City of Wanneroo

Active Transport Plan 2026/27 - 2030/31

Part A: Strategic Direction

Making the City a liveable place where active transport is safe, connected, convenient and widely accepted as a form of sustainable transport by all ages and abilities.

City of Wanneroo

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1.0 Introduction

1.1 Background

The City of Wanneroo is one of Australia's fastest-growing areas, with a population of 243,013 expected to almost double by 2046. Covering 685 square kilometres and 36 suburbs, the City features 32 kilometres of coastline, extensive natural bushland, and more than 1,500 kilometres of pathways and nearly 2,000 kilometres of roads.

Extending from Girrawheen to Two Rocks, the City sits along Perth's northeastern urban corridor, ranging from 12 to 62 kilometres from the CBD. Its landscape includes residential neighbourhoods, commercial centres, major industrial areas like Wangara and the emerging Neerabup precinct, as well as significant natural attractions such as Yanchep, Neerabup and Yellagonga Regional Parks. Lake Joondalup forms part of a major wetland system and separates Wanneroo from the City of Joondalup.

Urban land is predominantly residential, with several commercial centres providing jobs and services, along with the established industrial centre of Wangara and the emerging Neerabup Industrial Area. The City is served by four major state roads, with Mitchell Freeway, Wanneroo Road, Marmion Avenue and Ocean Reef Road providing key arterial road links. Public transport includes five train stations—Butler, Clarkson, Alkimos, Eglinton and Yanchep—and a bus network of more than 1,000 stops connecting residents to activity centres and transport hubs.

The City has a diverse and growing community, home to a population containing 21.8% parents and home builders, 19.1% school students, 16.8% retirees, seniors and elderly, 13.9% young workers, 12.5% older workers, 9% tertiary education and independence and 7.1% babies and pre-schoolers at the time of the 2021 Census. This mix highlights the need for a safe, convenient and inclusive active transport network that supports walking, riding and wheeling for people of all ages and abilities.

Additionally, the 2021 Census reported that 4.4% of City residents required assistance with day-to-day activities or lived with a disability, highlighting that many residents rely on an accessible and well-connected network for their daily mobility needs. This emphasises the importance of ensuring the active transport network is accessible and inclusive for people with disability, incorporating adequate pathway widths, kerb ramps, tactile paving, shading, safe crossings, and inclusive end-of-trip facilities.

1.2 What is Active Transport?

Active transport includes any form of travel that involves physical activity—such as walking, cycling, wheeling, or using micromobility devices like eBikes, eScooters and eRideables. These options provide a healthy and sustainable alternative to driving and are suitable for people of all ages and abilities. They can be used for everyday trips to work, school, shops or community facilities, helping to improve public health, reduce traffic congestion, lower environmental impacts and strengthen community connections. Active transport also includes wheeled mobility devices, which require barrier-free, accessible routes for essential daily activities.

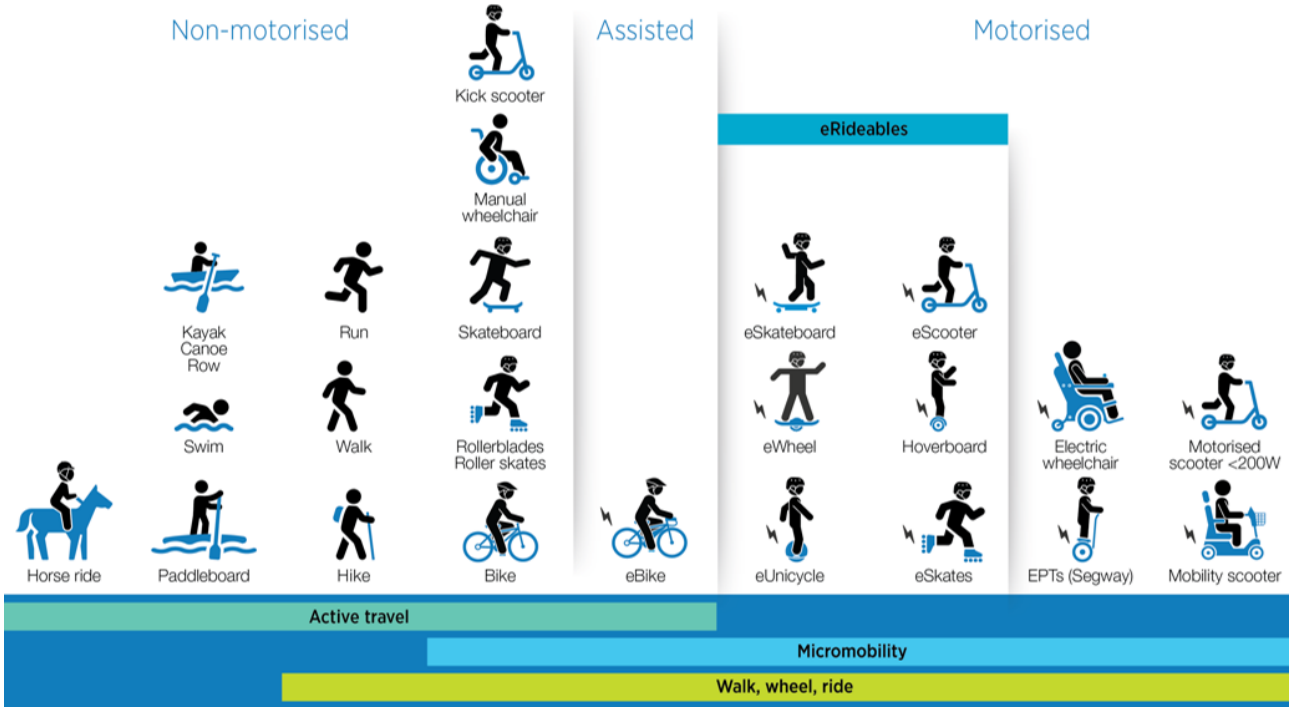


Figure 1 - Modes of Active Transport (Source: DTMI 2025)

EBike ownership and use of micromobility devices such as eScooters and eRideables are also rising in Western Australia, highlighting the increasing role of eBikes and micromobility in supporting active transport. The Plan also aims to further boost the proportion of residents choosing these modes for everyday trips, recognising they are a more sustainable travel choice than a car.

The Road Safety Commission continues to run safety campaigns about the responsible use of eRideables, including statewide television and social media messaging. The City supports these safety campaigns, although enforcement of eRideables laws remains the responsibility of WA Police.

Growing use of eRideables has also prompted the State Government to consider additional safety measures. In 2025, a Parliamentary Inquiry recommended actions such as age limits, speed-limiting technology, stronger enforcement and improved infrastructure to make their use safer. The City will support the State Government's response to these recommendations where relevant.

1.3 Health, Social and Economic Benefits of Active Transport

There are many benefits attributed to increased 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. Key benefits of active transport as identified by the Department of Transport & Major Infrastructure's (DTMI) WA Bicycle Network (WABN) Plan are shown in **Figure 2**.

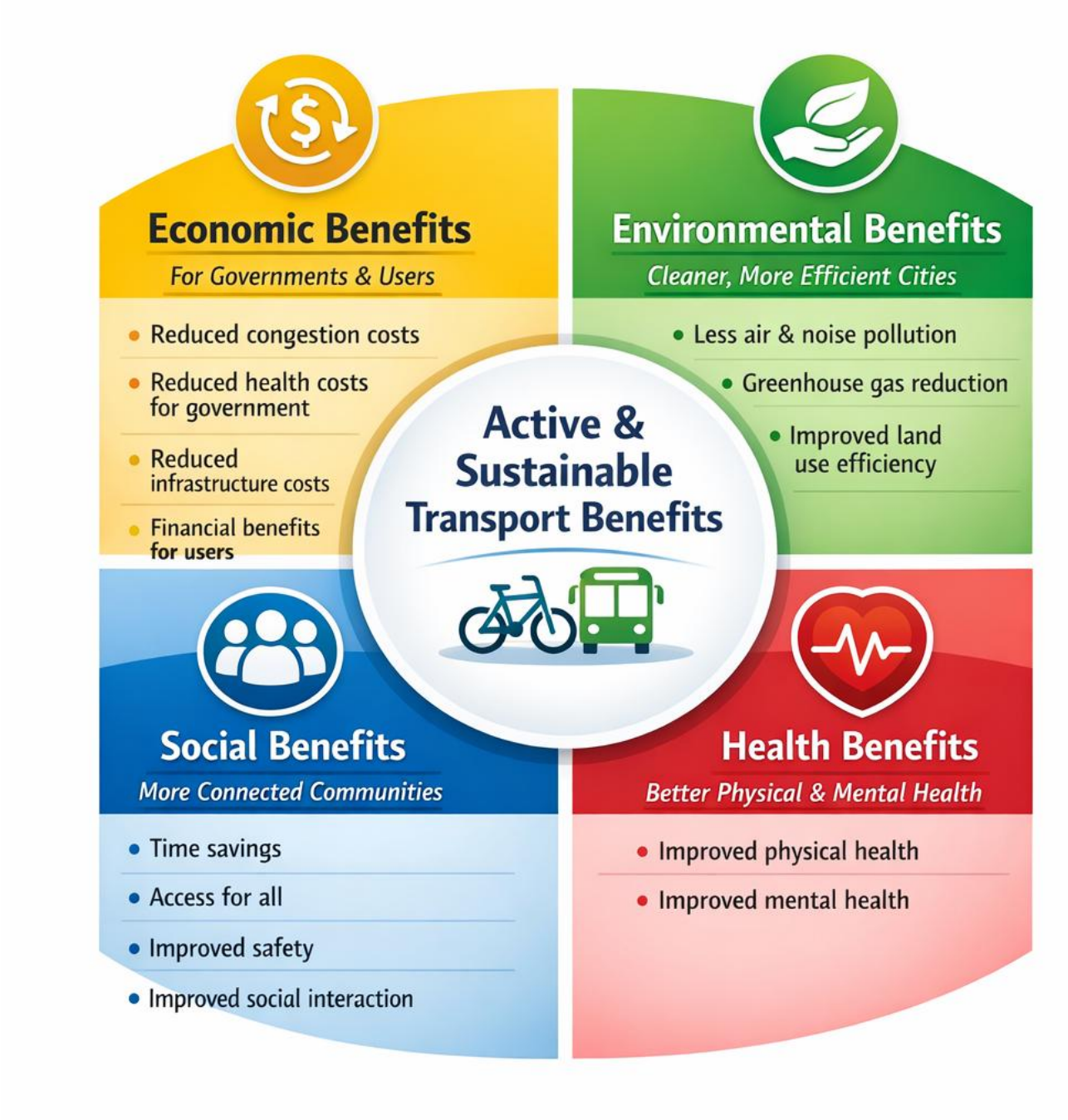


Figure 2 - Benefits of Active Transport (DTMI 2017)

1.4 Transport mode choice in WA and the City of Wanneroo

1.4.1 Active Transport

The 2025 National Walking and Cycling Participation Survey shows that walking and bike riding continue to play an important role in Western Australia. More than three-quarters of WA residents (76.6%) walk for at least 10 minutes in a typical week, and bike riding remains popular, with 16.5% riding in the past week, 25.9% in the past month and 37.6% in the past year. Importantly, 42.9% of riders say they use their bicycle for transport— the highest level recorded since the survey began. Weekly cycling participation in WA has also increased since the 2023 survey.

Although annual participation has risen slightly in recent years, long-term trends since 2011 show a gradual decline in WA, while national participation has remained steady. This reinforces the need to continue investing in infrastructure and programs that make walking, riding and wheeling safer, more convenient and more appealing for everyday travel.

Data provided by the DTMI also shows that many people are interested in cycling but hesitate due to concerns about safety and comfort. About 39% of Western Australians fall into the "interested but concerned" category shown in **Figure 3** below. Providing comfortable, low stress routes for riders with varying confidence and mobility levels is therefore the highest priority to increase their confidence levels to somewhat and or highly confident. Whilst 31% of riders not shown in the figure may be considered not interested, providing safer, connected, convenient and comfortable routes can still encourage new riders and support broader community participation.

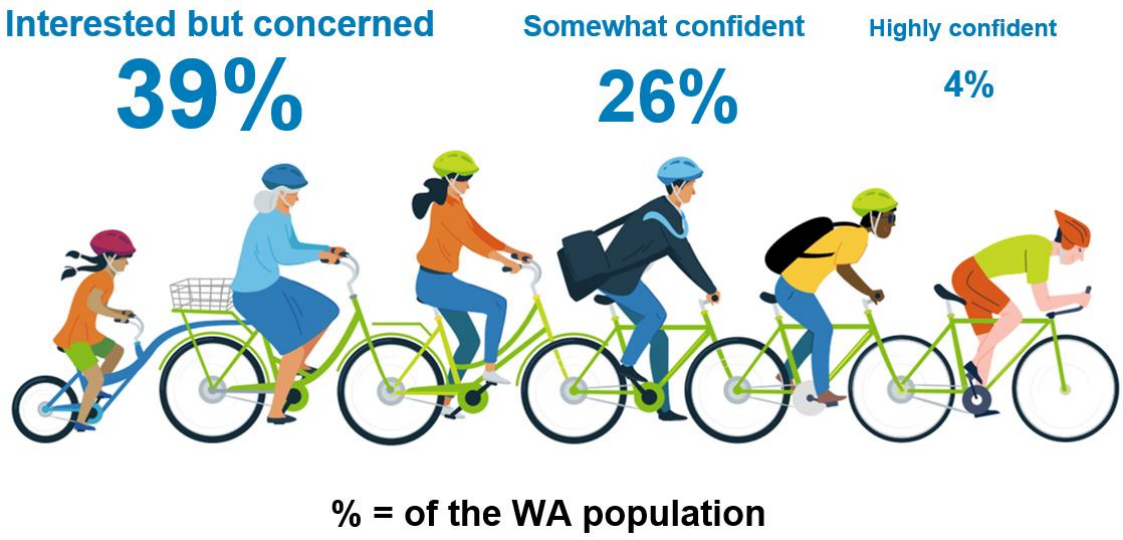


Figure 3 - Types of Active Transport Users (Source: DTMI 2025)

The 2021 Census in the City showed that approximately 2.5% of residents walk or ride to work, an increase from 1.8% in 2016, indicating a positive trend towards residents choosing active transport. A measure of success for the Plan will be to see an increase reflected in the upcoming 2026 census.

Only around 20–25% of school aged children in Western Australia regularly walk, cycle or scoot to school, with Perth recording some of the lowest rates in the country. Many children are driven even for short trips due to safety concerns, gaps in footpaths and crossings, and busy family schedules (DTMI 2025). Through the DTMI Active Travel to School Roadmap and the Your Move Schools program, the City aims to help reverse this trend by supporting safer routes and encouraging more families to choose active, healthy and sustainable ways of travelling to and from school.

1.4.2 Car Travel

Many people in Western Australia still rely heavily on cars for most of their trips, including short journeys. This is also true in the City of Wanneroo, where driving remains the most common way to get around. Convenience, longer distances from home to work or school, prominence of existing road infrastructure and concerns about safety when walking, cycling or wheeling all contribute to this dependence.

In the 2021 Census, 63% of households in the City had two or more vehicles, higher than the Greater Perth average of 57%. Nearly 69% of employed residents travelled to work by car—either as a driver or passenger—highlighting how strongly the community depends on private vehicles for daily travel.
The Active Transport Plan aims to help shift this trend by making it easier and safer for people to walk, ride and use other active transport options for everyday trips.

1.4.3 Public Transport

According to the 2021 Census, only 7.4% of employed residents in the City of Wanneroo used public transport to get to work. To encourage more people to use buses and trains, the WA Government has introduced a new $2.80 one-zone flat fare from 1 January 2026, alongside major public transport investments such as METRONET.

Public transport use is already increasing across Perth. By 31 October 2025, Transperth recorded more than 127 million passenger trips for the year to date—a 2.6% rise from the previous year. This growing demand highlights the importance of improving local connections to public transport. For the City, this includes delivering safer and more convenient walking, riding and wheeling routes to bus stops and stations, providing more bus shelters, and promoting public transport as a practical alternative to driving.

1.5 Stakeholder Engagement

Public engagement on the final draft of the ATP was conducted with key external agencies, schools, community members and user group representatives over four weeks from 18 April to 17 May 2026. Comment was sought via the City's '*Your Say*' website including a draft copy of the Plan, with engagement opportunity promoted through social media. The table below details user groups and external bodies that are identified as key stakeholders that either influence or are benefited by the Plan. Key themes identified in the community feedback included:

- Missing Links – Residents identified gaps in the pathway network where paths end abruptly or don't connect key destinations
- Safe Crossings – Significant concerns about crossing major arterial roads like Wanneroo Road and Ocean Reef Road safely.
- Education – Requests for better education for riders, eRideable users and drivers about safety and applicable traffic code regulations.
- Road Safety – General safety concerns on pathways and roads
- Skate/BMX Facilities – Interest in acknowledging the importance of active transport infrastructure links to all recreational facilities.
- Maintenance – Issues with path condition, debris, and upkeep
- Comfort and Amenity – Support for better lighting and increasing tree canopy.
- Safe Travel to School – Support for emphasis on improving safety to increase trips to school using active transport.

User Groups	**External Bodies**
City Staff & Elected Members	Dept. of Transport & Major Infrastructure (DTMI)
RoadWise Advisory Group	WestCycle
Workplaces & Employees	AusCycling WA
Residents	WALGA
City of Wanneroo school communities	Neighboring Cities (Joondalup, Swan, Stirling)
Northern Beaches Cycling Club	RAC
West Coast Masters Cycling Council	Main Roads Western Australia
Wanneroo BMX Club	Public Transport Authority
Audax WA	Department of Local Government, Sport and Cultural Industries
North Coast Triathlon Club	Department of Biodiversity Conservation and Attractions
Cycling Without Age Perth	Western Australian Planning Commission
Disability Access and Inclusion Advisory Group	Department of Planning Lands & Heritage
Heart Foundation Walking Groups	Department of Education
	Developers

2.0 Vision, Purpose and Objectives

2.1 Vision

The Plan recognises active transport as suitable for people of all ages and abilities, with most trips achievable in everyday clothing without specialised equipment. Key modes within the City include walking, riding, and wheeling (including eBikes and eRideables).

Its vision is to ***Make the City a liveable place where active transport is safe, connected, convenient and widely accepted as a form of sustainable transport by all ages and abilities.***

Through this vision the Plan aims to deliver comfortable, low-stress routes and supporting programs suitable for all ages and abilities with varying levels of confidence and mobility. Increasing active transport use as a reliable alternative to driving a car for short journeys up to 10km between homes, workplaces, the local community and schools is also important to provide a sustainable transport network in the City.

2.2 Purpose

The purpose of the Active Transport Plan (the Plan) is to assist in the delivery of the City's Council Plan 2025 to 2035 Strategic Goal 4, 'A Connected and Liveable City'. It also assists in the delivery of the Council Plan Strategic Goal 1: Priority 1.3 'Build Safer paths and better ways to get around.

The lower rates of active and public transport compared with car travel in the City highlights why a new Plan is needed. This Plan will outline practical steps to help more residents choose sustainable ways of getting around over the next five years.

Additionally, the Plan responds to the City's 2024 liveability survey which highlighted active transport as a notable strength with residents rating '*walking/jogging/bike paths that connect housing to communal amenity (shops, parks etc.)'* and *'amount of public space (footpaths, verges, paths etc.)*' as strengths. The survey also identified several improvement areas below which the Plan will address, highlighting strong community appetite for enhancing the City's active transport network to make it safe, connected, convenient and comfortable.

- **Connectivity**: gaps in continuous networks, particularly linking residential areas to key destinations like schools, shops, and parks.
- **Safety:** Requests included safer crossings, improved lighting, and traffic calming measures to make active transport a more comfortable mode of transportation.
- **Maintenance**: Feedback pointed to uneven surfaces, lack of shade, and insufficient upkeep of existing infrastructure.
- **Infrastructure**: Residents expressed interest new and improved infrastructure such as clearer separation from vehicle traffic to encourage bike riding and dedicated bike lanes.
- **Accessibility:** Calls for wider footpaths, ramps, and tactile indicators to ensure inclusivity for all ages and abilities, particularly for residents with disability who identify missing kerb ramps, hazardous surfaces, and insufficient safe crossings as key barriers to active transport

2.3 Objectives

The nine objectives of the Plan below guide delivery of the Plan's vision; recognising improvement opportunities from the City's 2024 Liveability Survey and the strategies that the Plan will use to prioritise active transport discussed in Section 3.

Objective	Strategies to prioritise active transport	Liveability Survey improvement Area(s)
1. Implement and prioritise infrastructure that supports making places where active transport is safe, connected and convenient for all ages and abilities, including people with disability	3.1.1 Preferred Infrastructure 3.1.2 Building Safe, Connected and Convenient Routes	Connectivity Safety Infrastructure Accessibility
2. Support safe, connected, and convenient active transport access to public transport services.	3.1.3 Connecting to Public Transport	
3. Ensure adequate end-of-trip facilities and pathways are included in structure plans, subdivisions, individual developments and community facilities to encourage active transport.	3.1.4 Adequate infrastructure in the Planning Process	Infrastructure
4. Well-maintained routes, free from debris and uneven surfaces.	3.1.6 Well-maintained infrastructure	Maintenance
5. Delivering safe and comfortable active transport routes.	3.1.7 Delivering Safety and Comfort	Safety Infrastructure Accessibility
6. Improve route planning with improved data collection and wayfinding on the ground.	3.1.8 Wayfinding	Connectivity
7. Land-use planning to support increased use of active and public transport through appropriate zoning and densities around centres, transport hubs and corridors.	3.1.5 Align land-use planning with active transport solutions	Connectivity Infrastructure Accessibility
8. Continuous improvement of the City of Wanneroo Pathways Policy.	3.2 Policies and Strategies	Connectivity Safety Infrastructure Accessibility
9. Educate the community on health and economic benefits and encourage schools, workplaces and residents to choose active transport as an alternative to car travel.	3.3 Education, Special Events and Marketing	Safety Accessibility

The City's action plan and measures to achieve these objectives is detailed in Part B of the Plan.

2.4 Strategic Context

2.4.1 Transport Strategy

Supporting the vision and objectives of the Council Plan is the Transport Strategy, underpinned by the Active Transport Plan 2026/27 – 2030/31 (This Plan), the City's Local Planning Strategy and a future Transport Plan.

The intent of the Active Transport Plan is to aid in achieving the City's Transport Strategy goal of *'Creating a balanced and sustainable transport future'* by implementing actions that align with the Transport Strategy's guiding principles of *'Pedestrian first environments', 'prioritised active transport network', 'travel behaviour change' and 'convenient public transport'* in **Figure 3** below.

The Plan will also support sections *'9. Infrastructure & Utilities' and '6.1.4 Activity Centres and Transit Oriented Development'* in Part 1 of the draft Local Planning Strategy, under *9.1 Transport Planning,* by increasing the provision of walking and cycling infrastructure as well as end-of-trip facilities. Additionally, it supports section 4.4.1 Infrastructure and Utilities in Part 2 of the Local Planning Strategy.

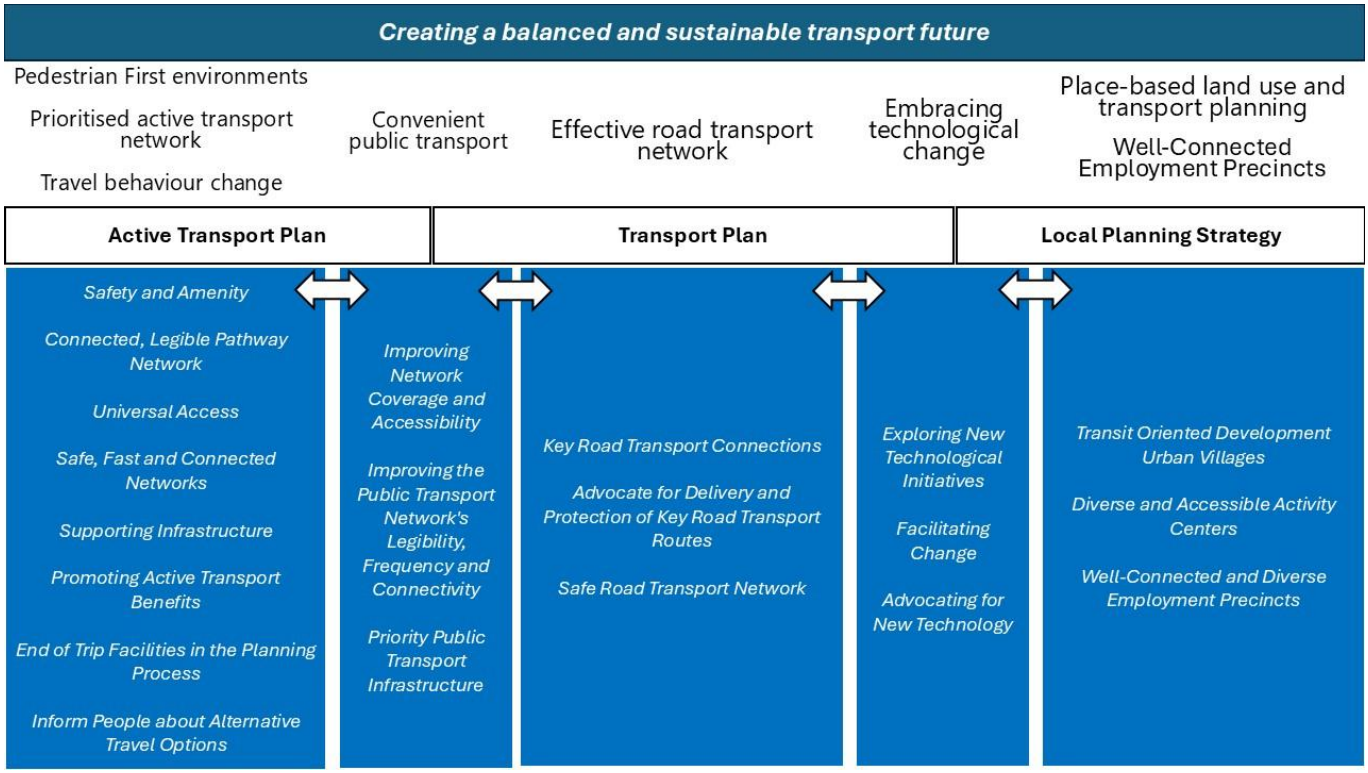


Figure 4 - City of Wanneroo Transport Strategy

2.4.3 Department of Transport & Major Infrastructure Long-Term Cycle Network

Endorsed by Council on 30 June 2020; the Long-Term Cycle Network (LTCN) for the City of Wanneroo aims 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, thereby 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.**

The LTCN for Perth and Peel is viewable on the Department of Transport & Major Infrastructure's (DTMI) website[1] and the City of Wanneroo's Intramaps Online Mapping.[2] For more information, see transport.wa.gov.au/active-transport . Changes to the LTCN network can be made through the DTMI change management process which allows local governments to propose updates to the LTCN over time to reflect new subdivision and structure planning, or to improve routes based on feedback from administration or the community. Throughout the duration of the Plan, the City may seek amendments to the LTCN, particularly in areas experiencing recent planning and construction.

The WABN Grant Program is designed to support local governments in developing and expanding bike riding infrastructure across Western Australia. Subject to the current grant opportunity guidelines of the program, LTCN may be eligible for up to 50% funding towards projects, enabling councils to deliver new or upgraded shared pathways, bike lanes, and related facilities.

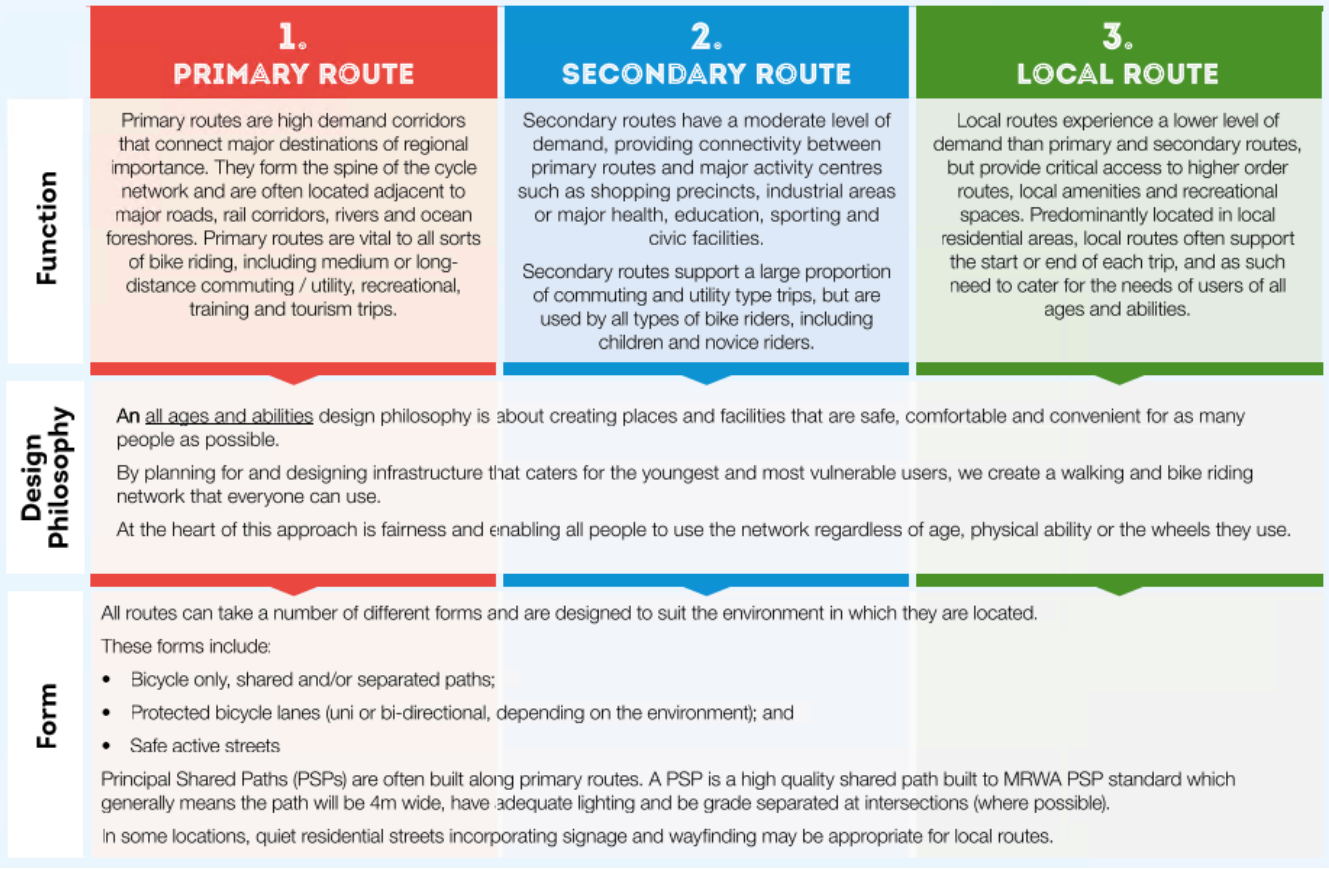


Figure 5 - LTCN Three-tier Route Hierarchy

[1] https://dot-wa.maps.arcgis.com/apps/webappviewer/index.html?id=1e739953bbee461f81ffe3a8157894b5
[2] https://www.wanneroo.wa.gov.au/info/20017/planning_and_building/80/online_mapping

3.0 Strategies to Prioritise Active Transport

In 2024, Austroads developed a prioritisation framework for active transport which is outlined in its research report "Prioritising Active Transport" intended to provide a clear and consistent approach for identifying actions that most effectively increase active transport mode share. This framework assists decision-makers in directing resources and focus on initiatives that deliver the greatest impact.

Illustrated in **Figure 6**, at the foundation of the pyramid is land use planning and infrastructure, which creates the essential conditions for active transport growth. Without a well-connected transport network and sufficient land use density and diversity to enable shorter trips, significant increases in active transport are unlikely. Interventions positioned at the top of the pyramid complement and promote infrastructure and are generally most effective once the foundations are in place. The timeline shown alongside the pyramid shows approximate timeframes for implementing each layer of intervention.

The sections that follow outline several intervention strategies within the pyramid that the Plan will employ in combination to achieve an increase in active transport mode share on its transport network. Whilst there is a growing proportion of 'somewhat confident' users as described in section 1.4.1, it is the 'interested but concerned' proportion of the community where the Plan needs to focus on prioritising active transport network for, to shift them towards the somewhat confident user group and rely less on driving a car for majority of trips.



Figure 6 - Austroads Prioritising Active Transport Pyramid

3.1 Infrastructure and Land Use Planning

3.1.1 Preferred infrastructure

The Plan has adopted an all ages and abilities design philosophy to create an active transport network that is safe, comfortable and convenient for everyone. In doing so, the Plan supports and advocates for the provision of active transport infrastructure in the LTCN highlighted by the Austroads Prioritising Active Transport research report AP-R711-24 shown in **Figure 7** below. Infrastructure will also incorporate accessible design principles to ensure that residents with disability can also enjoy a safe, connected and convenient active transport network.

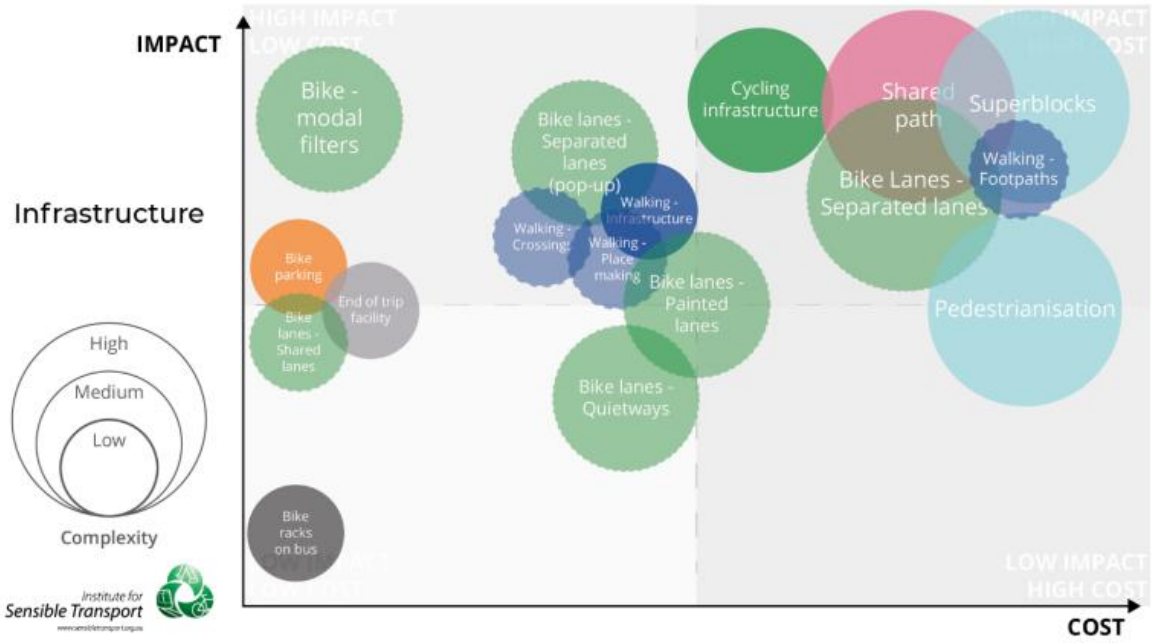


Figure 7 - Active Transport infrastructure Intervention cost and impact

Considering most density in the City of Wanneroo to be suburban in catchment areas, the Austroads research report recommends painted bike lanes, separated bike lanes, shared paths, walking footpaths and crossings and bike parking to be of high importance. In this context the Plan will focus on prioritising these types of treatments under the City's Pathways Policy and ensuring that end-of-trip facilities, including shower/changing facilities and secure parking, are appropriately considered in the planning process. In areas of high pedestrian activity and the routes to access these locations, the separation of people walking from people riding and wheeling may also be required.

3.1.2 Building Safe, Connected and Convenient Routes

The Plan's key focus is not only completing or upgrading routes on the LTCN; but to give priority to enhanced connectivity to activity centres, schools, train stations and employment; and ensure safety for all ages and abilities on the City's active transport network which is frequently accessed by residents with disability and older adults who rely on accessible pathways and safe prioritised crossing facilities.

The current the status of the LTCN in the City of Wanneroo is shown in **Figure 8.** While the long-term aim is for the City as part of its ongoing active transport planning to complete all missing links of the aspirational LTCN, route prioritisation also considers proximity to attractors identified in the City's Pathways Policy, such as aged-care homes, medical centres, community facilities, local shopping centres and bus routes.

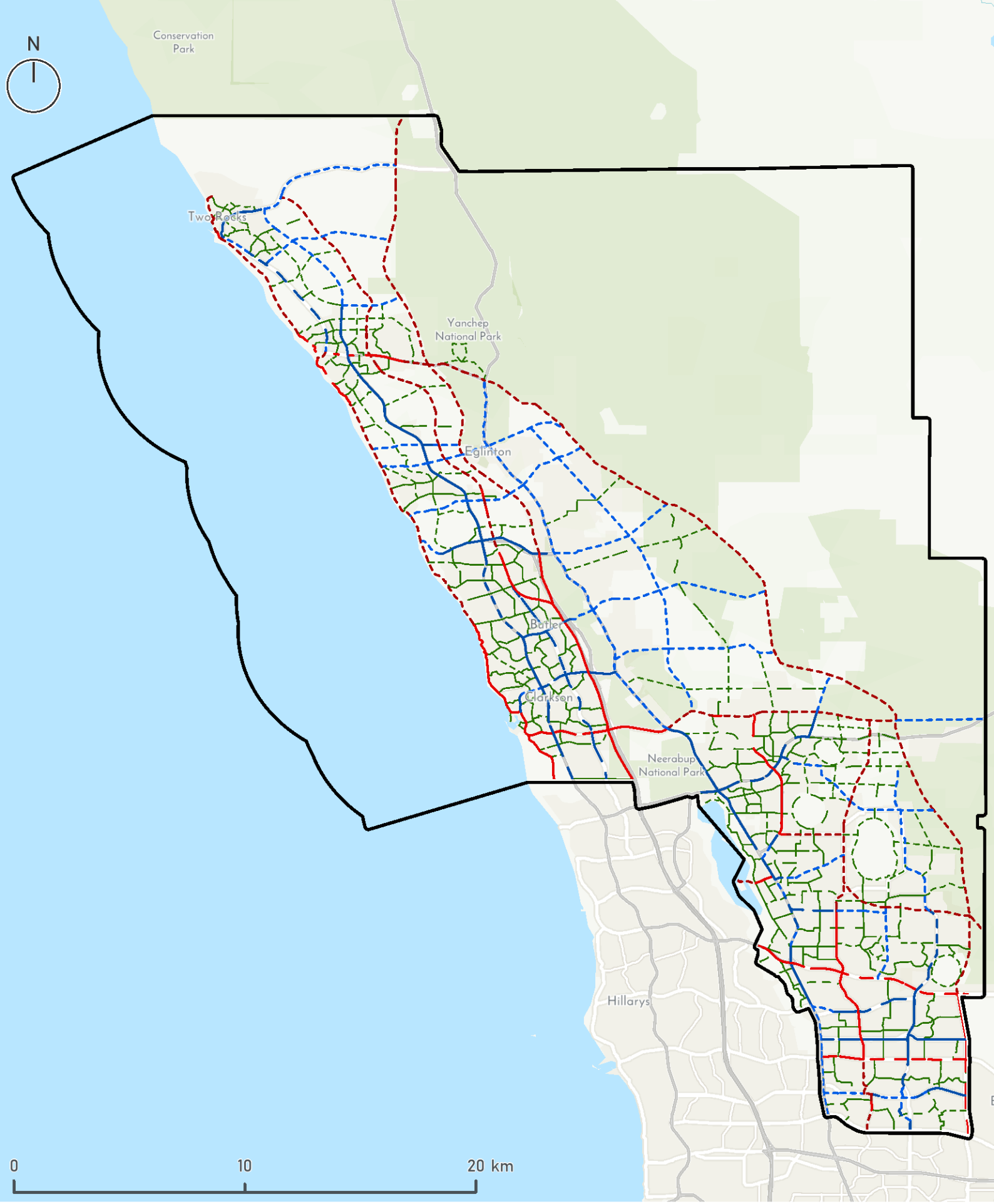


Figure 8 - LTCN Route Status Map

HIERARCHY, GAP SCORE

- Primary Route,Existing (adequate)
- Primary Route,Existing (needs significant improvement)
- Primary Route,Existing (needs some improvement)
- Primary Route,Non-Existing (Inadequate)
- Secondary Route,Existing (adequate)
- Secondary Route,Existing (needs significant improvement)
- Secondary Route,Existing (needs some improvement)
- Secondary Route,Non-Existing (Inadequate)

LOCAL ROUTES (NOT INCLUDED IN PRIORITISATION)

- Existing (adequate)
- Existing (needs significant improvement)
- Existing (needs some improvement)
- Non-Existing (Inadequate)
- City of Wanneroo boundary

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London N1 7EU

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Over the long term, the City will continue building a safe and connected network of walking, wheeling, and riding routes prioritised by the Pathways Policy. The Plan's key focus is to progress completion of the LTCN, guided by bicycle network planning principles of DTMI Local Bike Planning Guideline shown in **Figure 9**, in addition to its expanding suite of Planning & Designing for Active Transport Guidelines.

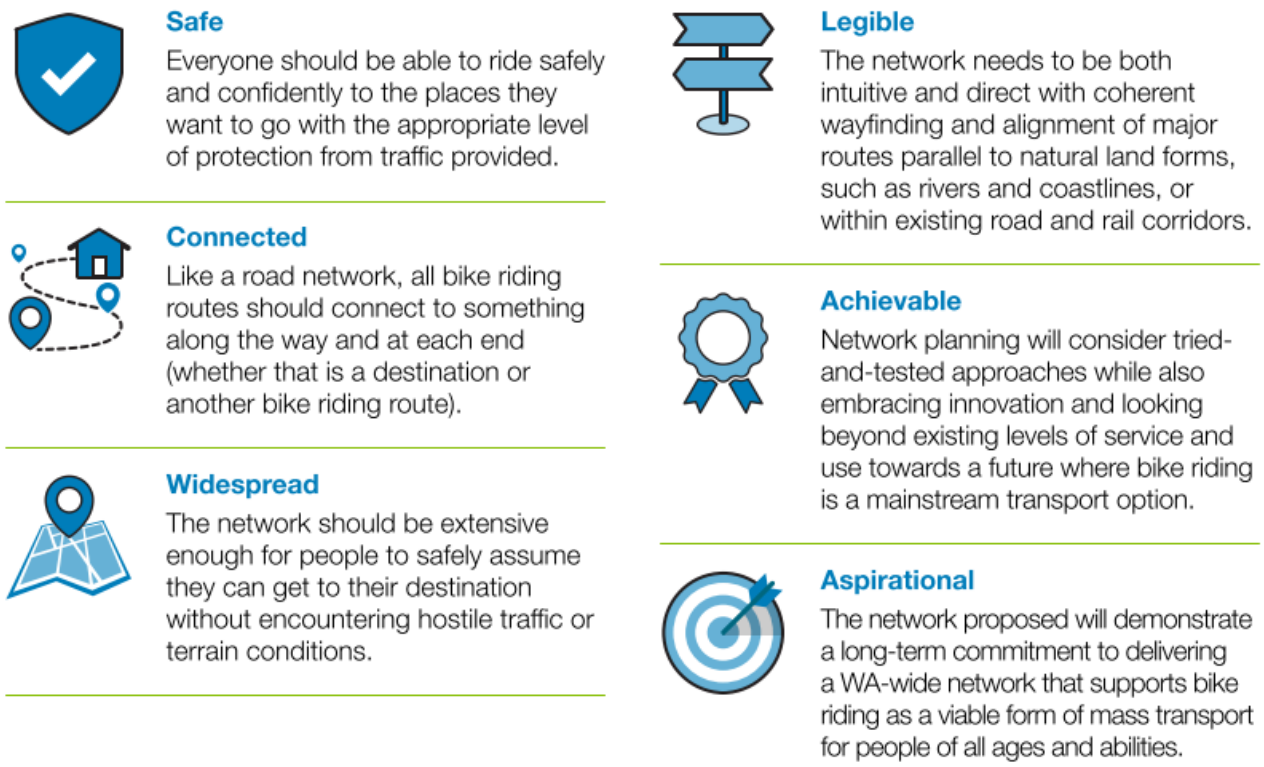
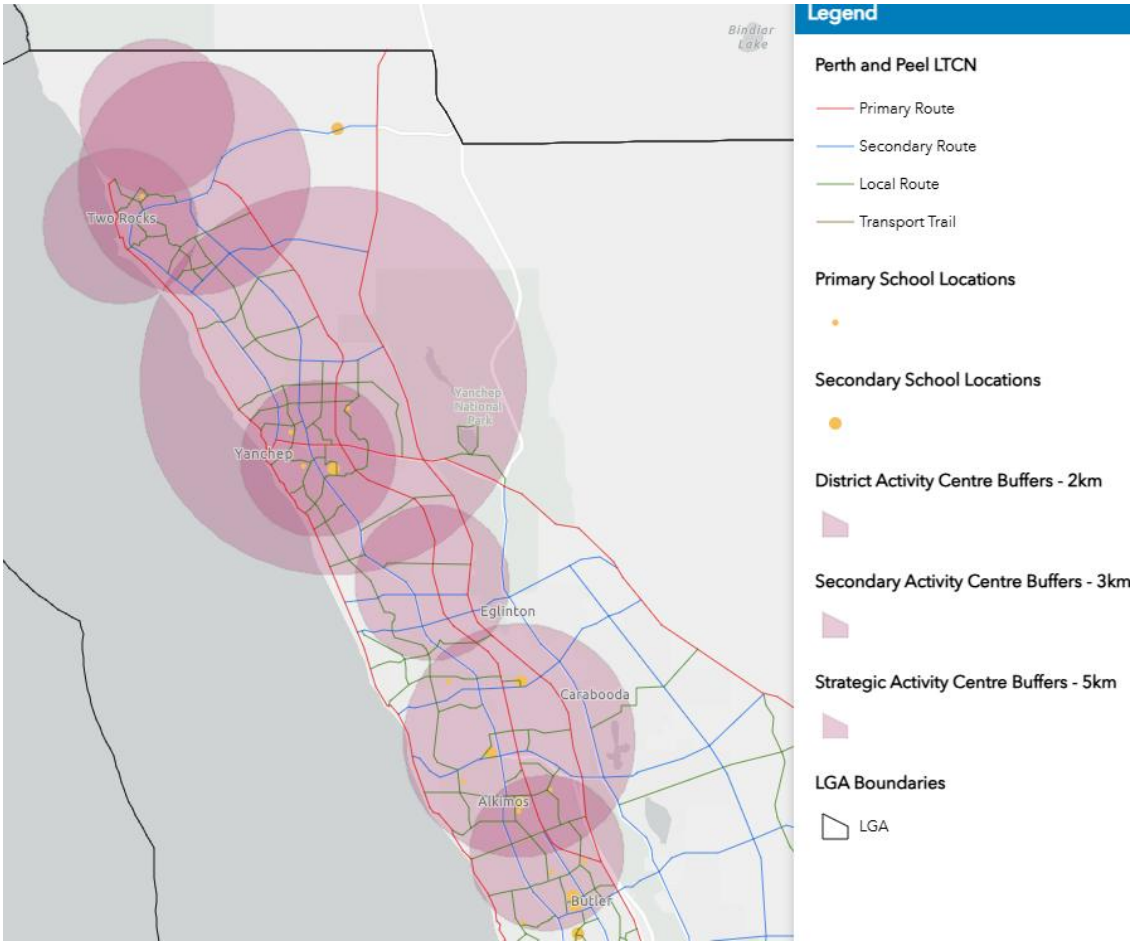


Figure 9 - Bicycle network planning principles (Source: DTMI 2024)

Through the City of Wanneroo Pathways Policy, the Plan will prioritise missing pathways in school and activity centre catchment areas shown in Figure 10 below, and on the interactive LTCN map available at transport.wa.gov.au/active-transport.

Butler – Two Rocks:



Clarkson to Girrawheen:

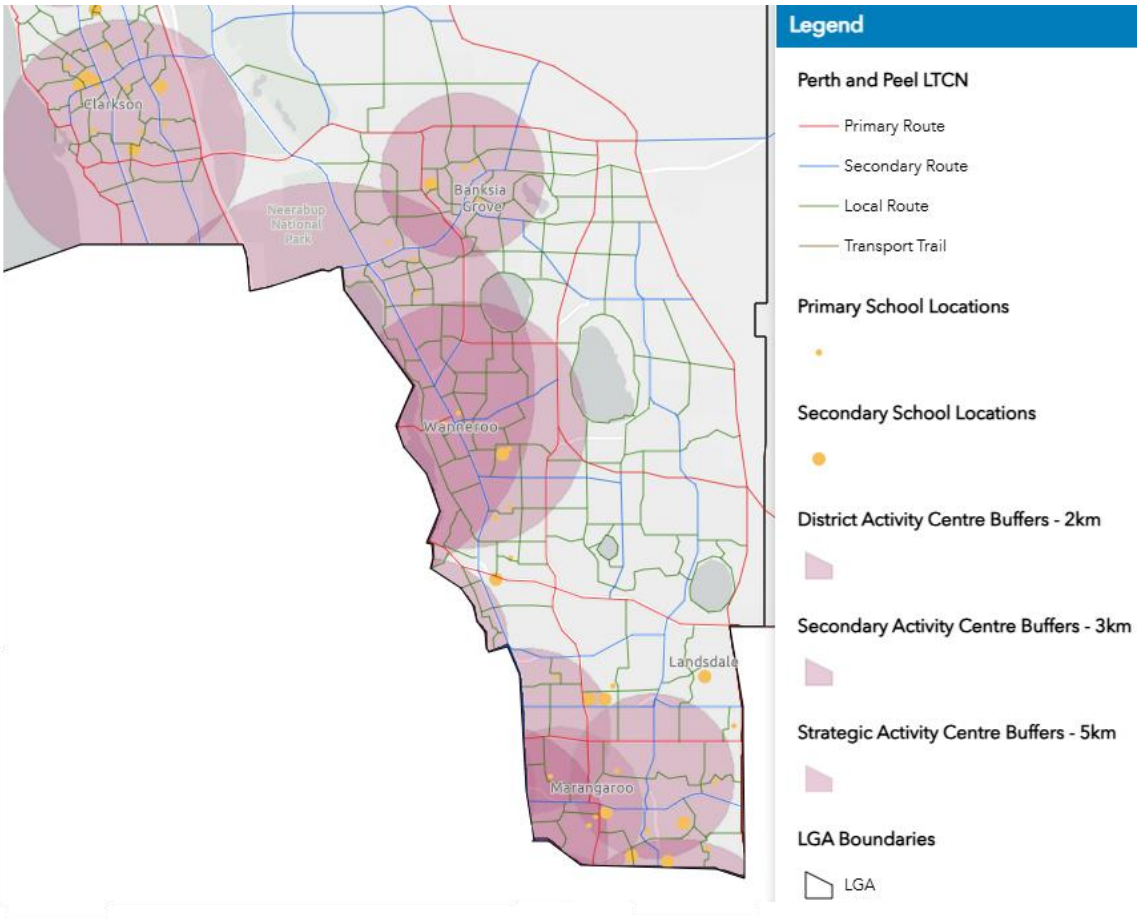


Figure 10 - Priority Catchment Areas

3.1.3 Connecting to Public Transport

3.1.3.1 Connected Routes to Train Stations and Bus Transit Hubs

Many of the City's residents access the established Warwick, Greenwood, Whitfords, Edgewater, Joondalup, Currambine, Clarkson and Butler train stations. Residents in the south-east of the City are also in proximity to Ballajura Station on the Ellenbrook line. The Plan encourages connecting users to public transport services (train and bus) by providing continuous routes and convenient 'last mile' access to transport hubs to encourage active transport.

To support equitable access for all users, these routes should incorporate disability-inclusive design features such as tactile paving, accessible path widths, appropriate kerb heights and ramp angles, and continuous, barrier-free connections.

The train stations at Alkimos, Eglinton and Yanchep by MetroNet are also complete and fully operational, located along the Perth - Yanchep (formerly Joondalup) railway line, however adjacent development and connecting infrastructure is still to be built. Many of City's activity hubs and residential populations are located within walking distance of a train station as shown, making active transport a viable alternative to driving a car as part of commuting trips. The DTMI considers that active travel on the LTCN within 2km of a train station should be a priority, where paths and crossings should have priority access arrangements where possible.

The Public Transport Authority (PTA) has also taken proactive steps by undertaking Station Access Strategies at existing train stations and with the aim of enabling 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.

3.1.3.2 End-of-trip Infrastructure

The PTA provide secure end of trip parking facilities at train stations, and the Plan encourages maximising the capacity of these facilities to cater for users accessing public transport from surrounding shared path infrastructure.

3.1.3.3 Accessible connections and amenity at Bus Stops

Bus shelters, bench seats and waste bins are ancillary pieces of infrastructure that can encourage the community to use the public transport bus network to travel to the train or access activity centres without driving their car. Under the WALGA partnership agreement with the Public Transport Authority the City is responsible for the installation and maintenance of these amenities, which the City provides using its Bus Stop Infrastructure Policy. The City has over 1,000 active bus stops and the Plan intends that ultimately; bus shelters should be provided at all bus stops where there is at least one boarding statistic on a typical weekday. The Bus Stop Infrastructure Policy will continue to be used to work towards this target.

3.1.4 Adequate infrastructure in the Planning Process

3.1.4.1 Connection to 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 existing district and five proposed activity centres shown previously in **Figure 10**. The Plan seeks to ensure these centres are serviced by active transport infrastructure to support a shift from car driving dependency to alternative transport modes.

3.1.4.2 End-of-trip Facilities and Travel Plans

Secure bike/eRideables 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. To increase the adequacy of facilities and reduce car trips to workplaces, community facilities and schools; the Plan will include development of a a new Local Planning Policy for end-of-trip facilities in accordance with Austroads Guidelines. Provisions can be implemented to apply appropriate conditions to new planning applications for individual and major commercial developments. Some of the benefits 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 11 - End-of-trip Facilities in the City of Wanneroo Civic Centre

Encouraging active transport travel plans in the development approval process through liaison with proponents of private developments can further encourage a shift to sustainable travel between district

activity centres, transport hubs, local schools, education and industrial precincts. Active transport travel plans can also 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.
- Encourage local schools to engage with parents and children to consider active transport in their planning of trips to/from school.

3.1.5 Align land-use planning with active transport solutions

The City's new Local Planning Scheme No. 3 will include provisions aimed at reducing car dependency by aligning land use planning with more sustainable transport solutions. By shaping communities that are compact, mixed use, and well connected, the City can make walking, wheeling, riding and public transport safe, connected, convenient and comfortable. Appropriate zones and densities will be provided to enable higher density developments around activity centres, transit corridors and hubs.

In addition, the Plan will continue to embed walkability, permeability, and strong local connections through structure planning processes to ensure that new development areas support safe and direct active transport routes. This approach will help deliver neighbourhoods where residents can access daily needs within a short, active trip from home, strengthen the role of local centres, and contribute to a more resilient, people focused and climate responsive urban form.

3.1.6 Well-maintained infrastructure

Community engagement from the City's previous Plan highlighted an ongoing need for roadside shoulders and shared pathways to 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. This is essential for people using mobility aids, who are impacted by uneven or obstructed surfaces. A continuing action of the previous Plan, the City will review and expand its existing preventative maintenance road and pathways sweeping program to ensure clearing of debris and other hazards.

The City also manages the renewal of transport infrastructure including concrete and asphalt pathway pavements in accordance with its Transport Infrastructure Management Plan. As part of the ongoing Asset Renewal Capital Works Programs, the City prioritises reconstruction of road or pathway surfaces when the assets reach the end of their serviceable life to ensure they remain a safe path of travel for all users and meet the requirements of current design standards and guidelines.

Where an existing pathway asset scheduled for renewal does not meet the City's latest accessibility and/or Pathway Policy design standard, it will be reconstructed to the required standard. As part of the Plan's ongoing strategic active transport planning, some sections of pathway are also prioritised for upgrade by the Pathways Policy to deliver the latest accessibility and Policy design standard prior to the end of the existing asset life.

3.1.7 Delivering Safety and Comfort

3.1.7.1 Safe Routes to School (SRTS)

Safe Routes to School (SRTS) is an initiative designed to identify and improve the safest routes for active transport to a school. The core SRTS access guide for a school is a map-based resource detailing four or five safe and popular routes. The collaborative development process (involving the school, the City, and DTMI) proactively identifies and implements necessary infrastructure improvements, ranging from installing kerb ramps, pathway markings, and wayfinding signage, to supporting applications for warden-controlled crossings.

The City views SRTS as a critical foundation for active travel, as ensuring safe and secure street environments for students to walk and ride is essential to effectively encourage and sustain active transport mode share to schools. Aligning with the recently published Austroads Travel to School Guidelines (March 2026), the City will work towards delivering safe routes across all school catchments, defined as routes that achieve safe system threshold speeds at crossings and separates children from vehicles on all but the slowest and most low volume streets.

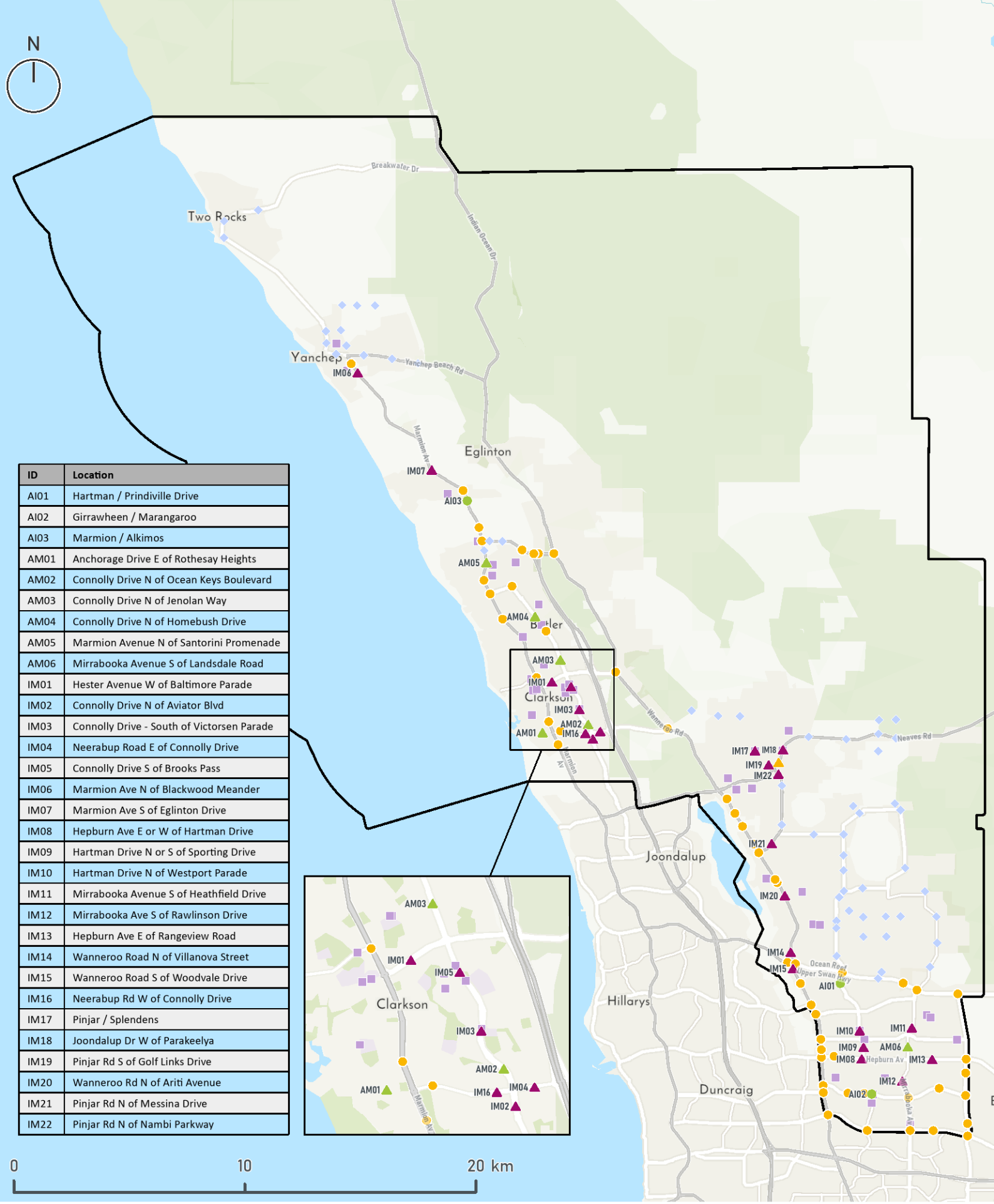
As part of the Plan the City will collaborate with existing schools to develop SRTS initiatives that encourage travel to school using active transport. The City also supports applying planning approval conditions to new schools requiring that SRTS map is developed in consultation with the DTMI and the City. The Plan aligns with DTMI guidance and considers that active travel on the LTCN within 1km of Primary School and 2km of a secondary school should be a priority.

The City will also continue to work with schools to support and guide applications for Warden Controlled Children crossigns administered by WA Police which are one of several interventions which can assist in creating safer routes for walking, wheeling and riding to school. Applications must be made by a school principal, or president/secretary/chair of a recognised school/parent organisation and seek in principle endorsement by the City. The map below in **Figure 12** also shows Warden Controlled Children crossigns which are currently in operation across the City. More information is available on the WA government website - Traffic wardens | Western Australian Government

3.1.7.2 Signalised Mid-block pedestrian crossings on arterial dual lane roads

The *Application and Technical Guidelines for Pedestrian Crossing Facilities* (August 2025) by Main Roads Western Australia (MRWA) is used by the City for selecting and designing pedestrian crossing facilities to improve safety, accessibility, and convenience. For arterial dual-lane roads, the guidelines highlight that mid-block signalised pedestrian crossings may be a suitable option, where signalising a nearby intersection is not a suitable alternative, there is high existing and/or latent pedestrian demand and traffic speeds or volumes make crossing the road difficult. These crossing types enhance comfort by providing a protected phase for pedestrians, reducing reliance on judgment in high-speed environments. They improve safety by stopping traffic completely, accommodating vulnerable users such as children, elderly, and mobility-impaired pedestrians, and allowing for audio-tactile cues.

The Plan includes construction of multiple mid-block signalised crossing locations that have been approved by MRWA under these guidelines. The Plan will also assess the feasibility of several other locations for future consideration under the provisions of the City's Pathways Policy. This is illustrated in **Figure 12** below along with existing signalised crossings, warden-controlled children crossings and other desirable locations as part of structure plan related subdivision across the entire City of Wanneroo.



ID	Location
AI01	Hartman / Prindiville Drive
AI02	Girrawheen / Marangaroo
AI03	Marmion / Alkimos
AM01	Anchorage Drive E of Rothesay Heights
AM02	Connolly Drive N of Ocean Keys Boulevard
AM03	Connolly Drive N of Jenolan Way
AM04	Connolly Drive N of Homebush Drive
AM05	Marmion Avenue N of Santorini Promenade
AM06	Mirrabooka Avenue S of Landsdale Road
IM01	Hester Avenue W of Baltimore Parade
IM02	Connolly Drive N of Aviator Blvd
IM03	Connolly Drive - South of Victorsen Parade
IM04	Neerabup Road E of Connolly Drive
IM05	Connolly Drive S of Brooks Pass
IM06	Marmion Ave N of Blackwood Meander
IM07	Marmion Ave S of Eglinton Drive
IM08	Hepburn Ave E or W of Hartman Drive
IM09	Hartman Drive N or S of Sporting Drive
IM10	Hartman Drive N of Westport Parade
IM11	Mirrabooka Avenue S of Heathfield Drive
IM12	Mirrabooka Ave S of Rawlinson Drive
IM13	Hepburn Ave E of Rangeview Road
IM14	Wanneroo Road N of Villanova Street
IM15	Wanneroo Road S of Woodvale Drive
IM16	Neerabup Rd W of Connolly Drive
IM17	Pinjar / Splendens
IM18	Joondalup Dr W of Parakeelya
IM19	Pinjar Rd S of Golf Links Drive
IM20	Wanneroo Rd N of Ariti Avenue
IM21	Pinjar Rd N of Messina Drive
IM22	Pinjar Rd N of Nambi Parkway

Figure 12 - Mid-block Signalised Pedestrian Crossings

- Existing - intersection
- Existing - midblock
- Approved - intersection (AI)
- Approved - midblock (AM)
- Investigate - midblock (IM)
- Desirable - Structure Plan
- Warden controlled children crossings
- City of Wanneroo boundary

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3.1.7.3 Pedestrian First Design Principles

To increase the mode shift toward active transport the design of urban active transport networks in the City's is looking for new ways to apply pedestrian first design principles such as those contained within the NSW Design of Roads and Streets Manual and Place and Network guidance. Also supporting these principles is the recently published Austroads' Strategic Review of Pedestrian Planning Guidance which identifies opportunities to improve pedestrian planning for agencies and councils across Australasia.

Pedestrian-first design principles prioritise people and active transport at the centre of street planning They shape safe, comfortable and inviting environments that support walking, wheeling and riding and vibrant public life. These principles also include integrating micromobility active transport devices such as eRideables, through design elements that safely minimise speed in high conflict areas such as highly pedestrianised town centre areas.

The NSW Design of Roads and Streets Manual advocates reallocating road space to widen footpaths, introduce continuous crossings, and provide dedicated bike riding facilities, while lowering speed limits to 30 km/h in high pedestrian activity areas. Streets are designed to support public life with shade trees, seating, and landscaping, and to ensure direct, frequent crossing points aligned with desire lines. These measures make streets welcoming, inclusive, and accessible for all ages and abilities, encouraging walking and cycling as viable, comfortable, and safe modes of transport in urban neighbourhoods.

The Plan encourages this approach in the planning stages for new residential and town centre development and the adoption of these principles in the design of the City's road and active transport infrastructure design standards. **Figure 13** below from the manual illustrates an example of the approach to prioritising pedestrians in suburban residential ways which are a dominant type of local street within the City of Wanneroo outside of urban/town centres.

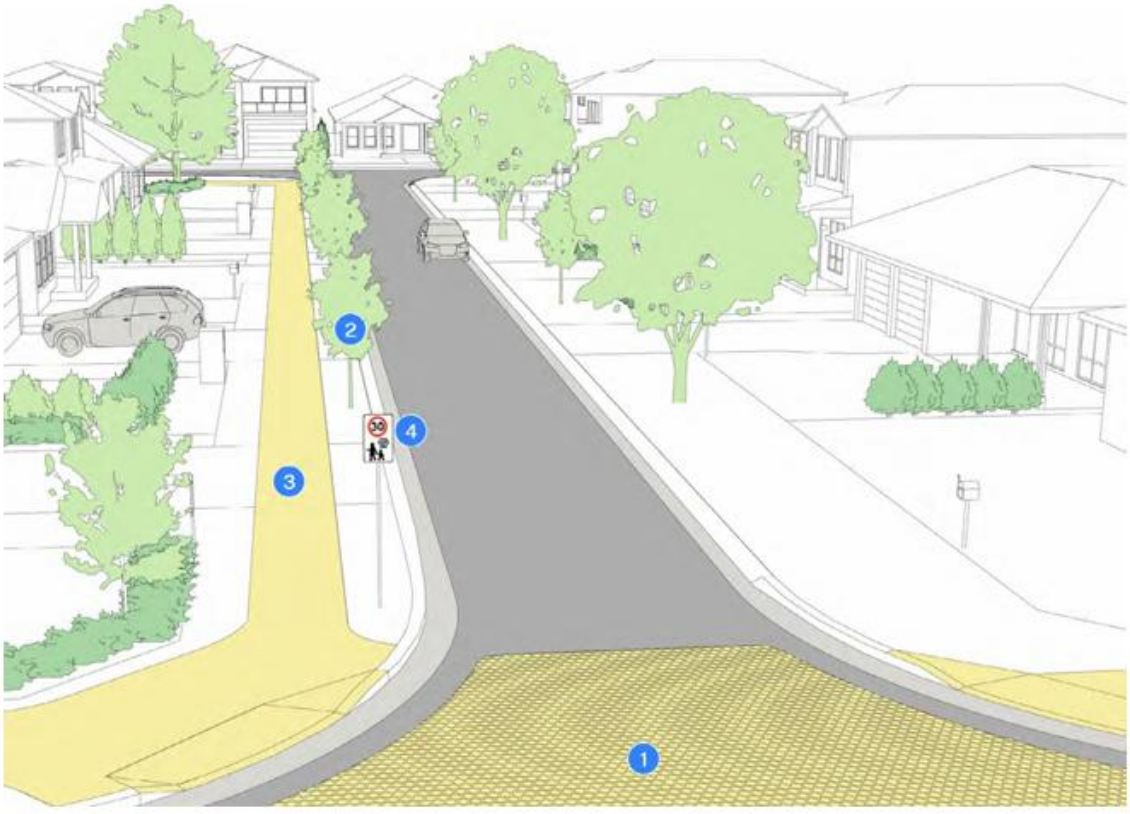


Figure 8.2.3.5 – Design solutions for suburban residential ways

Figure 13 - Design Solutions for suburban residential ways (NSW Design of Roads and Streets Manual)

3.1.7.4 Comfortable Routes, Welcoming Streets and Vibrant places

The Plan recognises that enhanced pathway amenity - including shade trees, seating, and appropriate lighting in accordance with Australian Standards - is crucial for increasing active transport use. These elements are not simply additions; they are vital components that transform and elevate a functional pathway into a comfortable, welcoming and desirable choice for all residents. Strengthening active transport to, from and within key destinations and neighbourhood activity centres) is fundamental to improving access, connection, delivering safety and comfort, and in shaping great places. Well-designed walking, wheeling and riding routes also contribute to the character and identity of streets, reinforcing local distinctiveness and supporting vibrant, people-focused environments. When comfort and amenity are prioritised, streets become more than movement corridors, they become places for interaction, pause and everyday community life.

The Plan seeks to embed these features throughout the City's design, urban planning and placemaking mechanisms. This approach will deliver people-centred outcomes aligned with the Urban Forest Strategy, Place Strategy, DTMI All Ages and Abilities Contextual Guidance: Selecting and Designing High-Comfort Bicycle Facilities, the State Urban Greening Strategy and the Healthy Streets Framework to support:

- Comfort: Shade from mature tree canopy is crucial, ensuring routes are comfortable and usable even during peak heat periods. Also available, but may require a feasibility study by the City, are heat reducing pathway surfaces such as reflective, or evaporative pavements.
- Accessibility and Rest: Seating and rest stops are placed to support diverse users, encouraging longer journeys across the network.
- Safety and Appeal: Having appropriate lighting in accordance with Australian Standards for the applicable type of active transport infrastructure can extend usable hours and enhance perceived safety issues, with visual appeal boosting overall usage.
- Sense of Place: Opportunities to enhance active transport also create a stronger sense of place, especially with place principles aligned with the connection of people and places.
- Healthy Streets: streets that are safe, comfortable and supportive of walking, cycling and public transport for people of all ages and abilities.

The Plan will incorporate these amenity considerations in the design and delivery of new and/or upgraded infrastructure across the active transport network, in consulting with relevant internal stakeholders during the design process.

3.1.8 Wayfinding

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. This 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 on key Local, Secondary and Primary LTCN routes aligned to relevant Department of Transport & Major Infrastructure and Main Roads WA Wayfinding Guidelines.

The Plan will also support Wayfinding initiatives as part of ongoing Neighbourhood Planning strategies being developed by the City and in the development of local connections to Yanchep Rail line train station activity centres by private developers.

3.1.8.1 Mobility Mapping

Wayfinding extends beyond signage to includes providing clear, accessible information to ensure all users can navigate safely. Mobility mapping is an emerging method that shows accessible routes, key facilities and potential barriers to support people with disability, particularly those with mobility or vision impairments, to plan their journeys with confidence.

The process involves an on-site assessment of the pathway network, which is then translated into an online mobility map providing an effort rating for different routes, helping users identify the safest and most accessible paths. By offering detailed, location-specific wayfinding information, mobility maps enhance access to essential services and support greater participation in community life.

The data collected through mobility mapping also highlights gaps in footpaths, crossings, kerb ramps and pathway conditions, informing future improvements to the City's active transport network.

Across the life of the Active Transport Plan, the City will continue to promote the completed Wanneroo Town Centre mobility map and progress the development of additional maps for the Girrawheen District Activity Centre, Ocean Keys (Clarkson) Secondary Activity Centre and the Two Rocks District Activity Centre.

3.2 Policies and Strategies

3.2.1 Pathways Policy

The City Pathway's Policy informs the Plan, which has been applied consistently since adoption by Council in 2016 to provide 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 areas deemed appropriate by the City, with respect to the provision of pathways to serve the community's needs. A score-based priority system is utilised 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.

The Policy will be revised twice over the life of this Active Transport Plan, including revisions identified within the actions listed in Part B. The latest endorsed version of the Policy must be used to prioritise infrastructure in the City's strategic active transport planning process; and by external parties such as developers.

Members of the community can find the Pathway's Policy by visiting Pathways Policy - City of Wanneroo on the City's website. The Policy is reviewed every three years, including continuous improvements as necessary to ensure alignment to the latest LTCN network planning, standards, guidelines and government policies or strategies. Future reviews of the Pathways Policy will explicitly incorporate enhanced disability access, aiming to exceed standard design compliance.

3.2.2 Local Planning Policy 4.3: Public Open Space

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

Local Planning Policy 4.3, schedule 3, 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.

3.2.3 Public Health Plan

By providing positive health outcomes through promoting a shift toward active transport in the community, the Plan supports the following priorities and actions of the City's Public Health Plan:

- 1.1b. Promote walkable, shaded, and connected communities through integrated sustainable transport and urban design.
- 2.2b. Support and encourage active transport by providing high-quality pathway networks, delivering skills workshops such as bike education, and promoting public health messages related to active transport.
- 2.2d. Support community and sporting partnerships to promote physical activity and healthier food environments.
- 2.2f. Participate in and promote the Department of Transport campaigns.
- 2.4a. Promote injury prevention through community education.
- 2.4b. Provide safe roads and active transport infrastructure using a Safe System Approach to reduce the number of people killed or severely injured on the City's road network
- 2.4c. Design and maintain safe play spaces, public infrastructure and active transport networks.
- 3.1 d. Support and promote the uptake of sustainable transport options including walking, cycling, and public transport to reduce carbon emissions and mitigate the health impacts of climate change

Through the Public Health Plan, he WA Government offers various grants to support public health initiatives and improve community health. These grants are part of the State Public Health Plan for Western Australia 2025–2030, which focuses on prevention, health promotion, and health protection strategies. The City will consider accessing these grants to implement actions in the public health plan linked with the Active Transport Plan.

3.2.4 Urban Forest Strategy

Shade from a mature tree canopy is crucial, ensuring routes are comfortable and usable even during peak heat periods. The Plan and the City's Urban Forest Strategy 2022 will enhance pathway amenity by designing, constructing and maintaining infrastructure that will support increasing urban canopy by providing trees for shade to support creating comfortable active transport routes. The objectives of the Urban Forest Strategy which the Plan supports include the following:

1. Achieve no net loss of canopy cover in established suburbs
2. Progressively increase total canopy cover for the City up to 30% by 2040 (Council Plan, 2025)
3. Progressively increase canopy cover to a minimum of 5% for identified suburbs by 2040
4. Progressively increase canopy cover on City-managed land to approximately 10% by 2040.

3.2.5 Place Strategy 2023 – 2027

The City's Place Strategy 2023–2027 establishes the vision and principles for shaping vibrant and liveable places, providing a critical foundation for the priorities and delivery of the Plan.

Through the Place Strategy the Plan seeks to integrate place-specific and active transport guidance to demonstrate how design improves access, connection, delivers safety and comfort, particularly to centres, schools, parks and stations, while strengthening local identity and liveability. This includes prioritising walkability and intuitive wayfinding, providing frequent and safe crossings aligned with desire lines, enabling low-stress environments, and embedding a "shade-first" micro-amenity check (trees, seating and lighting) into design and delivery. This approach directly supports the Place Strategy and Council Plan Goal 4: A Connected and Liveable City.

The City's Place Strategy 2023–2027 sets the aspiration for vibrant, distinctive and prosperous places where people can access their daily needs, feel safe and comfortable, and connect with one another. It identifies accessibility, activity, safety and comfort, and sociability as the essential qualities of great places. The Active Transport Plan is a key delivery mechanism for this vision, translating these place qualities into on-the-ground outcomes, such as connected walking, wheeling and riding routes, safer crossings, shade canopy, wayfinding and end-of-trip facilities. In doing so, it supports everyday walking, wheeling and riding as the most comfortable and convenient way to reach neighbourhood destinations.

Importantly, the Plan recognises streets as public places as well as movement corridors. It seeks to balance movement and place functions by responding to each street's role and context. For example, main streets and town squares will prioritise pedestrian comfort, lower speeds and street activation, ensuring they function as social and economic hubs as well as transport links. Design responses and project priorities will therefore reflect the character and function of each place within its neighbourhood.

As City led projects are rolled out and structure plans are reviewed, the Plan will seek to prioritise walkability, connectivity and sustainability within local areas that reflect liveability objectives. Subdivision and development will be encouraged to embed short, direct and comfortable active transport links to local activity centres, parks and schools. On higher-use segments and approaches to centres, place guidance and Healthy Streets indicators will seek to support a comfortable environment, frequent safe crossings aligned with desire lines, and the integration of shade, seating and lighting. This will help ensure streets are welcoming, comfortable and accessible for people of all ages and abilities.

Where place-led initiatives, such as Yanchep Beach to Bush link or the Girrawheen mural program, align along the City's active transport network, the City will consider complementary crossing, wayfinding and public realm improvements to enhance activation, safety and community participation.

The City will partner with key stakeholders and the community to identify, prioritise and deliver projects that strengthen connections to local neighbourhoods and activity centres across the nine (9) Place Management Areas, including initiatives identified in Girrawheen/Koondoola, Yanchep/Two Rocks and Wanneroo (refer **Figure 14**).

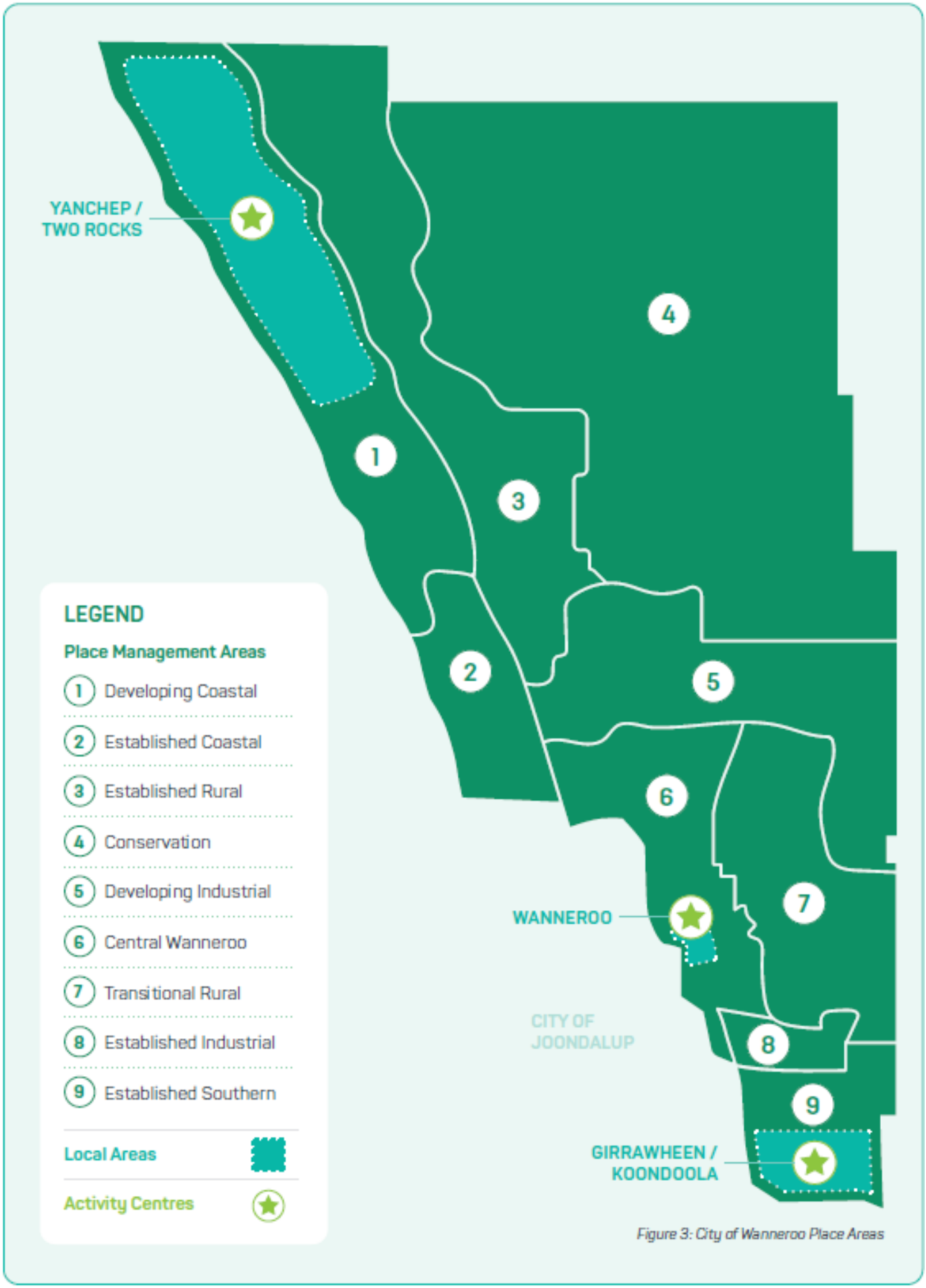


Figure 14 - City of Wanneroo Place Areas

3.3 Education, Special Events and Marketing

Through education and encouragement, the Plan will support and implement programs focused on increasing the awareness, skills, and desirability of active transport for all residents.

Education focuses on providing the necessary information, tools, and training to promote active travel and ensure safe trips for all road users. This includes supporting targeted programs to build confidence, such as bike education workshops (e.g., Women on Wheels) to develop cycling skills, and leveraging road safety education programs (e.g., Constable Care) to support safe behaviour.

Encouragement involves generating enthusiasm and providing incentives to promote walking and cycling. The City will actively organise and support community programs, host and promote events that celebrate active travel, including annual initiatives like WA Bike Month, Ride to Work Day, and National Ride to School Day.

3.3.1 Your Move

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

Your Move provides information and support to help find more active ways to get around so participants can spend less time in the car and more time being active. 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 participants get to where they need to go. From handy apps, maps and videos, a journey planner, how-to guides and lesson plans, it is a one-stop-shop to get the right information the first time.

3.3.2 Connection to the Natural Environment

The City is home to several natural areas that may be considered as a 'Transport Trail' function of the LTCN that can be promoted in collaboration with Department of Biodiversity, Conservation and Attractions and other responsible State Government agencies to encourage tourists and community members to consider accessing these attractions through active modes of transport and experience the natural environment through recreational riding and walking. Within the scope of the City's Pathways Policy, the Plan also considers where active transport infrastructure could be improved on connecting road networks to these areas.

Noting that many areas are the responsibility of the Department of Biodiversity Conservation and Attractions (DBCA) to improve and maintain, **Figure 15** illustrates several trails that are avaialbe in the City of Wanneroo which may encourage further trips by active transport through their primary use of recreational walking and riding.

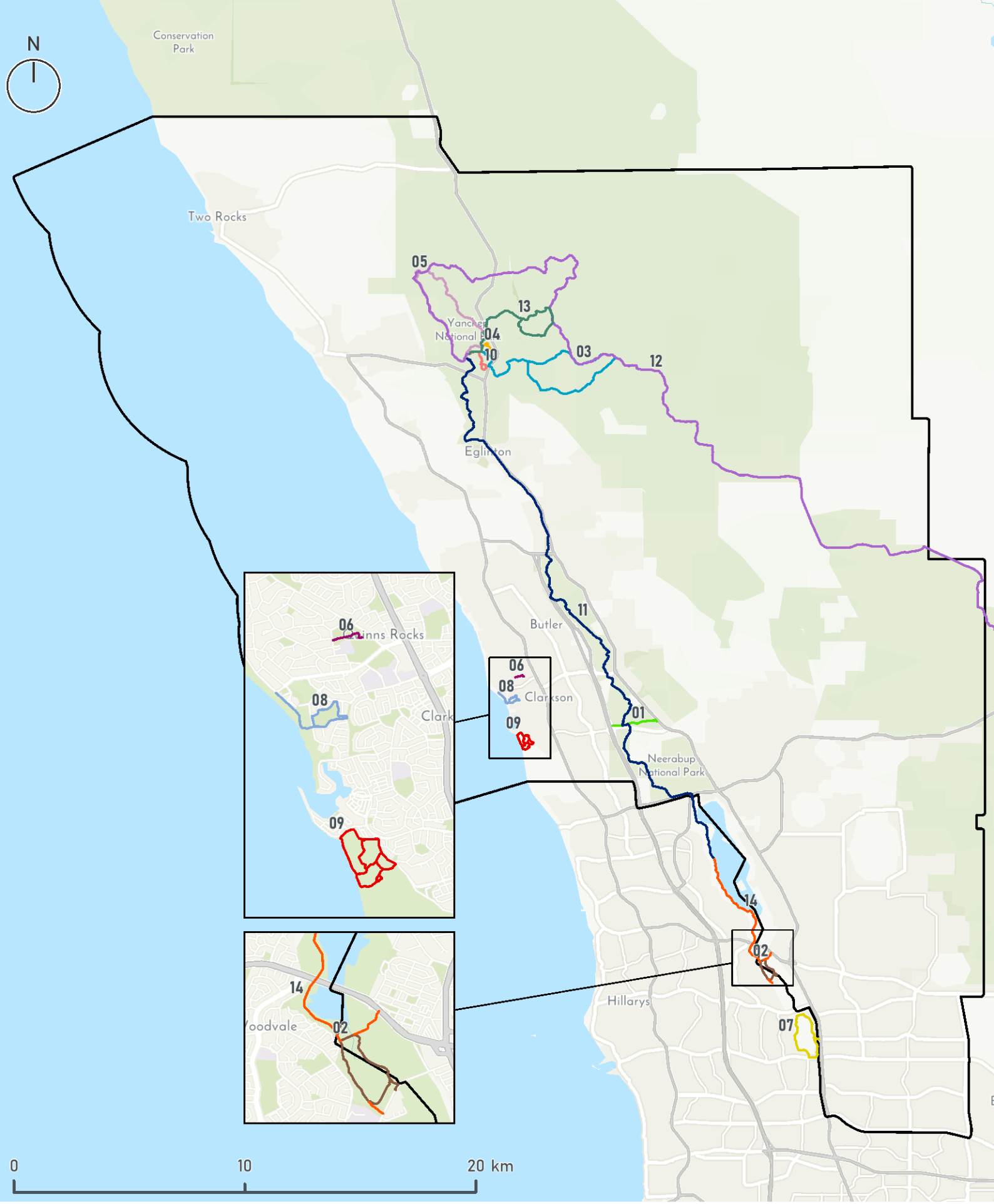


Figure 15 - Transport Trails

- 01 - 10th Lighthorse
- 02 - Beenyup Swamp Circuit
- 03 - Cockatoo Trail
- 04 - Dwerta Mia
- 05 - Ghost House Walk Trail Yanchep National Park
- 06 - Gumblossom Reserve Trail
- 07 - Lake Goollelal Loop
- 08 - Mindarie Foreshore & Kinsale Park
- 09 - South Mindarie Walking Trail
- 10 - Woodlands Walk Trail
- 11 - Yaberoo Budjara Heritage Trail
- 12 - Yanchep Coastal Plain Trail
- 13 - Yanchep Rose Trail
- 14 - Yellagonga Regional Park
- City of Wanneroo boundary

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3.3.3 Recreation and Sport Facilities

The City has a growing number of local recreational and sport facilities aligned with active transport which include purpose-built skate park, BMX and off-road facilities. Through the provisions of the City's Pathways Policy, the Plan seeks to ensure that safe, connected and convenient infrastructure on the adjoining active transport network is provided so that community members and sporting clubs can access these facilities which provide a valuable opportunity to educate the community on bike riding skills/safety and access to a safe facility separate from vehicular traffic for fitness and recreation purposes.

For example, Splendid Park in Yanchep is home to a State-of-the-art active transport facility that incorporates an asphalt criterium track, skate park, walking pathways and playing fields that is designed with specifications that allow all ages and abilities from beginners to elite riders, to access a purpose-built facility. A highly specialised circuit, it contains an asphalt surfaced criterium track approximately 1.4km-long and 6m-wide throughout, expanding to 8m for a 200m stretch across a start/finish straight. An overview of the facility is shown in **Figure 16** below.

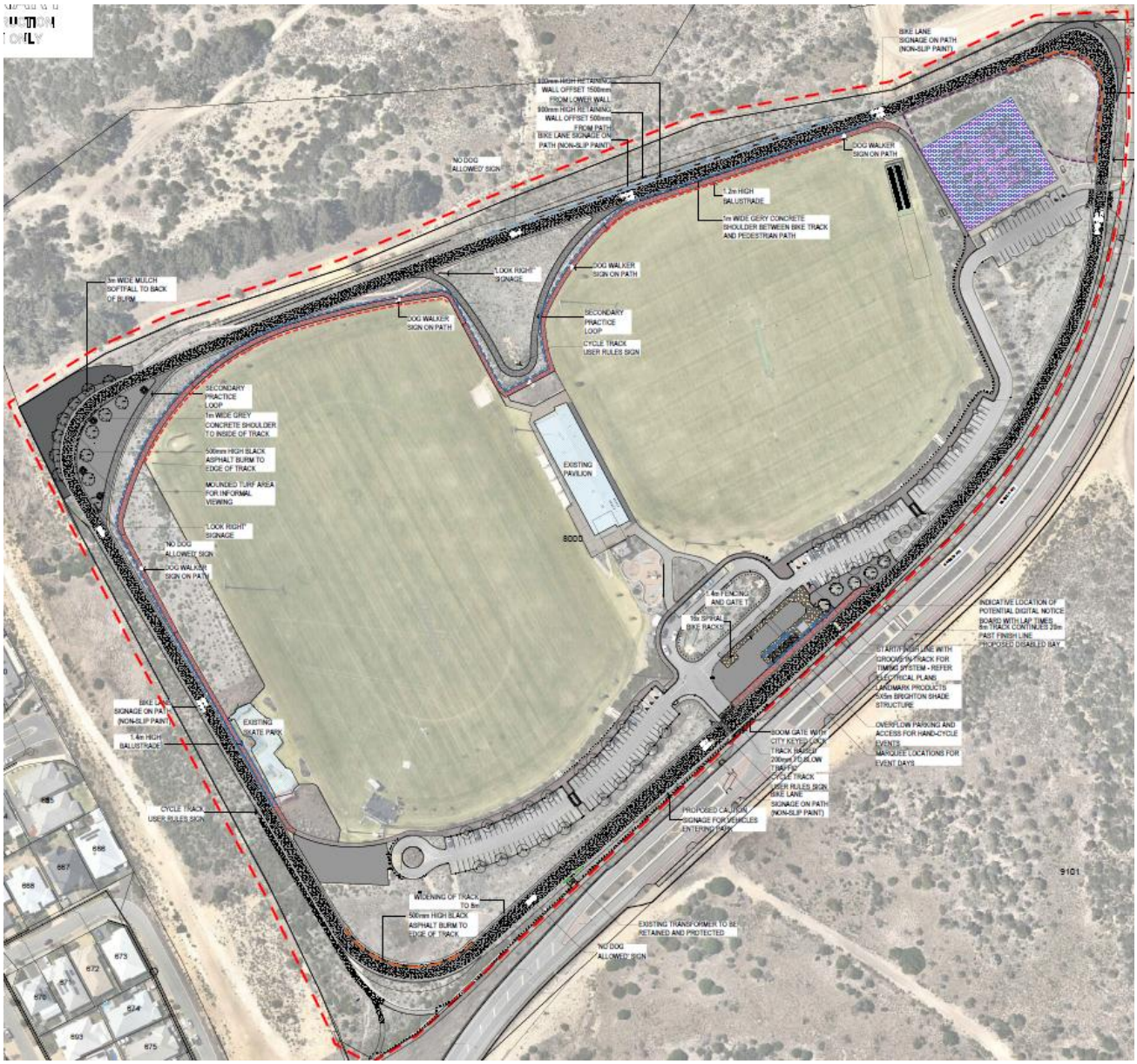


Figure 16 - Splendid Park Bicycle Facility