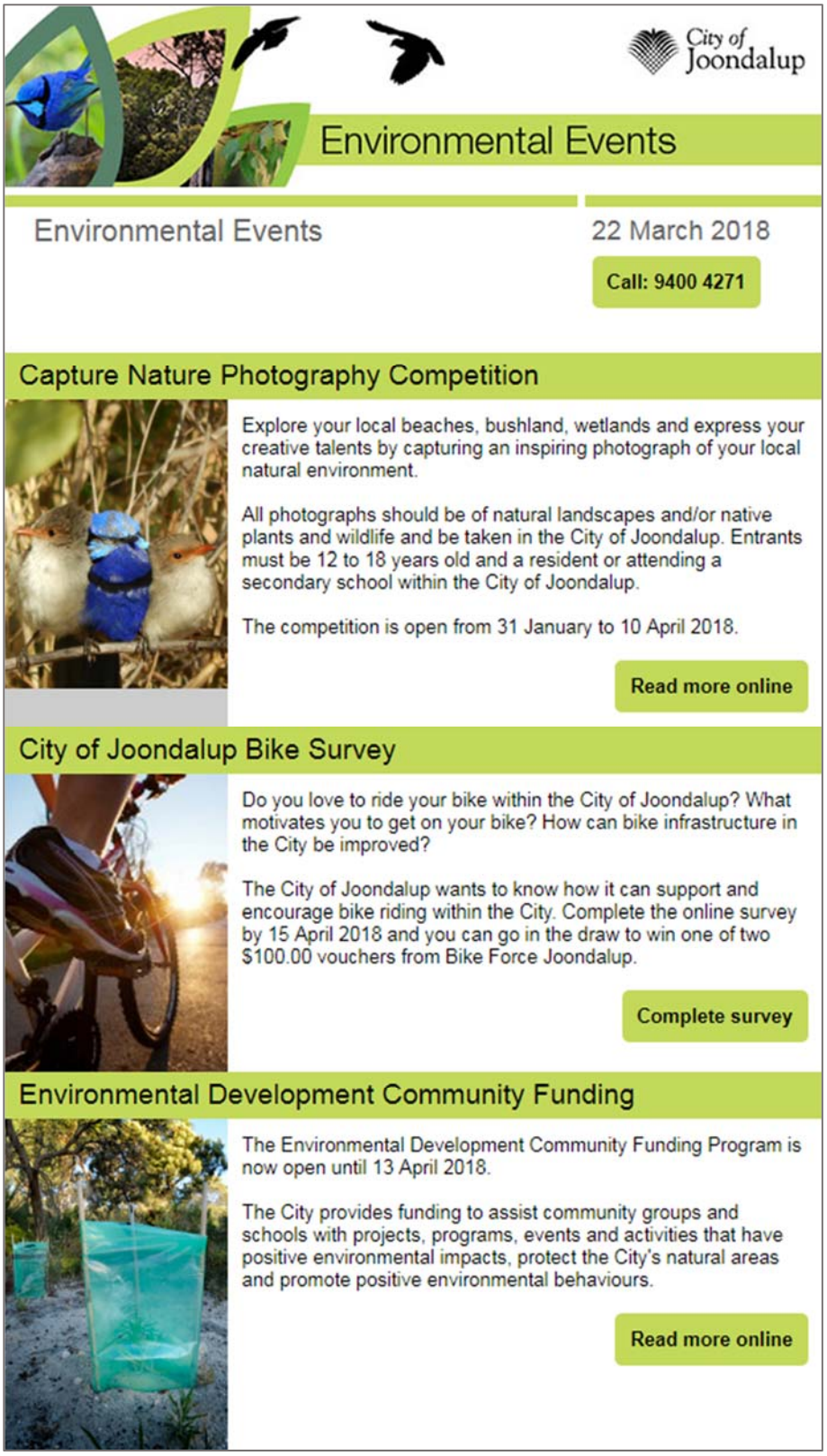
APPENDIX 6 — Flyer design



APPENDIX 7 — Poster design

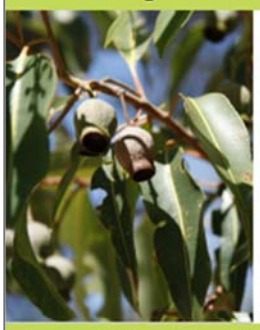


APPENDIX 8 — Environmental Events e-newsletter



(continued)

Free Verge Street Trees



Apply for a free street tree to be planted on your verge by the City of Joondalup.

Street trees cool the environment, provide shade, create habitat for native fauna, reduce greenhouse gases and help improve air quality.

Applications close on 31 March for planting in winter 2018.

Read more online

Joondalup Festival

Friday 23 March (Preview), 5.00pm - 9.00pm
Saturday 24 March, 2.00pm - 10.00pm
Sunday 25 March, 2.00pm - 8.00pm
Central Park, Joondalup City Centre

The region's largest cultural event enters its 20th year with the Festival theme *Perform Create Reflect,* celebrating the proud history of the City of Joondalup.

Visit the Community Square at the Joondalup Festival to learn about the City's natural environment, pot a plant in recycled materials, play a native animals mix and match game or create a nature garland to wear.

Read more online

$$NAME$$
Manage my subscription
Unsubscribe

Contact Us
Visit joondalup.wa.gov.au

Connect with the City

APPENDIX 9 — *Joondalup Voice* article (City website)

Joondalup Voice Online

City of Joondalup

Joondalup Voice Online

5 April 2018

Dear $$FIRSTNAME$$,

Call: 9400 4705

Mayor's Column - Hon Albert Jacob JP

Council endorses implementation of Three Bin System
The Joondalup Council has approved the introduction of a three-bin waste system across the City, consisting of one 140 litre red lid general waste bin (collected weekly), one 240 litre lime green lid garden waste bin (fortnightly), and one 240 litre or 360L yellow lid recycling bin (fortnightly).

Residents can opt for a 240L red lid general waste bin, however households with a 140L general waste bin will have a lower refuse charge in the vicinity of approximately $80.00 – $90.00 per year when compared to the 240L bin. This will be confirmed as part of the 2018/19 budget process.

Expected to be rolled out early in 2019, the new system is part of the City's commitment to meeting the State Government's target of diverting 65% of municipal solid waste from landfill by 2020, a key aspiration of the City's *Waste Management Plan*.

The three bins will replace the current system of one 240L general waste (collected weekly) and one 240L or 360L yellow lid recycling bin (fortnightly) available to domestic residents.

For further information including a list of Frequently Asked Questions, visit the City's website.

Council progresses Leisure Centre redevelopment project
Council has progressed the first stage of a $2.7m redevelopment of City of Joondalup Leisure Centre – Craigie (Craigie Leisure Centre) to a detailed design and tender stage.

The proposed refurbishment includes extension of the current gymnasium and new indoor group fitness and cycling areas.

Craigie currently has in excess of 3,700 members, with more than 1,300,000 visitor numbers recorded in 2016-17.

The size of the existing gymnasium (460sqm) was considered above average when it was built in 2005, however the facility now operates at capacity.

The proposed project is expected to come back before Council for approval to appoint a construction contractor in 2019.

(continued)

City and LandCorp agree on road ahead for Ocean Reef Marina
The City of Joondalup and Landcorp has entered a Memorandum of Understanding (MOU) to guide the progression of the Ocean Reef Marina development.

The MOU was formally executed last week.

As well as ensuring a strong working relationship between the City and LandCorp, the MOU reflects the desire of both parties to progress the project collaboratively and a commitment to the finalisation of the statutory approvals, detailed design, construction and implementation of the project vision in a collaborative and timely manner.

Lest We Forget
Residents are encouraged to attend the City's 2018 Anzac Day Dawn Service at Joondalup War Memorial, Central Park, Joondalup on Wednesday 25 April.

Held in conjunction with Joondalup City RSL, this year's service marks the 100th anniversary of the end of World War I.

Those who intend to pay their respects are asked to arrive no later than 5.45am for a 6.00am start.

Tea, coffee and biscuits will be served following the service.

An Anzac Day Dawn Service will also be held at the Ocean Reef War Memorial, Ocean Reef Sports Club, Harbour Quays, Ocean Reef.

Youth Event Series Autumn 2018

Explore the exciting activities planned for 11-18 year olds this April school holidays, including the new and exclusive series of events tailored just for 14-18 year olds.

Activities include bubble soccer, a ghost tour, barista course, photography workshop, movies, gaming, water sports and Adventure World.

Bookings will be open from Wednesday 28 March and if you book before Sunday 8 April, you'll get 10% off the full price of these activities.

For further information and to register visit the website or call **9400 4228**.

Read more online

Let the Fitness Begin

Sign Up Now - City of Joondalup Leisure Centre – Craigie

Sign up in April and pay nothing until May 2018. The sooner you join the more you save. Conditions apply.

For further information visit the leisure centre website or call **9400 4600**.

Read more online

(continued)

New mural artwork at Whitfords Nodes

After three months of hard work, respected senior artist Horatio T. Birdbath has put the final touches on one of the City's latest artworks.

Microcosms of Beauty, now adorns the wall on the toilet block at Whitfords Nodes, Hillarys.

The hand-drawn mural artwork features a series of spheres which vary in intensity as they traverse the wall. Horatio's trademark style links each sphere together.

The City commissioned Horatio to undertake work as part of the City's Mural Arts Program where points of interest are created around the City by enhancing and animating public spaces.

Read more online

Council Meeting Dates

Briefing Session
Tuesday 10 April 2018, 6.30pm

Council Meeting
Tuesday 17 April 2018, 7.00pm

City of Joondalup Council Chamber
Boas Avenue, Joondalup

Read more online

Bike Survey

The City of Joondalup wants to know how it can support and encourage bike riding within the City. Tell us what you think and you can go in the draw to win one of two $100.00 vouchers from Bike Force Joondalup.

Visit the City's website to complete the survey online or call **9400 4527**.

Read more online

$$NAME$$
Manage my subscription
Unsubscribe

Contact Us
Visit joondalup.wa.gov.au

Connect with the City

APPENDIX 10 — *Joondalup Voice* article (*Joondalup Weekender*, 5 April 2018, page 11)

joondalup **voice** 5 April 2018

City of Joondalup

Mayor's Column — Hon. Albert Jacob JP

Council Endorses Implementation of Three Bin System

The Joondalup Council has approved the introduction of a three-bin waste system across the City, consisting of one 140 litre red lid general waste bin (collected weekly), one 240 litre lime green lid garden waste bin (fortnightly), and one 240 litre or 360L yellow lid recycling bin (fortnightly).

Residents can opt for a 240L red lid general waste bin, however households with a 140L general waste bin will have a lower refuse charge in the vicinity of approximately $80.00 – $90.00 per year when compared to the 240L bin. This will be confirmed as part of the 2018/19 budget process.

Expected to be rolled out early in 2019, the new system is part of the City's commitment to meeting the State Government's target of diverting 65% of municipal solid waste from landfill by 2020, a key aspiration of the City's Waste Management Plan.

The three bins will replace the current system of one 240L general waste (collected weekly) and one 240L or 360L yellow lid recycling bin (fortnightly) available to domestic residents.

For further information including a list of Frequently Asked Questions visit **joondalup.wa.gov.au**

Council Progresses Leisure Centre Redevelopment Project

Council has progressed the first stage of a $2.7m redevelopment of City of Joondalup Leisure Centre – Craigie (Craigie Leisure Centre) to a detailed design and tender stage.

The proposed refurbishment includes extension of the current gymnasium and new indoor group fitness and cycling areas.

Craigie currently has in excess of 3,700 members, with more than 1,300,000 visitor numbers recorded in 2016/17.

The size of the existing gymnasium (460sqm) was considered above average when it was built in 2005, however the facility now operates at capacity.

The proposed project is expected to come back before Council for approval to appoint a construction contractor in 2019.

City and LandCorp agree on road ahead for Ocean Reef Marina

The City of Joondalup and Landcorp has entered a Memorandum of Understanding (MOU) to guide the progression of the Ocean Reef Marina development.

The MOU was formally executed last week.

As well as ensuring a strong working relationship between the City and LandCorp, the MOU reflects the desire of both parties to progress the project collaboratively and a commitment to the finalisation of the statutory approvals, detailed design, construction and implementation of the project vision in a collaborative and timely manner.

Lest We Forget

Residents are encouraged to attend the City's 2018 Anzac Day Dawn Service at Joondalup War Memorial, Central Park, Joondalup on Wednesday 25 April.

Those who intend to pay their respects are asked to arrive no later than 5.45am for a 6.00am start.

Tea, coffee and biscuits will be served following the service.

An Anzac Day Dawn Service will also be held at the Ocean Reef War Memorial, Ocean Reef Sports Club, Harbour Quays, Ocean Reef.

New mural artwork at Whitfords Nodes

After three months of hard work, respected senior artist Horatio T. Birdbath has put the final touches on one of the City's latest artworks.

Microcosms of Beauty, now adorns the wall on the toilet block at Whitfords Nodes, Hillarys.

The hand-drawn mural artwork features a series of spheres which vary in intensity as they traverse the wall. Horatio's trademark style links each sphere together.

The City commissioned Horatio to undertake work as part of the City's Mural Arts Program where points of interest are created around the City by enhancing and animating public spaces.

JOON

Council Meeting Dates

Briefing Session
Tuesday 10 April 2018, 6.30pm

Council Meeting
Tuesday 17 April 2018, 7.00pm

City of Joondalup Council Chamber
Boas Avenue, Joondalup

YOUTH EVENT SERIES AUTUMN 2018

Explore the exciting activities planned for 11-18 year olds this April school holidays, including the new and exclusive series of events tailored just for 14-18 year olds.

Activities include bubble soccer, a ghost tour, barista course, photography workshop, movies, gaming, water sports and Adventure World.

Bookings will be open from **Wednesday 28 March** and if you book before **Sunday 8 April**, you'll get 10% off the full price of these activities.

For further information and to register visit **y-lounge.com.au** or call **9400 4228**.

City of Joondalup Bike Survey

The City of Joondalup wants to know how it can support and encourage bike riding within the City. Tell the City what you think and you can go in the draw to win one of two $100.00 vouchers from Bike Force Joondalup.

Visit **joondalup.wa.gov.au** to complete the survey online or call **9400 4527**.

joondalup.wa.gov.au

APPENDIX 11 — Twitter posts (City)

City of Joondalup @City_Joondalup · Mar 20

The City wants to know how it can support and encourage more bike riding in our community. Tell us what you think and you can go in the draw to win one of two $100.00 vouchers from Bike Force Joondalup. Fill in the online survey at goo.gl/tGjaC7

2 1 3

City of Joondalup @City_Joondalup · Apr 6

There's still one week left to participate in the City of Joondalup Bike Survey and be in the running to win one of two $100 Bike Force Joondalup vouchers. The City wants to know how it can support and encourage more bike riding in our community. Survey - surveymonkey.com/r/communitybik...

2 3

APPENDIX 12 — Facebook posts (City)

City of Joondalup
20 March ·

Do you love to ride your bike within the City? What motivates you to get on your bike? How can bike infrastructure in the City be improved? The City wants to know how it can support and encourage more bike riding in our community. Tell us what you think and you can go in the draw to win one of two $100.00 vouchers from Bike Force Joondalup Fill in the survey at https://goo.gl/tGjaC7

Like Comment Share

City of Joondalup
6 April ·

There's still one week left to participate in the City of Joondalup Bike Survey and be in the running to win one of two $100 Bike Force Joondalup vouchers. The City wants to know how it can support and encourage more bike riding in our community. Have your say here: https://goo.gl/tGjaC7

Like Comment Share

APPENDIX 13 — News article (online *Joondalup Times*, 23 March 2018)

Joondalup Times Community

NEWS SPORT FOOD LIFESTYLE WHAT'S ON REAL ESTATE MOTORING TRADES & SERVICES SELECT NEWSPAPER

City of Joondalup cyclists keep Bike Doctor busy during Bike Week

March 23rd, 2018, 12:00PM | Written by Tyler Brown | Joondalup Times NEWS

The Bike Doctor at Burns Beach Park.

LOCAL cyclists kept the Bike Doctor busy during a recent call to the City of Joondalup.

The March 18 event attracted 89 riders to Burns Beach Park where bike mechanics were on hand to provide free bike services, including brake alignments, gear tuning and tyre air pressure checks.

The visit was part of Bike Week 2018, which started on March 16 and finishes on Sunday.

(continued)

The City also used the week to launch its new community bike survey.

The survey asks members of the local community including non-bike riders to give feedback on how the City can better support and encourage bike riding.

Responses will help inform the City's future bike programs, promotions and infrastructure.

Visit www.joondalup.wa.gov.au or call 9400 4527 before April 15.

MORE: Young girl dies after being struck by car in Gosnells

MORE: East Perth: woman has lower lip, part of right ear bitten off in alleged attack by partner

MORE: Karrinyup shoppers WA's most fond of hot cross buns according to supermarket chain

MORE: 20 free school holiday activities this autumn

Top Stories

Three-year-old boy among six injured in Malaga crash overnight

Dietitian's Association of Australia issues warning to Perth people considering vegan diet

Mango mania: Swan Valley hobby farmer excited by massive fruit find

$2.6m redevelopment on way at Kingsway Regional Sporting Complex

Perth: Health insurance premiums rise again as new PBS-listed medications announced

Joondalup ECU researchers looking for people with anxiety for emotion-focused group therapy

Competitions

Win tickets to Camelot Outdoor Cinema

ENTER NOW | ALL COMPETITIONS

Stay Connected

FACEBOOK | TWITTER | PINTEREST | INSTAGRAM | GOOGLE+

APPENDIX 14 — News article (*Joondalup Times*, 3 April 2018, page 6)

BURNS BEACH

Survey on bike

LOCAL cyclists kept the Bike Doctor busy during a recent call to the City of Joondalup.

The March 18 event attracted 89 riders to Burns Beach Park, where bike mechanics were on hand to provide free bike services, including brake alignments, gear tuning and tyre air pressure checks.

The visit was part of Bike Week 2018, March 16-25.

The City also used the week to launch its new community bike survey.

The survey asks members of the local community including non-bike riders to give feedback on how the City can better support and encourage bike riding.

Responses will help inform the City's bike programs, promotions and infrastructure. Visit www.joondalup.wa.gov.au or call 9400 4527 before April 15.

APPENDIX 15 — Twitter and Facebook posts (Joondalup–Wanneroo Times/Weekender)

APPENDIX 16 — Verbatim responses

QUESTION: “Do you have any comments about bike riding in the City of Joondalup”

Note: Words that may identify respondents or contain offensive language have been removed and replaced with square brackets, ie [- - -]. Minor alterations have been to spelling/grammar to enhance readability.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
Better on-road cycling infrastructures would be an improvement, designing roads with the idea of more than just cars would go a long way
I would like to see more paths dedicated to bikes. This would encourage them off the roads and make driving and cycling safer.
Significant improvements can be made by increasing signage prominence, and linking existing cycle paths together.
Great paths, but having a path that can go near clubs’ access points can cause accidents. Also at X entry to roads or other parks, paths, bollards to slow down speed especially when shared with pedestrians, prams, dog walkers…
Circuit around Lake Joondalup needs work. Recent roadworks along Oceanside Promenade are an absolute joke for both bike riders and cars — how this was allowed is beyond comprehension — every new road built has a dedicated bike lane and this road had built islands restricting cars passing safely and had put bike riders in danger — the corresponding footpath is uneven, not flat and not wide enough to accommodate all users.
Develop cycling facilities within the Edgewater Quarry.
Cycling is optimised by connections with other transport, some rides involve part travel by car or train, an excellent addition would be buses with bike carrying racks as provided on all buses in Vancouver.
I'd just prefer more footpaths were made around general suburban areas. Also, I'd like some of our large parks to have a cycle lane around the park. I live across the road from Parkinson Park & would love for there to be a bike track around the park.
The PSP along the Freeway needs to have concrete sections removed and asphalt installed. Tree roots have cracked and created uneven bumps that are quite dangerous. More signage on paths’ surface telling both cyclists and pedestrians to keep left…the lack of this common sense is quite astounding.
There needs to be better cycling facilities in the area; we need club facilities at the Edgewater quart for youth training rides and events.
Pedestrians take up the whole width of footpaths and dual use paths and seem reluctant to keep to one side when a cyclist approaches. Despite the dog laws that dogs must be kept on leashes in public, many owners do not obey this law. The Council does not seem to enforce this law and I don't think I have ever seen anybody prosecuted for it in the local press. Very dangerous for cyclists (and the dogs). It is very noticeable around the Yellagonga Park, despite additional sign indicating dogs must be on leashes.
Shared paths need to be separated. Dogs and kids are not predictable.
1. PSP north of Warwick Station requires an upgrade — one has to get off the path several times. 2. There is no consistency on Marmion Avenue with a painted cycle lane stopping and starting on the south bound road through Duncraig/Whitfords/Beldon etc. 3. Painted cycle lanes should be on all major roads in the area. Islands in the middle of major roads only hold up traffic especially now there is the new 1m rule. This is especially evident on busy coast roads. Quinns is one example.
We need a cycling facility at Edgewater Quarry.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
The cycle path that runs through Kingsley could do with regular sweeping given the trees that drop large nuts onto the path. These have the potential to cause accidents on thin wheeled road bikes. Also, when building new paths don't plant vegetation too close as over time the root systems wreck the paths making them unsafe.
Get rid of helmet law.
The Mitchell Freeway path that runs into the city is in dire need of an upgrade.
As a parent (my bike is over 15 years old, traditional "sit up and beg" model) of two young, fit men in their 20s (who have and maintain the latest speedy titanium models from Italy $2 000 each plus cross-country models), I worry each time they use their bicycles on sealed roads (irrelevant whether there is a cycle path in places on the side of the road) because of the interaction with motor vehicles. Also, many times I have had to drive to pick them up after their bicycles have run over material that has pierced their tyres on these sealed roads. Apart from a helmet and a light at night, we as a family do not have any protective gear. I would like to see protective gear (not too costly) as mandatory following EU, UN and Australian rules for bicycles and motor bikes.
I like the (few) dedicated bike lanes on the main roads. I'm unaware on any dedicated cycle-only asphalt paths that actually serve to assist travel/commuting rather than recreation. I'm disappointed with the lack of maintenance on the Freeway cycle path (roots coming through, bumps, poor visual clearance in some areas without appropriate regulatory lines on the asphalt). Seriously disappointed when road-side cycle paths deviate onto cement walkways to navigate a roundabout with left turn (eg Ocean Reef Road between Freeway and Eddystone Avenue, heading west) — interrupts flow, takes away riders' rights to the road, reinforces bad habits for drivers (ie they assuming road riders don't have road rights). NOT any safer — you're better off making the lane a little wider and allowing riders to negotiate the roundabout normally. Absolutely disgusted with being expected to use cement walkways — it's like expecting car drivers to negotiate corrugated gravel roads without complaint. Also disappointed with poor understanding of car drivers of the new "1m" rule — I had no problems before that rule was introduced, now have issues with cars slowing down behind me to the point of frustration, then giving me a 3–4 metre berth.
Cycle path from Edgewater to Warwick along the Mitchell Freeway is largely non-existent.
The planting of trees down the centre of main roads (eg Dampier Avenue) makes it unsafe to ride on this road as the traffic, which includes buses & trucks, can't safely pass you. It's also often difficult to ridge alongside the kerb as there's often debris on the edge of the road. It would have been better to put cycle lanes in! Many footpaths are not designed for cycling, even though you're now allowed to ride on these. Riding on footpaths with low hanging tree branches is a danger, as you're often hit in the face with tree branches. Eg Dampier Avenue, Endeavour Road outside Bunnings & many suburban streets. There are many blind spots where you need to cross the road. Eg crossing Northshore Drive from the bike path to Northshore Avenue. The vegetation on the south west obscures the traffic travelling down the hill. You need to stand on the road carriageway to look out for traffic. There's also a gap between the path & road.
I responded on my own behalf, but I have 7 other people in my home who use their bikes differently from me. My 6 children ride their bikes daily, mostly along the dual-use paths between Hillarys and Burns Beach as we live across from the beach. My older children and husband LOVE mountain/off-road biking and would love to have something more local available…at the moment we usually wait until winter and trek out to Goat Farm but when we saw there was talk of an off-road bike path being created around Joondalup they were very excited! My husband sometimes rides his bike to the bus station. As a driver, I REALLLLLY do not find it safe having soooooooo many road bikes in the car lanes!
Why is there very little southbound bike-lane on Marmion Avenue.
I use the pedestrian traffic light crossings at the intersection of Shenton Avenue and McLarty Avenue very frequently even though the pedestrian crossing is still green, I've had cars pull out in front of me turning left onto Shenton, from McLarty because they don't realise that turning traffic needs to give way to pedestrians. Better signage at that intersection for cars would be very much appreciated!

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
I use the Mitchell Freeway PSP every week for my commute to work from Sorrento to Leederville. It is a wonderful facility to have; however, is in need of some upkeep in some sections (very bumpy riding). I note each time I ride that I am one of the only women I encounter on the work commute, it is mainly male cyclists. Ways to encourage more women to cycle should be looked at. As the days become shorter, I am concerned about the safety of riding home. In the dark in some sections, particularly around the Erindale Road/Gwelup region where there are no lights and it is set back from any road or surveillance. Improvement in this area would be welcome. A huge factor in riding to work is the excellent end of trip facilities provided by my workplace. It makes it easy to store clothing, secure my bike, and get showered and changed for work. Great end of trip facilities should be standard for all workplaces.
Would be awesome to have a dirt trail within the City of Joondalup which will save us a hour trip to the hills.
There are a lot of paths that just end, especially on Marmion Avenue heading north (from Whitfords Avenue) and then you see people walking on Marmion Avenue heading north to get to the next section of path to walk home. Paths need to be on both sides of busy roads. There's also problems with Ocean Reef Senior High School/Prindeville students running across Marmion Avenue to get to buses running south in the afternoon! Consistent joining pathways with bushes cut back from government land (I've complained, sick of complaining) and private residents. Sometimes you can't even walk on an existing path let alone ride along it!
There are many locations where it is difficult to find somewhere to lock a bicycle, such as stores and services around areas such as Winton-road & surrounds. (Shopping centres are no problem). I think that businesses outside of shopping centres should be encouraged to sacrifice one car parking bay (if they can) in order to install a bicycle rack (such as Joondalup Cycle City at 209 Winton Rd) Bicycle parking should be as common as Disabled Parking Bays. In addition, there should be clear warning signs in bicycle parking areas where security cameras are fitted in order to discourage opportunistic thieves. I have never stopped using my bicycle as transport. The car only gets used for long trips, during wet weather and to transport items that I cannot fit into one of my many backpacks. I avoid shared paths because of dogs, children and people who cannot hear my bicycle bell because they are using headphones.
Provide more off-road bike facilities such as the one you installed at Shepard's Bush in 2016/17. The majority of the bike (BMX and mountain bike) tracks in City of Joondalup are derelict and in much need of upgrade. This can be done fairly cheaply and ratepayers from within the City and external to the City will have facilities that are safe to ride. This survey so far has focused primarily on inroad bike infrastructure and there is a dire need for off-road bike routes/links/ facilities. I was in discussion with [- - -] about potential to provide design consultation on bike facilities and he said the City were looking to do a review late last year, I didn't see the tender so I am unsure if this survey is part of that process or a separate review. Please advise.
I view this more from a pedestrian viewpoint, and find shared pavements or paths seem to be assumed by the riders of bikes to be their priority. This translates to them ringing their bell, then getting annoyed or even abusive if pedestrians don't immediate jump out of the way — even when a very lightly used road (where they really should be) is available. On shared bike paths used by cyclist for commuting, it gets quite scary when people pass within 6 inches of you at 30km/hr. This is common on West Coast Drive footpaths, where the bizarre traffic calming by limiting the road width makes it really difficult for bikes and cars to co-exist so they use the footpath. On this basis I fully support the concept of separate walking and biking tracks, although I am sceptical that bikers will just carry on using both unless this is made difficult. Intend to get a bike by the way!!

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
I live in [- - -] but visit my mother in [- - -] every few months for a few weeks at a time. I so enjoy my bicycling when I return to Perth. I start every day with a ride up to Mullaloo and back. The pavements and back lanes link to bicycle paths very well. I especially love the ride that takes me along the coast, through Hillarys Harbour and the dual use path through the dunes to Mullaloo. Bush and beach — good for the body and good for the soul. I congratulate all those who design, build and maintain these facilities. It is wonderful to be able to have a long ride without having to share with motor vehicles. The bush planting along the paths and roads is very beautiful too and one can enjoy the bush birds and flora.
The cycle lanes are often the low point in the pavement cross-section and all the debris gets trapped on the shoulder/cycle lane. There is also always glass, which of course does not help. Please clean up the bike lanes and cycle paths more frequently from glass and also overgrown vegetation.
I love the on-road bike paths around the town but there is often a lot of rubbish/glass in them.
Paths (pavement and bike paths) are in good condition. Link up well with train stations. On-road cycling is slightly harder due to the mix with heavy traffic — route along Hepburn Avenue towards Greenwood Station if on-road rather than slower circuitous bike path means having to switch lanes through the roundabout amongst heavy traffic. Crossing Marmion Avenue is difficult anywhere other than at lights, and a few underpasses.
Using footpath is difficult and can be very dangerous. Drivers do not appear to be aware of your presence!
The on-road portions of the bike path into the city (mainly in Woodvale and Duncraig) could and should have on-road line markings similar to the path east of Stirling Station to delineate the bike path. This would be a low cost but high impact safety improvement. The new Freeway path from Burns Beach Road to Hester Avenue is excellent.
Freeway bike path is terrible. Major road bike lanes are not connected and inconsistent. Bike lanes do not cater for large groups of cyclists.
It would be great to have a dedicated cycling facility like the ones in the eastern states. Such a facility could be used for rider education, it would give parents peace of mind knowing their children are safe from other vehicles. It could be multiple cycle discipline facility. Catering to riders of all ages and abilities. Such a facility would put Joondalup on the map in this state as a Mecca for cycling. I believe there is a perfect location available, the old quarry in Edgewater.
Freeway bike path needs more maintenance. More bike lanes on-roads. Should link already existing infrastructure. Better education for motorists. Better education for pedestrians and dog owners on shared paths.
I would use my bike rather than my car to do certain errands if the infrastructure was safer, eg going to the shops, but you always have to ride on the road with cars and it is not safe. Plus, as a vehicle driver, I am against the 1m rule on our local roads, there is not enough space on the roads.
No real understanding of requirements for people who ride to train for fitness/race performance…ie ride 3 x week distance of 40 km per day plus 1 long ride 70 km+ at average speed 30 km/hr. This is the norm for thousands of local riders. We are forced to use roads and, due to poor infrastructure, must keep our safety foremost, so must ride at 5 am to get 2 hr rides in before traffic increases. Please don't design ramps off roundabouts, we cannot use them…please don't merge bike lanes into traffic lanes at roundabouts…these are the most dangerous things. What we need is every road to have a wide, safe dedicated bike lane. It's very simple really.
Parts of the Mitchell Freeway bike path are in terrible condition and should be improved, although admittedly the parts within CoJ are better than most. Too many main road crossings (again though, not within CoJ). Whilst these aren't necessarily within CoJ, they do impact how many people will cycle from CoJ to the city.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
I would love to ride more but the coastal shared pathway in Sorrento is just too inconvenient and unsafe due to the incompatibility of the walkers and bikes due to its limited width and its proximity to vehicle traffic (no barriers). The coastal path is used by a huge number of walkers/joggers for various purposes. There is a very large number of prams, dogs and kids. They all seem to have a different attitude to sharing the path. We now walk along the pathway but won't ride. We are constantly being nearly run over by bikes speeding and thinking they have right of way. It can be quite intimidating and very annoying. The pathway is simply too narrow to take the volume and mix of users. Joggers and cyclists could potentially be compatible if the speed difference is not to great. We appear to have a small percentage of hero speeding cyclists though who have adopted the same bad attitude as some car drivers and think they have right of way. I have had to jump out of the way of these hoon cyclists and had many elbow bumps along the pathway. What about a 1 metre rule for bikes when overtaking pedestrians? If it's good enough to protect cyclists from cars, why not protect pedestrians from cyclists? Widen the path? Realign the makings on West Coast Drive to remove the centre islands and make bike paths on the sides and then dedicate the pathway walk, jogging and prams. I haven't even mentioned the groups in special events that make the pathway unusable, or the fact the congestion problems are continually getting worse.
Obviously there is room for improvement. Not many bike-safe only paths for road bikes. The beach path is at times dangerous, as too many people, dogs, runners and cyclists. The bike path next to the Freeway is great, but too many deviations, off and on, poor signage. In fact, the cycle path to a Perth could do with a huge makeover. Majority of cyclists prefer the south run from Perth to Mandurah.
Would like to see some footpaths widened now that all bike riders can legally ride on footpaths; one in particular that I regularly use (Gibson Avenue, Padbury between Hepburn and Whitfords Avenue).
Helmets shouldn't be mandatory when riding on the brown tracks. Example around Yellagonga Lake.
I'd like to see a cycling facility at Edgewater Quarry.
The cycleway alongside the Freeway from Ocean Reef Road to Whitford Station is rather piecemeal and the cycleway-only section, south of Ocean Reef Road, needs maintenance (lots of patching). I suspect other sections need to have regular inspections, these sections are OK for mountain bike-style bikes but not road bikes with tyre pressures up around 120 psi. I prefer asphalt as a surface over concrete; concrete has a problem over time with the adjoining slabs developing differences in heights, these changes in height are sharp and can be quite jarring. I realise that asphalt has problems with tree roots as well, but I think it is the lesser of two evils., The new road rules asking motorists to give 1 metre clearance when passing cyclists is a problem. A high proportion of car drivers lack the ability to correctly judge 1 metre, this results in the driver hanging back with both parties becoming frustrated, some cars grossly overdo the clearance, even going over the centre line. The Joondalup City's approach to beautification of the lesser roads by putting islands along with a centre strip with trees, exacerbates the problem, Cockman Road is a classic example. (This approach is common amongst all other local authorities) From my selfish point of view I would rather have a cycle strip down each side and no centre beautification strip…I feel it would be safe for me and lessen the frustration on the vehicle drivers, of which I am one.
Other cyclists are an embarrassment and need to be pulled into line — they think they own the road and often the instigators of road rage.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
Suggestions: 1. A phone app to find local cycling groups and see their plans, meeting points and possibly to join others as a group sport. 2. Mullaloo has no road cycling path and even narrow road for cars. 3. Professional road bikers never use shared paths with pedestrians, kids and pets. It's unsafe. 4. Shower facilities not that important. Road safety is a priority. 5. Probably fund help, lower tax or payment plans with no interest to encourage people to buy electrical bikes, cycling from Joondalup to City for workers with electrical bikes more practical than any other bike. Maybe free bikes to borrow can encourage people to ride and develop the habit gradually. 6. Council sells cheaper cycling outfits and equipment. 7. People in Perth use too much cars, every average family has more than one vehicle. This shows very limited people use of bikes. Compare to Holland that people don't own cars and prefer to ride bikes. 8. Cycling is an expensive hobby/sport in Australia. Government should think more. 9. Culture of cycling is poor and drivers and road rage is always a risk for cyclists. 10. Instead of shower, provide tool stations with water fountain along cycling paths. Thanks for your survey.
Where there are beautiful dual pedestrian bike paths alongside a road, more proficient cyclists still use the road. It is a waste of resources for two options to be provided when cyclists still insist using the road posing a continuing risk to drivers and other cyclists.
1) The Freeway bike path is great but getting to it is dangerous and problematic. Roads like Warwick Road, Whitfords Avenue, Ocean Reef Road are poor arteries compared to Hepburn Avenue. 2) Mountain biking is a rapidly growing sport but hard for people to embrace due to the lack of trails. You currently have to drive all the way to Mundaring/Kalamunda to ride the nearest trails. The City of Joondalup has plenty of open space/recreational land that could be developed into mountain bike trails for all ages and skill levels. Hepburn Heights for example would be a great trail centre. It is hard to get children/teenagers involved as they cannot drive to the hills and the only trails locally are the small pump tracks recently constructed. This is a huge opportunity that could shouldn't be wasted.
High curbs on the side of the roads are dangerous for cyclists.
The sides of the roads are filthy. Lots of glass and the road hazards never get cleaned up. No on-road cycling reserves on major roads used by all the riding groups like Hepburn, Marmion, Old Yanchep, Wanneroo and West Coast Road between Hepburn and Trigg.
I need to cross Lakeside Drive from Edgewater so that I don't have to ride on the road. It would be helpful if there was a bike-friendly curb so that I could ride across the road instead of having to get off my bike. I would like more places to lock my bike to in Joondalup City. At the moment I am tempted to use a street sign pole or similar or I have to park at Lakeside Shopping Centre and walk. I already have to factor in time to use my bike — not being able to leave my bike close to where I need to be adds to this.
Generally good — just has to be developed as all infrastructure has to.
Also as a walker on dual pathways, bike speed limits need to be shown as some riders go way too fast and the mix of dogs, kids and bikes is a recipe for disaster.
I plan my trip around the safe bike paths and road paths provided — will not venture elsewhere as too dangerous.
Bike riders (including myself) like riding along the coastal strip and it is increasingly hard for cars and bikes to use the roadways along these areas. It would have been better for these roads to be made wider to cater for bike riders who ride on the road — these riders ride far too fast to utilise shared paths.
I was very disappointed by the lack of consideration for providing room for bike riding when Oceanside Promenade was redeveloped last year. The same for parts of West Coast Highway south of Hillary's Boat Harbour. A very simple improvement would have been to NOT include so many "concrete islands" in the middle of the road. These islands significantly reduce the comfort of drivers when attempting to pass cyclists. On Oceanside Promenade [- - -] I regularly see drivers passing cyclists (and buses) by driving on the wrong side of the islands. I understand the value of the islands where they are aligned with laneways or recommended road crossing spots.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
We could add abundance of further bike lanes on the road which would help with vehicles being abusive to cyclists and make the roads safer to drive and cycle on, especially down the West Coast Highway.
Serious lack of (dedicated) cycling paths to connect destinations. For example: no bike lane on Marmion Avenue riding south. No cycling lane that goes all along a Whitfords Avenue, Hepburn Avenue, Warwick Road or Beach Road that encourages people to ride to train station in a smooth and safe way. There is no promotion and encouragement this way for people and kids to use the bike as the most efficient mode of transport to get to shops, schools, etc. Cyclists are not supposed to be treated as pedestrians by letting them ride over a [- - -] cement block path. Also, give cyclists and pedestrians priority on crossings. Cars pulling up to turn on a main road always block intersections for the pedestrian and/or cycling path. This is very poor road design and again doesn't stimulate or encourage a smooth and fast connection by bike. Compliments for the road improvements on West Coast Drive between Hepburn and Whitfords roundabout, but saying that…again half work as only one roundabout has the separate cycling lane. There is heaps of space on all mentioned roads for a dedicated bike lane. Time to make choices as a City to use this space for a more human and more liveable environment. Urban planning for humans, not cars.
Would be great to have bike-hire facilities very close to the coastal path (ie somewhere like Burns Beach or Whitfords Nodes) so people can easily do some cycling for enjoyment & fitness.
Bike crossings at major roundabouts are hazardous.
New paths in Kingsley with drink stations have significantly improved recreational and commuter usage. Provision and communication of safe family friendly routes to the beach, station and Kingsway Shops would be appreciated. Paper maps get outdated and lost easily. An app and updates on local trails/rides/suggestions on Facebook would be appreciated.
I would like to see a cycling facility in Edgewater Quarry.
There needs to be more shaded bike paths for cycling for pleasure. Too many people here just ride for speed and give cycling a bad name. We need more shaded paths in a nice environment (like around Lake Joondalup) with cafés and beer gardens for cyclists.
Some of the existing shared paths along the Freeway are really good, but are let down by the condition of the path, where tree roots or soil movement has made the surface irregular. Just north of Greenwood Station and south of Hodges Drive, for example. (Stirling has done a pretty good job of grinding the surface to smooth out the path between Erindale and Karrinyup — it's not perfect, but a lot better, and makes the riding more enjoyable in these areas). Maintenance like this could help to increase use of the existing facilities. When new infrastructure is built, it often seems to be very elaborate (and I assume costly) but still fails where it matters. Perhaps road and cycleway design is still based on other countries where bike use is quite different. In Perth, many riders are long-distance commuters and fitness cyclists who will avoid obstacles where they lose momentum. For example, on-road cycle lanes that pinch-off at roundabouts, or cuts onto the footpath with ramps that too steep or are angled too sharply. If cycle paths have road crossings that are uncomfortable or too frequent then riders will be encouraged to just stay on the roadway. Is the Council able to mandate that cyclists ride single file on certain roads? Now that there are minimum passing distance rules in place, this would seem like an appropriate compromise. This would mostly not impact commuter cyclists, and responsible riding groups would respect such a restriction (in many cases, riding groups will already self-enforce single file riding where it makes sense for the road/traffic conditions). One last thing…the shared path north of Burns Beach Road is excellent, but gets very windy. So, if you could do something to make the wind less strong, that would be great.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
I'm not always sure where to cycle. For instance on Trappers Drive, If I use the shared path the people who walk there are not happy with me on my bike. And I think the path is too small to share. But if I ride on the road the people in their cars complain because they have to slow down. Or they don't keep enough distance and I don't feel safe. I'm born in the Netherlands and that is a real cycle country. People in their cars have to wait for cyclists. And you have cycle paths and shared paths everywhere. Even if you share the road with cars it's safe because they know there are a lot of people on their bikes. In Australia I think people are not used to cyclists. More people use their cars instead of bikes and to me it looks like the people in the cars are a bit annoyed with cyclists. So hopefully we will get better cycle paths in the City of Joondalup because I think it's a great way of doing some extra exercise and get the kids of the couch.
I own a bike, love bike riding, and would love to use it more as an everyday transport (instead of car). For me, the biggest issue with riding around CoJ is cultural. Even when you are doing everything right, many cars do not respect your right to be on the road and encroach on your space. It's intimidating. For example, riding down Warwick Road, even when it is not peak hour, is a scary and horrible experience.
Need to develop better and safer on & off-road cycling infrastructure.
Cycleways should all be hot mix NOT concrete. Avoid crossing back & forth over Freeway… Paths should have better maintenance, ie fill cracks, cutback bushes, remove GLASS, cycle paths should be able to continue alongside a road & NOT have to stop for every side street. Traffic lights should change for ALL bikes as many at present DO NOT change for carbon bikes. STOP signs should be changed to GIVE WAY as not even cars stop if nothing is coming, they just roll through which is fine. When you have a group of riders, after first rider has stopped, the following riders should be allowed to ride through behind the first rider (like a long trailer attached to a semi). This allows better traffic flow and does not hold up cars as it does if every rider has to stop (common sense). Bikes should be allowed to ride through a RED LIGHT if there is no traffic coming — as per the Idaho Stop which has been tried and proven to be VERY effective.
I believe the focus should be promoting cycling to and from primary schools — this instils active travel choices early and captures both parents and children to change their habits. Improve off-road separated cycle lanes linking to both primary and secondary schools and increase awareness through encouraging schools to sign up to the DoT's Your Move program would assist with this.
More path maintenance to remove trees that block the paths or visibility of roads from paths and maintenance of paths to remove uneven paths due to tree roots.
Cycling on the pavement feels most safe, but it takes forever having to stop at each intersection. I stopped riding on roads after too many near misses with drivers cutting me up at junctions. I would cycle more in places like Carine Open Space if there was a designated cycle lane the whole way around. Shared pathways don't work, especially with dog owners not keeping dogs on leads.
My children ride their bikes to school at Sacred Heart College and there is no pedestrian crossing or school zone along West Coast Drive and it is extremely dangerous. I would like to see this rectified and made safe for all children.
Bike infrastructure is not treated with the same priority as road infrastructure. If we continue to prioritise cars, we can expect cars. Until we at least give bike infrastructure the same priority as roads, people will not ride bikes in significant numbers. Could you compare having to duck under things while driving? Being thrown out of your seat over bumps on the Freeway? Or bollards in the middle of roads that prevent the use of some vehicles (like barriers do for cargo bikes or trailers).
More designated bike paths on-road, like Adelaide and Melbourne City would be perfect.
Some areas are quite dangerous where others are well thought out, eg lanes around roundabouts.
Shared paths good quality. More keep left and lane direction arrows printed on ground and signs. More bike lanes on "B" roads.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
I would feel unsafe as I am not an experienced rider unless I could ride on the footpaths or separate bicycle paths. The thought of having cars drive behind or next to me on the road terrifies me.
The area is in desperate need for a safe area for kids and adults to race and train. A better understanding from the Council that people race bicycles and not just for leisure or commuters.
We need more cycling facilities. The north is lacking. There is nowhere for future athletes to train safely. My son was gifted but gave up as it wasn't safe. Utilise Edgewater Quarry. Put money into sports other than mainstream. The future of WA cycling needs it.
Please could you look at partnering with Wanneroo and extending the coastal cycle path up to Mindarie.
I feel strongly about the future being more focused on cycling lanes on-roads and/or dedicated cycling paths. You are safest and move with less interruptions on a road bicycle lane. We need to separate pedestrians and cyclists.
Down the Freeway has too many cross-overs and is confusing. Prefer a simple one-sided direct way into Perth. Riding up Burns Beach Road is unsafe with traffic at 70 and 80 km/hr with small cycle lane, need dedicated cycling section. Lots of debris on the road side causing punctures.
The City is to be complimented on the limestone resurfacing of the Yaberoo Budjara Heritage Trail from Burns Beach Road to Reinhold Place. Extending this limestone resurfacing to Yanchep National Park and building mixed MTB trails up to and around Yanchep National Park would make the area a real attraction. There are also great opportunities to create challenging Kalamunda type MTB trails (berms, jump tracks etc running down from Lakeside and Joondalup Drive down and around the lake. Creating a MTB circuit from Lake Goollelal up past Lake Nowergup, Carabooda to Yanchep would be a fascinating attraction as well.
It would be great to have more bike events, taking advantage of the many cycling assets we have in the City to encourage more people to get on their bikes — night time glow in the dark cycle rides with music for people of all ages, "ride around Lake Joondalup" event, cycle treasure hunts, bike maintenance workshops run through the Leisure Centre short courses (or info sessions at the library), promotion of cycling to events like Kaleidoscope (bike valets) to have assurance your bike will be safe, better end of trip facilities (bike lockers) at local shopping centres — and looking to successful events run in other Councils, interstate and overseas (eg I have participated many times cycling in the centre of London when they closed the roads to all traffic except cyclists to rediscover their city on bike).
Joondalup has pretty good provision for cyclists. The new on-road lanes are ok, but it is not great that cyclists need to navigate on and off-path network or take their chances with the traffic to accommodate roundabouts as the bike lane disappears, eg Hepburn Avenue. Off-road path networks are much safe, eg Freeway path. Recreational rides like that around Lake Joondalup are great. It is ok to ride on low traffic roads in some areas, but a bit better signage to assist cyclists navigate the circuit would be helpful. The dual use path through Kingsley, and linking up to Lake Goollelal is great for cyclists of all abilities.
Some pavements have made no allowance for bikes — have to jump up/down with bike up which can be very dangerous.
More work needs to go into the Freeway path. Compared to south of the river, the northern path is sub-standard from Woodvale to Greenwood and from Karrinyup Road to past Osborne Park. I would use this more often if there was continuous path to the city.
The long-term goal and design criteria for all future bike path design should be to have complete separation of bike paths and roads — ie underpasses or overpasses at all major (4 + lanes) road crossings. I refer you to the extensive bike paths of Canberra in the ACT where it is possible to cycle from one side of Canberra to the other without crossing a road at the same grade as motor vehicle. Make greater use of natural bushland pathways/bike paths — major or highly frequented paths should be sealed and line-marked for bike/pedestrian separation. Specifically, replace all concrete paving with asphalt on the bush path from Northside Drive to Mullaloo.
More bike racks to lock up bikes around the centre of Joondalup and parks would be good.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
Marmion Avenue southbound is not a comfortable road to ride on due to the lack of demarcated cycle lane. The shared path tends to be very bumpy over time due to roots pushing up the tarmac. That said, I am grateful for the cycle path, especially the way it is planned to extend north along the Freeway. The introduction of dedicated lanes around some roundabouts where there is not an exit is a great idea. Like the introduction of bike lanes with road upgrades (except Marmion).
Not enough cycle lanes on the roads and most of the time the cycle lane suddenly ceases without warning. Cycle path going into the city is horrendous between Erindale Road and Powis Street — uneven, roots in the path and interface with a lot of traffic — very unsafe.
People need to share roads, cycleways.
I ride along West Coast Drive often. All car parks that are on the ocean side of the dual use path should have appropriate signage to ensure that cars exiting car parks are aware of cyclists and pedestrians. Cycle paths are crucial between Burns Beach and Mindarie. Better design needed of roundabouts.
Paths are uneven. Not enough bike lock ups. Abuse of speed on shared areas. Riders not in single file and no one to police any of the above. Cycle clubs and large numbers of riders using shared footpaths ride at high speed with no regard for other users need to be stopped. They ride in double, triple file and will not move over. Ringing bells save lives it should be compulsory for all riders.
I support the development of a dedicated cross-country mountain bike trail and facility in the City of Joondalup. This will be open for the public to use along with school and community groups to develop mountain biking as a sport and a recreational activity in the safety of a purpose-built facility. This can be developed in line with the Perth & Peel Mountain Bike Master Plan.
Generally ok. Greater awareness and education is needed to build tolerances and consideration of cyclists and drivers alike, though that is national need. Mechanisms to cross main roads, eg Marmion Avenue are needed, that is worst part of my trip.
The arrogance and ignorance of many recreational bike riders around my area is appalling. Waterford Drive is a dangerous road and yet bike riders insist in riding two abreast along this road and other roads in the City. I would like to see single file riding be the only means of riding on any road. I have seen a bus trawling behind a group of about 10 riders who decided to ride two abreast, not allowing the bus any option to pass. Riders using West Coast Drive around the Hillarys area have been seen to "race" cars to get to roundabouts first and then offering no hand signals to indicate their intentions at the roundabout. In my opinion, bike riders need to be registered the same as motor vehicle users and bear a number plate on the bikes for easy identification as with motor vehicle users. Bike riders need to abide by the rules of the road if they are using the same roads as motor vehicles. My son-in-law rides his bike to work from Edgewater to Subiaco and I would rate him as a very sane rider who is also appalled by what he calls the "spandex sallys" he sees flaunting the road rules on a daily basis. The new "metre" passing laws recently passed are insane and lack any proper thought or consideration for the realities of road usage.
I think there is good connectivity of bike infrastructure in central Joondalup, and good access to the Mitchell PSP. More bicycle parking near shopping/entertainment would be beneficial — u-rails are best :)
Need more dedicated pedestrian crossings along the shared bike paths. Bikes ride fast past pedestrians and, because they are silent, pedestrians are often surprised and sometimes stray in front of cyclists.
The City has already done a good deal to improve cycling infrastructure for commuters like myself. Maintenance of the bike paths will be important so cyclists can continue to have an enjoyable and comfortable ride — no one likes to continue riding over potholes/big cracks in path like what is seen on the North PSP through City of Stirling.
The condition of some sections of the cycling route is horrible. Lack of signage when diverted off path into suburb

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
The bike lanes seem to rarely get road swept, leaving debris in the lanes. Also, many of the asphalt dual use lanes are becoming overgrown with vegetation, encroachment of branches and limbs of small trees. Routine maintenance/clean-up does not seem to get done in the City of Joondalup? The construction of many of this City's streets does not afford enough road space for bikes to share safely with vehicles, (where there aren't any bike lanes), most footpaths are too rough for comfortable riding.
Better than Stirling, but, if improved, will encourage more cyclists and reduced congestion.
Too much bias towards cars! Spend more on footpath and cycle path infrastructure. Every road improvement for cars means harder to get rail patrons
Bicycle path/shared connection from Whitfords Train Station to the beach without changing sides would be great. Cycle path on Freeway would be nice to be next to the Freeway all the time (Stirling is a bit of a pain). Changing sides of Freeway twice, lots of road crossing, not very nice/safe compared to the Freeway South to Mandurah. Eddystone Road very unsafe for cyclists, no easy access to Craigie Heights Primary with the bike as well. It seems everything is only designed for cars, which I understand; however, it would be better for everyone if more would use their bikes. Safety and easy access prevents many people I know from riding their bike more often. See above reasons.
No infrastructure through and around streets of City and surrounding suburbs.
Joondalup City requires a dedicated cycling park to cater for all forms of cycling, this is required to offer a safe riding and training area for youths as many parents would like to see their kids ride but are scared to have them on the road...Edgewater Quarry would be a perfect place to have such a facility and, as well as cycling, it could also cater for a skateboard park and inline skating, as well as a defined running/jogging area. Edgewater Quarry is s good location as it does not impede on housing, is central to Joondalup.
A safe, controlled crossing point at Burns Beach/Joondalup Drive roundabout so we can get across the road when returning from Lake Joondalup PSP to Burns Beach Road.
The City is doing a marvellous job of catering to the needs of a very diverse community. Well done.
There should be more on-path signage, especially Ring Bell When Passing decals as hardly any cyclists ring their bell when approaching pedestrians on shared use paths. This could also be reinforced in educational material. Pedestrian crossing areas like those which cross the foreshore shared-use paths to access the beach should be clearly marked with cross hatching, and have on-path signage either side, such as Pedestrians Ahead & Slow Down. Consideration should be given to having speed limits as more electric bikes capable of a sustained 25 km/h are being ridden on shared-use paths endangering pedestrians and other cyclists.
I'm not a big fan of moving from the shared path to the road. I ride to work at 3:30 am and return home between 2–4 pm. Both times of the day are dangerous when moving from the path to the road on Camarino Drive in Woodvale and Twickenham Drive in Kingsley. Both roads have majority of drivers speeding at almost twice the limit. This is dangerous if there is a car at 3:30 in the morning.
I would like to see dual use paths completed around all sections of the Yellagonga Lakes. There are just a few short sections to go and this would be a terrific amenity for all.
Wider duel shared paths — especially around Lake Joondalup (better still — separate pedestrians from cyclists). Extend bikeway north from Burns Beach to link up with Wanneroo administered paths.
The more on-road or dedicated cycle paths to move bikes away from traffic or help traffic get used to bikes without holding them up too much, the better we will all be.
It doesn't seem to have any controlled system and allows for large pelotons that do not keep within the kerbside solid white lines and cause some grief to vehicular traffic.
I am so excited about the forecast opening of bikeways between Burns Beach and MINDARIE. It will be great to see this work begin.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
We are lucky to have some good cycle paths within the City; however, there's a lot that can be done to make it more cycle friendly. Simple things like keeping trees trimmed that are growing into cycle paths? Infrastructure is getting better but more dedicated cycle paths on-road for serious cyclists would make it even better. Start planning for bikes, not cars, this will have a huge impact on the health and lifestyle of City residents.
I believe people should be able to ride on footpaths. My daughter was always too scared to ride on the road so was turned off riding her bike. The new 1 m rule is pathetic. It causes havoc everywhere. And bike riders should be banned from roads where there is a bike or shared path next to the road
Yes, there are many. Where a path crosses a road (Central Walk at Boas and also at Reid Prom) and also (along Collier Pass) wherever pedestrian and cyclists have contested crossings with cars, raise the path so that cars have to slow down to cross the path or have speed bumps to slow the cars down, eg entering the train station zone for walkers and cyclists to have the right of way. Also have speed bumps where driveways enter onto a footpath (Grand Boulevard car park exits). There is no bike rack outside the mall entrance at Boas so bikes are locked against the ramp access railing which obstructs access, especially when trolleys are left there too. There are several other cycling issues (eg bollards and lamp posts in the wrong locations), I could raise as I ride around Joondalup daily. Maybe get more planners on bikes (and I don't mean Urbi) and they'd start to see many simple and efficient improvements.
1. There is no clear PSP connecting Warwick to Joondalup. Signage is not clear or not there. One has to use going on-roads and footpaths! Very disjointed. 2. Concrete footpaths are not properly maintained with many showing lifting resulting in a jarring ride. Not comfortable and feels ride going over train tracks. 3. The roads around Joondalup and even where there are dedicated cycling lanes are littered with debris, shattered glass, etc, forcing cyclists to either make sudden evasive manoeuvres or ride on the road impeding car movements. This is extremely unsafe for cyclists and motorists. 4. It may be of assistance to the Council to track cyclist movements using Strava. This will show the asset delivery teams and maintenance crews which roads to provide a higher service level or create lanes if they don't exist. 5. Use of a reference group from NBCC, JBF, JCC, etc may assist in ground-truthing future project plans, etc. 6. Lighting along the Freeway path is lacking making it unsafe to cycle at night and for pedestrians and dogs. Possibly use solar based lighting poles to reduce costs of putting down power lines.
More advertisement about sharing the roads with both cyclists and vehicles would be great. Also, better bike paths to the city — existing Freeway cycle lanes from Edgewater onwards are very bumpy and not linked (in and out of housing estates).
All good, keep up the good work.
We need bike specific facilities for training, kid-safe education, racing circuits, mountain biking facilities.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
I'm from the Netherlands and living in [- - -] for [- - -]. As soon as you can walk in the Netherlands you get pushed on a bike. Hence, I do everything on my bike and don't own a car. When I compare the infrastructure in Joondalup with the infrastructure in the Netherlands it is absolutely rubbish: — The most important places to have bike paths are intersections. 99% of the time a bike path just stops before entering a crossing, roundabout, etc. Take a look at this how to solve it: https://www.youtube.com/watch?v=41XBzAOmmIU&t=105s — A second thing is that at an intersection with a road turning left and one road going straight, cars have to cross through a bike path when turning left which is dangerous. Take a look at this how to solve this: https://www.youtube.com/watch?v=FlApbxLz6pA&t=8s — The bike path along the Mitchell Freeway is rubbish with all the roots of trees and blocks of concrete. A solution for this is to place smooth asphalt. When this is fixed, way more cyclists will use it — fewer cyclists on the road — safer. — Along the coast is a beautiful shared path. A lot of people expect cyclists to use it. However, this path is way too busy with pedestrians to ride on when going faster than 30 km/h. Not everywhere is a solo bike path, hence riders have to ride on the road. More dangerous. — Most bike paths in the Netherlands are separate from the road, especially along side roads with a 60 km/h or higher speed limit (Hodges Drive, Shenton Avenue, Joondalup Drive, Marmion Avenue). A thing I think is way safer. — Finally, I think Australians in general need more education about bikes on the road. Starting with kids in primary school. For example, in the Netherlands I had to do a practical and theoretical exam when I was 11 years old.
Wider lanes are required on the main roads with it marked in green to advise traffic that the lane is a bike lane and should not enter. We should allow bikes to be carried on the back of buses again, as my son would like to ride more, ie, bus from Currambine to Hillarys and ride his bike around Hillarys.
Walking along the coastal dual use paths is dangerous cyclists don't use their bell and people have music playing in their ears and can't hear a thing. Bike riders don't follow road rules.
I love the separated cycle footpath in Kingsley as both a walker and cyclist. I also like to ride along the Freeway path.
Fun runs making turns at and stopping at blind spots on pathways causing dangerous situations. Big groups cause back up with bikes traveling faster. Accidents waiting to happen.
I mostly ride between the train station and ECU. That's pretty well sorted.
No asphalt bike paths…no bike lines…even the bike lines that exist have rubbish on the side which pushes me to ride on the road…please clean it more often…
New cycling facility at Edgewater would be great.
I've only started cycling in he last 6 weeks. Currently I ride from Kinross up the Freeway to Hester then back down to Ocean Reef. I then follow Joondalup Drive back to Burns Beach Road. I can't believe how many excellent tracks there are and how easy it is to get around. All cycle paths are well-connected and easy to navigate. I start riding at [- - -] most mornings and I think the only improvements I could ask for would be a little bit better lighting on some parts of the Freeway path near Ocean Reef Road and between Shenton and Burns Beach.
I believe that the education of children at school level with cycling should be emphasised. I believe, with education of drivers and cyclists, and better understanding of everyone's rights, we will have better cycling ethos. I believe the City of Joondalup are on the right track with more secured cycle ways available for casual riders.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
The is always room for improvement. Asphalt is the surface I prefer to ride on, cement is a pain in the backside (literally) bumping over all the expansion joint; and the joint often lift. I ride for pleasure and to commute to Mt Claremont, along the coast (a lovely ride). I prefer to ride on the dual use path, but early morning walkers and joggers can be unpredictable. If you ring the bell they turn to see, and in the process, step in front of you, if you don't ring they get a surprise as you pass by, in the same token I don't feel safe on the road (too many close calls and a bit of skin off) It would be much safer along West Coast Drive if the central islands were removed. Although there's enough clearance to give cyclist the 1 m clearance, some drivers don't have the confidence to pass cyclists when there is a traffic island in the middle of the road. This frustrates drivers behind and some do stupid things like passing on the other side of the islands. Get rid of the islands!! Once past Trigg (heading south) the pedestrian traffic backs right off and the cycleway ride is less stressful. I plan to retire soon and I'm looking forward to exploring other cycle paths around the area. Although I'm not a go faster Lycra type, I do like to keep up a good pace, hence the cycleways should accommodate riders who like to get a reasonable workout whilst they ride, but prefer to keep away from traffic.
We need a cycle facility at Edgewater quarry. Please?
CoJ have done a lot of good work to promote cycling. Is always best to separate cyclists from other motorists. Far too many times I see cyclists cut off by motorists of all types. Education is so important. Hard to change attitudes and yes, cyclists can be stupid too.
I mainly ride my bike with my young daughter on the back (she's on a bike seat) and do not feel safe enough to use roads when she's with me. I stick to cycle paths, and footpaths where I have to, to get around. Due to this, cycle paths or shared cycle paths work better for my family and we would love to see more of these.
I think there should be way more paths and ones for cyclists only and paths should be wider.
We should work towards bicycle-only paths throughout the City. There are many advantages to this in the long term. 1 It will encourage more use of bicycles. 2 It reduces conflict between cyclists and motorists. 3 It improves safety of cyclists by reducing car incidents. 4 It improves safety for pedestrians by reducing conflict and safety incidents between cyclists and pedestrians.
Roundabouts — cycle lanes disappear or are segregated from other vehicle lanes. Cyclists are given less opportunity to take a direct path to their preferred route. Cycle tracks on the newest roundabouts completely inhibit turn-offs at the roundabout! Shared paths — Many dangerous fixtures and obstacles. Blind intersections with foot traffic not given clear vision of straight through cycle traffic (and vice-versa) especially on coastal paths. Road verge condition — rough and uneven edges with much litter creating regular punctures for cyclists.
Simply need more dedicated bike paths or shared use (like along the Freeway) each east to west major road (Hepburn etc) should have these paths along them. Never feel safe on the road as there is so much car vs bike issues. Best keep them separate on dedicated paths
Cycling infrastructure needs improvement.
Where there are bike paths on the edge of roads they are often overgrown with vegetation forcing cyclists into the traffic (eg Marmion between Hepburn and Cook Avenue). The network of course cycleways could be more extensive so they connect better.
Bike riding is generally a great option in Joondalup but under-utilised for general transportation. The quiet footpaths make them attractive for cyclists. However, as the population within Joondalup changes/increases, dedicated paths will be more appropriate. In particular, as Joondalup offers more employment opportunities, more people are likely to use cycling to get to work. I think that several areas would benefit from improved pedestrian/cyclist infrastructure, including an overpass or underpass along Joondalup Drive between Moore and Burns Beach. This would add a safe option for people who live in the suburbs of Joondalup and Currambine to access the Joondalup CBD. Generally speaking, more overpasses and underpasses are warranted.
Whilst the Mitchell Freeway path is great, and the new mountain bike trail is good value, more practical solutions need to be found. Specific paths and shared paths are awesome, but best value and compromise would be dedicated lanes on-roads.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
Roads are very dangerous and not bike friendly. Wider bike lanes needed. Freeway cycle path from Ocean Reef to Perth is shocking and needs upgrade
Strange road marking and disappearing bike lanes don't help.
Better facilities for coastal cycling. Can't cycle on dual use beach path as there're too many prams/dogs/walkers to dodge. Can't cycle on-road as there is no bike lane. Also, please extend bike path ALL around Lake Joondalup, so cyclists don't have to use Wanneroo Road footpath. Unsafe for walkers and cyclists, and ruins what would otherwise be a fantastic local bike riding loop.
Yes, I would like a bike path from my place to the beach path.
*Riding in and around the City of Joondalup can be very hazardous. The current cycling infrastructure at best is terrible, with on-road cycling paths appearing and then disappearing on the same road while travelling in the same direction. Key intersections are poor and rumours of major intersection works with no consideration of cycling (Joondalup Drive/Wanneroo Road intersection) only highlight the total lack of consideration for cyclists within the City. A succession of poor planning decisions has also reinforced the idea that cycling is not a priority for the City. For example — riding from Joondalup towards the City, a cyclist needs to cross the Freeway a number of times — within the City of Joondalup, riding from Hillarys towards the Freeway on Hepburn Avenue, cyclists have a lane that disappears once they hit Marmion Avenue at an intersection, then reappears at a roundabout to disappear again and reappear, then disappear and reappear over the next few kilometres. That said, some of the recent upgrades have been excellent. The new bike lanes along the coast on Ocean Reef Road demonstrate that with effective planning, cycling and driving can coexist. Recommendations: * Cycling clubs are contacted to participate more effectively in broader planning for cycling, including understanding what paths/roads are used for cycling and how; * Planning for cycling to be fully integrated into every major road upgrade and not an afterthought; * Planning should start and be communicated to the public about efforts to join cycling paths — eg Hepburn Avenue — to form a continuous and interconnected network; * Clear communications to the public about improvements to traffic infrastructure, with specific reference to changes to cycling paths within those changes (eg recent Marmion/Hepburn and Whitfords Avenue/Marmion upgrades had no information for the public on changes to the cycling paths); * Communications to staff and contractors at the City to consider cyclists when placing signage — eg roadworks signage should not impede cyclists or force cyclists to get any closer to traffic.*
I love the bike path in Kingsley, it's well designed and is easily shared.
After a close call when a car didn't see me at an intersection, I have lost a lot of confidence when riding on the road. You don't realise how vulnerable you are until a car knocks you off your bike.
Wider shoulders on more roads, more separation between cars and bikes. More education for drivers please.
Improve signage and lighting — winter early mornings it is difficult to see oncoming joggers (most sports gear is dark coloured/black). Reduce the need to cross the Freeway to maintain route on bicycle path.
More cycling lanes on main roads would be great!
I believe the groups that ride 2 abreast on the road should be policed and fined. There should be proper rules in place for bike riders who have no regard for the road rules only when it suits them. Also, when you pass when safe giving them the required distance only to have them pass you back within centimetres when the traffic is built up or at traffic lights.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
Whilst I would have ranked segregated bicycle lanes on-roads higher, I feel that, whilst drivers often don't give enough respect to cyclists, it is also true in reverse and often cyclists do not pay respect to other road users. As a result, I feel that cyclists need to be separated from general traffic to avoid increasing risk of accident and frustration. I would also support the application of a "road use tax" on cyclists who ride on the road to pay for the upgrades to the roads required to accommodate cycle lanes; although this would only apply if using Main Roads infrastructure as, at local level, it should be part of the general infrastructure upgrades. In general, I feel Joondalup has done an excellent job in providing cycle infrastructure.
I do find that some cyclists behave as though the road belongs to them, riding 2 abreast in the road when there is a cycle path etc. This is more about the behaviour of cyclists than infrastructure, but I do believe that these cyclists are ruining it for all cyclists as they frustrate drivers. There are laws to govern drivers but some cyclists get away with very bad behaviour because they can. I do not know how but there really should be governance on cyclists as is expected on drivers, perhaps some City officials could have the authority to handle bad cyclist behaviour on our roads.
Not enough safe riding opportunities, poor roadside maintenance, Freeway path is crappy condition and very disjointed.
Edgewater Quarry bike track maybe.
I would really like to see some bike education for children. My 10-year-old rides to school every day through Mullaloo to [- - -]. So do many others of his friends, plus other children in that school. I have seen many of them riding unsafely. When I was at school it was obligatory for us to have cycling proficiency tests that we were given a certificate for and that taught us how to ride safely, wear a helmet, give signals etc. Can we have the same please for our children??? I think this could save lives.
Local riders wear a bib or high visor for their own safety and informing to drivers or walkers that the rider is a local resident. Shows the Council is welcoming of riders in their community. As the rider is wearing an identifiable bib/visor than, assuming that they are aware of the road and path rules and regulations etc. Why not involve local schools. Let them go riding in the community as part of their sport class. Build more confidence in themselves to ride on-roads and paths.
As a non-bike rider it's hard for me to comment on the infrastructure in the City of Joondalup.
Path along Freeway poor. Recent trend towards roundabout installations decreases safety on bike. Would like to see trail networks developed, rather than replaced with asphalt as seems to be the case lately.
The biggest challenge appears to be educating non-cyclist motorists to accept that cyclists are a part of the world we live in, is a growing, healthy activity and be more cautious and considerate to all road users — especially vulnerable humans on bicycles.
We need a safe crossing option crossing Ocean Reef Road between Woodvale and Edgewater. A pedestrian crossing could be added at the Trappers Drive traffic lights however a dual use track would be required; also, cycle paths to nowhere are frustrating! Would be great if there was a safe crossing so kids could ride to friends' houses. The Joondalup Drive/Ocean Reef Road interchange is too busy and very slow to get across — I'd like to see kids spending less time on the traffic islands while waiting for the lights to go through 3 cycles to cross each roadway. Thanks!
Bike lanes on major roads should be priority. Islands in the middle of roads to slow down traffic are extremely dangerous for cyclists as they leave little room for passing and drivers take risks to pass, endangering the cyclists. This is especially so when cyclists ride in groups (which they will do). Even in single file the islands cause havoc to traffic.
More consideration needs to be given to on-road cycling lanes/shoulders starting and stopping. Cyclists are often forced into vehicle traffic purely through bad design. The cycle path between Burns Beach Road and Reid Highway needs major refurbishment with consideration given to how tree roots ruin paths over time. With a more complete cycle path, you will find more people will commute to their daily activities. City of Joondalup should consider having a bike and/or eBike hire fleet for ratepayers to access.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
Hodge-podge. Some good, some bad.
My biggest concern is what has happened in recent years around roundabouts. I ride a road bike and thus like to ride on the road, averaging 30 km/h. Along the coast, the roundabouts (and other places like Connolly Drive) now have the road with a cycle path and narrows at the roundabout, ie the cycle path ends. I don't see that a road cyclist should suddenly turn into a pedestrian and go onto the footpath and then dismount/remount to cross the road, when I will cycle through a roundabout at the same speed or faster than a car. This has made roundabouts more dangerous for cyclists and seem to have been designed without consulting cyclists.
Roads often have no footpath because not used by walkers. This area could be developed for strictly cyclists, say along Marmion Avenue western side.
Many of Joondalup's cycling infrastructure is very good and getting better.
When can we work with Wanneroo and finally finish the circuit of Lake Joondalup? I have seen this mentioned in various publications over the last decade but there is no visible progress. Thank you.
The bike paths on the road contain a lot of debris and glass that don't seem to be cleaned very often.
We need a cycling facility at Edgewater Quarry.
It would be nice if certain small sections were finished, such as a path from the corner of Ocean Reef/Edgewater Drive down towards Wanneroo Road on the left side to tie in with the existing path starting at the lake. I like to go places with the kids where it is all path and this would allow proper access on a shared path. Kids don't feel confident or comfortable on a cycle lane on such a busy road.
Pretty good; however, some dangerous sections along Whitfords Avenue (probably wider spread) where lights will tell pedestrian/cyclists to go; however, this does not include cars turning left off Freeway ramp onto Whitfords. I'm surprised not more serious accidents. Also near Whitfords Shopping, the bike lane disappears on Whitfords Avenue near the entry to car park — it's the gauntlet.
As a fun bike rider and not a speed demon, I find it really dangerous the speed in which cyclists are travelling on dual use paths. Many riders time themselves so are riding competitively on a leisure pathway at great speed. With pedestrians both very young and very aged it is a disaster or death waiting to happen (OSH issue for Joondalup Council). Elderly can't hear bells, nor are steady on their feet, this does put off aged people enjoying pathways. Very young children heed no notice and do not realise the danger or can quickly dart away. Should pedestrians pay the price of the cyclist. The Burns Beach/Iluka pathway is littered with cyclists, pedestrians and dogs every day of the week, busiest on the weekend. The loop around Lake Joondalup is now a hazard with cyclists timing themselves on how quick they can circle the lake. You need much better signage — those in front should have right of way. It should be whoever is behind the person needs to safely slow down, navigate and go around. Seriously, speed limits would be a great idea or a dedicated bike only pathway or roadway. It is too populated for both.
I believe dedicated bicycle paths should be the goal of a proper cycling traffic system. It should also be with consideration to cyclists who prefer to cycle helmet free.
I think the City is very proactive.
In general, Joondalup is reasonably bike friendly. More bike only cycle ways would be great.
Trappers Drive Woodvale is, with the concrete enhancements in the middle of the Road, not conducive to bike/car interaction (1 metre rule). Overall, I support the City in seeking views on recreational bike riding. I do think that the next questionnaire might drill down a bit to seniors' bike riding and also electric bikes. I note that Amsterdam now has motor scooters riding on bike paths!! Hope it never happens here. Cheers.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
I regularly ride from Kinross to Ocean Reef along Marmion Avenue. There is a fantastic path on the ocean side of Marmion up until Shenton, but then you are forced to cross a major roundabout in peak hour traffic to continue the path on the Connolly side of the road. I then have to cross back over to the Ocean Reef side at Hodges. The path should be available on both sides of a busy Major road such as Marmion Avenue, as this would be much safer. This route is also common with school children, and they should not have to continually cross a busy road to follow the path.
There could be more cycle lanes on major roads.
The pathways need to be direct to follow the Freeway not having to ride through all the back streets.
I use my bike to go to the shops as an alternative to walking or public transport or the car. I really enjoy it and as Joondalup is relatively flat it makes to really easy. I really like that we have the shared and bike only paths all over the suburb. Thank you. it would really help if some pedestrians, particularly those with prams, understood what dual use meant!
I love to ride my bike but feel there's a lot of tension between different groups…I hate to use a shared path, pedestrians aren't very aware of cyclists and I've had a few near misses where children and adults for that matter have stepped into the path of my bike (even when I've rung my bell). Also as I've improved in fitness so too has my speed, Therefore I'm too fast for the shared path now and have to use the road…other road users aren't too happy either to share the road with cyclists, I've been on the receiving end of abuse both verbally and been put in physical danger by drivers. I'm a driver myself so I understand the frustration when I see cyclists making poor decisions or riding in packs and taking up the road but it doesn't warrant the danger that cyclists are put in. I feel that education is the key to making everyone aware of the road rules and the potential danger cyclists face…as a driver, if you hit a cyclist or force them off the road you are safe in your vehicle; as a rider, you are skin and bones and an impact can be life threatening. The two are not an equal match. Where possible, and the road allows it, I'd like to see more bike lanes introduced. I feel that this would give clear designated areas that both groups can accept. Rumble strips might also be a good addition to the bike lane, this would alert drivers to when they cross into a bike lane (it happens a lot) and cyclists would be less likely to ride on the white line or cross onto the area of road for cars...
Restrict cycling on the asphalt road on coast as cycle path is available. The asphalt road is busy and there is a lot of distractions. Cyclists should not be allowed on such a busy road.
More mountain bike, dirt trails required.
Would be good to accommodate for more mountain biking, better than being on the road as there are still a lot of angry drivers out there who believe the road belongs to them and don't want to share. The heritage trail that runs to Yanchep is good it would be nice if the trail had a loop therefore could be one way which will help prevent any collision around the blind corners. Also, If there was spur of tails with more advance MTB.
Impressed with the new bike lanes bypassing roundabouts (threeway intersections) clearing overhanging trees will reduce leaf litter ensuring cyclists continue to use it. A rider education centre, possibly at Edgewater Quarry, would enable more kids to learn safely. A regional centre for the sport of cycling would be best suited to the Edgewater Quarry also.
Better connecting routes, eg from suburbs to coastal paths and cycle lanes on-roads, that don't just stop with no alternative solution.
Bike riding (and even just pedestrian access) to Greenwood Station is surprisingly poor, and I believe most stations are like this; only a bridge access point on ONE side rather than both. For a car, to drive around to the single access point is quick and mostly no-problem. But for a bicycle, and especially for a pedestrian, every extra step counts. Literally everywhere that I lived in Sydney, I would carry my heavy grocery shopping via public transport, and so did everyone else. Once at the train station I would take the nearest exit towards my street, getting home within a couple of minutes. But here, even if I lived near to the station (on the western side of the train line), it would be a nightmare because there's such a long distance to travel just to go AROUND the whole station from the single entrance.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
Thank you for the opportunity to comment about bike infrastructure in the City. I am a member of the [- - -] and [- - -] and an ongoing issue identified in the community is inadequate cycling/bike facilities and infrastructure in Warwick. We are so well located to take advantage of alternative transport and, given the zoning and population growth, feel this needs to be addressed before the impact of density increases is felt by the community. We would be very interested in working more closely with you on this, if there was an opportunity to. Many members of the Warwick community would like to cycle to work, the local schools, the shopping centre and the Warwick Train Station. If the connections between all of these were improved (footpath network extended, connection to the Freeway shared path network, connection to Warwick and Beach Roads, safer crossings over Dorchester and other major roads) were improved I believe we would see a greatly reduced reliance on cars, better health outcomes for our kids and community and more connection with people. Another issue (State Government) is that, even though there are facilities at Warwick Train Station to store and lock bikes, there have been ongoing reports of bikes being stolen. Thank you again.
The shared path along the ocean is very dangerous due to the congestion and dogs especially. I use it only as a family ride (slow pace) and even then, the dogs (on leash too) are stepping in front of bikes with little time for reaction. In combination with congestion, this takes the fun out of it and puts us away. It would be great to have more bike only paths like the one from Freeway to Shepherds Bush Park. Thank you for that. More separate lines along roads would be wonderful for group rides too. Regards [- - -].
Crossing Ocean Reef Road from Woodvale/Yellagonga Park to Lake Joondalup is risking your life. Please consider a tunnel or bridge, as this connects the Yellagonga Park. Most of the bike paths end at a busy crossing, with no signage. This takes the fun out of your bike ride. Signage around Lake Joondalup is poor, especially the part through Wanneroo. People will take the bike if it's easier to go somewhere by bike than by, for example the car, so why not adjust your infrastructure to this?
Cycling needs to be encouraged more.
Most of the roads are pretty safe, more dedicated cycle paths through roundabouts like the one near Whitfords Nodes Beach would be great as this is in my experience where cars and bikes have the most interactions.
Need to discuss with the major bike groups the most common routes used and upgrade the infrastructure, eg bike lanes, expand/fix road shoulders, signage (eg cyclists in area).
Please can we have more cycling lanes along busy roads, eg both directions along Marmion, along West Coast Highway, Whitfords Avenue, Hepburn Avenue. Thank you for the lanes that have already been put in! The new cycle lanes to bypass the traffic circles along Whitfords Avenue are awesome, thank you! Please can the cycle path along the Freeway be redone, it's very bumpy and not safe. Please keep the bushes cut along road with cycle lanes. The bushes along Marmion (heading North) are very overgrown.
I really enjoy the coastal shared path along the coast north of Hillarys (to Mullaloo and Iluka). My main concern re: cycling is regarding heading south along the Freeway. An uninterrupted path for CoJ residents to commute to the city would be awesome. It is not pleasant to have to cross busy intersections on route.
We need bike paths at Edgewater Quarry.
Where there are cycleways, cyclists should use them and not be on the road.
A cycle facility at Edgewater Quarry would be awesome.
The fly by diversions at roundabouts are a big concern for me. Many seem to have a pedestrian lay back to get onto them rather than a vehicular lay back. This makes them extremely dangerous on a bike. Transitions need to be smooth to encourage cyclists to use them, otherwise they are a waste of money. Also, several enter back onto the road at a 90 degree angle resulting in riding into the car lane rather than staying in the bike lane. This is VERY dangerous. Also, rainwater grates with gaps round them big enough for a big tyre to fit in are a constant concern.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
Don't build facilities that allow unpoliced, arrogant dangerous idiots to mix with pedestrians and cars. Anyone that declares support for measures that encourage increased encroachment on the MAJORITIES' rights to safety and pleasure of walking or driving will never get our vote for Council. We (my wife and I) are very travelled people and we oppose any politically correct appeasement or promotion of cyclist's rights resulting in situations such as exist in Netherlands or Denmark or Italy. You cannot compare Australia to the far more densely populated and land poor European countries.
Advocate for no helmets for riding on footpaths and dual use paths.
Greenery needs to be trimmed on road verges. Some places are very unsafe with trees forcing riders on to the road or impeding vision.
Bikes and motorised scooters should be allowed to park free on most footpaths in the Joondalup City Centre — just like in Melbourne.
More on-road signage and intersection road markings would be great.
I don't have my own bike and would love to make use of the facilities.
Large traffic volumes and high speeds make using on-road cycle lanes feel very unsafe. Segregated bike paths around the Joondalup CBD are disconnected and very few provide priority over side streets. Mitchell Freeway PSP south of Edgewater is awful and if there was any other alternative I would use it. Cyling around Lake Joondalup, Yellagonga and Yaberoo Budjara is very nice!
The City needs to avoid the introduction of road furniture, ie concrete in the middle of the road that narrows single lane roads to the extent that cars have no way to pass bikes and still comply with the 1 metre rule. The drivers get frustrated with the cyclists as they need to stay behind.
All round pretty good, would like to see paths improved especially where there is no cycle shoulder lane on the road. Roads cleared more often of debris would be great, but budget for this would be tough. Roundabouts drive me nuts where the cycle shoulder ends coming into it and you have to merge with high speed traffic. Many of the cycle exit paths to go off to the left and come back on, are poorly designed for any size group as the entry often is a bad angle forcing riders to slow suddenly and near crashes occur regularly. Some new designs seem to have been great where there is a dedicated lane through the roundabout level to the road which makes transitioning through a lot easier.
As I walk a lot on shared bike and pedestrian paths, I would like to see clearer signs asking cyclist to ring their bells when overtaking pedestrians and to keep their speed down when overtaking. I have had a number of near accidents being overtaken by cyclists going very fast and not ringing bells as approaching (some not even having bells). This is true on the coastal path between Burns Beach and Hillarys. Check out signage along the Swan River and Mounts Bay Road.
I'd like to see a cycling facility at Edgewater Quarry.
Previously good cycling roads have been ruined with islands, trees and bollards down the middle of the road, making them safe for cyclists and making drivers angry when they have trouble passing us, making it unsafe and often very unpleasant!!
I cycle for fun and fitness, so stick to the cycle path/footpath wherever possible, so I am happy with the options in my local area. Perhaps if cycling to work, my opinions may be different, as there may not be the safety of a cycle path/lane/footpath :)
Many improvements can be made including the following: A bike facility at Edgewater Quarry. Better/maintained paths, cycling lanes and/or cycling only lanes to the city and specifically near the coast and/or Wanneroo Road. The shared path of the coast is not a suitable path for commuting as it is extremely busy with cars and pedestrians. This could be improved if a cycling only path or lane was implemented. Wanneroo Road has no method currently safe for a bike to use AT ALL. The cement path is unsafe and unmaintained which cannot be used safely by any kind of bike.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
The shared path along the Freeway is painful and doesn't encourage would be cyclists to get out. There should be an unbroken shared path from the city to the northern suburbs, without having to cross several bridges and not have to cycle through suburbs including Kingsley and Woodvale. There would be a big uplift in the number of cyclists if this was the case.
Improving all the time.
I think it would be amazing to create a bike boulevard between the Joondalup City Centre and Ocean Reef Marina like the ones in the City of Vincent.
There have been some pleasing improvements over the last few years. The dual use path along Hepburn is a good achievement but still needs to be completed between Marmion and Gibson and west of the Freeway. It would also be helpful if clearway markings were placed on the roads that intersect this path to encourage motorists queued at stop signs to leave space for cyclists to cross. The new cycle lanes along the coast near the dog beach demonstrate better understanding of cyclist needs and safety, eg coloured shoulder bitumen and continuation of bitumen around roundabouts rather than concrete paths. The installation of roadside parking along Mullaloo Beach was very disappointing, this is the City's busiest cycle area and extra parking for a few busy hot days took precedence over cycle lanes that would be used by large numbers of cyclists all year — go figure. It is also disappointing that when sections of major roads are re-sealed the opportunity is not taken to also seal the shoulder for cyclists. When approaching roundabouts in a cycle lane, the lines are dotted at the last moment, it is not safe or practical for cyclists to leave cycle lanes at this time, we need the opportunity to come out of a cycle lane 10–15 m before a roundabout when motorists aren't looking to the right. Roundabouts are dangerous for cyclists, more thought needed as to where they are used. Please think very carefully about this when planning the new Ocean Reef Marina, this is the one section off-road cyclist can really enjoy riding safely in the City, please don't ruin it by making us ride through a high traffic, four way roundabout or exit to a path where it is even more dangerous to try and cross.
Less concrete paths with bumps & gaps. Better signage of hazards, ie bollards. Fixing bumps in paths from tree roots and overhanging/protruding trees & bushes etc. Signage of where bike path stops & changes onto roads etc.
I would love to see the Edgewater Quarry developed for bike riders. More cyclist-only paths in the northern corridor between Quinns and Joondalup.
Lack of respect and awareness of some drivers.
More paths like the Robertson-Road Cycleway. Upgrade the paths along the Mitchell Freeway — need to be wider, or separate path for speeding bikes — possibly Main Roads responsibility? Keep vegetation along cycle paths/footpaths pruned.
A lot of work needs to be done.
Please more shade. I take my 5-year-old on his bike A LOT and the lack of shade is terrible, especially on high traffic paths to and from school. More trees please, shady trees, liquid ambers, jacarandas, poinsettia. Shade shade shade. Thank you!!!
The developments to the local roads have been great; however, I really dislike the separated bike lane on roundabouts (example Ocean Reef Road between Mullaloo and Ocean Reef). They collect debris and cause unwanted damage to tyres. Cyclist benefit from better road lanes (widen the road and make the cycle/emergency lane larger) and larger footpaths (rather than separated lanes which can cause accidents because hitting the separation concrete bollard occurs when cyclists are not paying attention).
Anything the City can do to encourage more people to ride bikes would be a bonus. I appreciate the fact that if I report a problem (glass, pruning required etc.) mostly they are fixed quite quickly. More bike racks around the shopping centres would be good. It is nice to see the racks are back outside Whitfords Library.
Make these rude bike riders who still ride 4 abreast, out of the bike lanes on the roads, instead of single file. Forget about the 100 m rule until some of them can comply to the road rules!
The increased bike enclosure at Greenwood Station has been a real blessing.
Would like consistency in one side paths leading to train station or Cities. Prefer shared paths.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
I feel that cyclists are not safe on the roads. The lane marking around the Whitfords area is a joke and confusing. Eg cycling from the beach towards the Whitfords Shopping Centre there is a cycle lane and then it just stops, thus forcing cyclists to either get on the pavement or continue with no lane and straight into the traffic. Eg missed opportunity on Whitfords Avenue where the only cycle provisions put in place was at the Marmion/Whitfords junction — why not continue this on the main roads? No cycling marking anywhere else. Bike lanes disappear at roundabouts so we have to get off the road, onto the pavement and then back on the road? Does anyone from the City of Joondalup actually try out their ideas before implementation? There is so much space and not enough thought to cyclists or provisions for public transport in Perth in general. Getting to the city is great, shame it is not like this anywhere else. Dependency on cars. Eg my elderly parents visited recently and could not even get a bus to Hillarys without getting a train to Warwick first — I know this has nothing to do with cycling but just to mention. I get shouted at, things thrown at me and have been very close to being knocked off my bike by cars/buses just getting too close. The law does nothing if it is not implemented. Also, there is a lighting issue at night. It's very dark on the streets.
In the main it is ok, careful consideration should be given to the design of cycle paths at intersections to make it a clearer way of crossing.
Road design, like that in place on Dampier Avenue Kallaroo, show that bikes play no important role in road planning. This design, which we will have to put up with for the 20 years, has caused road rage and dangerous overtaking when buses or bikes use the road. This design was only ever car-centric and poorly conceived. There was a narrowing of the carriageway, footpaths only both sides and no cycle lanes.
Occasionally the paths can be overgrown (with trees/bushes etc), but have noticed it only takes an email or request to get it sorted. Glass used to be a problem on footpaths until I got reinforced tyres! The glass can sometimes still be a problem, but does not affect my tyres as much or at all. Signage on coastal path could be improved, eg heading north near Ocean Reef Boat Ramps/future harbour, if you miss the Swanson Way turnoff you end up down in the boat ramp car park, then have to double back to get onto West Coast Drive (to get to work via Hodges Drive). Bike riders sometimes don't use their bells to alert pedestrians — also pedestrians wear earphones and cannot hear bikes approaching, bells or not. Love riding my bike!
The road debris is very dangerous especially on the bike lanes on the road, ie broken glass, rock and wooden branches. Regular road sweeping needs to be conducted (by regular, I mean at least once a week minimum). My bike group will always use a route with bike lanes on roads when they are there, as opposed to roads without bike lanes but our major hazards are debris on these bike lanes.
1. Recent installation of (often very wide) new median strips on many roads has significantly reduced effective road width for cars (including slip and passing lanes for turning vehicles) without making allowance for dedicated bicycle lanes. This has actually significantly increased the safety risks for cyclists. 2. New stormwater drains installed as part of recent rework road re-surfacing and curbing replacements are not bicycle friendly and are hazardous to ride over. Modern sports bike wheels fit within the open grillage of most! This forces cyclists to move towards the centre of the road, thereby infringing into cars normal operating space and increasing danger to the cyclist and frustration to car drivers 3. A number of routes do not join up to create a continuous end-to end journey. 4. Pedestrian shared pathways are usually too narrow to accommodate both.
Mitchell PSP is very poor compared to Kwinana. Too much need to join/exit paths and join roads. The section between Whitfords Station and Edgewater needs fully joining up. And the PSP surface is terrible with cracked/uneven slabs and tree roots — I have broken 3 wheels in the last 4 years.
More education for both cyclists and drivers.
Lake Joondalup is a great place to ride, but getting across Joondalup Drive near Moore Drive needs better access to get to the riding paths.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
Generally, Joondalup has better cycle infrastructure than most areas. What I generally don't like is the inconsistencies with roundabouts. Sometimes there is a cycle lane that is protected then other times the cycle lane disappears and you are squashed in with traffic. There seems to be a long period between when cycle lanes are cleaned and often I find lots of debris in the cycle lane I would like to see more infrastructure for mountain biking within Yellagonga Regional Park and more trails put in for the Yaberoo Budjarra trail areas as a function of the promise that Albert Jacob made leading up to his election.
I think it is extremely unsafe to have shared paths for bikes and public walkers with dogs and prams.
It is becoming more congested on share paths and it is frustrating when riding. Feel safer on-roads since new laws.
I would like to draw your attention to ROP85913, which outlines a significant danger to cyclists between Hepburn Avenue and Cook Avenue. It has been several months since this was brought to the City's attention. It is only a matter of time before a cyclist is maimed or killed because of the City's inaction on this problem.
We need a cycling facility at Edgewater Quarry.
— Existing and new developments do not have enough cycle infrastructure that is easily accessible. For example, Lakeside Joondalup keeps removing and not replacing bike racks. The racks on Boas Avenue opposite Hogs Breath, which were sheltered due to their location, were removed after tiling works and not put back. — Westfield Whitford City doesn't have any decent and conveniently located racks. —Neither centre has well publicised end of trip facilities for staff working at the centre. — Special events in the CBD area of the City often don't provide additional bike racks to encourage alternative commuting options. — Common areas around the City where bikes transfer and stop could use some repair station infrastructure.
Priority take-off strips at lights would be better. Some traffic lights in the Joondalup CBD won't detect bikes.
Please address issue ROP85913 as it is becoming very dangerous.
The paths along the beaches are very good. We need some information on the regulations governing electric bike usage. I would remove all bike paths along the Freeway, it's too dangerous. I would have an annual City of Joondalup official bike day, where there is a bike event that explores the City of Joondalup, and probably add some fun to it by making in like an orienteering circuit on bikes, where participants are given maps and compass or directions and have to find each hidden location — call the orienteering group of WA for details — this could be fun day.
Would be great to be able to ride a bike safely.
Thank you for being interested in the well-being of cyclists.
Some of the infrastructure and bike paths are excellent, but many are in dreadful condition and shared road lanes etc are very, very dangerous at points and have not been considered appropriately or with due consideration for cycling needs or safety.
Upgrade the Freeway cycle path into the city. Have a 3 km loop for cycle road racing. Turn Tamala Park into a road race track and a mountain bike track.
I feel we need a cycling facility at Edgewater Quarry.
Overhanging bushes annoying and some blind entry from paths to road.
We could really do with a facility that is off the road network, that could be used for education, training and racing for both road and mountain biking. Edgewater Quarry would be a great location.
Cyclists have a very bad reputation with car drivers so anything that could be done to improve the relationship would be welcome.
There is a bike lane along Marmion Avenue from Burns Beach Road to Butler going North. Coming back south is very unsafe by comparison. A better bike lane on Marmion Avenue from Butler south would be a good investment for safety.
Broken glass on both roads and cycle paths are probably next to impatient drivers the worst hazard for cyclists.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
Please address Marmion southbound, cycle lane stop starts at lights but disappears. Please look at Hepburn on-road cycle lane, Whitfords is ok but Hepburn from Padbury east–west is poor. Please consider what happens when a cycle lane ends, where do we go?
I like the PSPs around the Yellagonga area. I would like to see continuous PSPs from Woodvale/Kingsley, Greenwood and Joondalup to the coast.
Dedicated bike paths are the only way to future proof the network.
I love to ride my bike and would ride more often and further if there were more safer options.
More Keep Left signs. I feel with foreigners in our area and around the local lake, they are unaware of the fact we are meant to keep left. Makes cycling very difficult.
I am very pleased with the standard of cycle paths in the City but would like to see the removal of the regulation making the wearing of crash helmets compulsory.
I walk a lot on the pathways around Joondalup. It annoys me that cyclists don't know how to ring a bell to let you know they are approaching. It also annoys me that cyclists ride two a breast on roads and paths. What happened to single file??? The metre rule is okay as long as cyclists stay in their designated area, if they ride on the white line then we have to move over into the other road lane. Overall, I think the pathways need to have a separate lane for walkers and cyclists like they do in other countries. Some countries we have been in have walkers, runners and cyclists. Perfect!
The bike lanes next to the Freeway are quite worn in some parts (south of Burns Beach Road) and in need of some repair.
My interest is mountain biking; I would love to see further development of trails as per Yaberoo trail in the Joondalup Council area.
Greater education for riders and drivers is required and not just in the Joondalup area.
This survey was about me. My teenage children are on their bikes nearly every day so this may not adequately represent the real users of the cycle facilities (ie target group are ratepayers who may or may not use cycle facilities regularly). It's very important to improve cycling facilities in suburban areas for young people, for safety and long term health reasons. I also wonder, if cycle facilities were significantly improved, whether this would change people's use of them, ie if this survey suggests people do not cycle very often, is this because they don't want to or because it is not convenient or safe to do so. The survey questions did not ask anything around this.
Would be great to see more, free secure bike lockup areas and bike riding lanes within the City.
Keep bikes off the roads they are unsafe rangers should police the wearing of helmets even though they can't fine offenders.
Can be vast room for improvement, especially along the West Coast Highway.
Would be great to see more off-road trails developed.
The most popular recreational riding is likely along the coast, but there are also significant wanderers on the shared path, I've seen lots of accidents and more near misses, as the bike warning bell isn't always heard depending on the coastal wind direction. Tracks in some of the bushlands would be really awesome, especially if end of trip facilities were available.
A rider education centre at the Quarry please.
If more people cycled, motorists would be more familiar with cyclists on the roads. This would make it safer for everyone.
I used to use the bike trail in Kingsley a lot when my children attended East Greenwood Primary School. I'd walk with them to the school then go for a ride to get fit.
Roundabouts are my least favourite part of cycling. Whilst they slow the approach speed of traffic they create an extra conflict point between cyclists and motorists. Protected cycle lanes around the roundabout which don't merge with concrete footpaths (like on Ocean Reef Road, or Whitfords Avenue Sorrento) are ideal.
Seem to get lots of punctures while riding around Lake Joondalup.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
I would like to see bike carry racks on the metropolitan buses as have been trialled in North Coburg in Melbourne. I would like to see the Council rubbish bins at Sorrento Surf Lifesaving building relocated away from the bike racks. Currently there are 4 bins chained to the verandah post adjacent to the bike racks on the southwest corner of the building. This spoils the amenity for bike riders. If they could be separated and relocated to the other verandah posts outside the women's toilet it would be a great improvement. Thanking you.
The Freeway bike path needs to be renovated in many areas It has an unsafe surface, & the crossovers from one side to the other are appalling (this may not be part of Joondalup jurisdiction however). Bike lanes on the road — could do with more.
At the moment, for travelling to the city, the preferred route is down the coast via Mullaloo, Hillarys, Trigg, Scarborough, then to either The Boulevard or Oceanic. The main reason for this, is that once you get past Ocean Reef, the route into the city is very inconsistent on its surfaces and route types. If the PSP continued along the Freeway, that would make a huge difference.
1 Reduce the amount of road furniture on side roads and none dual carriageways to give motor vehicles more ability to pass cyclists with a 1 m clearance. 2 Signage to remind all road users that they should not overtake any road user within 25 m of roundabouts and junctions as per WA road rules.
Dual paths don't work. Cyclists should be separate from cars and pedestrians. Traffic islands in the middle of roads separating lanes also cause a serious hazard, reduce gaps between vehicles and bikes. Mullaloo Drive.
If road surfaces could be improved, I'd be grateful — eg Ocean Reef Road (east of Marmion Avenue), to Joondalup Drive. I'd love to see a worthwhile shoulder along the eastern side of Marmion Avenue (like on the western side) all the way from where it disappears (south of Ocean Reef Road), as well as a much smoother surface along it south to Warwick Road. I'd like to see the Freeway PSP north of Ocean Reef Road get a resurfacing — there're a LOT of bumps, probably from tree roots, for much of the path to Currambine Station (the new path from Burns Beach Road). Despite only having bikes along there, it's not the wear and tear that's the problem, but the bushes and plants next to the path!
Please fix the access to the PSP North of Greenwood Train Station. There are 5 cul-de-sacs which back onto the PSP, all of which do not have access due to fencing. As a result, have to go over Hepburn Avenue Freeway off-ramps and is very unsafe. This makes it difficult to access both northbound or southbound.
It would be good to have joined-up bike routes/paths to help safety and enjoyment when travelling to a destination; ideally, such that there would be no need to share the road!
Need to enforce the speed limit for bikes on shared pathways. Fast riders should be on roads or dedicated cycle paths, not running over pedestrians. Also, cyclists should use bells when passing pedestrians. I do not like shared pathways, they do not work for either walkers or cyclists.
It would be good to have more cycle paths within suburbs themselves.
Looking forward to Burns Beach connecting to Mindarie with shared path along the coast. Messy from Freeway Path into Joondalup City Centre/Neil Hawkins. Unsafe crossing Joondalup Drive to enjoy path around Lake Joondalup; north east section of circumnavigation of Lake Joondalup is a disappointment (the rest is therapeutic) and unsafe, with traffic coming off Wanneroo Road into Drovers.
Would be great to have an off-road facility for education, training, and racing for road bikes and mountain biking. A perfect location for this is the Edgewater Quarry.
Always…things can be improved.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
Like most parts of Perth, cyclists appear to be an afterthought in the planning process. Road cycling is becoming increasingly popular and the City, which has some wonderful coastal road infrastructure. Could put themselves in a strong position by adding dedicated cycling lanes, which would attract more cyclists, and, in turn, support local cafés and other businesses. Shared pedestrian and cycle paths are of no use to road cyclists given the speeds they travel on their bikes. The majority of pedestrians are now wearing headphones which decreases the awareness they have of people around them. Even with warning from an approaching cyclist, the risk of collision is high. Taking as many bikes (high speed road bikes in particular) off shared pedestrian paths will make it safer for all — albeit new dedicated bike lanes on established roads would be required to ensure cyclists and vehicle interactions are kept to a minimum.
We need a dedicated cycling facility at Edgewater Quarry.
Have been requested for years to have complete paths both sides of Ocean Reef Road. Presently, you must cross the road a number of times to continue on a path. Roundabouts in CoJ are atrocious; was very disappointed to see the recent dual carriage way Ocean Reef Road (west of Marmion Avenue) did very poorly incorporating bike paths. Roundabout at Ocean Reef Road and Craigie Drive is impossible to use. Used to be fine when it was a T-junction; have to dismount and walk across. T-junction at Beenyup Bus Depot also atrocious. Cycle/footpath is too close to intersection so unable to cross when vehicles are backed up trying to get out, have to dismount and walk across. Am constantly reporting smashed glass over cycle/walk ways. *I think it's a "sport" for some drivers to throw bottles at signage and bus stops causing a terrible mess. Have been abused, spat on and fired at trying to get me to fall off my bike — and I don't ride on the road. LOVE the extension to cycle path around Yellagonga near Cockman House. Thank you.*
More child/family-friendly bike routes.
More bike parks like that on Barridale Drive. Promote family cycling for the family to go to places via bikes. Get bikes off roads.
The green asphalt near Jindalee is a great idea for separation of road and bike lanes.
Ample on-road space with clearly marked separation lines between car lane and cycle lane works very well in all roads that have it. There is then no dispute or rage between both cyclist and driver as to their fair allocation. I think there is still also the need for non-cyclist car drivers across all demographics to be educated about natural respect and the need to "share" the road. No one vehicle has more right over the other, so this mutual respect and tolerance is something that needs pushing. The recent 1 m rule advertising campaign works well and is a great step in the right direction. Thank you CoJ for all your hard work at making the place we live in, a better place. [- - -]*, Duncraig*
Marmion Avenue should have an asphalt dedicated bike lane on both sides of the road for its total length.
More paths leading to parks and shops. Two stand out in particular: there is no path adjacent to the driveway entering IGA in Mullaloo (off Schapella) and kids are forced to ride into oncoming traffic. Other one is coming into Palm Park (off Tallering Heights) in Woodvale. Kids again are forced to ride on-road. Path infrastructure would be a huge factor in our family riding more. Bottle filling stations would also be great.
I don't find bikes safe anymore in Joondalup; in general, I find cars aggressively close and I'm afraid of falling off and being hurt.
Education and infrastructure work hand in hand to enable harmony between pedestrians, bike riders and car drivers.
We need a mountain bike facility at the Edgewater Quarry.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
More consistency required, eg approaching roundabouts. With some the bike lane becomes separated, some remain alongside the road and many simply go from a bike lane to nothing. This inconsistency is confusing for cyclists and drivers. Also, at crossings where a cyclist must press a crossing button (eg lights) the button is often located on the right side rather than on the left where the cyclist would be traveling. (This is more prominent in Stirling rather than Joondalup) Also…where there is a crossing path located within a median island (eg intersection of Marmion Avenue and Seacrest Avenue, Duncraig) the path forces cyclists (and pedestrians) to have their back to the oncoming traffic rather than be facing it.
The bike lanes alongside the roads could benefit from having a road sweeper more often as there is a lot of debris in them especially glass which can be a real problem.
It's a nightmare. Motorists who haven't a clue about thinking bike (I drive a lot as well). Low hanging, unpruned trees over paths, shared use paths with pedestrians who walk dogs and push prams. Poorly maintained concrete paths with bumps and ridges. Glass on roads and bike tracks. Sandy blowouts that will take out a road bike. Poorly signed maintenance on paths that make it dangerous to ride a bike. No real comprehension that riding a road-bike at commuter speeds needs good pathways and signage and is generally incompatible with pedestrians.
The Mitchell Freeway PSP, is a fantastic facility and makes commuting generally safe and a real option for people located in the Joondalup area. More should be done to recognise that these kinds of assets are important to consider in any new road planning, and, further to this, all new roads/makeovers/realignments should be being built with dedicated bike lanes. To this point, placement of mid-road islands between single lane roads are actually very dangerous as they force cyclists and cars to mix with no overtaking areas.
I would love to see infrastructure always include pathways and cycle paths to get people out on their bikes (or kids on bikes/scooters/skateboards). I am a road bike person and would love to see safer cycle lanes incorporated into road design and a lot more positive attitude to folk on bikes in general. I would like to see schools and suburbs all connected by path, walk and cycle ways with good lighting, shade and a feel safe vibe :)
I used to use my bike a lot but it is getting busier on the dual footpaths and I would not drive on the roads, so I do not cycle all that often.
A cross country mountain bike trail should be developed in the paddocks around Yellagonga Regional Park.
It's good, but definitely would be ideal to have a cycle option (shared, footpath or on-road cycle path) on pretty much every road. I also would feel unsafe leaving my carbon-road bike at any station.
Would like to develop healthy habits and cycle more often, but nervous of driving on roads or footpaths where cars may reverse out unexpectedly. Love that the City is conducting a survey and assessing ways to improve bike usage.
Heading south on Marmion Avenue is dangerous. The footpath is old, so unusable for road bikes and there is no road cycle lane after Whitfords Avenue and an 80 km speed limit — not conducive to safe cycling.
We need mountain biking-specific facilities.
I live in CoJ, Woodvale and cycle locally around the lake from Woodvale with my children. Lake Joondalup path I think is pretty good. The majority of my cycling in commuting to Nedlands for work with rides in a group at weekends along coast — Fremantle and the hills.
Appreciate it's not very mountainous (!) but some decent interesting off-road paths with logs small jumps rocks etc. Just an idea.
Maintain the Freeway bike path as a bike path as it goes through Kingsley and Woodvale. Resurface the path as it passes Greenwood Station, it is particularly bumpy at this point.
The cycle path from Burns Beach (near the Burns Beach Cafe) near the ocean needs to be extended towards Yanchep.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
Freeway bike path in poor condition in many places where tree roots lift the path, causing "sharp" edges which are awful for punctures. Great to have the path, but I actually come off it at Hepburn and cycle up Marmion rather than use the Joondalup area of the "old" bike path. This really needs attention. Other roads that have a cycle lane are great. Marmion southbound could really do with a lane adding where there is none. The northbound side has a great lane. Another issue, especially in winter, is that we really need the bike lanes to be swept clean as the grit and glass off the roads gets washed into the bike lanes which is a huge problem in winter. I also ask that future infrastructure projects actively seek to promote travelling by bike. We have a great City but way too many cars for the numbers of people! Better end of trip bike racks etc and more cycle-specific lanes or dual lanes with cars will make such a difference. Drivers are definitely, slowly getting better.
If the bike path conditions were at the standard of those for car drivers, I would use my bike almost exclusively. Cycling is not just about a Sunday meander; it is a serious means of transport. Yet a cyclist has to endure conditions far inferior to those for a car driver (usually one driver per car). Here are some of the cycling deterrents and safety hazards I experience every day: overhanging branches, pot holes, tree roots, broken pavement, protruding grates, glass, blind intersections (often because of bushes), parked cars, trucks, boats and trailers, low bus shelter clearances, debris, non-connecting and dead-end paths.
Many bike lanes do not extend around roundabouts. Extend dual use path from Burns Beach to Mindarie. Build dual use bridge or underpass at Burns Beach Road and Connelly Drive intersection to provide safe to link to Freeway/Currambine Train Station.
Marmion Avenue road shoulder badly needs a clean-up and overhanging bushes pruned. Too much glass and other debris on the road everywhere. Too many traffic islands in middle of many roads, holding up motorists and creating a hazard for cyclists.
The cycle path just north of the Greenwood Train Station has a lead off that goes to either Hanwell Court or Perivale Close. This is blocked by a fence. This access to the southern entry to Kingsley would allow cyclists to avoid the Mitchel Freeway exit ramp which is extremely dangerous to cyclists. Please open the planned entry way to allow for safer access to the Kingsley suburb. I have been cycling for nearly 6 years and have been hit 3 times at the Mitchell Freeway exit on Hepburn Avenue. Drivers exiting to the east are only looking for oncoming traffic from the west. It is extremely dangerous and could be avoided if the entry way to Hanwell Court was opened.
Would like to have more options of bringing bike on the train during peak travel times.
Consideration needs to be given to cutting back trees overhanging the paths when on a bike — they need to be cut back further. Many along Hepburn Avenue are head height when you are up on a bike
This Council looks after cars not bike people. City of Joondalup looks after cars only — about time they do something for bikes.
Some evidence of considering cyclists when making changes to roads can be seen, eg separated cycle lane on Whitfords Avenue at turnoff to Pinnaroo Point (this is great). Upgrades of intersection of Hepburn and Marmion not so good, eg left turn Hepburn into Marmion going north, it would be good to have built a cycling lane that continues around the corner.
We need a cycling facility at Edgewater Quarry.
I enjoy riding on bike paths, such in areas with no traffic (eg Carine Open Space).
PSP north in bad condition and needs to be maintained better. Main arterial roads need to have dedicated painted lane. Roundabouts need to cater for cyclists. Needs to be consistency; cycling lanes should not suddenly terminate. Cyclists should have right of way when cycling lane crosses road. Cycling is an economical and important mode of transport and cyclists should be treated as such.
Most purpose-built cycling infrastructure is great. Natural/off-road cycle paths (eg through Yellagonga) are great. However, local footpaths in my area aren't particularly friendly for pedestrians and cyclists (particularly young cyclists) and overwhelmingly favour right of way for motor vehicles, even on local roads.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
The majority of marked cycle paths adjacent to the roads require more regular cleaning. There is generally a build-up of gravel, broken glass and plant matter (leaves and sticks) that causes cyclists to swerve to avoid the items and also causes tyre damage. Perhaps a focus on more regular cleaning would encourage cyclists to use the marked paths and not ride in the main carriageway.
The bike paths along the beach are excellent. Seem to be enough bike racks etc. More facilities needed around the parks, though.
Please create more bike lanes on Marmion Avenue and Ocean Reef Road
Consider bike boulevards to encourage active transport to schools, local shops and visiting neighbourhood friends and family.
Pump and jump track has been brilliant to improve my children's confidence of their bikes.
I'd ride regularly to the city for work however there in no dedicated cycle path. The cement path in sections (south) of Greenwood is unstable. There are numerous road and Freeway crossings etc. There needs to be a collaborated effort with the City of Stirling for a dedicated cycle path all the way to the Perth Arena/CBD.
Roads are too narrow to accommodate both cars and bikes, even with the bike lanes on-roads.
It does need improvement but so does most of Perth.
It would be good for the cycle path through Neil Hawkins Park to be diverted away from the jetty, as often kids run across this path from the park and fast-moving bikes are a hazard.
1. There are so many unsafe intersections where bikes have to cross in front or behind cars to continue on the footpath — ie intersection of Beach Road and Marmion Avenue (technically City of Stirling but close to where I live in Marmion). Another example is the intersection of Harman Road and Marmion Avenue — so dangerous! 2. The dual use path along the West Coast Drive is so dangerous because pedestrians take up all the path rather than keeping left. When I cycle with my son I am always worried he will have an accident because a pedestrian steps out in front of him, or a dog not held tight on the leash. We cycle slowly, ring our bell, try to be as considerate as possible, but we have got to the point where we feel it is too dangerous to cycle along that path on the weekend due to the number of pedestrians and their lack of shared path etiquette. 3. We would really like bike helmets to be optional!
I frequently have to ride on the right-hand side of a cycle path that is on the road (ie close to the cars) because of glass and other debris that accumulates at the edge of the roadway. It is also not uncommon to come across broken glass on the Mitchell Freeway PSP.
I love nice wide paths — especially good for families with young kids. Love good signage saying distances to near places. Love water fountains along the way.
Perhaps in the future, construct safe bicycle paths so ALL school children are encouraged to ride to school — and start to see how COOL riding is — (promotion/peer consultation at school age is the way to approach this).
None other than that it is unfortunate that some cyclists feel they must ride like the clappers on dual use paths!
Thanks for the new cycle path along Hepburn Avenue from Wanneroo Road to the Freeway. There is a cycle path that runs parallel to Wanneroo Road in Wangara on the west side of Wanneroo Road but behind the new residential developments. You can ride this path along behind Cockman House and then cross the Woodvale Drive and continue for a few hundred metres and the cycle path ends unexpectedly. You then need to ride out on to Wanneroo Road, along Wanneroo Road until Lancaster Road and cross rather dangerously (as you have to cross in a westerly direction and then ride about 10–15 m north and through a sand patch) to re-join the cycle path. There is only a couple of hundred metres of cycle path to complete this path and it would be fabulous to see this done!
I would like to see the PSP continue further north of Hepburn Avenue along the Freeway
More accessible and friendly busses that allow bikes onboard so you can just journey one way (to work) and catch bus with bike home. Also, more street lighting around Lake Joondalup so I feel safer to cycle home after work in evening. Also, a better crossing for bikes over Ocean Reef Road from cycle path to the nature reserve park on other side of Ocean Reef Road!

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
The quality of the bike path from Woodvale to Leederville is embarrassing — compared to the bike path from Leederville to Swanbourne.
I ride mainly on the road — there are very few roads I won't ride on due to safety concerns, as I am experienced and confident in traffic. As a result, I don't often have the need to use any dedicated cycling infrastructure. We need a cycling facility for training both adults and juniors — and the Edgewater Quarry site would certainly fit the bill.
We are amazed at the high level of signage, great paths and facilities for cycling in Joondalup and would encourage others in our age bracket to begin cycling. Good for older joints and free aerobic exercise. We feel absolutely blessed to live in such an amazing suburb. The views from the lookout on the cycle path between Mullaloo and Ocean Reef are stunning and we always meet some amazing characters as we are cycling. Thanks a million, Joondalup City!
An off-road cycling facility such as a riding track for mountain bikes in Edgewater Quarry and a cycle only track elsewhere. Marmion Avenue needs verge all way. I was hit by car riding in January in the city — driver claimed didn't see — sun in eyes. I had bright kit on.
We need cycling facilities at Edgewater Quarry.
Badly connected paths and road options. Does not cater for large and fast group rides. Needs to co-ordinate with other authorities and shires — it is pointless having a Joondalup-only solution. Freeway bike path is dangerous and in need of URGENT repair.
Please just improve the consistency and safety of the path to the CBD and it will be used a lot more.
There are a number of locations around the City where old infrastructure doesn't allow for bikes. Cycle lanes vary in width and even disappear along a journey. Fixing these would be fantastic. For example, if you head north on certain parts of Marmion Avenue the bike lane is wide; however, heading south along the same section the bike lane is non-existent. Regular cleaning of bike lanes to clear glass and debris would be appreciated, including the pruning of bushes and tree limbs. This will ensure cyclists remain in the lane and not encroach in to the car lanes.
Plenty of large shoulders that could be converted into separate on-road bike lanes. Use of armadillo or kerbs would keep interactions between both parties.
The dedicated cycle lanes aren't swept often enough and kept clean of debris and overhanging foliage, negating their use and forcing cyclists further into the road. Debris tends to collect in these lanes. If too expensive to do all roads, nominated cycle routes (by cyclist groups) could potentially be registered with the City and these routes given priority for regular cleaning and review in terms of safety and upgrades. This would also give a data base of user groups, user numbers and points of contact and consultation! Further development could be an app of such dedicated routes!
I would like cyclists who ride on roads without cycle lanes to have to ride single file and not in a peloton as it causes frustration for car drivers to try and pass.
We, as a family, like to ride around Lake Joondalup but have noticed majority of the time we end up with at least one bike ending up with a puncture which kinda ruins the riding experience.
Generally very good coastal dual-use bike paths which we regularly use to ride on. Could be improved around the dog beach area as, while we ride very slowly through this area (as we use it as pedestrians with a dog also), often bike riders go much too fast through this area for the safety of kids and dogs. I think bikes should have to give way to everyone in the dog beach area with signage to advise them of this. I would like to see improved bike access around Whitfords Shopping Centre and Whitfords CoJ Library, especially the entrance roads, as the can be a bit dangerous as on two sides you are not only dealing with cars in a confined space but paths/ roads are also quite steep gradients for a bike rider.
Until we can find a way to reduce individuals breaking bottles/glass on the paths/roads cycling will always be a challenge for the average commuter.
I would like to not have to wear a bike helmet when riding on paths and occasional crossing of roads.
Missing footpath and upgrading of some old infrastructure should be looked at in the first instance rather than simply installing infrastructure.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
On every new road project, please always include a cycling lane in a different colour bitumen, like the one on Whitfords Avenue parallel along the coast at Hillarys. The shared paths along the coast are also great. Marmion Avenue heading north from Sorrento to Butler is great, with the big shoulder for cyclists. Sweep the road more often and prune the bushes along the road. Thank you. Encourage cycling to school for kids, encourage healthy lifestyle. Leave your car at home in the garage for short trips to the shops, school and so on. Let's make the City of Joondalup, the city with the most active and healthy people. Keep up the message to motorists, to keep cyclists safe and change their attitude.
I would like to see a secure lock up at Joondalup Station.
Improvements are very slow. Many main roads lack a separate bike lane. Need better signage and more road markings to indicate where a bike lane exists (the bike symbols are generally too far apart).
Some bike riders do not respect walkers/pedestrians. They think they own shared paths. Rangers could do more policing of bike paths to educate some riders. Speed limits and signs should be placed on all shared paths.
Educate educate educate. I would like to see speed humps on the coastal shared path. Better signage to keep young toddlers and dogs under better control. Drivers to be made to pull further back at traffic junction / cycle path. Rangers on the coast path to slow some cyclists down they are riding too fast especially on busy days, if they want to ride fast then they should be on the roads as they are giving all cyclists a bad reputation. Promote cycling in general.
Bike riding around the City of Joondalup is mostly unpleasant due to the bad relationship and lack of respect between car drivers and cyclists.
Joondalup has generally better cycling routes than some neighbouring jurisdictions but ideally, we need connecting cycle lanes and safer riding environments. Since it is impossible to put cycle lanes on all roads we need a combination of road user education (everyone has a responsibility to look out for the vulnerable road user), cycle lanes and shoulders on the side of the road where we can ride, and signage to remind drivers to look out for cyclists and slow down when necessary. In order for cyclists to have access to education and a place to run courses and other events, please build a cycling facility at Edgewater Quarry.
Helmets should be non-compulsory over 16 years old.
Facilities in Joondalup are great — some of the best I've seen across Australia. However, riding on the footpath is much safer, especially for children who should be banned from riding on main roads until they reach a certain age and/or complete a bike riding certificate. Being a relief teacher, I spend more time than most driving near various schools. I have seen/had several near misses as many children don't have the ability to properly judge speed and distance. Bike riding in Joondalup is only as safe as the riders/drivers themselves. It would be great if all cyclists showed a little more consideration for the road rules — this would also gain them more respect in the wider community, and would also make it safer for them to share the pathways with pedestrians. In addition, high visibility clothing or small lights would help others to see them - particularly on some of the roads facing west in the afternoon. While driving a car, I slow down when visibility is limited, but many others don't.
Northern suburb commuters have to cross over the Freeway, through busy intersections, using cycle paths and side roads to get into the City. NOR commuters would be safer with one dedicated cycle path running parallel with the Freeway similar to that SOR (appreciating that this would take cooperation with other Councils).
Not too bad, but could be better.
Please put in a cycling facility at the Edgewater Quarry.
A dedicated rider training/racing facility would be great to have in the local area.
The infrastructure for cyclists is generally very good.
Better mountain bike facilities would be great.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
With a large, health conscious population now residing in the City of Joondalup, and with the rates that we pay, I feel very strongly that something needs to be done about the cycle paths. My husband has recently had a serious accident with a fall from his bike on the dual use path between Iluka Beach Park and Burns Beach Café. He rode to the side of the path so that a walker could walk past with confidence, coming down one of the hills and accidentally slipped off the path, twisting and severely breaking his leg. By the time the ambulance and I arrived he was well and truly in shock and was taken directly to hospital where he spent 10 days and two surgeries. He has another surgery in four more weeks' time. Basically, he has been off work from February and cannot return until July, with serious breaks in his ankle, crushed foot and broken leg. His self-confidence is shattered and I am wondering how he will be able to return to normal usage of his leg. Basically, he can do very little independently and our family as a whole is now suffering the consequences. The path is seriously behind the times. The edges are lipped and edged by the slippery stony limestone. Even with bike tyres on the hybrid bikes, there is no guarantee of a safe ride. It is one of the heavily used paths that is dual use in our area and must be overdue for an upgrade. If this path was either widened or better yet, another cycle only path was constructed next to it, the number of accidents would certainly be reduced. Since his accident, we have spoken to several people who have experienced similar incidents and we all agree that actual changes need to be made and cyclists need their own pathways. They are stuck between the walkers/runners and the motor vehicles. Where can a cyclist ride with confidence? The financial impact to us is ongoing and I am wondering what would happen if people suffering accidents due to unsafe pathways were to put that upon the Council if it might speed up the response from the City of Joondalup. Not my usual outlook on life, but I am feeling pretty upset about this issue. Your survey is timely and I hope that some positive changes come of it.
The cycling only paths in Joondalup are amazing. Would be great to have more kms of those so that we do not have to use roads to get the exercise. Also, you should give some pointers to Stirling, their cycling path aren't as good, particularly on the Mitchell Freeway shared path — needs resurfacing! Keep up the good work!
When new roadway infrastructure is constructed, please include cycling infrastructure in the project.
A dedicated cycle facility in Edgewater at the Quarry.
For maximum safety outcomes cyclists need to be restricted to non-arterial roads (eg roads with speed limits 70 km/h & above) unless a dedicated cycle lane exists & be completely excluded from roads with 90 km/h and above limits. Likewise, where riding on dedicated footpaths, cycling speed needs to be limited for improved cyclist & pedestrian safety. Ad-hoc cycle racing or other competitive activities (and training for same) involving large groups of cyclists should be prohibited from the road & footpath system unless suitably permitted, sign-posted & supervised. Where cyclists share the same space with motor vehicles or pedestrians, to ensure maximum safety outcomes for all stakeholders, riding single file should be mandatory for cyclists & lane splitting on-roads prohibited. Compulsory registration for cyclists aged 16+ would be necessary to help generate the revenue required to improve cycling infrastructure with a compulsory third party insurance levy as per motor vehicle registrations included.
My only complaint, and this would cover most of Perth, is that debris, glass, broken bottles and tree branches are seldom removed from roads and can often be a deterrent for riding in those routes. If the asphalt/road bicycle lanes were cleaner, then riders wouldn't have to straddle the white line or even go onto the main part of the road, this would reduce the risk for riders and also reduce driver annoyance of bicycles. Also, cameras near junctions and interchanges might stop bad driver/rider behaviour and provide evidence for incidents. Last thing, slow down barriers on shared paths are way too close together, a person towing a toddler bike or trailer really struggles to get around them as do mothers with double prams.
Would be great if there was a small training facility for the young cyclists and old to be able to learn to cycle/race properly.
We need a bike facility in Edgewater.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
1. Trees overgrown on Marmion Avenue, between Hepburn and Cook Avenues, on the cycle lane, now encroaching over the cycle lane. 2. Pothole going into roundabout at Banks Avenue from Marmion Avenue, danger to the many cyclists who ride this route in cycling groups. 3. Query why the cycle lanes disappear when a roundabout appears. Although I live in Noranda, all my cycle training is along the coast and in the City of Joondalup.
Concrete footpaths, not cement (cement is one ingredient in concrete). West Coast Drive between SSLSC and Trigg Beach is not good for cyclists on either the road or the dual-use path.
The foreshore paths are poorly maintained and congested. The paths need to be regularly swept to remove large sand drifts that narrow the available path diameter and are dangerous as wheels can become stuck. The volume of pedestrian traffic is too great now to allow the paths to be used for hing other than a slow dawdle. The pedestrian and bike traffic needs to be separate.
I have concerns about the bicycle path around Lake Joondalup — even though it is dual use, some riders travel very fast, do not use bells or warning systems, and I think it is an accident waiting to happen. As I walk that path every day, I have seen several instances of near misses, and pedestrians seem to have few rights. I have seen cyclists weave in and out of a family with small children cycling. Some cyclists do not seem to realise that the risks for pedestrians on dual use paths are probably the same as for cyclists travelling on a busy road — a collision would be catastrophic. Pedestrians often don't hear cyclists, particularly if they are plugged into ear-phones (not something I do), or may be hard of hearing. I would like to see cyclists either slow right down when approaching a pedestrian or perhaps some sort of system be introduced whereby the cyclist could see a pedestrian signal back when they realise a cyclist is approaching and the pedestrian will make sure the cyclist can clear them without any danger. That way if no signal has been received the cyclist should slow right down to avoid any chance of collision.
The foreshore dual use path between Tom Simpson Park and the Mullaloo Lookout is too narrow for the high volume of pedestrians and cyclists in both directions. This path should be widened, or a dedicated walk plus second cycle path installed, to make this beautiful walk or ride safe for everyone. The dual path fence could be set further into the dunes and further back from the path. My cousin's bike handle got caught in the fence as she was riding and she crashed and had a nasty face and shoulder injury. The tops of those bushes on the seaside of the beach path that obscure views of the water could be pruned to restore the former beautiful beach view for pedestrians and cyclists. The Council prunes the bushes vertically back to protect the fence and could at the same time prune horizontally the tops at chest height to restore the amazing ocean views for all path users, both pedestrians and cyclists. Park benches could be installed just beachside of the dual use path at each beach path entry so that you can stop and sit and look at the beach view down the pathway. (Sorrento Beach has something like this). Attractive bike racks to replace the old ugly ones. The style of bike rack at Tom Simpson Park to replace those old ones located near T-junction with Warren Way, for example. Please reduce the signage along the scenic bike paths, eg the foreshore dual path. There are so many signs of every description that visually pollute what we should preserve as a pristine coastal environment. Many of the signs are redundant and repeat the same messages on other signs installed just a few metres away. An attractive and minimalist signage system could be designed and implemented in the CoJ, particularly in scenic spots such as around lakes, coastline and bush areas.
Better education of drivers from the start (when learning to drive or education in schools) and a zero tolerance by the City of Joondalup for bad behaviour from motorists towards cyclists. cyclists should be given priority over cars on the road. Learn some best practise from European countries where cyclists rule the roads, eg France. Safety of cyclists would encourage more people to cycle and reduce vehicle traffic. Higher penalties for drivers. Prompt reaction from the City of Joondalup when dangers to cyclists are reported. Please refer to reference ROP85913, its understood this danger was reported 7 weeks ago!
Bikes being stolen from train stations are a joke — many people I know stopped cycling because of this. Cement verge paths are useless for cycling, widen roads and assign dedicated lanes. Also, stop building dual cycle paths up north, for example Flynn Drive. No one from that industrial area will ever commute, they hate the cyclists too much!

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
Access from the suburbs to either Freeway shared path and coast path isn't great — very disjointed. Same for bike paths for kids to ride to school.
Please utilise the Edgewater Quarry as a multi-sporting facility, one which has significant cycling training facilities for all ages to train on. Currently, our younger generation do not have anyway safe to train. This would also be great to have for hosting racing events as currently they are all a fair distance from the CoJ.
When one is cycling on a road, the bicycle pathway in the general traffic should be as continuous as possible.
Yes, the inclusion of trees down the middle of Gibson Road, Padbury makes it very unsafe to ride on the road. It's also unsafe to ride on the footpath. It's high use bike traffic, particularly for school kids. Work needs to be done to join this up to the Hepburn Avenue bike path to the station. And work from Whitfords Avenue along Gibson Avenue needs to improve the connecting path. Also, in many instances in the older suburbs of the City of Joondalup, like Duncraig and Padbury, the shoulder of the road is not safe to ride on.
Edgewater Quarry would be ideal/great as a bike park for kids.
For the purpose of riding for exercise and pleasure I think the facilities around CoJ are suitable. I only ride to and from home.
The quarry at Edgewater would make an excellent bike facility.
There needs to be more off-road mountain biking areas to ride, the closest is Kalamunda Circuit which is a good 1-hour drive, there are lots of areas that could be developed into mountain biking trails. Also, if the City could provide more pump tracks in suburban areas, kids would be more active and it would increase cycling. A pump track in Beldon would be fantastic, I have seen kids ride all the way from the coast to get to Currambine or Kingsley pump track which is a long way on a BMX and for some younger kids. There are a lot of parks that are empty but could easily be turned into pump tracks. Thankyou. Love your work so far! :)
Generally really good facilities…sometimes the bike paths get overgrown, which reduces visibility, but generally great facilities. It's a shame there is often broken glass on the cycle path forcing cyclists onto the busy roads.
Cyclists on dual use paths often don't even have a bell, let alone use one. They also want to travel as fast as on-road bikes, and do not give way to pedestrians. A speed limit should be set for dual use paths and having a bell should be mandatory.
A safe crossing for cyclists and walkers on Ocean Reef near Yellagonga would be fantastic.
Commuting is an important part of my cycle routine and many of my cycle buddies as well, for health, the environment, reduced traffic on the road infrastructure and the uplift outdoor exercise brings. The shared path at the side of the Freeway from Ocean Reef Road to Greenwood (Joondalup) and Greenwood to Leederville (Stirling) is VERY POOR. Old paths, tree routes, limited lighting, going through suburbs and constant criss-crossing over the Freeway when there is plenty of room at the left side of the Freeway heading south to build cycle routes. The cycle path from Ocean Reef Road to Clarkson is superb and the cycle paths should be improved from Ocean Reef Road to Leederville to encourage more people to commute to work. Cyclists dislike this path and so ride on the road along West Coast Highway to commute and the bit between Hillarys and Trigg is dangerous on the road but impossible to ride on the shared path as this is full of walkers, dogs, children, it's is NOT SAFE for pedestrians and children TO SHARE. Significant work is required, and not just when the roads are improved, cycleway improvements should be seen as a priority rather than an "add on" when roads for drivers are being improved. Other areas to consider are cycle lanes on major roads off Marmion–Hepburn (both sides) etc. Marmion Avenue has a great cycle lane from Hepburn northwards, but no cycle lanes on the other side of the road…Why put lanes on one side of the road and not the other? Happy to be part of any committee that may be created to discuss more road use. Cyclists need to understand why decisions are made the way they are with infrastructure as there is much distrust and discussion around local councils and MRWA and their priorities which seems to always be about the car. Thank you.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
The Bike Doctor event is great!! I am very disappointed with the quality of the cycle path along the Mitchell Freeway, there are a lot of cracks and plenty of times you have to cross busy roads. The coastal cycl epath extension from Burns Beach to Mindarie has been promised for at least 5 years now and is well overdue. The cycle paths along busy roads in City of Joondalup are disjointed and lack an overall planning of a network of cycle paths.
My 12-year-old son has a therapy bike with stabilisers. We live in [- - -] & often go to Kingsley. The BMX track there is brilliant, but unfortunately doesn't cater for a bike with wide stabilisers. Would love to see an all-abilities BMX track designed with our special needs kids in mind.
I would love to ride the track along the Freeway, except getting to the safe bike lane requires dangerous areas on the road, where I feel unsafe. I also get regular abuse shouted out at me when riding. I'm told to get on the path with pedestrians who then yell and tell me to go on the road!
Congratulations to JCC. The number of cycle lanes/paths is improving all the time. My only gripe is the that roads such as Candlewood Drive now have islands in the middle that mean cars can't easily/safely overtake cyclists. On a road bike, it is hard to look behind without wobbling a bit so the sound of cars coming from behind in nerve-wracking. Cars are often not able to give the required 1 metre of clearance. Please remove the islands.
For example, Marmion Avenue has relatively narrow lanes for cars, narrow paths but huge tatty verges that could be used to create safe cycle lanes. Cycle lanes which do not flow into routesc for example cycle lanes that feed to schools or train stations or shops. Tatty, unkempt verges that could be turned into cycle lanes and really narrow pavements that could be widened for dual use.
I would like to see the City of Joondalup maintain the existing on-road bike lanes. Many of them are full of glass and have trees over hanging them. I think that Marmion Avenue should have an on-road bike lane in both directions. The PAP along the Freeway into Perth would get a lot more use if there was a bridge at Hutton Street. At the moment, you have to wait for 3 light changes to get across. End of ride facilities are needed if people are going to cycle to work.
Bike riders should not use the road as car owners pay registration and insurance to do so and bike riders do not.
Create a cycling park at Edgewater Quarry.
The footpaths in Duncraig are lacking or need repair. Getting my 2 children to school and their friends is complicated due to lack of paths or damage.
I wish there was a connection between Burns Beach and Mindarie along the coastline, it's so frustrating that we don't have it and I think that a pathway from the middle of Kinross as a shortcut, would be fantastic too, I understand that it involves two shires but think it would be a great benefit to both.
It's good to see when roads are upgraded, road shoulders and/or bike lanes are being included. May want to consider more of, making easier access to and promoting use of existing underpasses under busy roads, eg underpass on Marmion Avenue in Connolly. A regular program of sweeping bike paths would help reduce punctures.
The PSP is a mess though mostly south of Joondalup. You ask if people ride to a station but shouldn't the question be why do you not ride to a station? Bike theft risk! I applaud any help to cyclists but the education needs to be targeted to the real risk to cycling which are twofold. *1 Driver behaviour 2 Maintenance of cycle paths/lanes shared paths. The bike lanes on the major routes such as Burns Beach, Marmion etc are always covered in broken grass, rocks & detritus that push cyclists out into the road to avoid punctures or accidents. Street sweeping of the bike lanes is a major priority that is constantly over looked by Joondalup and Wanneroo Councils.*
Cycle paths can be improved.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
Freeway bike path from Edgewater to Burns Beach Road needs to be fixed, as there is a lot of big lumps and bumps from growing roots underneath. Freeway path from BB Road to Hester is very good, but suffers a lot from the wind. This means that the mulch on both edges is blown onto the path all the time. Something to stop the mulch being blown or something other than mulch needs to be used. Yellagonga path on the western side of the lake needs to be widened as the number of people that use this path has grown a lot in the last year. From people walking, running and cycling, the path now feels very small at times and could do with being widened for a touch more safety. There needs to be more signs on the Kingsley PSP as the amount of people that walk on the cycle only section, then give you abuse as you go past is quite high. You go to all that effort to keep us apart and they don't use what has been supplied. More signs or short-term signs to inform walkers where they need to be. In general, the number of paths we have is good but they need some attention to keep them in tip-top shape. As for where we need new paths, not sure because where I live the paths are satisfactory.
Roads aren't big enough to leave one metre, especially roads with islands in the middle, eg Cockman Road in Greenwood…more cycle lanes need to be added.
The bike paths along Lake Goollelal and Lake Joondalup are brilliant — thank you for those.
Driving on roads in Joondalup is near-suicidal. They are too busy and driver appreciation of bikers is very poor. I was a victim of a hit and run attack some years ago and I avoid road riding as much as I am able nowadays. Shared paths are not that safe here also as walkers are careless and dog owners let their dogs get in your way.
It would be good to see the shared path from Burns to Mindarie built soon to add another interesting route to ride along.
My bike riding consists of riding from [- - -], down Grand Ocean Entrance to the dual use pathway on the coast and then cycling south to Whitfords and back. I would like to have the alternative option of travelling north for approximately the same distance. Thank you for giving me the opportunity to have input.
At several popular parks, eg Neil Hawkins, there is no slow down or barrier railing across cycle pathways where it is known that children will cross. For example, as you leave the park and go out onto the Lake Joondalup jetty. It would be good to have some sort of barrier to slow children down before they step onto the cycle way/footpath or slow the riders down at these points to help prevent a collision.
Bike lanes tend to end without leading to an alternate path.
Have found it hazardous on dual use paths when serious cyclists speed past. This is both when I have been riding at a leisurely pace and also when I have been a pedestrian, either walking on my own, when with my grandchildren, or walking my dog. Car parks have a designated speed, ie walking speed of 8 or 10 km/hour to protect pedestrians from cars and therefore I feel that dual use paths should also have a speed limit to protect walkers (it would also protect cyclists from injury if there are collisions).
We need a cycle path to/from Edgewater.
Good improvements on Hepburn Avenue between Mitchell Freeway and Wanneroo Road. Mitchell needs work.
The path round the lake is now used for circuit training, very dangerous for other users, bollards, gates should be put in place.

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
Big improvements to infrastructure in the last 2–3 years — shared laneways and barriers have been improved all over the place — good enough now to ride a tandem through without stopping, great when taking the kids out. The big path in Kingsley is brilliant. Need to think more about joining up existing paths in the suburbs. Would be great to have bike lines on secondary roads (eg Cockman, Coolibah, Blackwood, etc) like those on say, Allenswood. Upgrades to Hepburn Avenue bike paths between Freeway and Wanneroo very welcome — more to do on the south side but. I think the Mitchell PSP is Main Roads — obviously it needs a LOT of work, keep pushing guys! The trunk path between Woodvale College and Ocean Reef Road needs some work near the college — tree roots have made it very bumpy. Do you access Strava heat maps to see where people ride? Keep up the good work people, we really appreciate it. Look at this article from the Guardian: https://www.theguardian.com/cities/2017/sep/19/britains-1960s-cycling-revolution-flopped-stevenage Traffic calming is always welcome. Cheers [- - -].
These are a few specific issues around my place [- - -]*. 1. No good access from near Springfield School to Whitford Shops. Access down Oleander is unsafe due to grade and poor visibility to cross the road before the laneway. A path through Whitfords Park would REALLY improve access to the shops and bus services, particularly for kids, prams, wheelchairs, etc (I think this one should be a priority). 2. Many of the laneways around me have very poor surfaces; these need upgrading. I see some have been done and I hope the rest follow soon. 3. Barque Place* [- - -] *gets a lot of traffic from young kids going to the school. The visibility coming off Maritana isn't good (particularly for small people) due to the cube in the road. Although there's not a lot of cars, which helps. 4. The extra width for cyclists on Whitfords is great. Something similar in Marmion South would be very good too (alternatively an upgrade to the shared path). As a last comment, the shared paths are great for riding to the shops, but they're generally not suitably for higher speeds, due to the surface or the interface with people. I see a lot of people commuting from here to the city which isn't really a viable ride at lower speeds. Thanks for running this survey; it's great to see. Please feel free to contact me if it's going to help. Cheers,* [- - -].
I am now retired, but previously did ride occasionally to work in Perth. Main problem was hilly bike paths & occasional main road crossings that increased duration of the trip. Nowadays with recreational riding, main problem is pedestrians on bike paths that meander, and lumpy contraction joints in cycle paths. Preferred cycle route is beside the ocean.
Joondalup as one of the newest cities in Australia with the most suitable terrain and climate already has one of the best set ups already…however, there is still room for a lot of improvement. Thank you Joondalup.
Mitchell Freeway path could be better/smoother/more continuous with no road crossings, but it is in the more southern areas south of Karrinyup Road and just north of Karrinyup Road until the new bit around Gwelup/Gribble Road which I think is in the City of Stirling.
Shared paths at some locations are bumpy — damaging wheels.
Cycle paths are not bad, but there is huge room for improvement. The new path beside the new Freeway (north of Burns Beach Road) is fantastic — can't say enough good things about it. South of there to Ocean Reef Road is also great but south of Ocean Reef Road is very very poor [- - -] *Also, to have no on-road cycle path from the Freeway west down Hepburn was a serious omission in the recent development of Hepburn and extremely disappointing. It is too dangerous to cycle on Hepburn or Marmion and very very dangerous to cyclists especially as there is a GREAT cycle lane west of Marmion (kudos to the Council for that) but so dangerous and difficult to drivers. I drive east on Hepburn every weekday in peak hour and truly fear for any cyclist crossing Marmion as there is nowhere for them to go as the cycle lane just disappears and the road narrows. This is unforgivable after the work done in 2016/17 when you widened the central reservation but omitted a cycle lane — shame on you, Joondalup Council. Also, there needs to be more attention paid to overgrown bushes/foliage on existing cycle paths. There is one area on Marmion which now requires cyclists to veer into traffic as the bushes are overgrown across the cycle lane (For reference — between Hepburn and Cook. Despite repeated requests to cut these back after 7 weeks, this has not been done. The City is leaving itself open to a lawsuit should a cyclist be injured when passing these.) Other than that, all good!*

Verbatim responses — Do you have any comments about bike riding in the City of Joondalup (N = 451)
The City has not been proactive in providing cycling infrastructure. There are gaps in the northern PSP which still require you to use open roads, where there is available land that could have been used. The City still installs “traffic calming” islands on roads, which prevent motorists from overtaking us. An example, Glengarry Drive Duncraig which is also a bus route, where there are cycle lanes only on half of it. It is not possible for cars to overtake us in the non-cycle-lane section and to leave the legally-required 1 m gap, even though cars and trucks do. The City has not introduced any speed reduction areas, for example, why isn't the Joondalup CBD 40 km/h to make it more cycling/pedestrian friendly.
The infrastructure is good compared to older suburbs of Perth for example. The main gripe is glass and debris in cycle lanes — tyres cost a fortune. Smaller concern — some traffic lights don't trigger the filter for a bicycle.
Overall ok. A southbound bike lane on Marmion Avenue after Hepburn to complement the northbound lane would be nice.
There are limited facilities that allow children to practice riding. Some pathways around parks do not link up. Children aged 7–12 need the option to ride longer distances in a safe place.