




CITY OF ALBANY

BIKE PLAN 2025 – 2030



**THE CITY OF ALBANY
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THE MENANG NOONGAR
PEOPLE AS THE TRADITIONAL
CUSTODIANS OF THE LAND ON
WHICH THE CITY CONDUCTS
ITS BUSINESS, AND PAYS
RESPECT TO ELDERS
PAST AND PRESENT.**



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Cover Image: Hardie Road, Spencer Park
Image: Emu Point bike path.

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The development of this plan was jointly funded by the Department of Transport and the City of Albany.

Executive Summary

The City of Albany Bike Plan 2025–2030 provides a framework to guide the development of cycling infrastructure and programs over the next five years. Building on the previous Cycle City Albany Strategy 2014–2019, this updated plan responds to community feedback, evolving transport needs, and best practice design principles to support safe and accessible bike riding for all ages and abilities.

Developed with funding support from the Department of Transport (DoT) and in alignment with the Great Southern 2050 Cycling Strategy, the Bike Plan sets out practical actions that reflect Albany's unique opportunities and constraints. It emphasises the role of bike riding in reducing congestion, supporting healthy lifestyles, improving access to local destinations, and contributing to broader sustainability and liveability goals.

The Bike Plan has a **vision for a community where riding a bike for transport or enjoyment is safe and accessible for all ages and abilities**. The actions in the Bike Plan are structured around four focus areas:

- **Infrastructure** – delivering safe, connected and inclusive bike routes, facilities and crossing points;
- **Activation, Engagement and Education** – building community awareness, skills and motivation to ride;
- **Policy and Planning** – embedding cycling into City processes and land use planning;
- **Advocacy** – influencing external stakeholders and unlocking funding and collaboration opportunities.

Implementation will be phased and prioritised based on factors such as community need, safety, connectivity, and funding availability. Progress will be monitored annually and reported to Council, stakeholders, and the community.

Part 1: Background

INTRODUCTION

The City of Albany Bike Plan 2025–2030 sets the direction for the ongoing development and promotion of bike riding in Albany. It includes a clear set of actions to guide implementation over the next five years.

The City's previous strategy, the *Cycle City Albany Strategy 2014–2019*¹, delivered significant improvements to cycling infrastructure and programs that support bike riding. Building on this progress, the new Bike Plan outlines opportunities to further strengthen a supportive environment for people who ride.

While this document focuses specifically on bike riding, it is closely connected to other forms of active transport such as walking, wheelchair and mobility scooter use, and devices like e-scooters, e-bikes, and skateboards. Many of the actions identified will benefit people who walk or wheel, as well as those who cycle.

Footpaths, trails and cycleways are considered a high priority for the community, as noted in the 2025 Albany Community Scorecard².

This plan is closely aligned with the pillars of the *City of Albany Strategic Community Plan 2032*³, and its development is an identified action within the *Corporate Business Plan 2024–2028*⁴.

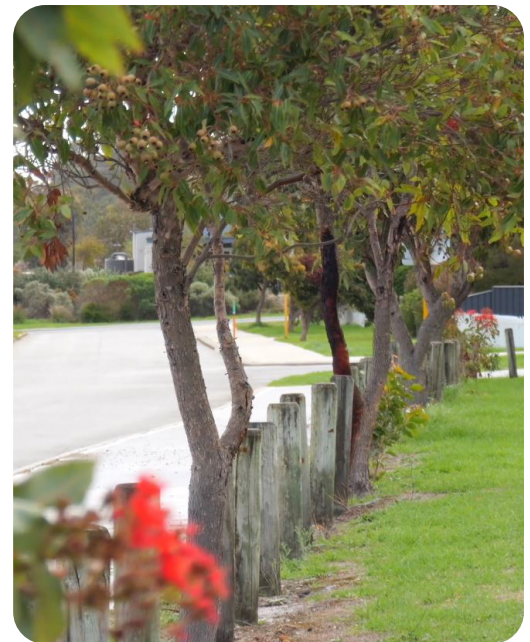


Image: Shared path, Lockyer.

¹ A summary of the outcomes of the Cycle City Strategy can be found in Appendix A

² City of Albany 2025 Community Scorecard www.albany.wa.gov.au/community-scorecard.aspx

³ City of Albany Community Strategic Plan 2032 www.albany.wa.gov.au/documents/strategies

⁴ City of Albany Corporate Business Plan 2024–2028 www.albany.wa.gov.au/documents/strategies

GREAT SOUTHERN 2050 CYCLING STRATEGY

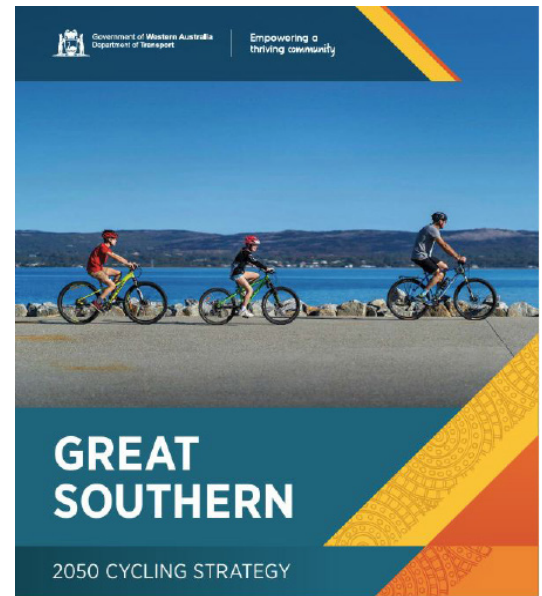
The *Great Southern 2050 Cycling Strategy*⁵ forms part of the State's Long-Term Cycle Network (LTCN) and serves as an aspirational blueprint for a safe, integrated, and comfortable cycling network that supports liveable and welcoming communities.

The Strategy was developed by the DoT in collaboration with eleven local governments across the Great Southern region, including the City of Albany.

It was endorsed by Council in 2024.

The Strategy outlines a long-term, aspirational vision for bike riding across the region. This Bike Plan translates that vision into practical, locally relevant actions for Albany.

The plan's development marks a key step toward implementing the Strategy at a local level.



The Strategy is underpinned by five key themes and outlines a range of future opportunities to support cycling.

The table below highlights how many of these opportunities are addressed through actions in this plan.

| Theme | Opportunities | Addressed in this plan |
|--|--|---|
| Connecting people to where they live, work, learn and play. | <ul style="list-style-type: none"> Address missing links in path network Safe school routes Developing safe crossing points | <ul style="list-style-type: none"> ✓ ✓ ✓ |
| Improving safety for bike riders on roads. | <ul style="list-style-type: none"> Dedicated signage for road cycling routes Sealing road shoulders Establish heavy vehicle education program | <ul style="list-style-type: none"> ✓ ✓ ⊘ |
| Encouraging cycling for people of all ages, abilities and backgrounds. | <ul style="list-style-type: none"> Supporting cycling in schools Skills development programs Youth engagement programs Organisational development Mid-trip and end-of-trip facilities | <ul style="list-style-type: none"> ✓ ✓ ⊘ ✓ ✓ |
| Improving planning for cycling. | <ul style="list-style-type: none"> Professional development for planners and decision makers Local bike plans and integrated transport plans* Planning for future growth | <ul style="list-style-type: none"> ✓ ✓ ✓ |
| Developing cycle tourism experiences. | <ul style="list-style-type: none"> Create regional cycle touring routes Linking national parks and reserves to town centres Improving existing long distance cycle routes Developing new tourism experiences | <ul style="list-style-type: none"> ⊘ ✓ ⊘ ⊘ |

The Strategy also includes a shorter-term action plan that identifies specific bike riding routes and connections. Inclusion in the Strategy enables the City of Albany to apply for grant funding through the DoT WA Bicycle Network Grants Program⁶ to support the delivery of this infrastructure. These routes are incorporated into this plan and listed in Appendix C.

⁵ Great Southern 2050 Cycling Strategy www.transport.wa.gov.au/mediaFiles/active-transport/AT_CYC_P_GreatSouthern2050CyclingPlan.pdf

⁶ WA Bicycle Network Grants Program <https://www.transport.wa.gov.au/activetransport/wa-bicycle-network-and-grants.asp>

BENEFITS OF SUPPORTING AND ENCOURAGING BIKE RIDING

Encouraging more people to ride bikes, more often, delivers wide-ranging benefits. These include direct improvements to individual health and wellbeing, as well as broader social, environmental, and economic gains that benefit the whole community⁷.



INDIVIDUAL BENEFITS

- Improved physical and mental health;
- Convenience and efficiency for short trips;
- Significant savings when compared to the cost of driving;
- Riding a bike is fun!



SOCIAL AND COMMUNITY BENEFITS

- Affordable, independent travel for those with limited transport options;
- Improved mobility for people with low car ownership, including low-income earners, unemployed people, seniors, young people and new migrants;
- Off-road paths support pedestrians and people with disabilities through better networks and crossings;
- More riding and walking increases social interaction and community connection;
- Fewer cars on the road creates a safer environment for all road users.



ECONOMIC BENEFITS⁸

- People who walk or ride for transport are more likely to use local businesses for their shopping;
- Increased tourism;
- Reduced pressure on parking;
- Reduced vehicle congestion;
- More efficient use of public space;
- Improved road safety outcomes (average social cost of one road fatality is \$2.9 million)⁹.



ENVIRONMENTAL BENEFITS

- Riding a bike minimises fossil fuel use and emissions compared to vehicle use;
- Lower noise pollution.

Did you know...¹⁰

- *In Australia, cycling contributes \$954 million in health and social benefits each year;*
- *Swapping car trips for bike trips saves more than half a million tonnes of carbon emissions and 2.2 million kilograms of other air pollutants annually;*
- *Bike riders spend \$1.9 billion in tourism businesses around Australia, with the majority going to regional cities and towns.*



Image: ANZAC Peace Park Credit: Alex Gott-Cumbers.

⁷ Queensland Government. Benefits of riding www.qld.gov.au/transport/public/bicycle-riding/benefits-of-riding

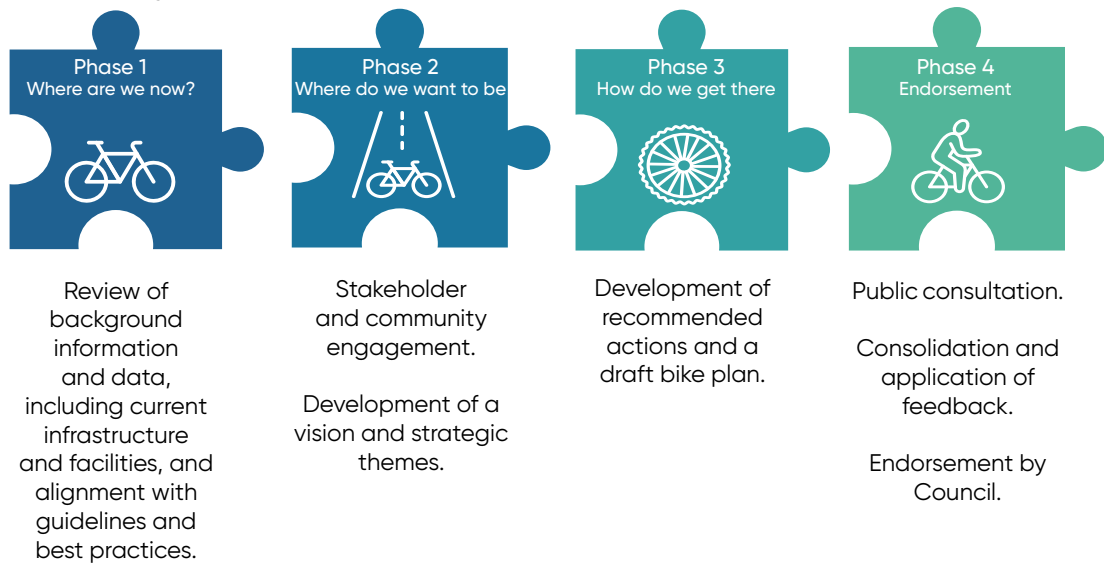
⁸ Institute for Transportation & Development Policy. Making the Economic Case for Cycling itdp.org/publication/economics-of-cycling/

⁹ Bureau of Infrastructure and Transport Economics www.bitre.gov.au/publications/2022/social-cost-road-crashes

¹⁰ We Ride Australia. The Australian Cycling and E-Scooter Economy in 2022 www.weride.org.au/australiancyclingeconomy/

HOW WAS THIS PLAN DEVELOPED

Supported by DoT grant funding, the Bike Plan was developed between February 2024 and May 2025, guided by the following process:



COMMUNITY AND STAKEHOLDER FEEDBACK

The Bike Plan brings together substantial input from the community, stakeholders, and City staff, gathered through the following process:

- Community online survey;
- Two community drop-in sessions;
- One-on-one meetings with key cycling stakeholders;
- Email invitations to stakeholders for input;
- Discussions with City of Albany staff.

The Bike Plan also draws on consultation for the Great Southern 2050 Cycling Strategy, which included in-person sessions and an online survey. Around 400 community members participated, along with representatives from seven stakeholder groups and agencies, including State Government and local bike riding groups. Key messages from the community are summarised below, with details in Appendix B.

COMMUNITY FEEDBACK

KEY CONCERNS

53%

not satisfied with cycling safety

47%

not satisfied with cycling routes and connections

41%

not satisfied with amenity of key riding routes

WHAT THE COMMUNITY WANTS

- Improved connections to make it easier to ride more places;
- Better amenities on popular riding routes;
- More bike parking facilities;
- Access to information about paths and journey planning;
- Motivation and confidence to ride more.

The draft Bike Plan was shared with key stakeholders for feedback, including State Government agencies, education providers, cycling groups, the Youth Advisory Council, and the Access & Inclusion Working Group. Twenty-five responses were received, with respondents expressing strong support for the actions included in the Plan.

More details are provided in Appendix B.

Part 2: Bike Riding in Albany

OUR BIKE RIDING COMMUNITY

Albany is home to a diverse community of bike riders who cycle for recreation, transport and other purposes. Riders include children, families, seniors, and people with disability, using a variety of bikes such as mountain, hybrid, road, and electric models.

Bike riding in Albany is supported by both formal and informal groups, including the Albany Cycle Club, Albany Mountain Bike Club, Southern Masters, and Over 50s cycling groups.

How many people ride bikes?

- *36% of people in WA ride a bike each year – in Albany this means around 15,000 people¹¹;*
- *13% of people in WA ride a bike in a typical week¹¹;*
- *Around 10% of primary school age students in Albany ride to school¹²;*
- *Less than 1% of people in Albany ride a bike to work¹³.*

INITIATIVES TO SUPPORT BIKE RIDING

The City of Albany is involved in a number of behaviour change initiatives to support the uptake of bike riding in the community.

These include:

- Helping schools increase active transport, by engaging with the DoT's Your Move program, upskilling adults in bike education, and accessing funding for active transport initiatives;
- Engaging staff and local businesses in WA Bike Month, including Ride to Work Day and other community activities; and
- Activating new path infrastructure, by creating access maps and promotional videos.



Image: WA Bike Month Story Ride.

¹¹ Cycling and Walking Australia and New Zealand www.cwanz.com.au/national-walking-and-cycling-participation-survey-2023/

¹² Your Move Schools - Term 1 Hands Up Survey data

¹³ City of Albany community profile profile.id.com.au/albany/journey-to-work

SUPPORTING ACTIVE TRANSPORT TO SCHOOL

There are currently five Albany schools, with more than 1400 students combined, who are engaged with the Your Move Schools program with support from the City of Albany. Over the last 3 years, these partnerships have results in:

- Delivery of bike education sessions to give students the skills, knowledge and confidence to ride safely;
- Installation of new infrastructure to support bike riding, including bike racks and shelters;
- Creation of school-specific maps to help their students plan a safe riding route to school;
- Advocacy for key missing links on school active transport routes to be completed;
- Special events to celebrate Ride 2 School Day and WA Bike Month;
- Participation in Leadership Labs for students to support their ideas for increasing active transport; and
- Bike parades, bike safety checks, assembly presentations, and much more!

For more information, visit yourmove.org.au.



Image: School bike education.

OPPORTUNITIES AND CONSTRAINTS

This plan outlines both the opportunities that can support increased bike riding in Albany, and the constraints that may influence how and when progress can be made.

- A beautiful natural environment ideal for scenic bike rides.
- A vibrant and inclusive bike riding community.
- Strong engagement from local schools encouraging students to ride.
- Growing community interest in sustainability and reducing carbon footprints.
- Increased availability of e-bikes, making cycling more accessible for more people.
- Increasing interest in active tourism experiences.
- Greater awareness of personal health and wellbeing.

OPPORTUNITIES

CONSTRAINTS

- Cultural norms favouring car use.
- Negative perceptions of bike riders.
- Speed limits that increase crash risk for cyclists.
- Roundabouts that prioritise vehicles over bike safety.
- Limited budget and competition for external funding.
- Competing demands for verge and street space.
- Limited local input on major State Government projects impacting active travel.
- Weather conditions which can be challenging for cycling.

THE CURRENT BIKE RIDING NETWORK

The Western Australian Cycling Network Hierarchy explains bike riding routes according to the function they perform. The hierarchy includes primary, secondary, and local routes, along with complementary networks such as road cycling routes and transport trails.¹²

PRIMARY ROUTES

Primary routes are high-demand corridors that connect major destinations and form the backbone of the cycling network.

Often located alongside major roads, these routes in Albany are typically off-road shared paths used by both cyclists and other path users. Albany's primary network includes 46km of shared paths, such as those along Albany Highway, North Road, and Frenchman Bay Road.



Image: Shared path, Marine Drive.



Image: Shared path, Rufus Street.

SECONDARY ROUTES

Secondary routes have a moderate level of demand and are the main arteries through our suburbs. They connect primary routes with major activity centres such as shopping centres, schools, and sporting facilities.

There are **28.4km** of secondary shared path routes in Albany, including Le Grande Avenue, Campbell Road and Rufus Street.

LOCAL ROUTES

Local routes experience lower demand and provide important connections between residential areas and nearby amenities, or links into the broader cycling network.

Albany's local network includes 108.2km of routes across its suburbs.



Image: Shared path, Maley Place.



Image: Tjuirtgellong Lake Seppings.

TRANSPORT TRAILS

Transport trails provide an off-road and mostly unsealed riding experience through a natural environment. While there are no designated transport trails in the City of Albany at present, two potential routes have been identified for future development.

One route would connect Lower King Bridge and Kalgan Bridge, and the other would pass through Tjuirtgellong/Lake Seppings, linking Middleton Beach and Spencer Park.

ROAD CYCLING ROUTES

These are routes that are popular with confident bike riders undertaking longer distance rides for recreation or training, in on-road environments.

Well-utilised routes in Albany include Golf Links Road, Lower Denmark Road, Lower King Road and Frenchman Bay Road.

While road cyclists predominantly use the on-road environment, the City of Albany also currently has 26.7km of on-road cycle lanes on the road network. These are painted lanes providing designated space for bike riding on the road carriageway.

It is important to note that these on-road cycle lanes are not separated from vehicle traffic as per contemporary standards for roads with high traffic volumes and speeds, however they still serve a valuable function for confident riders.



Image: On-road cycle lane, Middleton Road.



Image: Bike repair station, Town Square.

MID- AND END-OF-TRIP FACILITIES

The City of Albany has 99 bike racks installed in key locations throughout the community.

Additionally, there are three bike repair stations at the Town Square, Youth Challenge Park, and the Snake Run, providing opportunities for basic repairs.

SIGNAGE

The City of Albany's path and road network currently features a mix of signage elements, including wayfinding, path markings and "share the road" signs.

While efforts are being made to ensure new projects comply with current standards, it is recognised that a portion of the existing signs still follow outdated guidance and overall do not provide a cohesive approach to wayfinding across the network.

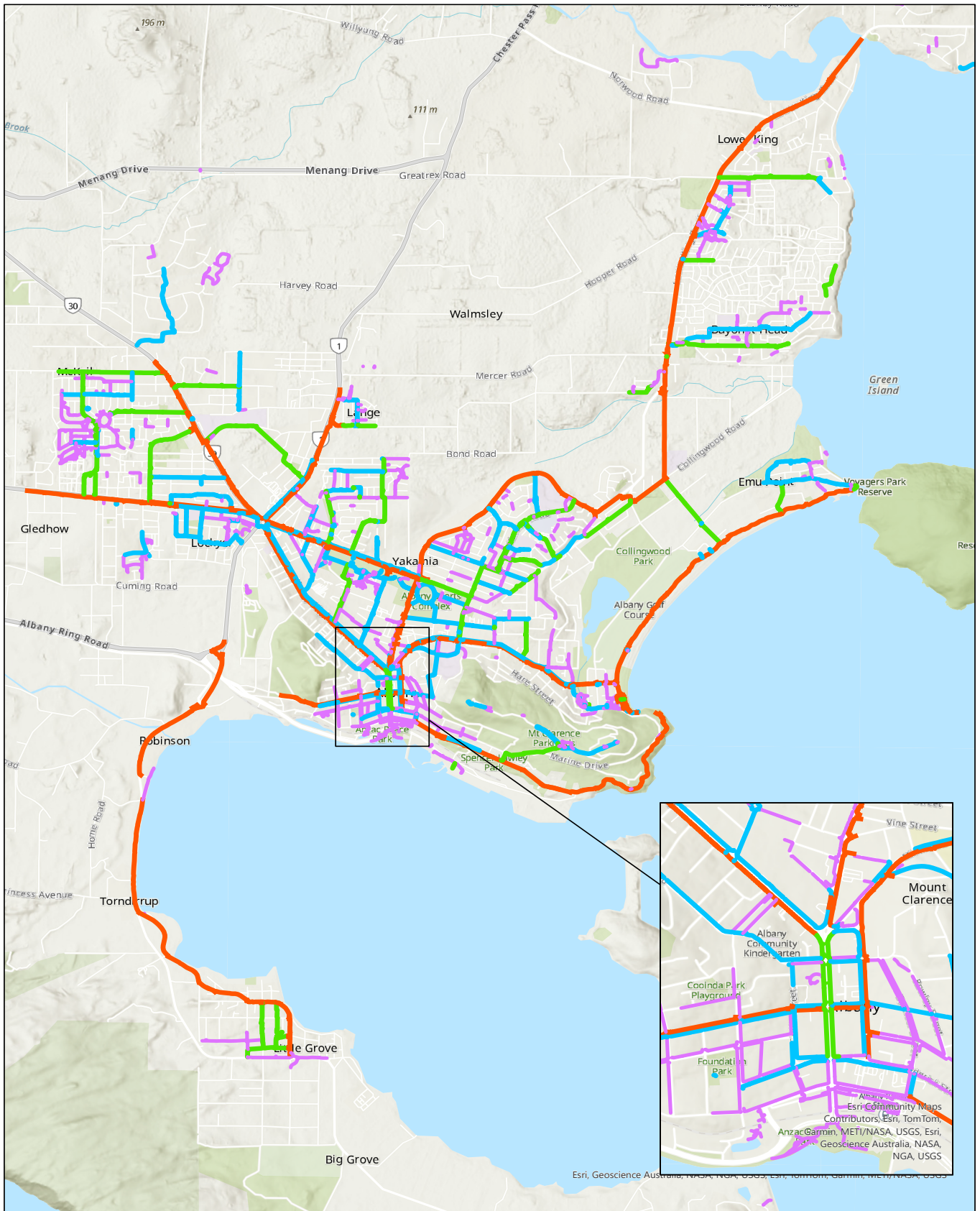


Image: Mountain biking, Corndarup/Mount Clarence.

MOUNTAIN BIKE TRAILS

Mountain bike trails are not included in the scope of this plan. The City of Albany's *Trails Hub Strategy 2023-2025* provides guidance and direction on improving the quality, type and number of local mountain bike trails. As the trail network is expanded, consideration will be given to creating connections between trail heads and the broader bike riding network.

CURRENT PATH NETWORK



Path Network

Legend

- PD - Primary Distributor
- LD - Secondary Distributor
- LAA - Local Route A
- LAB - Local Route B

SCALE @ A3:1:44,235 Date Printed: 8/05/2025
 0 0.20.4 0.8 1.2 1.6 2 2.4 Km



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Image: City of Albany's current path network.

For an online version of this map, visit this [link](#).



Part 3: The Plan

The Bike Plan is structured around four key focus areas:

- Infrastructure;
- Activation, consultation and engagement;
- Policy and planning; and,
- Advocacy.

This approach recognises that supporting bike riding requires more than infrastructure alone—it also depends on meaningful community engagement, supportive policy settings, and strong advocacy to encourage people of all ages and abilities to ride.

All actions in the Bike Plan are underpinned by core bicycle network planning principles: safe, connected, widespread, legible, achievable, and aspirational¹⁴.

Together, these elements support the plan's vision:

A community where riding a bike for transport or enjoyment is safe and accessible for people of all ages and abilities.

The schedule of implementation is indicative only, and is subject to Council priorities, budget processes, and external funding availability. Implementation of individual infrastructure projects requires appropriate approvals from external stakeholders and agencies before they can proceed.

ALL AGES AND ABILITIES

The Bike Plan is designed not only for current riders, but also for those who may begin riding or ride more often if certain barriers are removed. It takes an all ages and abilities approach, aiming to create an environment that welcomes new, cautious, and differently abled riders, as well as those who are more confident.

A Western Australian study found that among adults interested in bike riding, 38% were 'interested but concerned,' while the remaining 29% responded that they were either unable or unwilling to ride. This highlights the importance of designing a network that supports less confident riders to encourage greater participation.



Image: People of all ages and abilities need to feel comfortable using the active transport network¹⁵

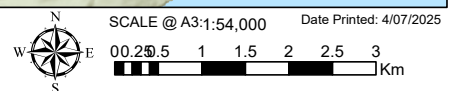
¹⁴ Department of Transport WA – Planning and Designing for Bike Riding in Western Australia: Local Bike Planning Guidance www.transport.wa.gov.au/activetransport/planning-and-design-guidance.asp

¹⁵ Government of Western Australia Department of Transport Planning and Designing for Active Transport in Western Australia: All Ages and Abilities Contextual Guidance www.transport.wa.gov.au/mediaFiles/active-transport/AT_P_All_Ages_and_Abilities_Contextual_Guidance.pdf

FUTURE PATH NETWORK



- | Existing Network | Path Program |
|------------------------------|----------------|
| — PD - Primary Distributor | — Path Program |
| — LD - Secondary Distributor | — Future Works |
| — LAA - Local Route A | |
| — LAB - Local Route B | |



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Image: City of Albany's future path network.

For an online version of this map, visit this [link](#).

INFRASTRUCTURE

OBJECTIVE:

To provide infrastructure that makes bike riding safe and convenient, offering an appealing alternative to other modes of transport. This includes off-road paths, on-road cycle lanes, crossing points, and facilities such as bike racks and bike repair stations.

KEY PRINCIPLES:

- Focus on all ages and abilities.
- Align with current standards and technical guidance.
- Improve the bike riding network at every opportunity – especially during road projects.

ACTIONS:

- Short-term action (completed or initiated within 1-3 years).
- Mid-term action (completed or initiated within 3-5 years).

| New Infrastructure | | |
|--------------------|---|-----------|
| ID | Action | Timeframe |
| I-1 | Implement projects identified in the Great Southern 2050 Cycling Strategy (see Appendix C). | ● ● |
| I-2 | Deliver construction of key missing links in the cycle network to enhance connectivity (see Appendix D). | ● ● |
| I-3 | Expand the cycle network as urban growth continues (e.g. South Coast Hwy, Albany Hwy) (see Appendix D). | ● ● |
| I-4 | Work with Main Roads WA to develop solutions for connectivity issues around the Albany Hwy-Chester Pass Rd roundabout. | ● |
| I-5 | Progress larger 'flagship' cycling projects (Torndirrup, Kalgan) – including those that provide a visitor experience. | ● |
| I-6 | Extend the range of mid- and end-of trip facilities; <ul style="list-style-type: none"> • Conduct an audit of City facilities to ensure adequate provision of bike racks. • Look for opportunities to provide incentives for local businesses/workplaces to increase provision of end of trip facilities. • Review current bike repair stations and make recommendations on consolidation of existing facilities and future placement. | ● ● |
| I-7 | Work with internal and external stakeholders to improve connectivity between new subdivisions and our existing network. | ● ● |
| I-8 | Explore and implement new approaches to improve the cycling network where possible, including Safe Active Streets and modal filtering. | ● |

KEY CHALLENGE:

ALBANY HWY – CHESTER PASS RD ROUNDABOUT

The roundabout at Albany Highway-Chester Pass Road has a significant impact on walking and riding connectivity for those travelling from residential areas to the CBD and other key destinations.

Long term solutions are needed to address this challenge, particularly to create safer crossing opportunities on Hanrahan Road and Chester Pass Road.















Image: Albany Hwy-Chester Pass Rd Roundabout

HOW ARE DECISIONS MADE ON WHERE TO BUILD NEW PATHS?

Decisions on where to build a new shared path are typically made by considering both the needs of the community and technical requirements.

A formula is used which provides a weighting for elements that affect the viability of new paths, which is shown in the following table.

| Path Prioritisation | |
|---|-----------|
| Scoring Criteria | Weighting |
| Pathway Hierarchy | 5 |
| Safety (vehicle movements, verge width) | 3 |
| Connectivity (proximity to schools, major care facilities, leisure/sport, major commerce) | 3 |
| Cost | 1 |
| Bus Route (local or school bus) | 1 |
| Land Tenure (City, State or privately controlled) | 1 |
| Funding Potential | 1 |

| Upgrade Existing Infrastructure | | |
|---------------------------------|--|---|
| ID | Action | Timeframe |
| I-9 | Develop a system to identify intersection safety issues and undergo a design review that considers the needs of people riding bikes. |  |
| I-10 | Continue to maintain the shared path network to the current expected level of service. ¹⁶ |   |
| I-11 | Review current bike riding infrastructure to identify low-cost treatments or changes that will improve safety and improve consistency (e.g., path signage, removal of unnecessary bollards, line marking). |   |
| I-12 | Extend width of sealed road shoulders on key road cycling routes where possible. |   |
| I-13 | Conduct an analysis of street furniture, shade and other amenity features on key path routes, and establish a guideline for level of service required to create attractive and welcoming paths. |  |
| I-14 | Ensure all primary and secondary routes are widened at renewal to meet current standards for shared paths. |   |
| I-15 | Incorporate bike riding requirements when road projects are planned and delivered, including; <ul style="list-style-type: none"> • Surface material; • Line marking; • Signage; • Intersection design; • Bridge widening and/or replacement; • Kerbing; and • Potential for separated and segregated bike infrastructure. |   |

¹⁶ Level of Service: <3.5% of path network in a condition over intervention level (City of Albany Strategic Management Plan)

ACTIVATION, CONSULTATION AND ENGAGEMENT

OBJECTIVE:

To encourage more people, of all ages and abilities, to use and enjoy Albany's bike riding network.

KEY PRINCIPLES:

- Build knowledge of the bike riding network and amenities.
- Grow skills and confidence to ride a bike on the network.
- Develop a cycle-friendly culture to encourage bike riding.

ACTIONS:

- Short-term action (completed or initiated within 1-3 years).
- Mid-term action (completed or initiated within 3-5 years).

| ID | Action | Timeframe |
|--------|---|-----------|
| ACE-1 | Develop a digital platform that informs users of riding routes, including those for commuting, school journeys and tourism. | ● |
| ACE-2 | Promote new path projects and engage community in path planning. | ● ● |
| ACE-3 | Support schools to increase riding to school through engagement with the Your Move Schools program, and access to bike education training and delivery. | ● ● |
| ACE-4 | Engage with schools to identify specific connectivity issues around their sites to inform future path planning. | ● ● |
| ACE-5 | Support clubs and community organisations to deliver bike riding skills and education. | ● ● |
| ACE-6 | Leverage existing bike promotional activities such as WA Bike Month, Ride 2 Work Day, and Ride 2 School Day. | ● ● |
| ACE-7 | Support initiatives to increase riding participation rates among under-represented groups, such as learn to ride programs for migrant communities. | ● |
| ACE-8 | Collect more bicycle data by strategically deploying temporary automatic counters and compiling school survey data from the Your Move program. | ● ● |
| ACE-9 | Establish a Bike Riders Stakeholder Group to provide regular input to the City on riding matters, and enable ongoing feedback on the implementation of this plan. | ● ● |
| ACE-10 | Conduct an annual community survey to assess changes in public satisfaction, awareness, and perceptions related to bike riding infrastructure and programs | ● ● |
| ACE-11 | Support education and awareness campaigns that target vehicle speeds and safety of vulnerable road users. | ● ● |

POLICY AND PLANNING

OBJECTIVE:

Develop robust policies to guide the City of Albany in planning and decision-making for sustainable growth and activation of the bike riding network.

KEY PRINCIPLES:

- Share understanding of cycling design principles across City of Albany teams.
- Consider bike riding at all levels of planning across City of Albany projects

ACTIONS:

- Short-term action (completed or initiated within 1-3 years).
- Mid-term action (completed or initiated within 3-5 years).

| ID | Action | Timeframe |
|------|---|-----------|
| PP-1 | Assess level of current City of Albany staff skills and knowledge specific to cycling infrastructure, and seek opportunities to build knowledge base through training and professional development. | ● ● |
| PP-2 | Develop a cycling wayfinding and signage policy that builds on the current Parking and Wayfinding Strategy. | ● |
| PP-3 | Develop and implement End of Trip Facility Guidelines for City of Albany facilities. | ● ● |
| PP-4 | Improve internal processes to manage community and stakeholder requests for new paths and maintenance of existing paths. | ● ● |
| PP-5 | Ensure the needs of people riding bikes are considered in reviews of subdivision guidelines, Structure Planning and local planning policies. | ● ● |
| PP-6 | Improve internal procedures to ensure incorporation of cycling needs at project design and review stages. | ● ● |
| PP-7 | Create technical guidance documents to clarify the level of service for the path hierarchy (e.g., path materials). | ● |



Image: Extension of sealed shoulder, George Street, Gledhow.

ADVOCACY

OBJECTIVE:

To raise awareness, build support and influence decision-makers to prioritise bike riding infrastructure and activation programs.

KEY PRINCIPLES:

- Use key strategic documents to raise awareness and deliver a consistent message.

ACTIONS:

- Short-term action (completed or initiated within 1-3 years).
- Mid-term action (completed or initiated within 3-5 years).

| ID | Action | Timeframe |
|-----|---|-----------|
| A-1 | Advocate to State Government agencies to make active transport infrastructure a priority on all local projects. | ● ● |
| A-2 | Advocate for Main Roads to undertake a speed zone reduction review for streets in Albany where there is a high number of vulnerable road users. | ● |
| A-3 | Advocate for an increase in the funding co-contribution from the State Government for path projects to match the model for road funding. | ● ● |
| A-4 | Advocate for solutions to cycling issues where they cross jurisdictional boundaries, such as Princess Royal Drive, Albany Highway, Albany Ring Road and Chesterpass Road. | ● ● |



Image: Middleton Road cycle lane.



Image: Ride 2 Work Day

Part 4: Measuring Progress

Our progress in delivering this plan will be monitored over the life of the Bike Plan, and will be measured against the indicators below:

- Annual reporting on the delivery of the Bike Plan actions, including the number of actions delivered and progression towards objectives.
- Measuring cycling mode share and participation using;
 - Data from automatic bike counters,
 - School surveys, and
 - Australian Bureau of Statistics data.
- Measuring the amount of annual funding allocated to bike riding infrastructure and compare to investment in road infrastructure.
- Measuring the length of new and upgraded infrastructure delivered annually (designed and constructed), and
- Measuring the amount of funding spend on active transport / bike riding events and programming, and recording the number of events held and participation at these events annually.

At the end of the Bike Plan lifecycle, a report will be prepared on the outcomes of the Bike Plan and recommendations developed for future iterations of the Bike Plan.

Progress will be reported to:

- Bike Riding Stakeholder Group (six monthly)
- Recreation and Trails Project Control Group (internal) (quarterly)
- Community (quarterly, using a Story Map)
- Executive Management Team and Council (annually).

Part 5: Appendices

APPENDIX A: REVIEW OF CYCLE CITY ACTIONS

Outcomes of the Cycle City Albany Strategy (2014–2019)

The Cycle City Albany Strategy laid a foundation for cycling in Albany and delivered several key outcomes that have shaped a more bike-friendly city:

- **Infrastructure Improvements:** Numerous shared paths and cycling links were completed across the City of Albany, improving network connectivity and access for cyclists of all ages and abilities.
- **End-of-Trip Facilities:** Bike racks and related infrastructure were installed at high-use locations, including ALAC, Emu Point, Eyre Park, Centennial Stadium, and non-City sites including the Museum of the Great Southern.
- **Path Network Management:** A formal path audit program was introduced, informing long-term planning and investment in path renewal and upgrades through the City of Albany’s Long-Term Financial Plan.
- **Signage and Wayfinding:** Improvements were made to signage, enhancing navigation and promoting key cycling routes.
- **Behaviour Change and Education:** The City of Albany actively supported cycling through school-based programs like Your Move, bike education, and the relocation of the Munda Biddi trailhead to better support cycle tourism.
- **Community Engagement and Culture:** Participation in Bike Week and other events helped build support for cycling among local businesses and the broader community. Cycling became more integrated into City operations and planning, supported by initiatives like employing a TravelSmart officer.
- **Reporting and Feedback:** Promotion of the “Report It” function allowed community members to identify maintenance needs and hazards, increasing responsiveness and engagement.

| Completed Infrastructure Projects | |
|-----------------------------------|---|
| Year | Projects |
| 2014–2015 | Shared paths = 2.96km (Albany Hwy, Barnesby Dr, Anson Rd) Cycle lanes = 4.9km (Golf Links Rd/Emu Point/Troode St) Sealed shoulders = 2.8km (Millbrook Rd, Princess Ave) |
| 2015–2016 | Shared paths = 1.2km (Barker Rd, Barnesby Dr, Flinders Pde) Sealed shoulders = 2.5km (Millbrook Rd, Norwood Rd) |
| 2016–2017 | Shared paths = 1.66km (Centennial Precinct, Elizabeth St) Cycle lanes = 0.9km (Le Grande Ave) Sealed shoulders = 1.3km (Norwood Rd) |
| 2017–2018 | Shared paths = 1.08km (Grey St West, Lancaster Rd/Albany Hwy) Cycle lanes = 2.2km (Middleton Rd) |
| 2018–2019 | Shared paths = 1.46km (South Coast Hwy, Cockburn Rd, Townsend St, Sydney St/Kampong Rd) |

Outcomes achieved (2019–2024)

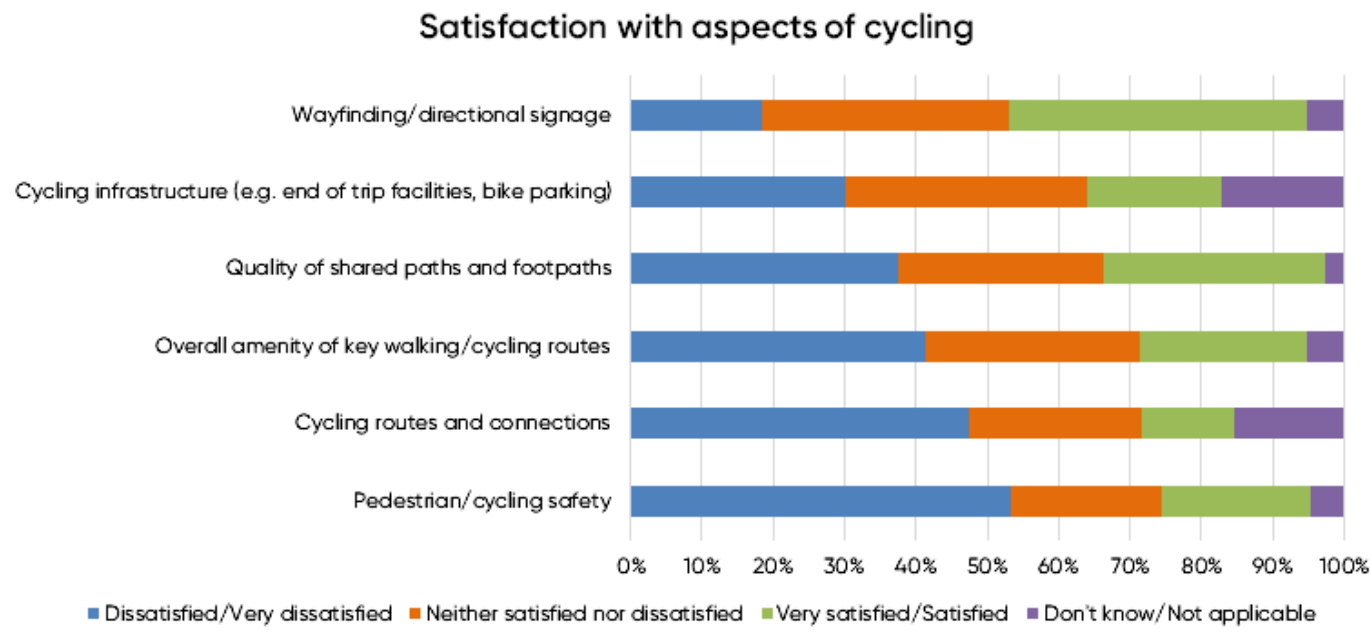
The Cycle City Strategy continued to provide guidance to infrastructure decision making and supporting actions in the period between its conclusion and the development of this plan.

Key outcomes achieved include:

- Expansion of shared path network including Cockburn Road, Stead Road, Hardie Road, Rufus Street and Bayview Drive, along with continued expansion of the Albany Highway and South Coast Highway paths.
- Community engagement in bike riding through participation in WA Bike Month and support for schools to increase active transport.

APPENDIX B: COMMUNITY CONSULTATION

Feedback on aspects of cycling from community survey (conducted March 2024):



Sample of open comments:

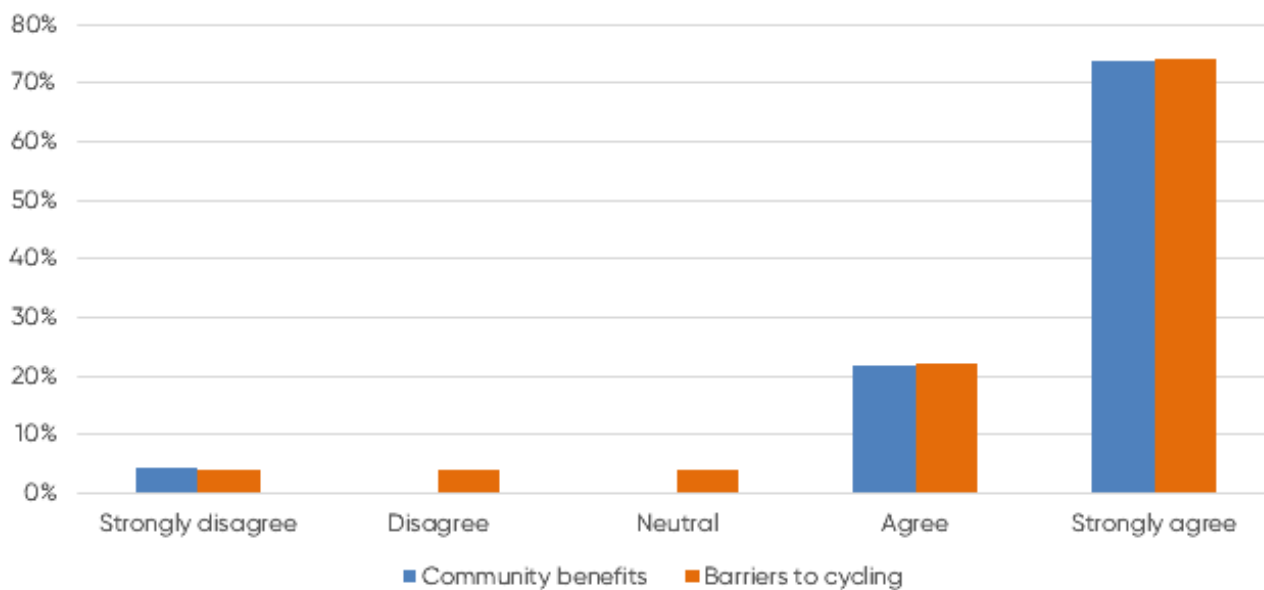
- We have made a great start but our family would love to see more bike paths
- Road crossings are not the safest. Cycling & walking paths do not have continuity without being forced to be on road (unsafe).
- Would like more cycle lanes to allow us to cycle safely
- Disjointed. Some parts great but doesn't connect. Many streets have no paths or sections missing, or are too narrow. Very tricky riding safely with kids.
- Some great improvements in recent years, but some very tricky gaps - such as the big roundabout, Chester Pass Road, Hanrahan Road, and even smaller roundabouts in town
- Would like safer cycle paths between Robinson and town, and particularly along Hanrahan Rd so kids can ride bikes to NASHS
- Trying to ride my bike and cross near the big roundabout is so hard. Each side has different issues with safe islands or surface issues.
- A lot of bike parking is not under cover (e.g., ALAC) and some bike racks aren't easy to park all bikes in. It would be great to have more water fountains around town.

APPENDIX B: COMMUNITY CONSULTATION

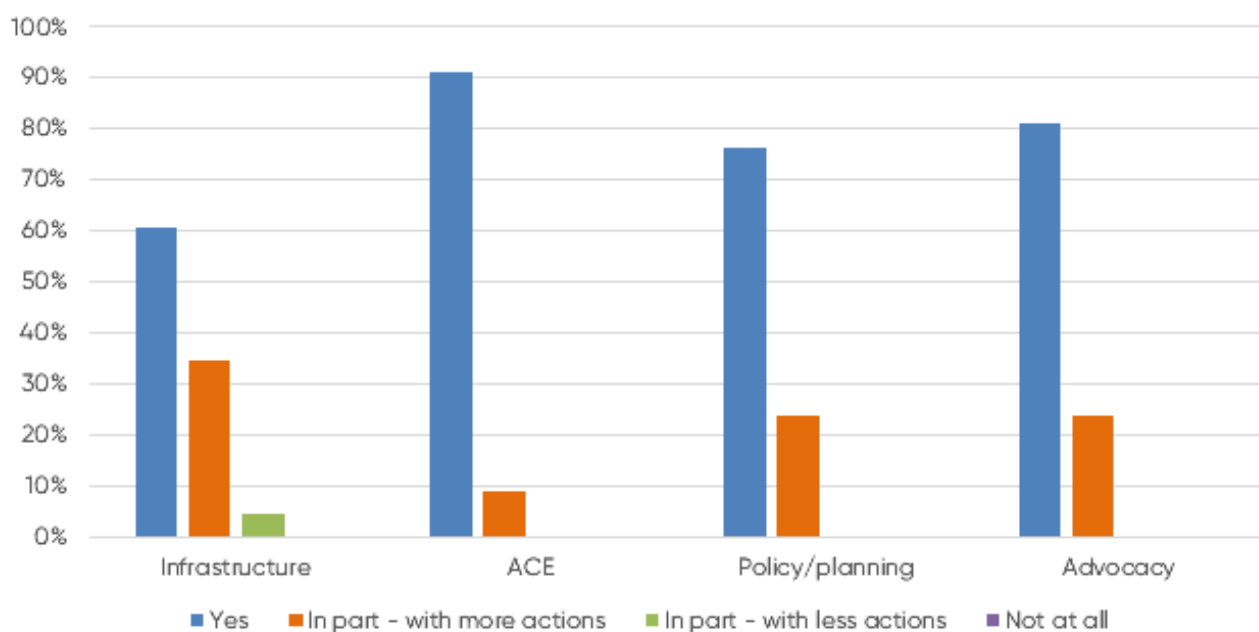
Stakeholder feedback on the draft Bike Plan (June/ July 2025)

Draft Bike Plan and invitation to provide feedback was sent to key stakeholders including State Government agencies, education providers, cycling groups, the Youth Advisory Council, and Access & Inclusion Working Group.

Agreement with barriers and benefits to cycling included in the Plan



Level of support for actions included in the Plan



| Theme | Key Points |
|--|--|
| Benefits of investment in bike riding. | <ul style="list-style-type: none"> • Scenic cycleways attract tourists and support local business. • Other cities show economic value of cycling infrastructure. • Albany risks missing out financially without action. • Cycling supports health, fitness, and active lifestyles. • Helps reduce car use and address climate change, and connects people with the natural environment. |
| Need for safe, connected infrastructure. | <ul style="list-style-type: none"> • Existing paths are viewed as inadequate, unsafe, or poorly connected. • Dedicated, separated cycleways preferred over shared paths, with hotmix also preferred as a surface material. |
| Safety, driver behaviour & culture. | <ul style="list-style-type: none"> • Poor driver attitudes are a major deterrent. • Suggestion for use of cameras to monitor poor behaviour. |
| Planning, funding & implementation. | <ul style="list-style-type: none"> • Many plans exist but lack delivery. • Need for clear timelines, accountability, and funding. • Prioritise high-impact projects. • Integrate cycling in all new developments and road works. • Immediate action needed on known danger spots. |
| Community engagement. | <ul style="list-style-type: none"> • Community expects meaningful action, not token engagement. • Integrate cycling in community programs (e.g., Live You). • Educate council staff and contractors on cyclist needs. |
| Policy, standards & advocacy. | <ul style="list-style-type: none"> • Apply universal design and enforce state standards. • Stronger advocacy with agencies like Main Roads. • Foster collaboration and cross-agency integration. |
| Urgency & long-term vision. | <ul style="list-style-type: none"> • Avoid delays in implementation. • Build a lasting cycling culture in Albany. |



Image: Mount Lockyer Primary School

APPENDIX C: PROJECTS IDENTIFIED IN GREAT SOUTHERN 2050 CYCLING STRATEGY

| Year | Action | Project Type | Objective/Justification | Hierarchy | Notes |
|-------|---|--------------|---|-----------|---------------------|
| 23/24 | Marine Dr Mounts Access - Mt Clarence/Port Albany | Construction | Construct a shared path from the end of the existing path on Brunswick Rd to Burgoyne Rd (through an unconstructed road reserve) and connect to Forts Rd where it intersects with Apex Dr. This will provide an important link from the CBD to the Heritage Park and Mounts Precinct. | Primary | Complete |
| 23/24 | Mt Melville Cycle Link - Mt Melville/ Mt Elphinstone | Construction | Construct the final stage of the CBD to Mt Elphinstone Cycle link, from the end of the existing path at Carlisle St to connect with the path infrastructure on the Albany Ring Rd. This will provide safe cyclist connectivity between the CBD and areas to the east and south of Albany including Little Grove and beyond. | Primary | Underway |
| 23/24 | Middleton Rd Link - Middleton Beach | Construction | Construct off-road cycle paths on Middleton Rd and Golf Links Rd in Middleton Beach. This will fill in the missing link between existing cycle infrastructure on Middleton Rd to the west, and the major activity centres of the CBD, Middleton Beach and Emu Point. | Primary | Complete |
| 23/24 | Maley Pl, Bardley Rd & Wansborough St - Spencer Park | Construction | Construct new path along Maley Pl, Bardley Rd and part of Wansborough St in Spencer Park. This will provide a better connection between existing infrastructure on Ulster Rd (primary route) and Hardie Rd (secondary route), and provide better access between residential areas and key facilities such as Spencer Park Primary School, aged care facilities, and the Albany Health Campus. | Local | Complete |
| 23/24 | Clifton St, Admiral St, Banks St, Lambert St & Menzies St - Lockyer | Design | Design a shared path along key routes to improve connectivity in Lockyer. These paths will improve safety of travel from west to east across the suburb and link Mt Lockyer Primary School and Parklands Primary School with recreational areas and further link to the CBD. | Local | Complete |
| 23/24 | Chester Pass Rd (Brooks Garden Blvd to Henry St) - Lange | Design | Design a connection between shared paths in Milpara and existing primary route on Chester Pass Rd. This will link residential areas and educational facilities with retail and industrial hubs, and further access to the CBD. | Primary | Underway |
| 23/24 | Boongarrie St - Emu Point | Construction | Replace section of old narrow path with 1.5m concrete path, as part of the Emu Beach Foreshore Management Plan. This path will improve connectivity and cycling amenity in Emu Point for residents and visitors. | Local | Rescheduled 2026/27 |

| Year | Action | Project Type | Objective/Justification | Hieracrchy | Notes |
|-------|---|----------------------|---|------------|-------------------------|
| 24/25 | Seymour St, Nelson St, McLeod St - Mira Mar | Design and construct | Construct a north-south link through Mira Mar, which has a low level of current path connectivity. These paths will link the residential areas of Spencer Park and Mira Mar, including health and education facilities, to the key activity centres of Middleton Beach and Emu Point. | Local | Complete |
| 24/25 | Leschnault St - Lockyer | Design and construct | Construct 2m wide concrete path on Leschnault St from Admiral St to Drummond St. Will provide additional east-west link for Lockyer residents accessing Mt Lockyer Primary School and recreation areas. | Local | Rescheduled 2028/29 |
| 24/25 | Collingwood Rd (Burville St to Warden Ave) - Spencer Park | Construction | Upgrade existing bitumen path through reserve to asphalt. This will improve the amenity of the path, which is an important link in a suburb with lower connectivity. | Local | Rescheduled 2025/26 |
| 24/25 | Hymus St - Centennial Park | Design and construct | Design and construct path on popular route from the CBD and key retail centre to the Centennial Park Precinct and Youth Precinct. | Local | Complete |
| 24/25 | Festing St - Mt Melville | Design and construct | Design and construct path to address missing link in network between Melville St and Parade St. | Local | Scheduled this FY |
| 24/25 | Crawford St - McKail | Design and construct | Design and construct 2.5m concrete path to replace existing path from Katoomba St to McKail St. This is a missing link in the network that will provide a better north-south connection in Orana and link to Mt Lockyer Primary School and Parklands School in Lockyer. | Local | Complete |
| | | | | | |
| 25/26 | Chester Pass Rd (Brooks Garden Blvd to Henry St) - Lange | Construction | Construct a connection between shared paths in Milpara and existing primary route on Chester Pass Rd. This will link residential areas, North Albany Senior High School and TAFE, to retail and industrial hubs, with further access to the CBD. | Secondary | WABN funding secured |
| 25/26 | Henry St (Adelaide St to Chester Pass Rd) - Milpara | Construction | Construct a shared path which will link path infrastructure on Adelaide St to a primary route on Chester Pass Rd. This will create a cycling link from Chester Pass Rd through to Albany Hwy through Milpara, and improve access to North Albany Senior High School. | Secondary | WABN funding secured |
| 25/26 | Mounts Access - Mt Clarence | Design and construct | Design and construct path to complete link between existing path on Apex Dr and the Desert Mounted Corp Memorial carpark. | Secondary | Concept design underway |
| 25/26 | Clifton St, Admiral St, Banks St, Lambert St & Menzies St - Lockyer | Construction | Construct a shared path along key routes to improve connectivity in Lockyer. These paths will improve safety of travel from west to east across the suburb and link Mt Lockyer Primary School and Parklands Primary School with recreational areas and further link to the CBD. | Local | Underway |

| | | | | | |
|-------|--|----------------------|---|---------|---|
| 25/26 | Katoomba St - Orana | Construction | Construct a new shared path to replace existing path in poor condition between Le Grande Ave and Melos St. This path will create a better east west connection for cyclists through Orana, which links residential areas with educational and retail/industrial areas in Lockyer and Milpara including Mt Lockyer Primary School and North Albany Senior High School. | Local | Removed from schedule, defects corrected on existing path |
| 26/27 | Stead Rd - Centennial Park | Feasibility | Explore feasibility for a contra flow cycling lane on Stead Rd, from Hymus St to Lockyer Ave. This would link existing path on Lockyer Ave and planned path on Hymus St to the secondary path on Sanford Rd and complete a link between the CBD and Youth Precinct/ALAC. | Local | |
| 26/27 | Grey St West - Mt Melville | Construction | Complete Mt Elphinstone to CBD link by replacing black with red asphalt from Collie St to Melville St. | Primary | |
| 26/27 | Barnesby Dr - Yakamia | Construction | Construct new path from end of existing path to provide connection to Chester Pass Rd. This forms part of the Local Planning Strategy and will form a connection between Yakamia Primary School and residential areas. | Local | |
| 26/27 | Albany Hwy path expansion - Warrenup | Design and construct | Design and construct extension of existing primary 2.5m concrete path, from opposite Bottrell Cl to Morgan Rd. This will link to existing path through reserve which services Warrenup residential area. | Primary | WABN funding secured |
| 26/27 | Symers St - Centennial Park | Design and construct | Design and construct new shared path as second stage of the Lockyer Ave - Campbell Rd path links. This will improve connectivity between Albany Primary School and Albany Senior High School to recreation areas, particularly the Centennial Precinct and Youth Precinct. | Local | WABN funding secured Design completed 24/25 FY |
| | | | | | |
| 27/28 | South Coast Hwy path extension - Gledhow | Design and construct | Design and construct extension of existing primary route 2.5m on urban fringe, between Bottlebrush Rd and Harrogate Rd. | Primary | WABN funding secured |
| 27/28 | Mueller St - Gledhow | Design and construct | Design and construct 2.5m concrete path linking existing infrastructure from Gifford St to South Coast Hwy. | Local | |
| 27/28 | Bronte St - Milpara | Design and construct | Design and construct path on Bronte St from John St to the end of the road. This will connect with path infrastructure on Adelaide St to provide additional access to North Albany Senior High School and TAFE. | Local | |
| 27/28 | McGonnell Rd - McKail | Design and construct | Design and construct 2m concrete path from Cleave Close to Edinburgh Rd. This will address a lack of north-south connectivity in McKail. | Local | |

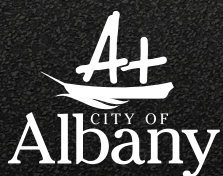
| | | | | | |
|-------|--|----------------------|---|-----------------|--|
| 27/28 | Graham St - Centennial Park | Feasibility | Explore feasibility for a shared path on Graham St from Sanford Rd to Barker Rd, as additional east-west connection in Centennial Park to link key industrial, retail and recreational areas. | Local | |
| 27/28 | Reidy Dr - Spencer Park | Design and construct | Design and construct extension of existing 2.5m concrete path from Spencer Park Primary School to Warden Ave. This will provide a priority link between the school, residential and retail areas, and the Albany Health Campus. | Local | WABN funding secured |
| 27/28 | Mokare Park - Spencer Park | Design and construct | Formalise existing gravel path through Mokare Park, to create a safer east-west link in Spencer Park. This will create improved connectivity between retail areas, health facilities, Spencer Park Primary School and managed space. | Local | |
| 27/28 | Catalina Rd/ Mason Rd/Nancy Ln/Bandicoot Dr - Lange | Feasibility | Investigate feasibility for long term east-west link across the north of Albany. | Secondary | |
| 27/28 | Lake Sepping Tourist trail - Seppings | Feasibility | Investigate feasibility to link existing path infrastructure around Lake Seppings to form a complete link from Lake Seppings Dr to Collingwood Rd. | Transport Trail | |
| 27/28 | Little Grove to Frenchman Bay link | Feasibility | Investigate feasibility to create off road path to link existing infrastructure in Little Grove to Frenchman Bay. | Primary | Grant application submitted for concept plan |
| 27/28 | Nanarup Rd | Feasibility | Investigate feasibility to improve on road cycling facilities on Nanarup Rd. This will be linked to Lower King and Lower Kalgan bridge replacements. The time frame for this is not confirmed but is likely to be after the 27/28 FY. | Secondary | |
| 27/28 | Oyster Harbour Fish Traps tourist trail | Feasibility | Investigate feasibility to create a path connection between Lower King and Lower Kalgan bridge, including the Oyster Harbour Fish Traps and Great Southern Grammar School. This will be linked to Lower King bridge replacement, the time frame for this is not confirmed but is likely to be after the 27/28 FY. | Transport Trail | |
| 27/28 | Range Rd | | Design shared path to complement construction of Range Rd. | Secondary | |
| 27/28 | Bolt Tce | Feasibility | Investigate feasibility of creating a path link from Princess Royal Dr to Brunswick Rd, via Bolt Tce. This will require significant consultation with relevant agencies who have responsibility for land management in this area. | Local | |

APPENDIX D: PROJECTS IDENTIFIED IN CAPITAL WORKS PROGRAM 2025-2030 (IN ADDITION TO THOSE LISTED IN APPENDIX C)

| Year | Action | Project Type | Objective/Justification | Hierarchy | Notes |
|-------|--|--------------|---|-----------|-------|
| 25/26 | Alexander St – Centennial Park | Missing Link | Construct 1.5m concrete path to create link from group dwelling for people with a disability to Lockyer Ave. | Local | |
| 25/26 | Campbell Rd/ Middleton Rd – Mount Clarence | Upgrade | Safety improvements design – to consider kerbing, retaining wall and pram ramps, and line marking to improve safety of pedestrians and cyclists (particularly children travelling to school). | Primary | |
| 26/27 | Emu Point Coastal Path realignment | Upgrade | Relocate section of shared path adjacent to Big 4 Caravan Park away from eroding coastline. | Primary | |
| 26/27 | Allwood Pde – Bayonet Head | Missing Link | Design and construct 2.1km of shared path to fill a missing link between The Outlook Lifestyle Village and Anchorage Vsta. | Secondary | |
| 26/27 | Mercer Rd – Lange | Upgrade | Increase width of sealed shoulders to improve safety for road cyclists. | On-Road | |
| 26/27 | Campbell Rd – Spencer Park | Upgrade | Upgrade existing shared path, create cyclist priority at intersecting roads, and improve safety at crossing points (as part of road project). | Secondary | |
| 27/28 | Grey St East – Mount Clarence | Upgrade | Replace existing path between Rowley St and Hill St. | Local | |
| 27/28 | Boronia Ave – Collingwood Heights | Missing Link | Design shared path to maximum width possible to create a loop from Ulster Rd to Ulster Rd via Eclipse Dr, Sheoak Wy and Boronia Ave. Include improved crossing point across Ulster Rd. | Local | |
| 27/28 | John St – Milpara | Missing Link | Design shared path to complete link between Bronte St and Chesterpass Rd. | Local | |
| 27/28 | Collie St – Albany Central | Upgrade | TBC (road project). | | |
| 28/29 | Boronia Ave – Collingwood Heights | Missing Link | Construct path as per design. | Local | |
| 28/29 | John St – Milpara | Missing Link | Construct path as per design. | Local | |
| 28/29 | Salvado Rd – McKail | Missing Link | Design and construct min 2m wide concrete path to create link between McGonnell Rd and Le Grande Ave. | Local | |
| 28/29 | Vancouver St – Mount Melville | Upgrade | Upgrade length of path between Melville St and Vancouver Arts Centre, in conjunction with road upgrade. | Local | |

| | | | | | |
|-------|---|--------------|--|-----------|--|
| 28/29 | Bronte St - Milpara | Missing Link | Construct shared path from John St to end of road to enhance access to North Albany Senior High School and TAFE. | Local | |
| 28/29 | Vancouver St - Mount Melville | Upgrade | Upgrade length of path between Melville St and Collie St, in conjunction with road upgrade. | Local | |
| 28/29 | Alicia St - Mount Melville | Upgrade | Upgrade of length of path between Serpentine Rd and Albany Hwy. | Local | |
| 28/29 | South Coast Hwy - Gledhow | Upgrade | Upgrade path to 2.5m wide concrete shared path between Humphries St and Little Oxford St. | Primary | |
| 28/29 | Wansborough Rd & Rogers Rd - Spencer Park | Missing Link | Design shared paths along Wansborough Rd from Rogers Rd to Pretious St, and length of Rogers Rd. | Local | |
| | | | | | |
| 29/30 | Wansborough Rd & Rogers Rd - Spencer Park | Missing Link | Construct path as per design. | Local | |
| 29/30 | Clydesdale Rd - McKail | Missing Link | Construct 2.5m path from existing path to South Coast Hwy. | Secondary | |
| 29/30 | Troode St - Seppings | Missing Link | Construct concrete shared path on east side of Troode St to connect to the cycle shoulder, consider improvements to crossing location and installation of median island. | Secondary | |
| 29/30 | Centennial Park Sporting Precinct | Missing Link | Construct path to create link between carparks and wetlands to ALAC. | Local | |
| 29/30 | Collingwood Rd path link - Seppings | Missing Link | Construct 2.5m path from Rycraft Dr to Mokare Park. | Secondary | |

| Document Approval | | | |
|--------------------------------|---|-----------------------------|----------------|
| Document Development Officer: | | Document Owner: | |
| Sustainability Project Officer | | Manager Recreation Services | |
| Document Control | | | |
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