

City of Wanneroo

**Active Transport & Cycle Plan
2022/23 - 2025/26**

Safe, connected and reliable active transport in Wanneroo

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Contents

Tables & Figures	3
1.0 Introduction	3
1.1 Purpose and Goal	3
1.2 Background.....	4
1.3 Strategic Context	4
1.4 City of Wanneroo Pathway's Policy	6
1.5 eRideables	6
1.6 Department of Transport Long Term Cycling Network (LTCN)	7
2.0 Stakeholders.....	8
2.1 Within the City of Wanneroo	8
2.2 Outside the City.....	8
2.3 Government Departments and other External Agencies.....	8
3.0 Community Consultation	8
3.1 Methodology	8
3.2 Key Issues / Findings.....	9
3.3 Outcomes	9
4.0 Strategies to Encourage Active Transport & Cycling	10
4.1 Building Safe, Connected and Reliable Routes between Activity Centres.....	10
4.1.1 Yanchep Strategic Metropolitan Centre (Future)	12
4.1.2 Wanneroo Secondary Centre.....	12
4.1.3 Clarkson Secondary Centre	12
4.1.4 Alkimos Secondary Centre (Future)	12
4.1.5 Two Rocks North Secondary Centre (Future)	12
4.1.6 Girrawheen, Madeley and Alexander Heights District Centres.....	12
4.1.7 Butler and Banksia Grove District Centres.....	12
4.1.8 Eglinton District Centre (Future).....	13
4.2 Enhancing connectivity to Public Transport.....	14
4.3 Easily Accessible End of Trip Facilities.....	15
4.4 Educating communities on positive lifestyle benefits of Active Travel	15
4.5 Travel Planning & Wayfinding	16
5.0 Objectives & Actions	17
6.0 Monitoring & Evaluation.....	20
7.0 Proposed Projects & Implementation Plan	22

Tables & Figures

Table 1 - Action Plan	18
Table 2 - Monitoring & Evaluation Plan	20
Table 3 - Project Priority List – Construction Projects	24
Table 4 - Project Priority List – Line Marking Projects	32

1.0 Introduction

Since early 2020, Western Australia 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.

So much so, that the Department of Transport's 2020 data insights into Perth cycling 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 2019. 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 cyclist numbers using high quality Freeway and Rail PSP facilities such as this highlights the importance of providing high standard, continuous and safe infrastructure to encouraging a greater mode shift to choosing active transport over vehicle use. As such, the Plan will also continue to support the provision of a PSP along the Yanchep Rail Extension to link key activity centres by the State Government via MetroNet.

This upward trend of active transport use also highlights the importance creating a refreshed strategic 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.

1.1 Purpose and Goal

City of Wanneroo Active Transport & Cycle Plan (the Plan) purpose is to assist in the delivery of the City's Strategic Community Plan 2021-31 (SCP) Goal 5, aiming to achieve *'a well-planned, safe and resilient City that is easy to travel around and provides a connection between people and places'*.

The Plan will assist people to move around easily (SCP Priority 5.4) and feel safe in public places (SCP Priority 5.5) by delivering infrastructure and strategies that encourage the community to consider active transport modes of transport as a sustainable alternative to the car. Further, the Plan also assists toward achieving the City's Transport Strategy 2019/20 goal of *'Creating a balanced and sustainable transport future'*, with links to the following principles of the Strategy:

- Principle two: Pedestrian first environments
- Principle three: Prioritised cycle network
- Principle six: Well-connected employment precincts
- Principle seven: Travel behaviour change
- Principle eight: Embracing technological change

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 vehicle use for local trips of 0 - 10km, recreational trips and commuting between the home, workplaces, regional / district facilities and schools. The Plan considers that the key active transport modes within the City will include walking; cycling (incl. eBike's) and eRideables (see **section 1.6**).

The Plan will be delivered as a combination of projects contained in the City's long term financial plan over the next four years, the Department of Transport's Western Australian Bicycle Network (WABN) grants program and major State Government transport projects (e.g. Mitchell Freeway extension). The Plan also incorporates known major pathway infrastructure works funded as part of subdivisional development or Developer Contribution Scheme (DCP) obligations.

1.2 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 north-eastern 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 has recently been transferred to the care and control of MRWA.

1.3 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 & Cycle Plan 2022/23 – 2025/26 (The Plan). The Plan is an outcome of the City's Corporate Business Plan that is 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 1** below:

CITY OF WANNEROO INTEGRATED PLANNING AND REPORTING FRAMEWORK

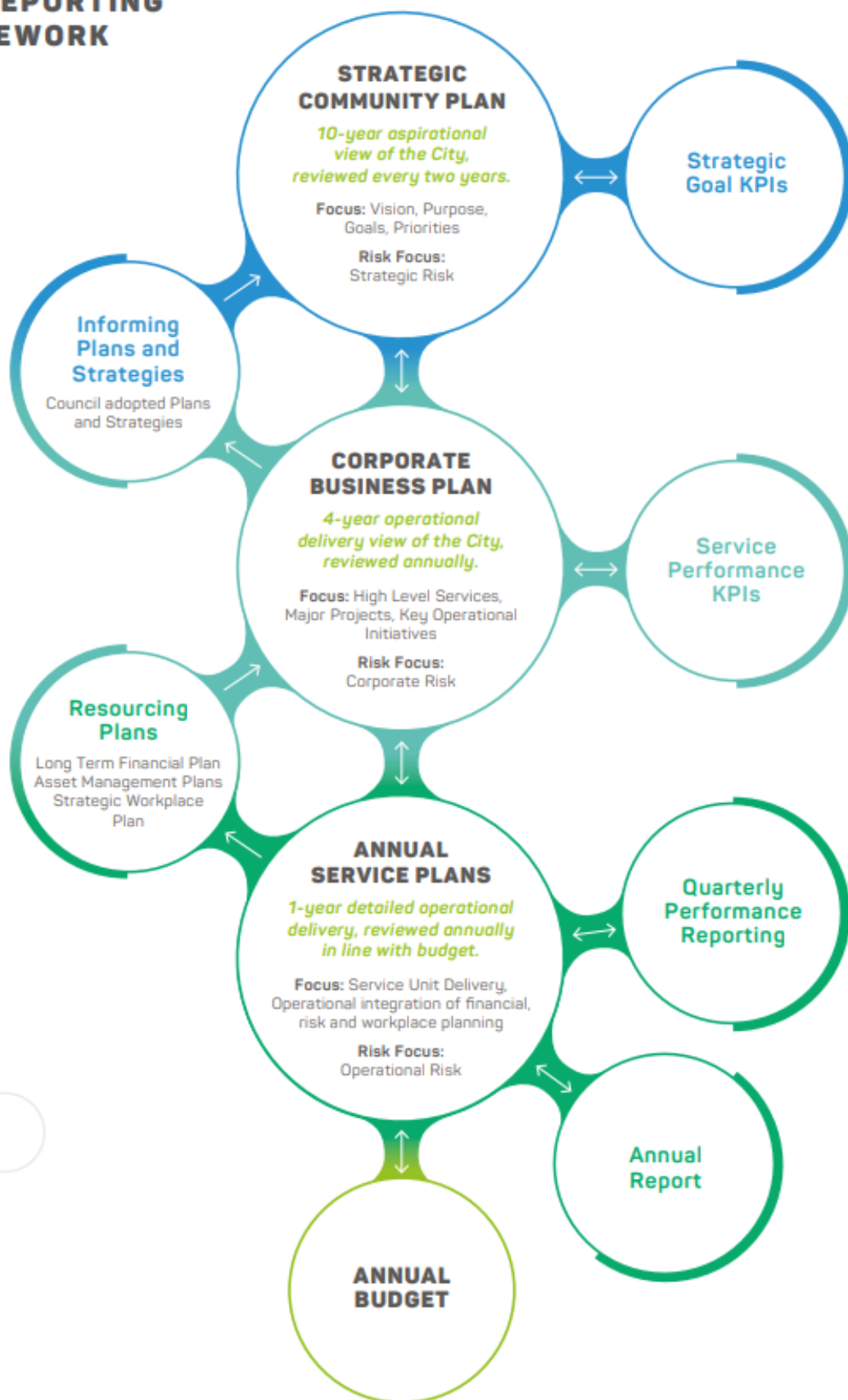


Figure 1

Figure 1 - City of Wanneroo Integrated Planning and Reporting Framework

1.4 City of Wanneroo Pathway's Policy

Last reviewed and endorsed by Council in 2021, the Pathway's Policy has been used consistently by the City since 2016 in 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.

1.5 eRideables

The Plan considers eRideables as a form of active transport user on the City's pathway network.

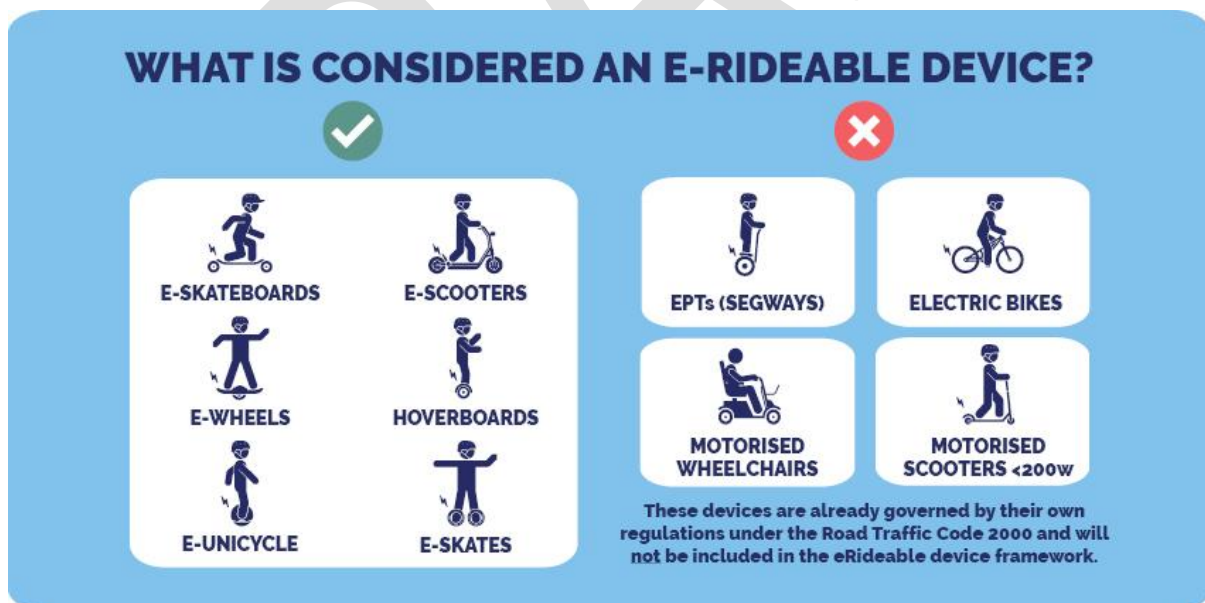


Figure 2 - What is an eRideable?

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 will be by the WA Police. A full summary and details of the new legislation is found at [eRideables \(www.wa.gov.au\)](http://www.wa.gov.au).

1.6 Department of Transport Long Term Cycling Network (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 bicycle network providing additional transport options, recreational opportunities and support for tourism and commercial activity; thus creating a bicycle network that caters for all ages and abilities. For more information, see www.transport.wa.gov.au/activetransport/long-term-cycle-network.asp

The LTCN’s three-tier route hierarchy is shown in **Figure 3** below, with Long-Term Cycle Network for Perth and Peel viewable on the Department of Transport website [HERE](#).

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

Figure 3 - LTCN Three-tier Route Hierarchy

2.0 Stakeholders

Stakeholders that the Plan will deliver outcomes for include key active transport and cycling user groups of the City's pathway network and include the below.

2.1 Within the City of Wanneroo

- Workplaces/businesses, their customers and employees,
- Residents participating active transport for sport, recreation and leisure,
- School children, parents and staff,
- Northern Beaches Cycling Club,
- West Coast Masters Cycling Council,
- Wanneroo BMX Club; and
- City Staff and Elected Members.

2.2 Outside the City

- WestCycle, the peak body for bike riding throughout Western Australia
- Non-resident commuters to City workplaces, schools, businesses, workplaces
- Non-resident active transport trips through the City for sport, recreation and leisure,
- Members of external cycling clubs/bodies utilising the City's network

2.3 Government Departments and other External Agencies

- Department of Transport, includes WABN Grants & Cycling teams
- 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)
- Private Developers

3.0 Community Consultation

3.1 Methodology

In 2015, the City undertook community engagement which 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 & Cycle Plan 2022/23 - 2026/27.

Prior to endorsement by the City of Wanneroo Council, a 3-week invitation for public comment period will be opened from 28 February to 20 March 2022 on the City's 'Your Say' website. A draft copy of the Plan provided the community and relevant stakeholders an opportunity to give feedback. A summary of themes and outcomes of the consultation process is below. Where relevant

to the purpose and scope of the Plan, feedback received was incorporated into the final version of the Plan where applicable.

3.2 Key Issues / Findings

TBC – Pending completion of consultation period 28 February - 20 March 2022

3.3 Outcomes

TBC – Pending completion of consultation period 28 February - 20 March 2022

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4.0 Strategies to Encourage Active Transport & Cycling

4.1 Building Safe, Connected and Reliable Routes between Activity Centres

The Plan emphasises provision of improved connection between existing and future transport hubs and activity centres. A key strategy of the Plan is to focus on implementing missing links between activity destinations and increase the safety of shared path facilities across the City. The Plan supports and advocates for:

- Off-street bidirectional principal shared pathways adjacent to the extended Mitchell Freeway and the Yanchep Rail Extension;
- Off-street shared paths along many of the distributor roads that connect and provide access to the City's transport hubs and activity centres;
- Inclusion of on-road bicycle lanes in the form of a sealed shoulder as part of design for new major capital works road projects delivered by the City;
- Well-connected networks of primary, secondary and 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; and
- Safety, comfort and convenience at intersections along the route.

Over the long term, the Plan will continue to implement a comprehensive network of safe, comfortable and continuous cycle routes beginning with short trips of 0 - 10km, with a view to connect activity centres as outlined in **Figure 8** and work towards completing the aspirational LTCN set out by the Department of Transport in consultation with the City. Construction of missing pathways linking activity centres are identified by the Plan as a priority within catchment areas of 0 to 10km. The City's Pathways Policy also supports this.

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. There are seven Place Management Areas classified by the Place Framework:

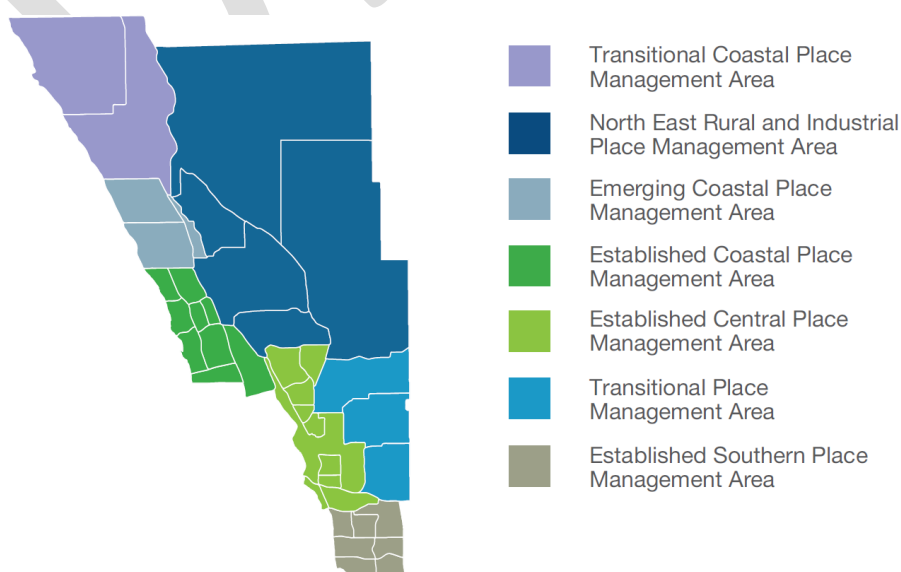


Figure 4 - City of Wanneroo Place Management Areas

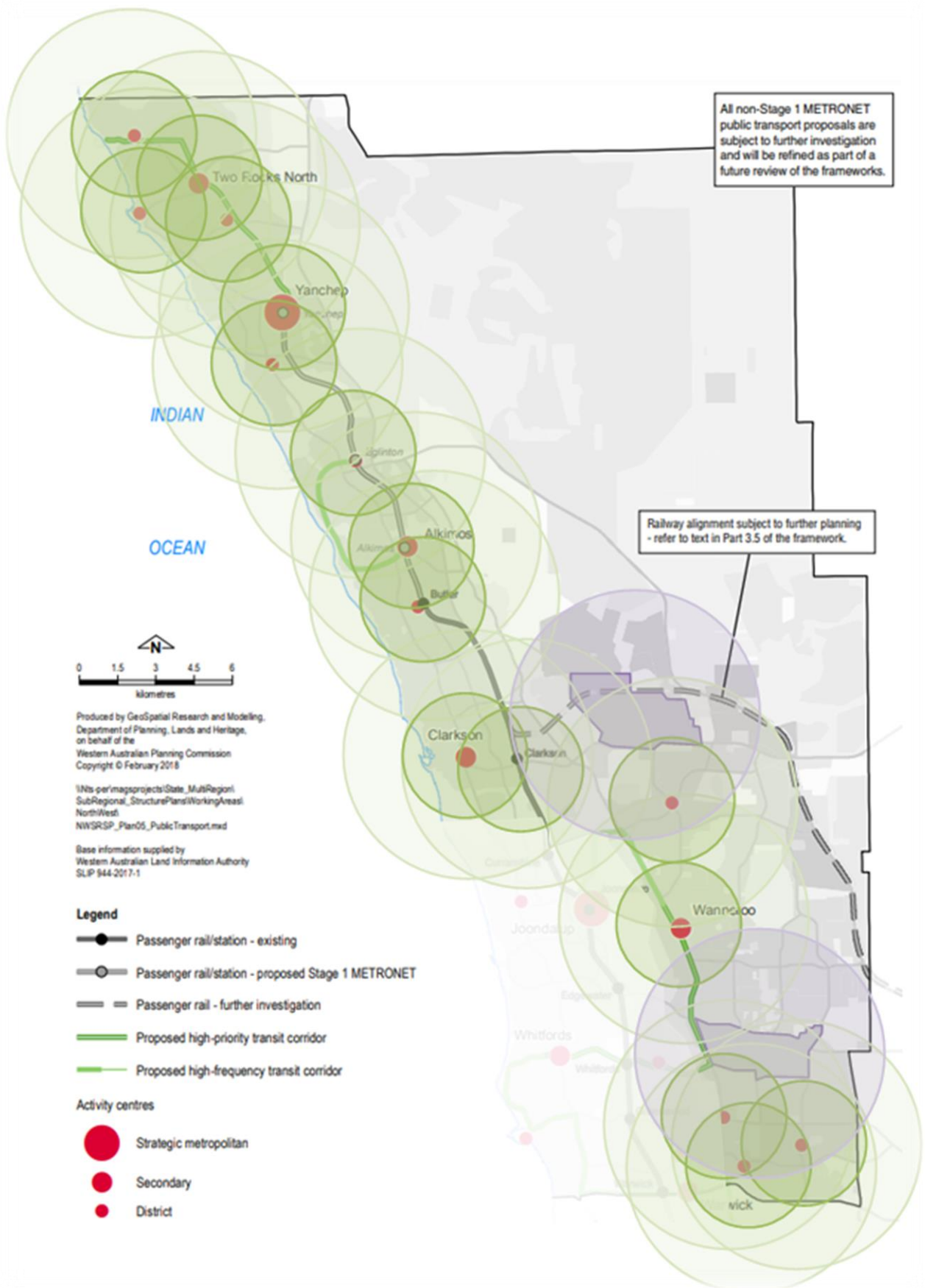


Figure 5 - Activity Hubs with 0 and 10km Bicycle Catchment Areas

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

4.1.1 Yanchep Strategic Metropolitan Centre (Future)

The development of Yanchep as a strategic metropolitan centre requires careful consideration to ensure the integration of land use planning and integrated transport principles in the structure plan stage of the planning processes. The Plan acknowledges how the City and State Government will provide safe connected off and on-road and facilities between activity centres as part of the future Yanchep rail precinct structure plan as shown in **Appendix A**.

4.1.2 Wanneroo Secondary Centre

The Wanneroo Town Centre is an existing activity centre currently accommodating many of the City's main civic buildings. The Activity Centre Plan must make provision for all forms of alternate transport, including cycling.

4.1.3 Clarkson Secondary Centre

The movement network around Clarkson should ensure the City can provide safe and direct links to reduce the centres car dependence.

4.1.4 Alkimos Secondary Centre (Future)

Alkimos City Centre is being designed as a transit oriented development (TOD), with a focus in having fewer car journeys and more trips made by public transport, walking and cycling. Based on the proposed activities within the city centre, there will be an estimated 100,000 daily transport trips to/from the centre. Development of the Alkimos activity centre includes a future rail precinct as part of its structure plan as shown in **Appendix A**.

4.1.5 Two Rocks North Secondary Centre (Future)

Currently Two Rocks North Centre is subject to future structure planning. Provision must be given as part of the structure planning process to cater for all forms of active transport, including cycling.

4.1.6 Girrawheen, Madeley and Alexander Heights District Centres

As these district activity centres are in well-established areas of the City, careful consideration must be given to how the City will retrofit or improve existing infrastructure within the existing movement network.

4.1.7 Butler and Banksia Grove District Centres

Both activity centres are relatively new and well serviced by existing infrastructure however, through the Pathway's Policy the Plan will continue to identify any missing sections of the network that need to be improved.

4.1.8 Eglinton District Centre (Future)

The Eglinton District Centre is predominately a residential community with services, facilities and jobs to reflect the immediate needs of the local area. Development of Eglinton as a district activity centre requires a similar level of consideration to ensure that the integration of land use planning and active transport principles align with the Eglinton rail precinct structure plan as shown in **Appendix A**.



Figure 6 - City of Wanneroo Activity Centres Hierarchy

4.2 Enhancing connectivity to Public Transport

Many of the City's residents access Warwick, Greenwood, Whitfords, Edgewater, Joondalup, Currambine, 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 as part of the commuter trip.

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 vehicle dependence 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.

The PTA are also required to provide secure bicycle 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.

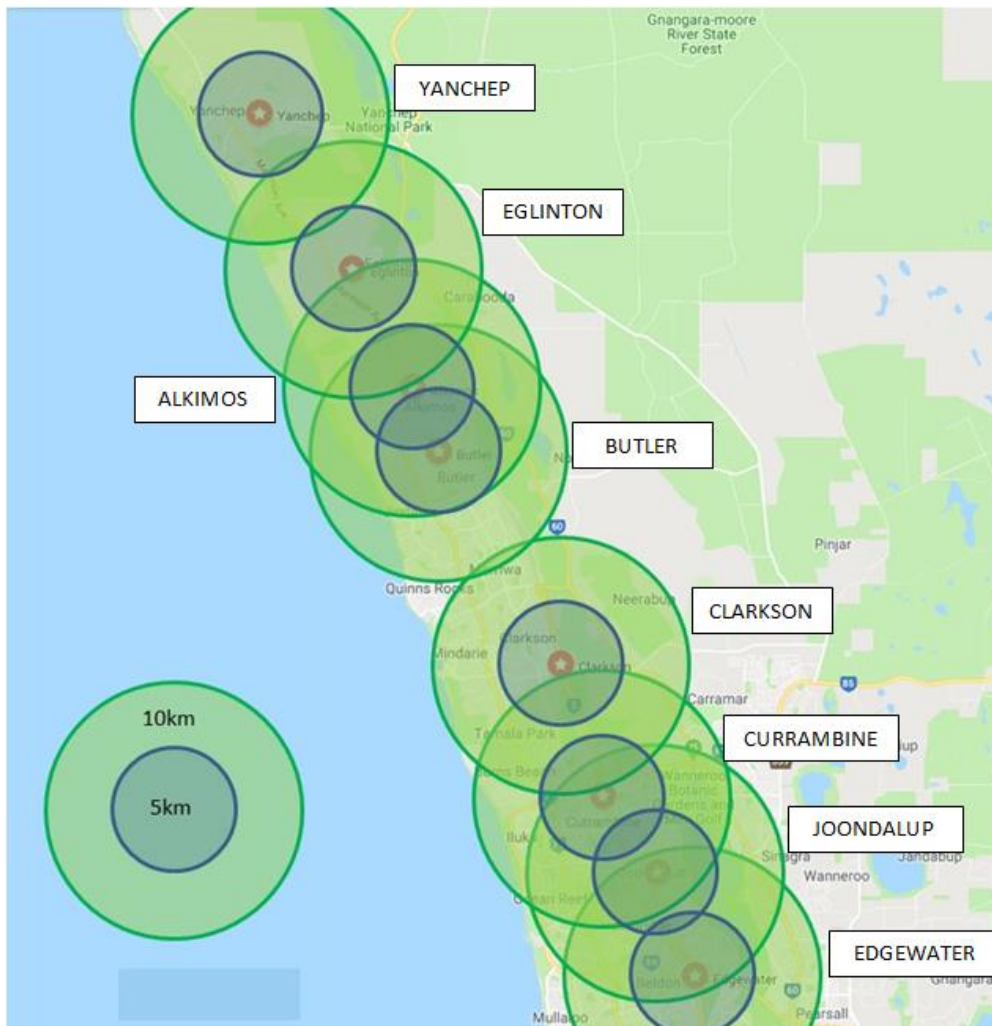


Figure 7 – Northern Corridor Rail Catchment Areas

4.3 Easily Accessible End of Trip Facilities

Secure bicycle/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 driving and improved safety around schools and in centres; and
- An improved environmental and healthy image for organisations.

4.4 Educating communities on positive lifestyle benefits of Active Travel

There are major benefits attributed to increase levels of active travel that result in a variety of social, environmental, economic and community benefits, which the Plan promotes:

- Reduced congestion on the road network – fewer cars on the road means reduced congestion and travel times for all road users.

- Improved health and fitness - the Australian National Physical Activity Guidelines recommends 30 minutes of physical activity each day. This level of required physical activity can be achieved through active travel undertaken for either recreational or transport purposes.
- 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 - the awareness of active transport improves safety through safety in numbers. Countries with high levels of cycling have a much lower rate of cyclist fatalities and serious injuries than is the case in Western Australia.
- Cost savings – in 2019 a survey by the RAC WA estimates the annual cost of car ownership in WA is more than \$11,000 a year.

4.5 Travel Planning & Wayfinding

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

Successful wayfinding 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.

5.0 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 vehicle 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 are designed to guide the delivery of its goal, drawing on strategies that are intended 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's planning approvals process to ensure provision is made for 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.

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

Table 1 - 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 appropriately considered 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's planning approvals process to ensure provision is made for 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>

<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 commute and ride socially by establishing an internal Bicycle User Group, organizing regular social commute cycling opportunities, continued participation in Your Move as a workplace and encouraging participation in external events/initiatives supported by the Plan.</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>5 - Improve route planning with improved data collection, wayfinding on the ground and promoting network mapping.</p>	<p>5.1 - Line marking of primary and secondary routes to denote the LTCN on the City’s pathways network; including review of on the ground wayfinding with Place Management.</p> <p>5.2 - advertise up to date Your Move shared path and off-road trail route maps on social media and make easily available via the City’s website.</p> <p>5.3 – include access to view the City of Wanneroo LTCN through public Intramaps Online mapping available on the City’s website</p> <p>5.4 – seasonal monitoring of existing routes under the LTCN to identify patterns and enhance future route planning and/or upgrade</p>	<p>5.1 - Traffic Services, Infrastructure Capital Works, Place Management</p> <p>5.2 – Traffic Services, Communications & Brand</p> <p>5.3 - Traffic Services, GIS Team</p> <p>5.4 – Traffic Services</p>

6.0 Monitoring & Evaluation

Table 2 - Monitoring & Evaluation Plan

Action	Measure	Estimated Timeframe
<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 – % of planned pathway kilometers constructed or upgraded over the duration of the Plan.</p> <p>1.2 – ongoing</p>	<p>1.1 – end of 2025/26 financial year</p> <p>1.2 – ongoing</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 appropriately considered 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 – ongoing</p> <p>2.2 – ongoing</p> <p>2.3 – % of recommendations applicable to the City considered and/or planned to be actioned</p>	<p>2.1 – ongoing</p> <p>2.2 – ongoing</p> <p>2.3 – end of 2023/24 financial year</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 – ongoing</p> <p>3.2 – % community facilities reviewed and outcomes considered and/or planned to be actioned</p>	<p>3.1 – ongoing</p> <p>3.2 – end of 2023/24 financial year</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 commute and ride socially by establishing an internal Bicycle User Group, organizing regular social commute cycling opportunities, continued participation in Your Move as a workplace and encouraging participation in external events/initiatives supported by the Plan.</p>	<p>4.1 – host an annual event</p> <p>4.2 – Information provided and encouragement to join Your Move in Customer Relation Management (CRM) correspondence in matters pertaining to school, workplace and/or activity center congestion management</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 – seasonal survey of increase in ride to work participation through end of trip bicycle parking numbers, bicycle user group established with regular social commuting activities, regular use of Your Move reporting on the City’s profile</p>	<p>4.1 – annually</p> <p>4.2 – ongoing</p> <p>4.3 – end of each financial year quarter</p> <p>4.4 – annually</p>
<p>5.1 - Line marking of primary and secondary routes to denote the LTCN on the City’s pathways network.</p> <p>5.2 - advertise up to date Your Move shared path and off-road trail route maps on social media and make easily available via the City’s website.</p> <p>5.3 – include access to view the City of Wanneroo LTCN and Active Transport & Cycle Plan through public Intramaps Online mapping available on the City’s website</p> <p>5.4 - seasonal monitoring of existing routes under the LTCN to identify patterns and enhance future route planning and/or upgrade</p>	<p>5.1 - % of planned pathway kilometers line marked over the duration of the Plan, successful on-ground wayfinding identified and/or implemented in key place management areas.</p> <p>5.2 - social media post through the City of Wanneroo Facebook page and links updated on website</p> <p>5.3 – access added for public to view</p> <p>5.4 – increase of use on key routes</p>	<p>5.1 - 2025/26</p> <p>5.2 – bi-annually</p> <p>5.3 – 2022/23</p> <p>5.4 – annually</p>

7.0 Proposed Projects & Implementation Plan

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.

An overview map of proposed infrastructure is shown in **Figure 7** followed by an itemised table of the projects the Plan aims to deliver, listed separately as construction or line marking projects.

To enable the most cost-effective delivery of the Plan whilst considering competing transport priorities and resources required delivering projects, this cost is proposed to be spread 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.

Therefore, given projects are prioritised for construction by the City under the Pathway's Policy regardless, unsuccessful projects submitted for the WABN grant funding will be funded by the City subject to available funding identified as part of ongoing review of the Long Term Financial Plan or through other grant opportunities.



Figure 8- Project Overview Map

Table 3 - Project Priority List – Construction Projects

Priority	LTCN Heirarchy / Map Ref	Route	Start	End	Suburb	Summary	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	Marangaroo Drive	The Avenue Intersection	-	Marangaroo	Construct north-south signal crossing and include phasing at intersection	-
1	1.03	Splendid Park	-	-	Yanchep	Upgrade to Splendid Park cycling path facilities	1,500
1	1.04	Wanneroo Road	East Road	Villanova Street	Wanneroo	Construct 335m x varying width (average 2m) path east	335
1	1.05	Yellagonga Regional Park	Behind lot 36 Wanneroo Road	Behind lot 36 Wanneroo Road	Wanneroo	Renewal of pathway section & drainage due to seasonal flooding	20
1	1.06	Alexander Drive	Hepburn Avenue	Gnangara Road	Landsdale	Construct 2900m x 3m red asphalt shared path west	2,900

1	1.07	Butterworth Avenue	Koondoola Avenue	Beach Road	Koondoola	Construct 830m x 3m shared path east	830
1	1.08	Koondoola Avenue	Marangaroo Drive	Butterworth Avenue	Koondoola	Construct 1000m x 3.0m shared path east	1,000
1	1.09	Flynn Drive	Tropicbird Drive	Old Yanchep Road	Neerabup / Carramar / Banksia Grove	Construct 820m x 3m red asphalt shared path south	820
1	1.1	Gnangara Road	Klaraborg Drive	Susan Road	Madeley	Construct 500m x 2.5m concrete path south	500
1	1.11	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	1.12	Ocean Reef Road	Hartman Drive	Brady Street	Wangara	Construct 900m x 3m red asphalt shared path south	900
1	1.13	Old Yanchep Road	Joondalup Drive	Flynn Drive	Banksia Grove	Construct 1150m x 3m shared path west	1,150

1	1.14	Yellagonga Regional Park	Ashley Road	Mowatt Close	Ashby	Construct 800m x 3m red asphalt shared path with Line Marking	800
2	2.01	Wanneroo Road	Church Street	Neville Drive	Wanneroo	Upgrade to 850m x 2.5m concrete shared path west	860
2	2.02	Lukin Drive	Connolly Drive	Marmion Avenue	Merriwa	Construct 870m x 3m red asphalt shared path south	870
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	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	2.05	Flynn Drive	Pinjar Road	Tropicbird Drive	Neerabup / Carramar / Banksia Grove	Construct 1500m x 3m red asphalt shared path south	1,500
2	2.06	Hartman Drive	Luisini Road	Ocean Reef Road	Gnangara	Construct 833m x 3m red asphalt shared path west	833
2	2.07	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	2.08	Pinjar Road	Jewel Way	Porrecta Link (continue from	Banksia Grove	Upgrade to 170m x 3.0m red asphalt shared path east with Line Marking	170

				unfinished red asphalt)			
2	2.09	Romeo Road	Marmion Avenue	Mitchell Freeway	Alkimos	Construct 2500m x 3m red asphalt shared path north and south	5,000
2	2.1	Two Rocks Road	Lindsay Beach Boulevard	Berteaux Approach	Two Rocks	Construct 270m x 2.5m concrete shared path east	270
2	2.11	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	2.12	Clubhouse Lane	The Green Fairway Village southern boundary	Lakelands Drive	Gnangara	Construct 170m x 1.8m concrete sharedpath east	170
2	2.15	Wanneroo Road	Kirkstall Drive	Scenic Drive	Wanneroo	Construct 180m x 2.5m concrete shared path south-east	180
2	2.23	Mitchell Freeway	Hester Avenue	Romeo Road	Alkimos / Butler / Ridgewood	Construct Freeway PSP west (by MRWA)	6,000
3	3.01	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	3.02	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	Wanneroo Road	Neerabup Road	10th lighthouse trail carpark	Neerabup	Construct 400m x 3.0m shared path west	400
3	3.07	Kakadu Road	Peony Boulevard	Shopping Centre Access North	Yanchep	Construct 150m x 1.5m footpath west	150
3	3.08	Wanneroo Road	Calabrese Avenue	Scenic Drive	Wanneroo	Construct 250m x 2.1m concrete shared path west	245
3	3.09	Wanneroo Road	Vignerons Loop	Gungurru Avenue	Wanneroo	Construct 80m x 2.1m concrete shared path east	80

3	3.1	Jordan Street	Marcon Street	Australis Drive	Two Rocks	Construct 470m x 3m red asphalt shared path west	470
3	3.11	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	3.12	Yanchep Beach Road	Spinnaker Boulevard	St Andrews Drive	Yanchep	Construct 365m x 2-2.5m concrete shared path north	365
3	3.13	Yanchep Beach Road	Marmion Avenue	Kakadu Road	Yanchep	Construct 300m x 2-2.5m concrete shared path north	300
4	4.01	Girrawheen Avenue	Marangaroo Drive	Hudson Avenue	Girrawheen	Upgrade to 250m x 3m red asphalt shared path west	250
4	4.02	Girrawheen Avenue	Amberton Avenue	Beach Road	Girrawheen	Upgrade to 850m x 3m red asphalt shared path west	850
4	4.03	Chancellor Rise / Decourcey Way / Le Grand	Hepburn Avenue	Marangaroo Drive	Marangaroo	Construct 1200m of Safe Active Street from Hepburn Ave to Highclere Blvd. Upgrade 310m of 3m wide red-asphalt	1,200

		Gardens / Highclere Blvd - Safe Active Street				path west side along Highclere Blvd from Decourcey Way to Marangaroo Drive	
4	4.04	Marangaroo Drive	Highclere Boulevard	Girrawheen Ave	Girrawheen	Upgrade to 260m x 3m red asphalt shared path south	260
4	4.05	Wanneroo Road	San Rosa Road	Ariti Avenue	Wanneroo	Upgrade to 720m x 2.5m concrete shared path west	720
4	4.06	Dundebar Road	Civic Drive	Steven Street	Wanneroo	Construct 1150m x 3m red asphalt shared path North	1,150
4	4.07	Lenore Road	Kemp Street	Elliot Road	Pearsall/Hocking	Construct 2000m x 3m red asphalt shared path east	2,000
4	4.08	Lenore Road	Ocean Reef Road	Kemp Street	Pearsall	Construct 650m x 3m red asphalt shared path east	650
4	4.09	Wanneroo Road	Neville Drive	Thompson Street	Wanneroo	Upgrade to 587m x 2.5m concrete shared path west	587
4	4.13	Brazier Road	Yanchep Beach Road	Capricorn Esplanade	Yanchep	Construct 450m x 3m wide red asphalt shared pathway east	450

4	4.14	Yanchep Beach Road	Marmion Avenue (end of new pathway)	Booderee Road	Yanchep	Renewal of 700m existing red asphalt shared path with widening to 3.0m	700
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Table 4 - Project Priority List – Line Marking Projects

Priority	LTCN Heirarchy / Map Ref	Route	Start	End	Suburb	Summary	Length (m)
1	1.15	Yellagonga Regional Park	Backshall Place	Ashley Road	Wanneroo / Ashby	Line Mark 6400m existing red asphalt shared path	6,400
2	2.13	Brazier Road/ Capricorn Esplanade	Compass Circle (footbridge)	Seabreeze Drive	Yanchep	Line Mark 2700m existing concrete shared path west	2,700
2	2.14	Coastal shared path	Rosslare Park Carpark	Quinns SLSC	Mindarie/ Quinns Rocks	Line Mark 850m existing red asphalt shared path	850
2	2.16	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	2.17	Long Beach Promenade	Anchorage Drive	Southern end	Mindarie	Line Mark 530m existing concrete shared path west	530
2	2.18	Marmion Avenue	Anchorage Drive	Portifino Promenade	Mindarie	Line Mark 500m existing red asphalt shared path west	500

2	2.19	Marmion Avenue	Neerabup Road	COW Boundary	Clarkson / Tamala Park	Line Mark 2000m existing concrete shared path east	2,000
2	2.2	Gnangara Road	Mirrabooka Avenue	Ocean Reef Road	Wangara	Line Mark 330m existing red asphalt shared path west	330
2	2.21	Mirrabooka Avenue	Hepburn Avenue	Aristos Way	Marangaroo	Line Mark 900m existing concrete shared path west	900
2	2.22	Ocean Reef Road	Alexander Drive	Hartman Drive	Wangara	Line mark 6250m existing shared path south	4,500
2	2.22	Ocean Reef Road	Brady Street	Wanneroo Road	Wangara	Line mark 6250m existing shared path south	850
3	3.06	Yanchep Beach Road	Marmion Avenue	Butterleaf Avenue	Yanchep	Line Mark 700m existing red asphalt shared path & 510m existing concrete shared path south	1,210
3	3.14	Coastal shared path	Rosslare Park Carpark	Clarecastle Retreat (south end)	Mindarie/ Quinns Rocks	Line Mark 420m existing red asphalt shared path	420

4	4.1	Alexander Drive	Hepburn Avenue	Beach Road	Marangaroo / Alexander Heights	Line Mark 3200m existing concrete shared path west	3,200
4	4.11	Pinjar Road	Porrecta Link	Glasshouse Drive	Banksia Grove	Line Mark 1500m existing concrete shared path east	1,500
4	4.12	Wanneroo Road	Joondalup Drive	East Road	Wanneroo	Line Mark 7500m existing concrete shared path east	7,500

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