

City of Wanneroo

Active Transport Plan

2022/23 - 2025/26

*Safe, Connected & Reliable Active Transport Options
for the Community*



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1.0 Introduction

1.1 Background

The City of Wanneroo is one of the fastest growing and largest local government authorities in Australia with a current population of 216,162 and a forecast of 285,013 by 2031 (forecast.id 2021); and includes 32 kilometres of coastline, natural environments, agricultural and bush land. The City has 36 suburbs, across 685.1 square kilometres with approximately 1370 kilometres of pathways and 1685 kilometres of roads. Stretching from Girrawheen in the south to Two Rocks in the north, the City lies on the northeastern urban corridor of the Perth metropolitan area, approximately 12km from the Perth CBD at its nearest point and 62km at its farthest point.

The City is characterised by a diverse mix of urban, rural and industrial land uses, as well as a significant area of natural bushland and state forest, including Yanchep National Park, Neerabup National Park and Yellagonga Regional Park. A natural wetland system runs through the City, dominated by the pristine Lake Joondalup that separates the City of Wanneroo from the City of Joondalup.

Urban land is predominantly residential, with a number of commercial centres providing jobs and services, along with the established industrial centre of Wangara and the newly emerging Neerabup Industrial Area site. The City is served by three major north-south arterial roads; Mitchell Freeway, Wanneroo Road and Marmion Avenue running parallel through the City and under the care and control of Main Roads WA (MRWA). Ocean Reef Road, another major arterial road connecting the Ocean Reef Coastline in the west to Ellenbrook in the east is now under the care and control of MRWA.

1.2 Unprecedented growth in Active Transport

Since early 2020, the City has seen unprecedented growth in uptake of active transport in the community, supported strongly by the desire of people to keep moving during early Covid-19 pandemic lockdown periods. Also in 2022, with the increasing cost of living including the price of fuel being an additional driver for people to consider alternative options to car travel.

The *Department of Transport's Perth Bike Riding: 2020 data insights*¹ reports that by October 2020 there were 1 in 4 Perth & Peel residents riding their bikes every week, revealing a 14% average growth across their Perth metropolitan Bike Counter network compared to 2019². In addition, the recent section of path along the Mitchell Freeway Principal Shared Path (PSP) completed between Hutton St and Glendalough Station by the State Government resulted in nearly a 50% growth at Hutton Street and almost 30% growth along the broader route.

Large increases in bike riders using high quality Freeway and Rail PSP facilities such as this highlights the importance of providing high standard, continuous and safe infrastructure to encourage a greater mode shift to choosing active transport over driving a car. As such, the City strongly encourages State Government via MetroNet to fund and construct the

¹ Department of Transport's Perth Bike Riding: 2020 data insights - https://transport.wa.gov.au/mediaFiles/active-transport/AT_CYC_P_EOCY_2020_WA_Bike_Riding_Data_insights_summary.pdf

² Data reports yet to be released by DoT for 2021 support these growth figures and the imperative to provide suitable transport facilities

Principal Shared Pathway originally promised by the Yanchep Rail Extension (YRE) Project (discussed further in section 3.4.1).

The rise in alternative forms of active transport through the advancement of eRideable technologies has provided further mechanism for the option to drive a car to be replaced by these other sustainable options. The 2021 National Cycling Participation survey for WA reported that an estimated 1.9% of the population ride and eRideable in a typical week.³

The upward trend of active transport use highlights the importance creating a new Plan that will guide the development of future infrastructure to support such rapid growth and the City expects this to continue over the coming four (4) years and beyond.

1.3 Active Transport participation in WA and the City of Wanneroo

The 2021 National Cycling Participation survey for WA also reports that 96.6% of residents walk for at least 5 minutes in a typical week outside their home with approximately 95% people walking every week (including mobility devices and wheelchairs). Further, the survey found that 21.4% and 46.7% of residents rode a bicycle in the previous week and year respectively. Interestingly the survey reported that 40% of respondents over the age of 15 as interested in riding that do not ride but would like to, with a further 4.8% being classified as confident riders. **Figure 1** below extracted from the survey shows a clear peak in bike riding participation since its beginning in 2011 with over 60% of households owning at least one working bicycle.

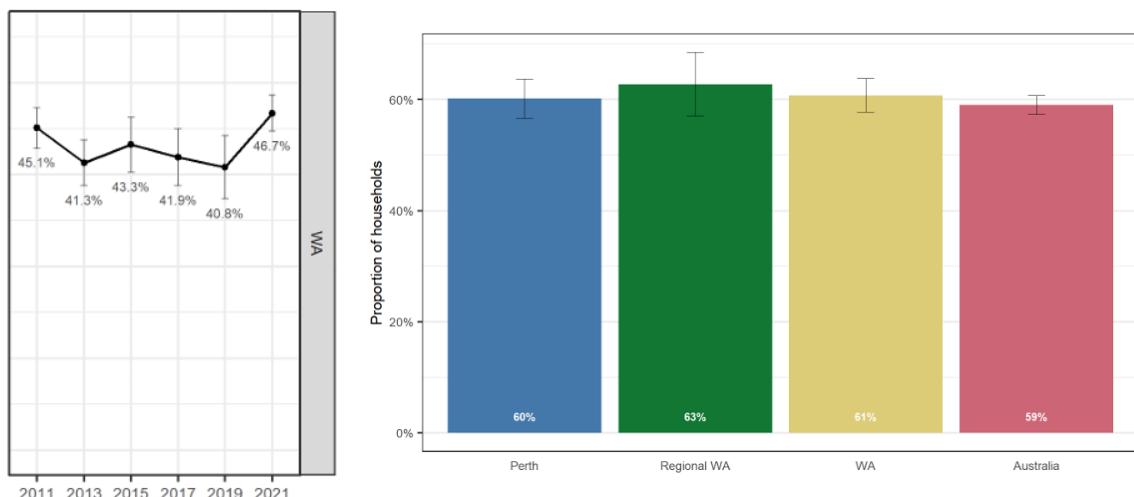


Figure 1 - 2021 National Cycling Participation Survey Extract

2016 statistics from the census show that in the City of Wanneroo approximately 1.8% of residents ride or walk to their place of work. The City expects that this proportion of residents choosing active transport for trips to work be set to increase in upcoming 2021 data.

A sample taken from Ocean Reef Road east of Trappers Derive in the Yellagonga Regional Park in 2022 shows 93 bike riders per day across a typical week (Mon-Sun) when compared to 27 bike riders in 2018 also shows growth in bike riding as an active transport mode. A comprehensive bicycle count program is also proposed as part of the Plan.

³ National Walking and Cycling Participation Survey 2021 - <https://www.cwanz.com.au/national-walking-and-cycling-participation-survey-2021/>

1.4 Purpose and Goal

The *City of Wanneroo Active Transport Plan* (the Plan) considers that Active Transport is suitable for people of all ages and abilities, and trips can be done in everyday clothing without any special equipment; with the key transport modes within the City including walking, bike riding (incl. eBike's) and eRideables.

Its purpose is to assist in the delivery of the City's Strategic Community Plan 2021-31 (SCP) Goal 5 in **Figure 2** below. The Plan also assists toward achieving the City's Transport Strategy 2019/20 goal of 'Creating a balanced and sustainable transport future'.

The overall goal of the Plan is to create a safe, connected and reliable active transport environment that is attractive to all potential users; that provides a credible alternative to driving a car for local trips of 0 - 10km, recreational trips and commuting between the home, workplaces, regional / district facilities and schools.



GOAL 5



A WELL-PLANNED, SAFE AND RESILIENT
CITY THAT IS EASY TO TRAVEL AROUND
AND PROVIDES A CONNECTION BETWEEN
PEOPLE AND PLACES

Priority 5.4

People can move around easily

Wanneroo will be a City known for having various options to move around in convenient ways, allowing easy access to social and business opportunities. There will be connected infrastructure in place to travel by foot, bicycle, bus, car or train.

Priority 5.5

People feel safe in public places

Wanneroo will be a City where people feel safe, and are able to live actively and recreate freely. Local agencies and groups will be at the heart of developing programs to create more connected communities, ensuring all people feel supported and secure.

Figure 2 - Strategic Community Plan 2021-31 (SCP) Goal 5

1.5 Strategic Context

The City of Wanneroo Strategic Community Plan 2021-31 (SCP) is at the highest-level, a view of how the City will reach a vision of ‘*A Welcoming Community, Connected through Local Opportunities*’. Underpinning the SCP are various informing plans and strategies, which includes the City of Wanneroo Active Transport Plan 2022/23 – 2025/26 (The Plan). The Plan is an outcome of the City’s Corporate Business Plan informed by the Long Term Financial, Asset Management and Strategic Workplace Resourcing Plans as illustrated in the City’s Integrated Planning and Reporting Framework in **Figure 3** below:

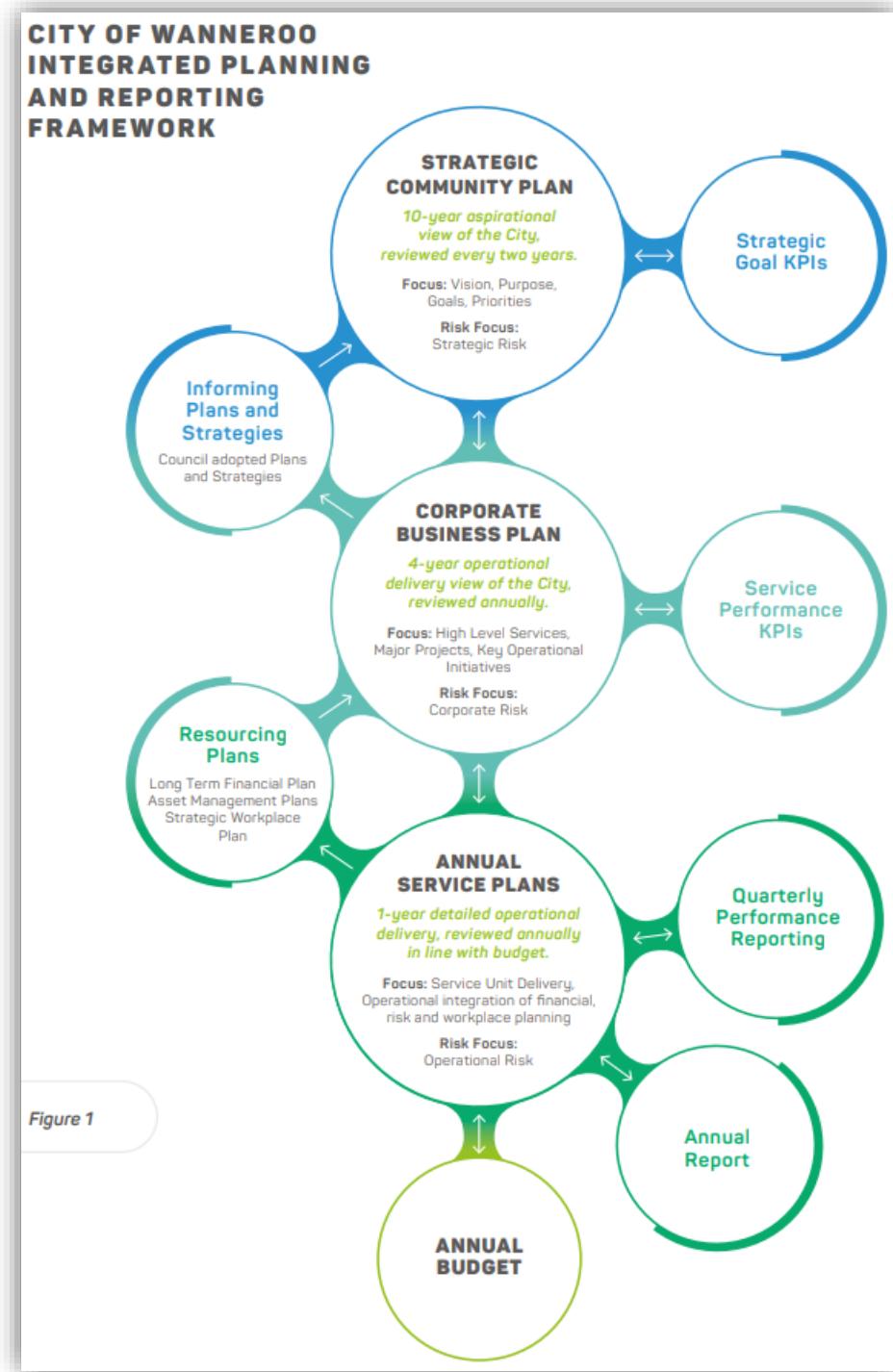


Figure 3 - City of Wanneroo Integrated Planning and Reporting Framework

1.6 eRideables

The Plan considers eRideables as a form of active transport user on the City's pathway network. Changes to the Road Traffic Code 2000 implemented by the State Government on 4th December 2021 now enable the use of eRideables on public roads and pathways. As the regulations controlling the use of these devices are contained in the Road Traffic Code, enforcement is the sole responsibility of WA Police and not by The City. A summary of the laws and classification of eRideables is shown in **Figure 4** below:

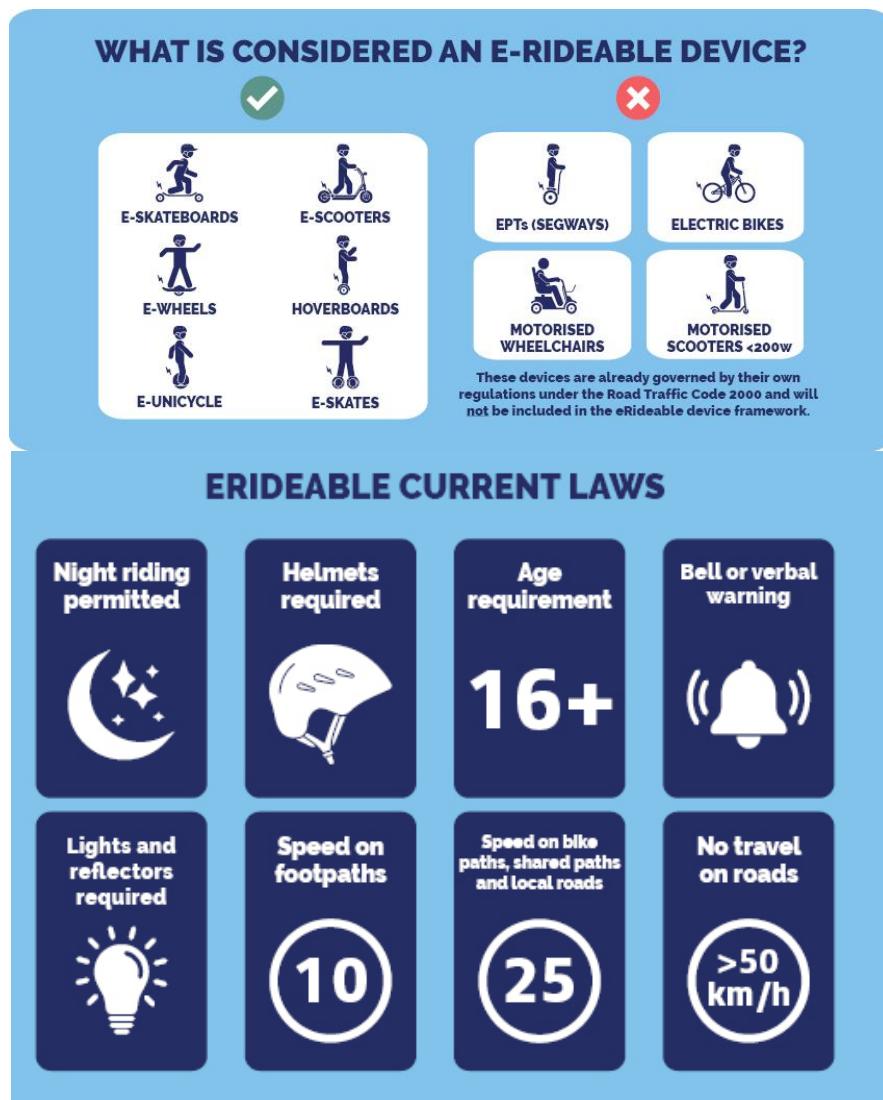


Figure 4 – eRideable Rules

Immediately on release of the new laws, the Road Safety Commission (RSC) implemented at launch and is continuing an ongoing eRideables media campaign, with messaging surrounding their safe use a primary focus in their latest campaign which can be seen state-wide through television advertising and on social media.

Rather than separated facilities, the design of new and upgraded shared pathways by the City will continue to ensure that pathways are constructed with sufficient width and other relevant infrastructure is provided in accordance with current standards, to promote the safe sharing of these spaces by all active transport users.

1.7 Department of Transport Long-Term Cycle (LTCN)

Endorsed by Council on 30 June 2020; the LTCN for the City of Wanneroo sets the aspirational strategic direction of creating an interconnected, safe and reliable network for all modes of active transport utilizing the City's extensive shared pathway network. It is also a funding mechanism for shared pathway projects prioritised by the City's Pathways Policy, whereby projects residing on the LTCN are eligible for 50% funding as part of the Department of Transport Western Australia Bicycle Network (WABN) grants program.

The aim of the LTCN is to develop an aspirational blueprint to ensure State and local governments work together towards the delivery of one continuous bike riding network providing additional transport options, recreational opportunities and support for tourism and commercial activity; thus creating a network that caters for all ages and abilities.

The LTCN route hierarchy is made up of three main types of network functions (Primary, Secondary, and Local) as shown in **Figure 5**, as well as two complementary network function designations (Road Cycling Routes and Transport Trails) that are to be developed in future.

The LTCN for Perth and Peel is viewable on the Department of Transport website⁴. For more information, see www.transport.wa.gov.au/activetransport/long-term-cycle-network.asp

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

Figure 5 - LTCN Three-tier Route Hierarchy

⁴ <https://dot-wa.maps.arcgis.com/apps/webappviewer/index.html?id=1e739953bbee461f81ffe3a8157894b5>

2.0 Consultation

2.1 Stakeholders

Stakeholders that have been identified as most impacted by the Plan are key active transport user groups or external bodies both internal and external to the City of Wanneroo, which include:

2.1.2 User Groups

- City Staff and Elected Members
- City of Wanneroo RoadWise Advisory Group
- Workplaces/businesses, their customers and employees
- Residents participating active transport for sport, recreation and leisure
- School children, parents and staff (67 Schools)
- Northern Beaches Cycling Club
- West Coast Masters Cycling Council
- Wanneroo BMX Club
- Audax WA
- North Coast Triathlon Club
- Cycling Without Age Perth

2.1.2 External Bodies

- Department of Transport, includes WABN Grants & Cycling teams
- WestCycle, the peak body for bike riding throughout Western Australia
- WA Local Government Association (WALGA)
- Cities of Joondalup, Swan and Stirling
- RAC
- Main Roads Western Australia
- Public Transport Authority
- MetroNet
- Department of Local Government, Sport and Cultural Industries (DLGSCI)
- Department of Biodiversity Conservation and Attractions (DBCA)
- Western Australian Planning Commission (WAPC)
- Developers building the City's future infrastructure through subdivision.

2.2 Community Engagement

2.2.1 Engagement Summary

In 2015, the City undertook community engagement that informed the previous Wanneroo Cycle Plan 2018/19 to 2021/22. As indicated by that Plan, renewed consultation is necessary in the development of the City of Wanneroo Active Transport Plan 2022/23 - 2025/26.

A 4-week community engagement period inviting public comment on the new Plan was undertaken between 8 March and 5 April 2022 via the City's 'Your Say' website using an interactive online "Social Pin Point" mapping tool. Notice of the engagement period was communicated extensively through social media, media release and written notification to key stakeholder groups by email or letter including all schools in the City. A draft copy of the Plan was provided.

In total, 137 responses were received over the duration of the consultation period with 10 responses received by email and 127 via the social pinpoint engagement tool. The City sent a reminder to stakeholders at the midpoint of the engagement to encourage further input.

2.2.2 Engagement Findings

A detailed review of the consultation responses indicated there were a number of key and recurring themes of key concern identified by respondents, summarised below, followed by a breakdown of all key themes raised by respondents in Table 1:

- Construction of missing pathways;
- Continuous (and connected) shared path facilities and completion of disconnected routes;
- Smooth surfaces and wide shoulders along popular on-road routes;
- Regular maintenance sweeping of popular on-road and shared pathway routes;
- Provision of high quality red asphalt shared path facilities on Primary and Secondary Routes, including renewal/maintenance of existing uneven red asphalt pathways;
- Safe crossing facilities including Roundabout safety for bike riders (e.g. safe and adequate bypass ramps, transitions from road shoulders to shared pathways);
- Acknowledgement and improved connections to Off-Road Trails;
- Separated facilities (Cars from Bikes, Bikes/eRideables from Pedestrians);
- Safe and connected routes to Schools;
- Tourism and connected routes to natural assets; and
- Wayfinding on key routes that connect key activity destinations.

Table 1 - Engagement Themes

Theme	Number of times raised
Missing Pathway	33
Connected Route	12
Disconnected Route	10
Maintenance Sweeping	10
Renew Pathway	10
Crossing Safety	9

Wide Shoulders	8
Roundabout Safety	7
Group Ride Route	6
Road Resurfacing	5
Separated Facilities (bike v ped)	5
Commuting Route	4
Off-road Trails	4
eRideables	3
Event Route	3
Intersection Safety	3
Splendid Park	3
Wayfinding	3
Natural Assets	2
Pedestrian Safety	2
School Connection	2
Upgrade Pathway	2
Community Engagement	1
Council Policy	1
Education	1
Environmental Impact	1
Key Messaging	1
Local Route	1
Magpies	1
Monitoring and Evaluation	1
Pedestrian Crossing Safety	1
Planning for the future	1
Safe Crossings	1
Safe Speeds	1
Safe Speeds (car v ped/bike)	1
Separated Facilities (car v bike)	1
Separated Facilities (car v ped)	1
Separated Facilities (car v ped/bike)	1
Tourism	1
Grand Total	163

2.2.3 Engagement Outcomes

Overall, feedback from the consultation was constructive and remained relevant to the purpose and goal of the Plan. Majority of comments received appear to have been addressed by proposed actions of the draft Plan itself; whilst any feedback that did not appear to have been addressed by the draft Plan was considered where appropriate and incorporated into the final Plan submitted for approval by Council. A summary of key changes in producing the final Plan is below.

Where comments related to matters such as missing pathways excluded from the draft Plan or longer-term considerations, these are being actioned as summarised below.

2.2.3.1 Summary of Key Changes made to the Draft Plan

- Additional section regarding Splendid Park included;
- Consultation section completed;
- Emphasis added to Plan supporting a high quality principal shared path along the Yanchep Rail corridor by State Government;
- Focus on engaging with Local Area Planning work undertaken by the City's Place Management service unit noted in the Plan;
- Additional section regarding maintenance of existing infrastructure and associated actions;
- Further emphasis in section 3.1 of the Plan on providing wide shoulders for on-road bike riding;
- Plan further highlights the importance of coastal-shared path connections in section 3.8, noting missing coastal connections in the northern corridor are often subject to land development by others;
- Pilot wayfinding project added to the Plan directly based on consultation feedback.
- Section 3.8 Links to the Natural Environment added to the Plan (omitted in draft by mistake), highlighting Yaberoo Budjara Heritage Trail, 10th Lighthorse Trail and others including future facilities expected in Yellagonga Regional Park outside of the City of Wanneroo;
- Section 3.3.2 added to highlight the City of Wanneroo Local Planning Policy 4.3 for Public Open Spaces as an informing Policy;
- Action, monitoring and evaluation plans reviewed and updated following stakeholder feedback;
- Network and project map completed and added to plan;
- Other minor document edits including formatting, graphics and other content revisions from consultation feedback;
- Additional statistics and footnote references included;
- Detailed feedback from Department of Transport and other stakeholders considered and adopted throughout Plan where applicable; and
- Network map links and references included;

2.2.3.2 Summary of Actions Taken Outside of the New Plan

- Changes to operational practices including road and path maintenance, sweeping, signage and line marking
- Missing pathways not identified by current Plan are to be assessed in accordance with the City Pathways Policy for priority in future active transport planning and incorporated into the pathways construction programme as appropriate.
- Ongoing review of future pathway connections once subdivision has progressed in developing areas.

3.0 Strategies to Encourage Active Transport & Cycling

3.1 Building connected LTCN routes

Supported by Council policy, the focus of the Plan is to complete or upgrade missing links on the LTCN, give priority to enhanced connectivity to activity centres, link transport hubs and ensure safety for active transport users on the City's shared pathway network. In doing so, the Plan supports and advocates for the provision of active transport facilities such as:

- Off-street bidirectional principal shared pathways adjacent to the freeway and railway corridor;
- Bidirectional shared pathways in the road reserve as minimum on LTCN routes, red asphalt (preferred for Primary/Secondary routes) or concrete (preferred for Local Routes) in accordance with the Pathways Policy;
- Bidirectional concrete shared pathways/footpaths in the road reserve on all other streets in accordance with the Pathways Policy;
- Bidirectional shared pathways/footpaths through Public Open Spaces in accordance with Local Planning Policy 4.2;
- In order of level of safety and priority, on-road segregated bicycle lanes (median or similar separation), exclusive bicycle lanes, peak period exclusive bicycle lanes, bicycle/car parking lanes, wide kerbside shoulder lanes and narrow kerbsides shoulder lanes for on-road trips as part of major road upgrade capital works projects;
- Well-connected networks of local routes enabling the choice of active transport for short trips of 0 - 10km, recreational trips and commuting between the home, workplaces, regional / district facilities and schools to be encouraged rather than the use of a car;
- Safety, comfort and convenience at intersections along the route; and
- Safe roundabout crossing treatments where a shared path is provided at roundabout and bicycle lanes exist on the approach in accordance with Austroads Guide to Road Design Part 4B: Roundabouts.

Over the long term, the Plan will continue to implement a comprehensive network of safe, comfortable and continuous active transport routes beginning by work towards completion of the aspirational LTCN set out by the Department of Transport in accordance with the Pathways Policy. Construction of missing pathways linking activity centres is a priority within catchment areas of 0 to 10km illustrated in **Figure 7**.

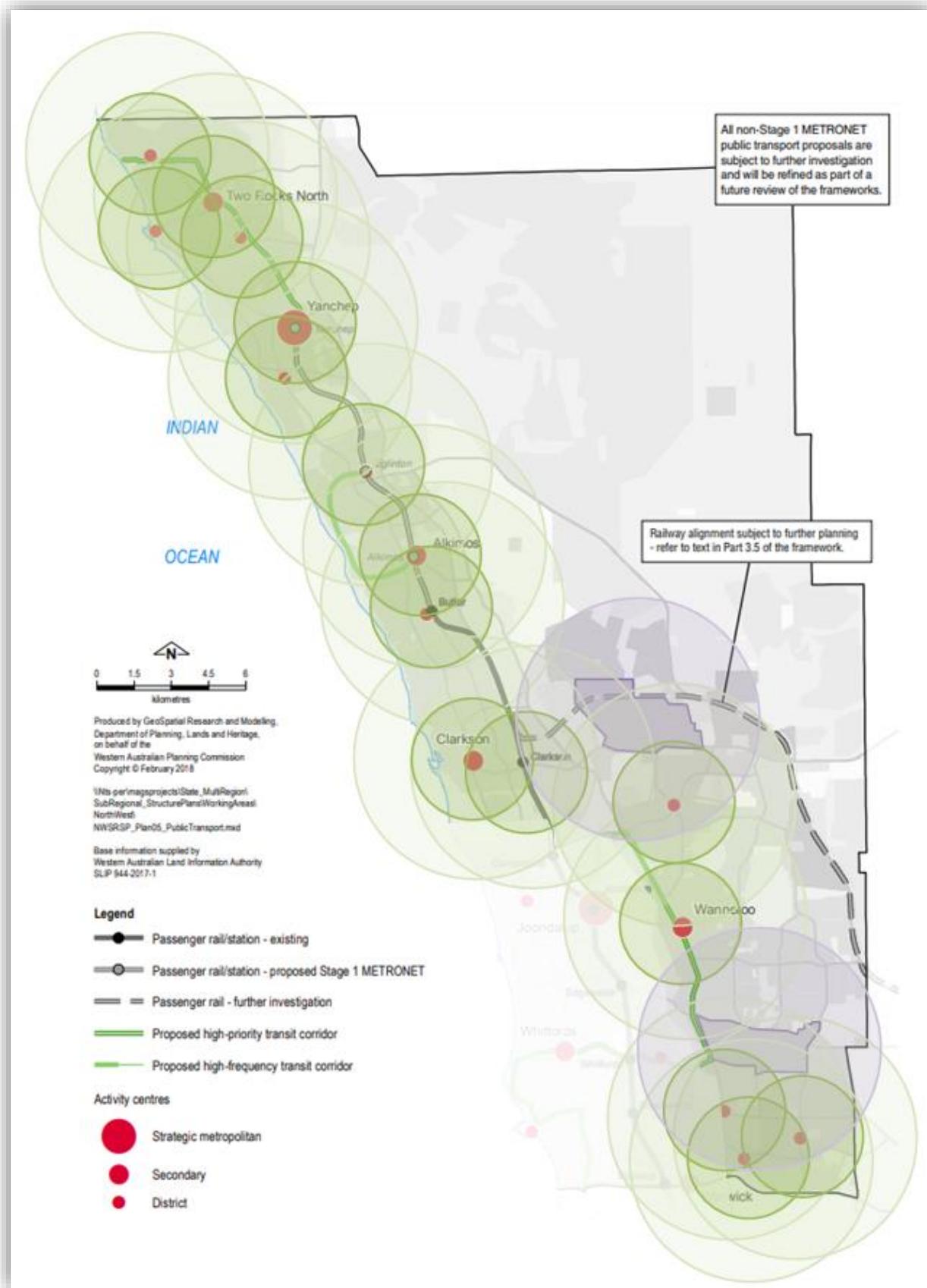


Figure 6 - Activity Hubs with 0 and 10km Catchment Areas

3.3.1 The City of Wanneroo Pathways Policy

The City Pathway's Policy informs the Plan, which has been applied consistently since adoption by Council in 2016 to providing a prioritised safe and accessible pathway network to improve the active transport environment, enabling the community to travel actively, improve health, enjoy recreational active travel and reduce car dependency.

This policy applies to metropolitan urban areas (predominantly residential), within the City of Wanneroo including the road reserve, Public Open Space, Crown land, new developments and any other area deemed appropriate by the City, with respect to the provision of pathways to serve the community's needs.

A score based priority system is utilized by the Policy to consider requests and the need for proposed new pathways in the City. It also sets the minimum requirement expected for new development and subdivision in addition to the City's own Capital Works Program.

Members of the community can find the Pathway's Policy by visiting [Pathways Policy - City of Wanneroo](#) on the City's website. Pathways and cycling facilities are also to be provided in accordance with Figure 1 contained within the Policy, Austroads 'Guide to Road Design Part 6A- Paths for Walking and Cycling' and relevant Australian Standards.

3.3.2 City of Wanneroo Local Planning Policy 4.3: Public Open Space

Public Open Spaces are integral in enabling the community to maintain an active lifestyle, which in addition, are an opportunity to encourage active transport trips by providing adequate infrastructure within these spaces as well as on LTCN routes connecting to them.

Adopted on 20 April 2021, Local Planning Policy 4.3 articulates Council's position on the planning, provision, location, design, development and interim maintenance of Public Open Space (POS) and is to be considered by applicants, Administration, and Council in the design, assessment, and determination of Scheme amendments, Structure plans, Local Development Plans, Subdivision applications and Development applications.

Schedule 3 of the Policy outlines the standard requirements for a hierarchy of POS facilities with walking/riding pathway and end of trip infrastructure specified for Local, Neighbourhood, District and Regional spaces. Members of the community can find the Policy by visiting [Public Open Space – LPP 4.3](#) on the City's website.

3.2 A Place Management Approach

The Plan also underpins and aligns with the City's Place Framework approach of working collaboratively with key stakeholders and the community to identify and implement projects that provide valuable connections to district and local activity nodes as part of Local Area Planning by the City's Place Management team. There are seven Place Management Areas classified by the Place Framework shown in **Figure 8** below.

One example is the Girrawheen Koondoola Local Area Plan that has incorporated a staged project to construct enhanced 3m red asphalt shared pathways on Hudson Avenue, Girrawheen Avenue, Wade Court and Patrick Court in Girrawheen as part of the Active Transport Plan. It has provided improved local and primary LTCN route connections to schools, shopping centres and other community facilities in addition to amenity improvements to the streetscape desired by the local community.

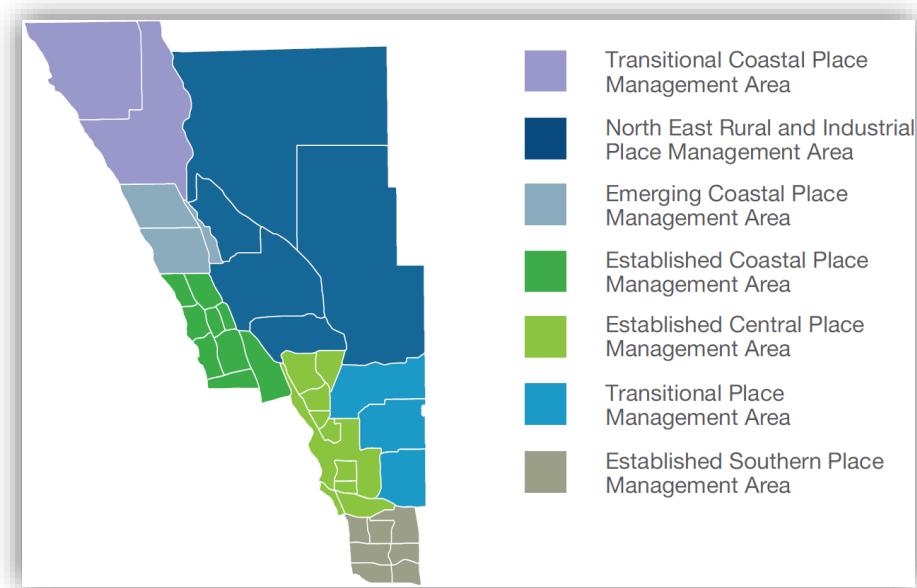


Figure 7 - City of Wanneroo Place Management Areas

3.3 Connection to City of Wanneroo Activity Centres

A key mechanism in the Plan achieving its goal and objectives is to consider improving or completing LTCN 'Local Route' connections that are required through/to strategic metropolitan, secondary and district activity Centres as part of Local Area Planning work and consultation with land developers in the subdivision and development approvals processes undertaken by the City.

The City has nine (9) existing district and five (5) proposed activity centres as shown in **Figure 9**. The Plan seeks to ensure these centres serviced by active transport infrastructure to support a shift from car driving dependency to alternative modes.



Figure 8 - City of Wanneroo Activity Centres

3.4 Linking Public Transport to the LTCN and Activity Centres

3.4.1 A Yanchep Rail Extension Principle Shared Path by State Government

In 2021 support was given to MetroNet from the Department of Planning, Lands & Heritage (DPLH), on the request from the Minister for Transport, Planning & Ports for 13.8 kilometres of Principle Shared Path (PSP) from Butler station to Yanchep station be deleted from the YRE project scope.

The Wanneroo Active Transport Plan considers that a comprehensive and safe PSP network is an important part of achieving the desired travel behaviour changes that underpin the overall transport plan for the YRE and more broadly for the City. Whilst it is recognised that the delivery of the rail line is the primary focus of the YRE project, not providing a PSP as part of the project and linking the stations and activity centres with the active transport network, could potentially compromise the State and City's objective of achieving a sustainable transport network.

The implications of a changed approach whereby the PSP will only be provided at certain locations or not be provided at all, will be significant for all stakeholders across the City,

At its meeting of 7 September 2021, City of Wanneroo Council Members were made aware of this major change to the infrastructure provision which may lead to a significant gap in the City's overall transport infrastructure which could also have potentially significant financial implications for the City.

It was resolved that the Mayor should write to the Minister for Transport, Planning and Ports and also the Managing Director of MetroNet requesting that the Principal Shared Path be constructed.

3.4.2 Connected Routes to Station Precincts

Many of the City's residents access Warwick, Greenwood, Whitfords, Edgewater, Joondalup, Currumbine, Clarkson and Butler train stations located within the City of Joondalup and City of Wanneroo. The Plan encourages connecting users to public transport services (train and bus) by providing continuous routes and convenient 'last-mile' access to transport hubs in order to encourage active transport over car use.

Further, the Plan encourages the PTA (in consultation with the City) to consider eRideable hire/rental schemes by private operators at train station precincts in the future to enable active transport trips from stations to key activity destinations throughout the City.

New train stations are also due to be completed by MetroNet early into the Plan at Alkimos, Eglinton and Yanchep; and are located along the Perth – Joondalup (Yanchep) railway line. By this time, majority of City's activity hubs and residential population are located within 0 to 10km of a train station as shown in **Figure 10**, making active transport a viable alternative to driving a car as part of commuting trips.

The Public Transport Authority (PTA) has also taken proactive steps by undertaking Station Access Strategies at existing train stations and aims to enable a mode shift from dependency on driving a car to an integrated transit solution. The City will actively collaborate with the PTA through MetroNet to ensure that actions resulting from the Station Access Strategies align with the Plan's objective of linking key transport hubs.

3.4.3 End of Trip Infrastructure

The PTA are also required to provide secure bike/eRideable parking facilities at proposed and existing train stations, with the Plan encouraging maximised capacity of these facilities to cater for users accessing public transport from the City's shared path network and the Railway Principal Shared Path.

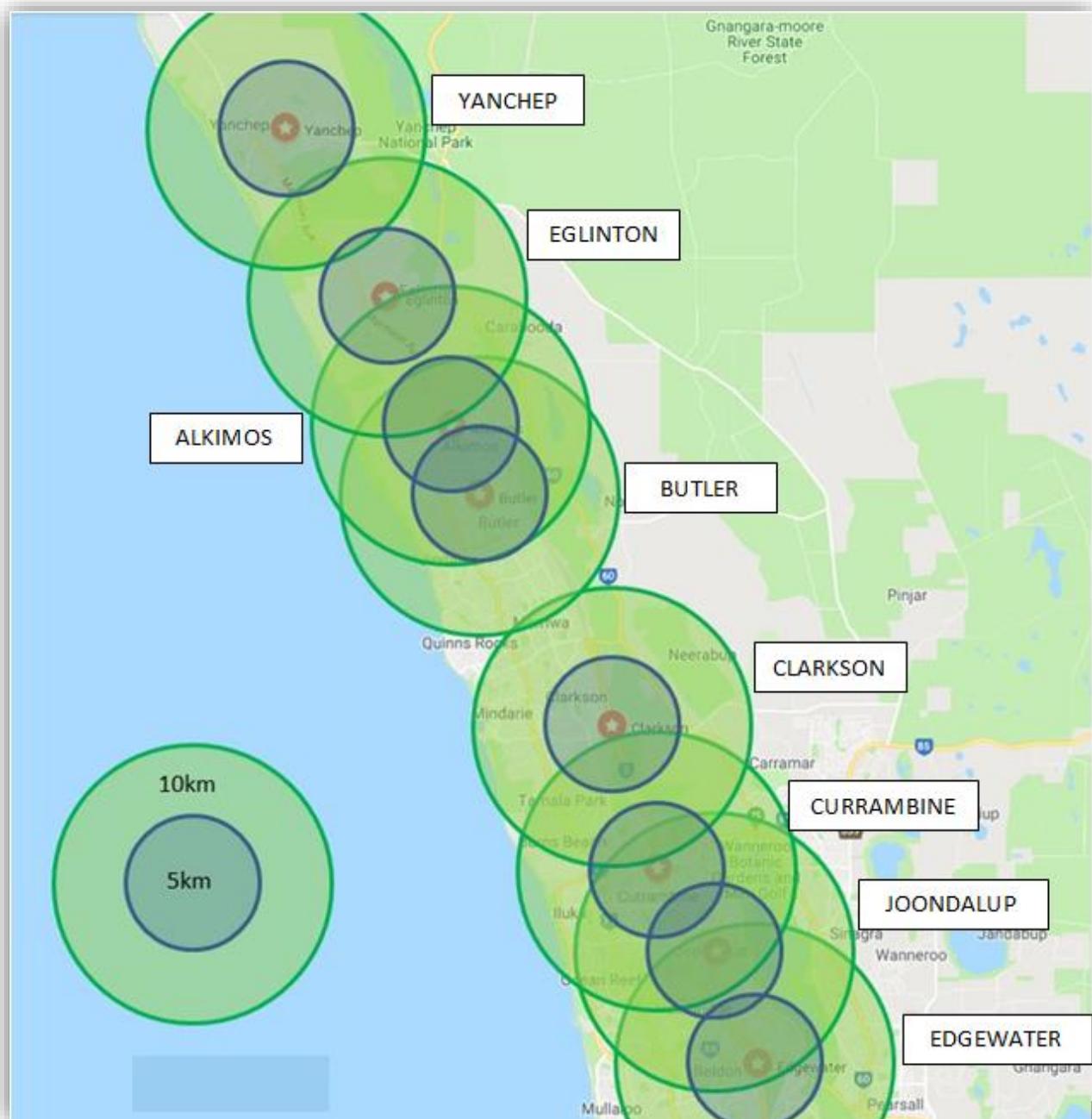


Figure 9 - Northern Corridor Rail Catchment Areas

3.5 Easily Accessible End of Trip Facilities

Secure bike/eRideable parking, lockers and showers should be incorporated in new and current developments where there is the potential to attract new or cater for existing active transport users. Benefits of providing end-of-trip facilities can include:

- A healthier, happier workforce or student body;
- Higher productivity and better attitudes towards work;
- Reduced car parking demands and associated costs;
- Reduced car driving and improved safety around schools and in centres; and
- An improved environmental and healthy image for organisations.

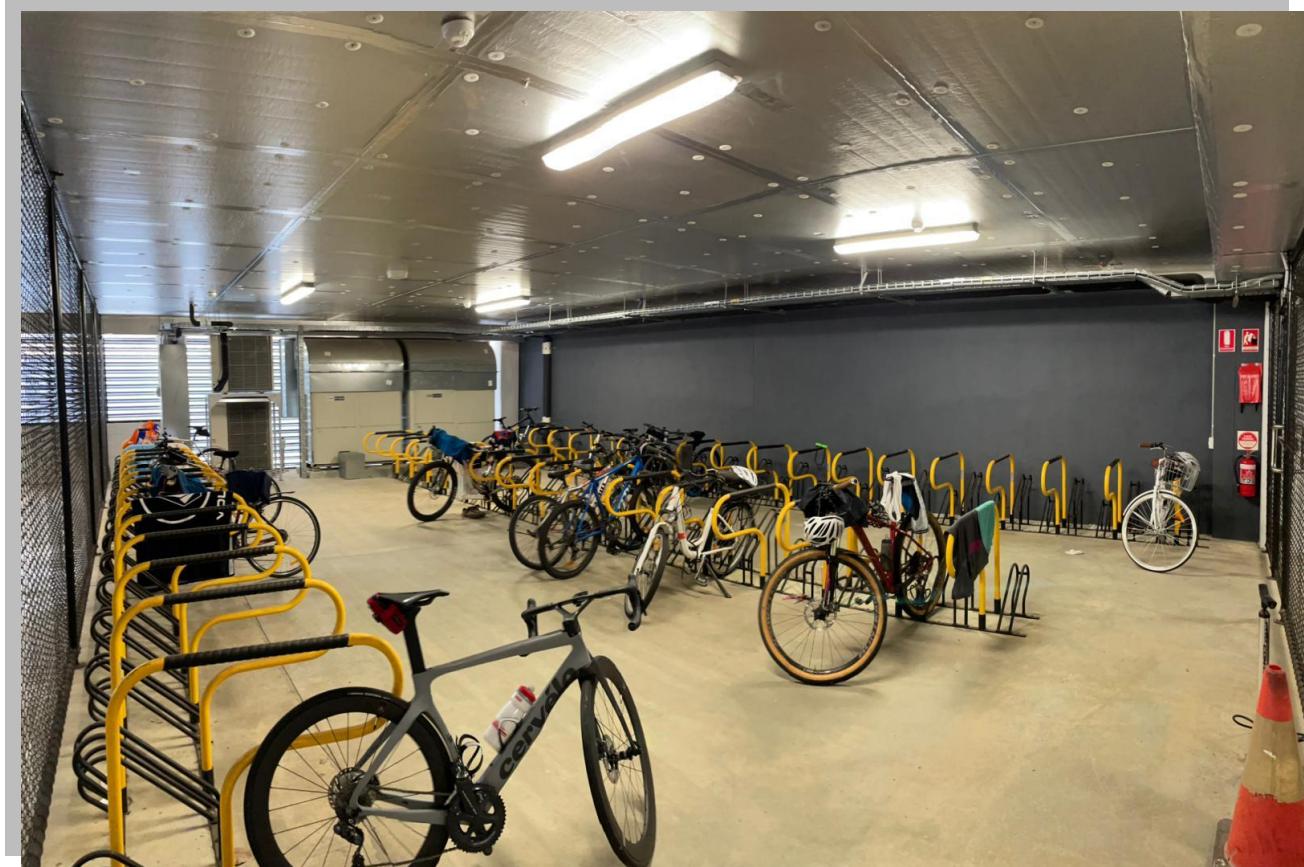


Figure 10 - End of Trip Facilities

3.6 Educating communities on positive lifestyle benefits of Active Travel

There are many benefits attributed to increasing levels of active travel that result in a variety of social, environmental, economic and community benefits, which the Plan proposes to promote by engaging in educational opportunities to encourage active transport participation. Some key benefits include:

- Reduced road congestion – fewer cars equals less congestion and shorter travel times such as in areas surrounding local schools and activity centres where active transport should be prioritised.
- Improved health and fitness – the Heart Foundation recommends 30 minutes of physical activity each day as minimum and up to 150minutes per week as a way to strengthen your muscles, build stronger bones and make you feel better about

- yourself. It also makes you less likely to have a heart attack or develop heart disease.
- Improved accessibility to activities by people of all ages – active transport can provide independent mobility to young people and others without access to a car.
- Energy efficiency and less use of petrol and fossil fuels - increased active travel contributes to reduced car use and hence reduction in the use of fossil fuels, leading to improved air quality and reduced greenhouse gas emissions.
- Improved safety – it has been shown that countries with high levels of cycling have a much lower rate of bike rider fatalities and serious injuries than is the case in Western Australia. As more people choose active, travel an increased awareness results, also leading to less conflicts between users.
- Cost savings – in 2019 a survey by the RAC WA estimated the annual cost of car ownership in WA is more than \$11,000 a year, which can be offset by choosing active travel more regularly.

3.7 Travel Planning & Wayfinding

3.7.1 Your Move

The Plan strongly encourages schools, workplaces and residents to take part in the Department of Transport Your Move program (www.yourmove.org.au), which provides a comprehensive suite of travel planning and wayfinding tools to make your next car-free active transport journey.

Your Move provides information and support to help you find more active ways to get around so you can spend less time in the car and more time doing the things you really enjoy. It helps schools and workplaces plan activities to increase active travel, earn points by writing stories about what they did and then redeem their points for some great rewards. There are also useful tips, tricks and travel hacks to help you get where you need to go. From handy apps, maps and videos, through to our journey planner, how-to guides and lesson plans, it is a one-stop-shop to get the right information the first time. To plan your active transport journey through the City of Wanneroo, head to the Your Move Journey Planner - www.yourmove.org.au/journey-planner/.

In addition, the latest City of Wanneroo Your Move network maps are available to view or download at www.yourmove.org.au/resources/map-your-move-wanneroo/.

3.7.2 Travel Plans

The Plan also encourages development of active transport travel plans both as a condition for planning approvals and to promote increased community awareness to consider cycling to district activity centres, transport hubs, local schools, education and industrial precincts. Active transport travel plans can be prepared for schools, tertiary education institutions, government departments, local governments, and major employers. Specific approaches are necessary for different travel plans and should include:

- Planning and provision for end of trip facilities such as parking, lockers and showers for new development.
- Provide information and promote safe, convenient routes in the vicinity.
- Provide information and promote the benefits of active transport as part of daily travel.

- Encouraging local schools to engage with parents and children to consider active transport in their planning of trips to/from school.

3.7.3 Wayfinding Signage

Successful wayfinding also requires delivery of a well-considered information and signage system that provides clear direction to major activity centres, schools, train stations and natural environment attractors for users.

Over its duration, the Plan will see all primary and secondary shared pathway routes on the LTCN line marked to aid in denotation of these key active transport routes on the City's pathway network that also aids in providing clear direction to eRideable users on facilities that are designed for their safe use.

In addition, the Plan endeavours to implement an enhanced wayfinding signage system aligned to relevant Department of Transport Wayfinding Guidelines that are in development as part of a suite of upcoming guidelines linked to the state-wide LTCN.

In order to develop a strategy for wayfinding improvements to key activity centres, a pilot project is in the plan to implement signage for key routes or destinations identified by the community in the public consultation process, which includes the following.

- Perry's Paddock / Ocean Reef Road Grade Separated Intersection / Yellagonga Regional Park Shared Pathway;
- Anchorage Drive / Coastal Shared Pathway Primary Route from Longbeach Promenade to Quinns beach foreshore / Jindalee Beach Kiosk;
- Route from Clarkson Train Station to Ocean Keys Shopping Centre;
- Route from Butler Train Station to Jindalee Beach;
- Pinjar Road from Wanneroo Road to Ashby Shopping Centre incorporating a proposed Safe Active Street on Santa Rosalia Vista;
- Shared path networks surrounding access points to the Yaberoo and 10th Lighthouse Heritage Trail following completion of the Mitchell Freeway and Yanchep Rail Extensions; and
- Wayfinding signage enhancements as part of the scope for proposed construction of new pathways identified by the Plan.

The Plan will also support Wayfinding initiatives as part of ongoing Local Area Planning strategies (Wanneroo Town Centre, Yanchep Town Centre etc.) being developed by the City and in the development of local connections to Yanchep Rail Extension train station activity centres by MetroNet and developers.

3.7.4 eRideable Signage

Under new legislation contained within the Road Traffic Code, the enforcement of eRideable laws falls under the sole responsibility of WA Police.

However, there are provisions to restrict their use if the Local Government Local Law permits use of appropriate signage banning their use on designated pathways. The City's position is that such signage shall only be considered in highly pedestrianised areas, locations where identified infrastructure constraints exist or where being ridden in an unsafe manner on an ongoing basis.

3.8 Links to the Natural Environment

The City has a significant number of natural environmental assets that the Plan should promote to encourage tourists or members of the wider community to travel to Wanneroo by public or active transport modes and experience them through recreational cycling or walking.

The Plan aims to connect these assets to the shared path network of the ‘built’ environment from transport hubs and activity centres so that the community can safely and conveniently access them. It also seeks to promote cycling and walking trails through advertising of comprehensive mapping and improving wayfinding.

Whilst predominantly the responsibility of the State Government Department of Biodiversity Conservation and Attractions (DBCA) to provide and maintain, there are a number of off-road cycling and walking trails exist to provide alternative routes of travel and recreational trips through the City’s natural environment which are listed below and shown in the overview map in **Figure 12**.

- **Yaberoo Budjara Heritage Trail** – a 28km off-road trail, split into five sections from Neil Hawkins Park to Yanchep National Park;
- **Yellagonga Regional Park** – provides high quality shared pathways from Hepburn Avenue to Joondalup Drive and links the entire Lake Joondalup within the City of Joondalup. Following the State Election in March 2021 WA Labor pledged to fund trails in Yellagonga Regional Park with a promise of \$8.5 million in the conservation area around Lake Joondalup and Lake Goollelal, including building a 7km mountain bike trail if they won the Election. Although funding has been provided in the City of Joondalup local government area (such as a proposed mountain bike trails located near the northern end of Lake Joondalup, off Lakeside Drive), projects to enhance active transport within Yellagonga Regional Park and promote this natural asset are supported and will be promoted by the City of Wanneroo;
- **Yanchep National Park** - links to the national park are available through shared path construction as part of the rail and Mitchell Freeway extensions. Improvements to shared path linkages along Yanchep Beach Road will also complement access to the national park;
- **10th Lighthorse Trail** – a 1.2km commemorative heritage trail in Neerabup National Park following the site of the second camp of the 10th Light Horse regiment in Wanneroo during World War 2. A project is proposed in the Plan to provide a shared pathway connection to the trail head off Neerabup Road;
- **Cockatoo Walking Trail** - a 17.5 kilometre loop walk through the coastal plain vegetation of Yanchep National Park;
- **South Mindarie Walking Trail** - 408-hectare reserve connecting with the proposed coastal-shared path from Burns Beach to Mindarie;
- **Gumblossom Reserve Walking Trail** - Gumblossom Reserve retains about five hectares of native vegetation typical to the area prior to the development of the Quinns Rocks town site in the 1960s. Active transport routes connecting to Gumblossom Reserve run along the coastal shared pathway and Marmion Avenue and are linked to the trail by Quinns Road;

- **Mindarie Foreshore and Kinsale Park Walking Trail** – a shared path connection on Duncannon Rise between Kinsale Park and Lighthouse Park links this trail to the LTCN; and
- **Burns Beach to Jindalee and Yanchep Coastal Shared Pathways** – the City's coastal natural assets are connected by existing high quality pathway infrastructure that provides both local connection to the City's westernmost communities and regional connection along the WA coastline as far south as Fremantle. Yanchep is serviced by coastal-shared path infrastructure from Trumpeter Parade to Capricorn Esplanade. Whilst not currently extending from Jindalee to Yanchep and Yanchep to Two Rocks, future connections are highlighted under the LTCN but will be primarily delivered by developers subject to ongoing subdivision in the City's northern corridor. The City is unable to give an accurate timeframe on its ultimate completion at this time but will continue to work with developers to ensure obligations are met to construct the coastal-shared path network.

3.9 Well-maintained infrastructure

The Plan recognises feedback arising from its community engagement period, which highlights an ongoing need for roadside shoulders and shared pathways that have an uninterrupted even surface that is also free from debris (glass, vegetation, sand, rubbish etc.) to enable safe, convenient and hassle-free travel for active transport users.

The City's Assets Directorate is responsible for managing the renewal of road pavement and pathway infrastructure as these surfaces reach the end of their intended design life. The City as part of its ongoing Transport Asset Renewal Capital Works Program prioritises reconstruction or road or pathway surfaces when the assets reach the end of their service life to ensure they remain a safe path of travel for all users.

As was identified in the community engagement period, locations pointed out by the community specifically are noted and resurfacing of road sections and/or pathway will occur once the relevant priority of each road section against the City's extensive pavement network.

In addition, the City has a prioritised program for sweeping of roads and pathways, which, as part of the Plan, will be reviewed to ensure key active transport routes, are prioritised for sweeping in accordance with the LTCN hierarchy.

Sweeping in specific locations identified as part of community engagement on road shoulders or shared paths frequented by active transport users was actioned immediately following consultation and form part of the existing street sweeping program.

3.10 Splendid Park

The City is constructing upgrades to existing sporting facilities at Splendid Park, Yanchep to incorporate an asphalt criterium track that has been designed with specifications in mind that allow all levels of cycling, from beginners to elite riders, to access a purpose built facility in the northern corridor. This specialised track length is 1.4km and includes an alternate route of 1.5km. The track width is 6m throughout with expansion to 8m for a 200m stretch across a start/finish straight. An overview of the upgrades follows in **Figure 11** below.

Construction of the facility is anticipated to be completed in the 2022/23 financial year. The project is funded through three separate funding sources including an election commitment from the State Labor Government, Building Better Regions Funding & Local Roads & Community Infrastructure Program.

The City, in consultation with developers through the Planning Approvals processes, is ensuring that active transport connections provided through land development align with the goal of the Plan. Subject to completion of the transport network that will be constructed by developers as part of subdivision surrounding Splendid Park; active transport connections to Splendid Park from the local and regional transport network including the rail corridor and Yanchep Lagoon are required to align with the City's Pathways Policy and relevant road design standards.

The Plan will also ensure the promotion of the facilities on offer at Splendid Park as a mechanism to encourage uptake of active transport options such as bike riding (either recreationally or competitively) as well as encouraging sustainable transport within the Yanchep Community.

The City also recognises that improved facilities for active transport at Splendid Park provide a valuable opportunity to educate the community on bike riding skills/safety and allow access to a safe, continuous facility separate from vehicular traffic for fitness or recreation purposes. Further, it offers an attractive community hub for the City to host an increased number of community sport and recreation events on a seasonal basis to promote active transport.



Figure 11 - Splendid Park Bicycle Facility Upgrades

4.0 Objectives & Actions

As described previously, the Plan's purpose is to assist in the delivery of the SCP, which aims to achieve 'a well-planned, safe and resilient City that is easy to travel around and provides a connection between people and places'. Its goal is to create a safe, connected and reliable active transport environment that is attractive to all potential users; that provides a credible alternative to driving a car use for local trips of 0 - 10km, recreational trips and commuting between the home, workplaces, regional / district facilities and schools.

The following objectives proposed by the Plan will guide the delivery of its goal, drawing on strategies to encourage uptake of active transport and cycling.

1. Based on the LTCN and the Pathway's Policy, implement a prioritized program of infrastructure projects that work towards creating a safe, connected and reliable active transport network; aligned to funding allocated in the City's Long Term Financial Plan (LTFP).
2. Collaboration with MetroNet, the PTA and Developers to enhance active transport connection and access to public transport, namely the bus public transport network and Clarkson, Butler, Eglinton, Alkimos and Yanchep train station precincts.
3. Inclusion of end of trip active transport facility assessment within the City planning approvals process to ensure provision of adequate facilities that will encourage use of active transport as an alternative to the car.
4. Educate the community on the benefits and encourage schools, workplaces and residents to choose active transport as an alternative to car travel.
5. Improve route planning with improved data collection, wayfinding on the ground and promoting network mapping.
6. Well-maintained routes, free from debris and uneven surfaces.

The actions that the City will undertake to achieve these objectives and the responsible service unit areas are summarised in the table below.

Table 2 - Action Plan

Objective	Action	Responsibility
<p>1 - Based on the LTCN and the Pathway's Policy, implement a prioritized program of infrastructure projects that work towards creating a safe, connected and reliable active transport network; aligned to funding allocated in the City's Long Term Financial Plan (LTFP);</p>	<p>1.1 – Implement four year program by 30 June 2026 as defined in section 7 of the Plan</p> <p>1.2 - Application of the City's Pathways Policy in the design process</p>	<p>1.1 - Traffic Services, Infrastructure Capital Works, Strategic Asset Management; Main Roads WA (select projects); Developer (select projects); and Department of Transport (WABN funding)</p> <p>1.2 - Traffic Services, Infrastructure Capital Works, Strategic Asset Management</p>
<p>2 - Collaboration with MetroNet, the PTA and Developers to enhance active transport connection and access to public transport, namely the bus public transport network and Clarkson, Butler, Eglinton, Alkimos and Yanchep train station precincts.</p>	<p>2.1 – Actively engage with MetroNet as opportunity arises under the Yanchep Rail Extension project interface with the City to ensure active transport connections to the City's existing network are in line with goal of the Plan.</p> <p>2.2 – Consistent application of the City's Pathways Policy in the assessment of new planning and subdivision applications internally</p> <p>2.3 - Review historical station access strategies developed by the PTA for Butler and Clarkson train stations and plan for the implementation of any recommendations to improve integration with City assets in the Long Term Capital Works Program</p>	<p>2.1 – Approval Services, Land Development</p> <p>2.2 – as above</p> <p>2.3 – Traffic Services</p>
<p>3 - Inclusion of end of trip active transport facility assessment within the City planning approvals process to ensure provision of adequate facilities that will encourage use of active transport as an alternative to the car.</p>	<p>3.1 – Consistent review of end of trip facilities assessment of new planning and subdivision applications internally</p> <p>3.2 - Review existing facilities at City managed premises to identify deficiencies and plan for the implementation of improvements in the Long Term Capital Works Program</p>	<p>3.1 – Approval Services, Land Development</p> <p>3.2 – Traffic Services</p>

Objective	Action	Responsibility
<p>4 – Educate the community on the benefits and encourage schools, workplaces and residents to choose active transport as an alternative to car travel.</p>	<p>4.1 - Host a community breakfast cycling event or similar during annual WestCycle & Department of Transport's WA Bike Month.</p> <p>4.2 - Advocate for schools and Workplaces to join the Department of Transport Your Move behavior change program in helping to alleviate traffic congestion problems around activity centers.</p> <p>4.3 - Quarterly social media messaging to educate and encourage, including promoting WestCycle & Department of Transport initiatives.</p> <p>4.4 - Encouraging staff at the City to bike ride to work or socially by establishing an internal bike rider user group, organizing regular social ride to work opportunities, continued participation in Your Move as a workplace and encouraging participation in external events/initiatives supported by the Plan.</p> <p>4.5 – Promote and support events at Splendid Park that enable participation, education and competition in bike riding as a sustainable and healthy form of active transport.</p>	<p>4.1 – Traffic Services, Events</p> <p>4.2 - Traffic Services, Approval Services, Ranger Services</p> <p>4.3 – Traffic Services, Communications & Brand</p> <p>4.4 – Traffic Services, Communications & Brand</p> <p>4.5 – Community Facilities, Communications & Brand</p>

Objective	Action	Responsibility
<p>5 - Improve route planning with improved data collection, wayfinding on the ground and promoting network mapping.</p>	<p>5.1 – establish an enhanced seasonal program to monitor uptake of Active Transport in the community using bike riding and eRideable counts along key LTCN routes.</p> <p>5.2 - Line marking of primary and secondary routes to denote the LTCN on the City's pathways network.</p> <p>5.3 - advertise up to date Your Move shared path and off-road trail route maps on social media as are available on the City's website.</p> <p>5.4 – include access to view the City of Wanneroo LTCN through public Intramaps Online mapping available on the City's website</p> <p>5.5 – establish, by implementation of an initial Pilot Project, a wayfinding strategy to promote key active transport routes.</p>	<p>5.1 - Traffic Services</p> <p>5.2 – Traffic Services</p> <p>5.3 – Traffic Services, Communications & Brand</p> <p>5.4 - Traffic Services, GIS Team</p> <p>5.5 – Traffic Services</p>
<p>6 - Well-maintained routes, free from debris and uneven surfaces.</p>	<p>6.1 – Implement an enhanced street and shared path sweeping program that prioritises Primary and Secondary routes on the LTCN.</p> <p>6.2 – Review the Long Term Capital Works Transport Asset renewal program to prioritise resurfacing of pathway and road asphalt pavement that resides on the LTCN and is reaching the end its serviceable lifespan.</p>	<p>6.1 – Engineering Maintenance</p> <p>6.2 – Asset Planning</p>

5.0 Funding and Projects

Subject to continued provision of funding through the City's Long-term Financial Plan and annual budget consideration by City of Wanneroo Council, the Plan's aspiration is to deliver an estimated total of 46km of new & upgraded pathways and 40km of shared pathway line marking from 2022/23 to 2025/26.

To enable a cost-effective approach, whilst considering competing transport priorities and resources required delivering projects, the Plan comprises of a combination of projects contained in the City's long-term financial plan over the next four years across the following funding sources:

- City of Wanneroo Municipal Funding under the recurring new pathways program;
- City of Wanneroo Municipal Funding under various other Pathway's & Trails and/or Roads sub-program projects;
- City of Wanneroo Transport Asset Renewal Program;
- 50/50 Western Australian Bicycle Network (WABN) Grant funding;
- State Government funding (e.g. LCRI program, MRRG Road Improvement, major transport or infrastructure projects etc.);
- Private subdivisional land development and/or Developer Contribution Scheme;

Identified projects that reside on the Department of Transport LTCN are WABN grant eligible, however the number of projects submitted by the City each year are subject to available State Government funding for the WABN program at the time.

The City will fund unsuccessful projects in accordance with the Pathways Policy subject to available funding identified as part of ongoing review of the Long Term Financial Plan or through other grant opportunities.

An overview map of proposed infrastructure is located in **Figure 12** below followed by and itemised table of the projects the Plan aims to deliver, noted as either construction, line marking or wayfinding projects.

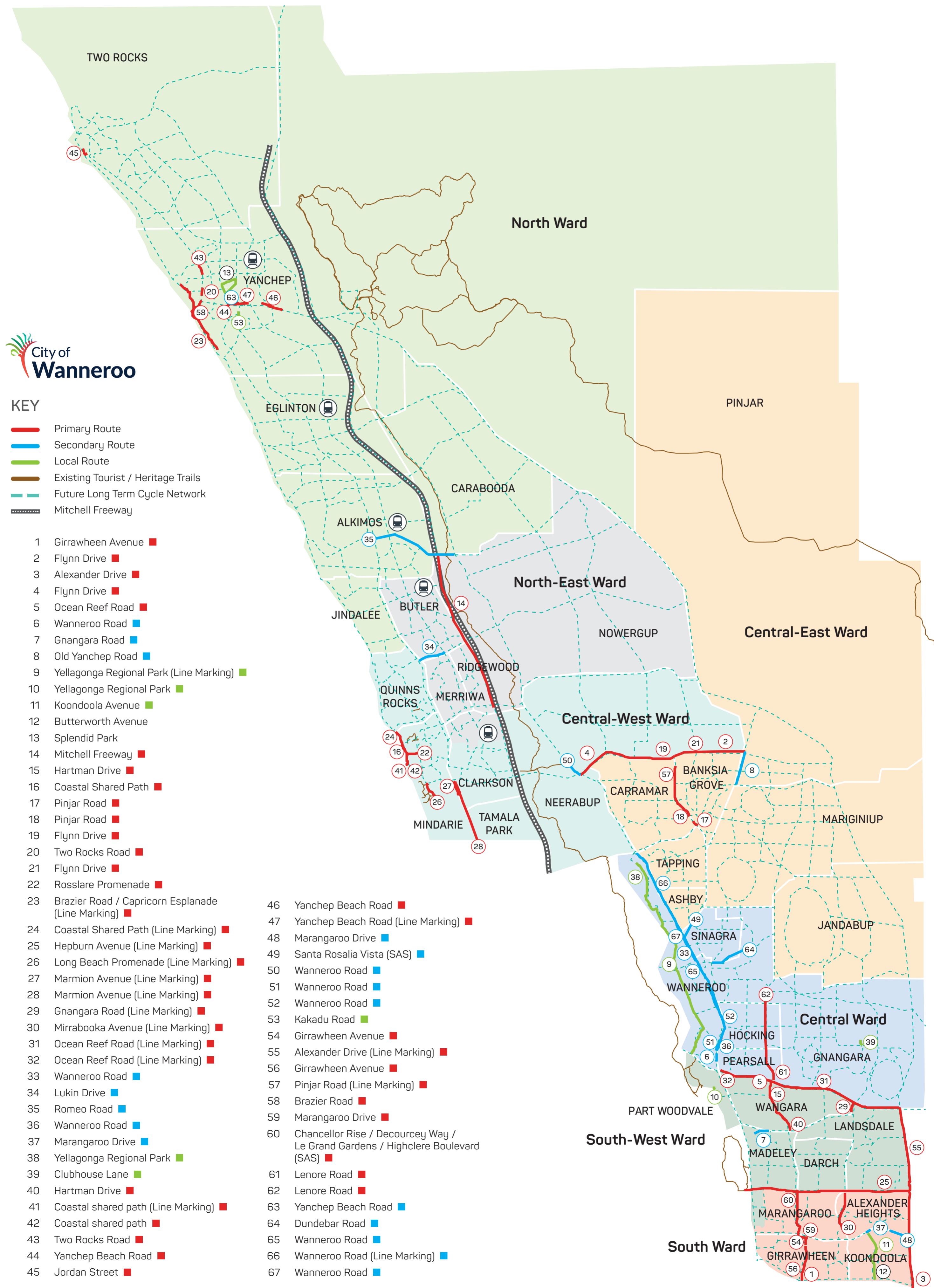


Table 3 - Project Listing (Construction Projects)

Priority	Map Ref	Road / Route	Start Point	End Point	Suburb	Project Summary	Project Length (m)
1	1.01	Girrawheen Avenue	Amberton Avenue	Hudson Avenue	Girrawheen	Upgrade to 400m x 3m red asphalt shared path west (Girrawheen Ave), 120m x 2.5m concrete shared path north (Patrick Court) and 320m x 2.5m concrete shared path north and south (Wade Court)	840
1	1.02	Flynn Drive	Tropicbird Drive	Old Yanchep Road	Neerabup / Carramar / Banksia Grove	Construct 820m x 3m red asphalt shared path south	820
1	1.03	Alexander Drive	Hepburn Avenue	Gnangara Road	Landsdale	Construct 2900m x 3m red asphalt shared path west	2,900
1	1.04	Flynn Drive	Wanneroo Road	Mather Drive	Neerabup / Carramar / Banksia Grove	Construct 3050m x 3m red asphalt shared path north & 2.5m concrete shared path south	3,050
1	1.05	Ocean Reef Road	Hartman Drive	Brady Street	Wangara	Construct 900m x 3m red asphalt shared path south	900

Priority	Map Ref	Road / Route	Start Point	End Point	Suburb	Project Summary	Project Length (m)
1	1.06	Wanneroo Road	East Road	Villanova Street	Wanneroo	Construct 335m x varying width (average 2m) path east	335
1	1.07	Gnangara Road	Klaraborg Drive	Susan Road	Madeley	Construct 500m x 2.5m concrete path south	500
1	1.08	Old Yanchep Road	Joondalup Drive	Flynn Drive	Banksia Grove	Construct 1150m x 3m shared path west	1,150
1	1.10	Yellagonga Regional Park	Path connection at Fiano Pass	Path connection at Panzano Cct	Woodvale	Raise Path and Address Drainage Issues	248
1	1.11	Koondoola Avenue	Marargaroo Drive	Butterworth Avenue	Koondoola	Construct 1000m x 3.0m shared path east	1,000
1	1.12	Butterworth Avenue	Koondoola Avenue	Beach Road	Koondoola	Construct 830m x 3m shared path east	830

Priority	Map Ref	Road / Route	Start Point	End Point	Suburb	Project Summary	Project Length (m)
1	1.13	Splendid Park	-	-	Yançep	Upgrade to Splendid Park cycling path facilities	1,500
2	2.01	Mitchell Freeway	Hester Avenue	Romeo Road	Alkimos / Butler / Ridgewood	Construct Freeway PSP west (by MRWA)	6,000
2	2.02	Hartman Drive	Luisini Road	Ocean Reef Road	Gnangara	Construct 833m x 3m red asphalt shared path west	833
2	2.03	Coastal shared path	Rosslare Park Carpark	Quinns SLSC	Mindarie/ Quinns Rocks	Renewal of 850m existing red asphalt shared path with widening to 3.0m	850
2	2.04	Pinjar Road	Joondalup Drive	Shopping Centre Access	Banksia Grove	Upgrade to 290m x 3.0m red asphalt shared path east with Line Marking	290
2	2.05	Pinjar Road	Jewel Way	Porrecta Link (continue from unfinished red asphalt)	Banksia Grove	Upgrade to 170m x 3.0m red asphalt shared path east with Line Marking	170

Priority	Map Ref	Road / Route	Start Point	End Point	Suburb	Project Summary	Project Length (m)
2	2.06	Flynn Drive	Mather Drive	Pinjar Road	Neerabup / Carramar / Banksia Grove	Construct 770m x 3m red asphalt shared path north & 2.5m concrete shared path south	770
2	2.07	Two Rocks Road	Lindsay Beach Boulevard	Berteaux Approach	Two Rocks	Construct 270m x 2.5m concrete shared path east	270
2	2.08	Flynn Drive	Pinjar Road	Tropicbird Drive	Neerabup / Carramar / Banksia Grove	Construct 1500m x 3m red asphalt shared path south	1,500
2	2.09	Rosslare Promenade	Anchorage Drive	Rosslare Park beach carpark	Mindarie	Construct 30m x 2.5m concrete shared path with priority over carpark crossover & Line Mark 330m x 2.5m existing concrete shared path north	30
2	2.20	Wanneroo Road	Church Street	Neville Drive	Wanneroo	Upgrade to 850m x 2.5m concrete shared path west	860
2	2.21	Lukin Drive	Connolly Drive	Marmion Avenue	Merriwa	Construct 870m x 3m red asphalt shared path south	870

Priority	Map Ref	Road / Route	Start Point	End Point	Suburb	Project Summary	Project Length (m)
2	2.22	Romeo Road	Marmion Avenue	Mitchell Freeway	Alkimos	Construct 2500m x 3m red asphalt shared path north and south	5,000
2	2.23	Wanneroo Road	Kirkstall Drive	Scenic Drive	Wanneroo	Construct 180m x 2.5m concrete shared path south-east	180
2	2.24	Marangaroo Drive	The Avenue Intersection	-	Marangaroo	Construct north-south signal crossing and include phasing at intersection	-
2	2.25	Yellagonga Regional Park	Ashley Road	Mowatt Close	Ashby	Construct 800m x 3m red asphalt shared path with Line Marking	800
2	2.26	Clubhouse Lane	The Green Fairway Village southern boundary	Lakelands Drive	Gnangara	Construct 170m x 1.8m concrete shared path east	170
2	-	Wayfinding Various	Perry's Paddock / Ocean Reef Road ; Anchorage Drive / Coastal Shared Pathway Clarkson Train Station to Ocean Keys Shopping Centre; Butler Train Station to Jindalee Beach; Pinjar Road; Santa Rosalia Vista; Yaberoo and 10th Lighthorse Heritage Trail access				

Priority	Map Ref	Road / Route	Start Point	End Point	Suburb	Project Summary	Project Length (m)
3	3.01	Hartman Drive	Gnangara Road	Luisini Road	Gnangara	Construct 950m x 3m red asphalt shared path west	950
3	3.03	Coastal shared path	Rosslare Park Carpark	Clarecastle Retreat (south end)	Mindarie/Quinns Rocks	Renewal of 420m existing red asphalt shared path	420
3	3.04	Two Rocks Road	Zamia Rise	Violacea Road	Two Rocks	Construct 315m x 2.5m concrete shared path east	315
3	3.05	Yançep Beach Road	Marmion Avenue	Kakadu Road	Yançep	Construct 300m x 2-2.5m concrete shared path north	300
3	3.06	Jordan Street	Marcon Street	Australis Drive	Two Rocks	Construct 470m x 3m red asphalt shared path west	470
3	3.07	Yançep Beach Road	Spinnaker Boulevard	St Andrews Drive	Yançep	Construct 365m x 2-2.5m concrete shared path north	365

Priority	Map Ref	Road / Route	Start Point	End Point	Suburb	Project Summary	Project Length (m)
3	3.09	Marangaroo Drive	Alexander Drive	Marianne Way (west)	Alexander Heights	Upgrade to 540m 2-2.5m concrete shared path north from Northumberland Ave to Alexander Dr (left turn pocket), Construct 91m x 2-2.5m footpath north from Avila Wy east to Avila Wy west, Construct 160m x 2-2.5m footpath from Josephine Wy east to Josephine Wy west and Construct 155m x 2-2.5m footpath from Marianne Wy east to Marianne Wy west	950
3	3.10	Santa Rosalia Vista Safe Active Street	Vinci Entrance	Messina Drive	Sinagra	Construct 420m Safe Active Street from Vinci Ent to Capri Leone WY; and Upgrade to 85m 3.0m red asphalt shared path northern PAW from Capri Leone Wy to Messina Dr	420
3	3.11	Wanneroo Road	Neerabup Road	10th Lighthorse trail carpark	Neerabup	Construct 400m x 3.0m shared path west	400
3	3.12	Wanneroo Road	Calabrese Avenue	Scenic Drive	Wanneroo	Construct 250m x 2.1m concrete shared path west	245

Priority	Map Ref	Road / Route	Start Point	End Point	Suburb	Project Summary	Project Length (m)
3	3.13	Wanneroo Road	Vignerons Loop	Gungurru Avenue	Wanneroo	Construct 80m x 2.1m concrete shared path east	80
3	3.14	Kakadu Road	Peony Boulevard	Shopping Centre Access North	Yanchep	Construct 150m x 1.5m footpath west	150
4	4.01	Girrawheen Avenue	Marangaroo Drive	Hudson Avenue	Girrawheen	Upgrade to 250m x 3m red asphalt shared path west	250
4	4.03	Girrawheen Avenue	Amberton Avenue	Beach Road	Girrawheen	Upgrade to 850m x 3m red asphalt shared path west	850
4	4.05	Brazier Road	Yanchep Beach Road	Capricorn Esplanade	Yanchep	Construct 450m x 3m wide red asphalt shared pathway east	450
4	4.06	Marangaroo Drive	Highclere Boulevard	Girrawheen Ave	Girrawheen	Upgrade to 260m x 3m red asphalt shared path south	260

Priority	Map Ref	Road / Route	Start Point	End Point	Suburb	Project Summary	Project Length (m)
4	4.07	Chancellor Rise / Decourcey Way / Le Grand Gardens / Highclere Blvd	Hepburn Avenue	Marangaroo Drive	Marangaroo	Construct 1200m of Safe Active Street from Hepburn Ave to Highclere Blvd. Upgrade 310m of 3m wide red-asphalt path west side along Highclere Blvd from Decourcey Way to Marangaroo Drive	1,200
4	4.08	Lenore Road	Ocean Reef Road	Kemp Street	Pearsall	Construct 650m x 3m red asphalt shared path east	650
4	4.09	Lenore Road	Kemp Street	Elliot Road	Pearsall/Hocking	Construct 2000m x 3m red asphalt shared path east	2,000
4	4.10	Yançep Beach Road	Marmion Avenue (end of new pathway)	Booderee Road	Yançep	Renewal of 700m existing red asphalt shared path with widening to 3.0m	700
4	4.11	Dundebar Road	Civic Drive	Steven Street	Wanneroo	Construct 1150m x 3m red asphalt shared path North	1,150

Priority	Map Ref	Road / Route	Start Point	End Point	Suburb	Project Summary	Project Length (m)
4	4.12	Wanneroo Road	San Rosa Road	Ariti Avenue	Wanneroo	Upgrade to 720m x 2.5m concrete shared path west	720
4	4.14	Wanneroo Road	Neville Drive	Thompson Street	Wanneroo	Upgrade to 587m x 2.5m concrete shared path west, up to 1129 Wanneroo Road	587

Table 4 - Project Listing (Line Marking and Wayfinding Projects)

Priority	LTCN Hierarchy / Map Ref	Road / Route	Start Point	End Point	Suburb	Project Summary	Project Length (m)
1	1.09	Yellagonga Regional Park	Backshall Place	Ashley Road	Wanneroo / Ashby	Line Mark 6400m existing red asphalt shared path	6,400
2	2.10	Brazier Road/ Capricorn Esplanade	Compass Circle (footbridge)	Seabreeze Drive	Yanchep	Line Mark 2700m existing concrete shared path west	2,700
2	2.11	Coastal shared path	Rosslare Park Carpark	Quinns SLSC	Mindarie/ Quinns Rocks	Line Mark 850m existing red asphalt shared path	850
2	2.12	Hepburn Avenue	Red asphalt shared path 200m west of Wanneroo Road	Alexander Drive	Madeley / Landsdale	Line Mark 5500m existing concrete shared path north	5,500
2	2.13	Long Beach Promenade	Anchorage Drive	Southern end	Mindarie	Line Mark 530m existing concrete shared path west	530

Priority	Map Ref	Road / Route	Start Point	End Point	Suburb	Project Summary	Project Length (m)
2	2.14	Marmion Avenue	Anchorage Drive	Portofino Promenade	Mindarie	Line Mark 500m existing red asphalt shared path west	500
2	2.15	Marmion Avenue	Neerabup Road	COW Boundary	Clarkson / Tamala Park	Line Mark 2000m existing concrete shared path east	2,000
2	2.16	Gnangara Road	Mirrabooka Avenue	Ocean Reef Road	Wangara	Line Mark 330m existing red asphalt shared path west	330
2	2.17	Mirrabooka Avenue	Hepburn Avenue	Aristos Way	Marangaroo	Line Mark 900m existing concrete shared path west	900
2	2.18	Ocean Reef Road	Alexander Drive	Hartman Drive	Wangara	Line mark 6250m existing shared path south	4,500
2	2.19	Ocean Reef Road	Brady Street	Wanneroo Road	Wangara	Line mark 6250m existing shared path south	850

Priority	Map Ref	Road / Route	Start Point	End Point	Suburb	Project Summary	Project Length (m)
3	3.02	Coastal shared path	Rosslare Park Carpark	Clarecastle Retreat (south end)	Mindarie/Quinns Rocks	Line Mark 420m existing red asphalt shared path	420
3	3.08	Yanchep Beach Road	Marmion Avenue	Butterleaf Avenue	Yanchep	Line Mark 700m existing red asphalt shared path & 510m existing concrete shared path south	1,210
4	4.02	Alexander Drive	Hepburn Avenue	Beach Road	Marangaroo / Alexander Heights	Line Mark 3200m existing concrete shared path west	3,200
4	4.04	Pinjar Road	Porrecta Link	Glasshouse Drive	Banksia Grove	Line Mark 1500m existing concrete shared path east	1,500
4	4.13	Wanneroo Road	Joondalup Drive	East Road	Wanneroo	Line Mark 7500m existing concrete shared path east	7,500

6.0 Monitoring & Evaluation

Table 5 - Monitoring & Evaluation Plan

Action	Measure	Reporting Timeframe
1.1 – Implement four-year program by 30 June 2026 as defined in the Plan.	1.1 – km of planned active transport infrastructure implemented, number of projects, amount spent on planned projects, % total transport funding spent on pathway projects.	1.1 - annually
1.2 - Application of the City's Pathways Policy.	1.2 – km of future active transport infrastructure prioritised by Policy.	1.2 – annually
2.1 – Actively engage with MetroNet as opportunity arises under the Yanchep Rail Extension project interface with the City to ensure active transport connections to the City's existing network are in line with goal of the Plan.	2.1 – number of interface meetings attended by City staff.	2.1 – bi-monthly
2.2 – Consistent application of the City's Pathways Policy in the assessment of new planning and subdivision applications internally	2.2 – km of pathway assets accepted by the City following completion of new subdivisions.	2.2 – annually
2.3 - Review historical station access strategies developed by the PTA for Butler and Clarkson train stations and plan for the implementation of any recommendations to improve integration with City assets in the Long Term Capital Works Program	2.3 – % of recommendations applicable to the City considered and/or planned to be actioned.	2.3 – annually

Action	Measure	Reporting Timeframe
<p>3.1 – Consistent review of end of trip facilities assessment of new planning and subdivision applications internally</p> <p>3.2 - Review existing facilities at City managed premises to identify deficiencies and plan for the implementation of improvements in the Long Term Capital Works Program.</p>	<p>3.1 – % new development approved with bicycle parking/End-of-Trip facilities included</p> <p>3.2 – % community facilities reviewed and outcomes considered and/or planned to be actioned, number of public bicycle parking, end of trip change facilities and/or repair stations.</p>	3.1 – annually 3.2 – annually
<p>4.1 - Host a community breakfast cycling event or similar during annual WestCycle & Department of Transport's WA Bike Month.</p> <p>4.2 - Advocate for schools and Workplaces to join the Department of Transport Your Move behavior change program in helping to alleviate traffic congestion problems around activity centers.</p> <p>4.3 - Quarterly social media messaging to educate and encourage, including promoting WestCycle & Department of Transport initiatives.</p> <p>4.4 - Encouraging staff at the City to bike ride to work or socially by establishing an internal bike rider user group, organizing regular social ride to work opportunities, continued participation in Your Move as a workplace and encouraging participation in external events/initiatives supported by the Plan</p> <p>4.5 – Promote and support events at Splendid Park that enable participation, education and competition in bike riding as a sustainable and healthy form of active transport.</p>	<p>4.1 – Number of participants in attendance</p> <p>4.2 – number of community stakeholders engaged to participate in the Your Move program.</p> <p>4.3 – one social media post through the City of Wanneroo Facebook page + one or more shared post from a supported external agencies' event or initiative promoting cycling</p> <p>4.4 – number of employees traveling to work using active transport one or more times a week.</p> <p>4.5 – Attendance numbers at events held specific to bike riding</p>	4.1 – annually 4.2 – ongoing 4.3 – quarterly 4.4 – annually 4.5 – per event

Action	Measure	Reporting Timeframe
5.1 – establish an enhanced seasonal program to monitor uptake of Active Transport in the community using bike riding and eRideable counts along key LTCN routes.	5.1 – Number of bicycle trips on key LTCN routes, number of regularly monitored sites established.	5.1 - annually
5.2 - Line marking of primary and secondary routes to denote the LTCN on the City's pathways network.	5.2 - km of planned line marking, number of projects	5.2 – annually
5.3 - advertise up to date Your Move shared path and off-road trail route maps on social media as are available on the City's website.	5.3 - social media post through the City of Wanneroo Facebook page and links updated on website	5.3 – annually
5.4 – include access to view the City of Wanneroo LTCN through public Intramaps Online mapping available on the City's website	5.4 – access added for public to view	5.4 – 30 June 2022/23
5.5 – establish, by implementation of an initial Pilot Project, a wayfinding strategy to promote key active transport routes.	5.5 – Pilot project developed, successfully implemented and strategy to continue wayfinding improvements prepared for adoption into next iteration of the Plan.	5.5 – 30 June 2023/24
6.1 – Implement an enhanced street and shared path-sweeping program that prioritises Primary and Secondary routes on the LTCN.	6.1 - km of LTCN routes swept on routine basis per financial year	6.1 – Annually
6.2 – Review the Long Term Capital Works Transport Asset renewal program to prioritise resurfacing of pathway and road asphalt pavement that resides on the LTCN and is reaching the end its serviceable lifespan.	6.2 - km of asphalt LTCN routes resurfaced or planned under the Transport Asset Renewal program, on an as-needed priority basis.	6.2 - Annually