
MN05-02/26 Cr Wright - Project Proposal Pedestrian Overpass - Wanneroo Road

File Ref: 44049V006 – 26/14580
Author: Cr Jordan Wright
Action Officer: Director Assets
Disclosure of Interest: Nil
Attachments: 2

Changes to Report and Additional Information Arising from Agenda Briefing

Nil

Issue

To consider the preparation of a project proposal to investigate a pedestrian overpass over Wanneroo Road to improve connectivity, safety, and place activation between the distinct precincts of the Wanneroo Town Centre.

Background

The Wanneroo Town Centre is currently bifurcated by Wanneroo Road, a primary distributor road under the control of Main Roads WA (**MRWA**). As the State Government continues to modify the road network to ease congestion and reduce travel times, specifically through the removal of traffic lights, it creates an unintended consequence of severing the connectivity of the Wanneroo Town Centre.

A number of pedestrians and cyclists are continuing to find it difficult to cross Wanneroo Road safely and easily. The City is currently preparing the Wanneroo Town Centre Precinct Plan, which will replace Activity Centre Plan 90 (ACP 90) to align with the new planning framework. This planning phase presents a critical opportunity to address these long-standing connectivity issues.

Detail

To ensure the future viability and vibrancy of the Wanneroo Town Centre, there is a need for high-quality pedestrian infrastructure like a plaza-style pedestrian overpass (**Attachments 1 and 2**) that not only allows for safe crossing but actively joins the precincts together.

Specifically, connectivity is required between:

- West of Wanneroo Road (Precinct 3 - Gateway) to Precinct 1 and 2 (Rocca Way / Dundobar Road); and
- Precinct 1 (Rocca Way) to Precinct 6 (Wanneroo Showgrounds).

This motion to investigate a pedestrian overpass for Wanneroo Road aligns directly with the City's strategic direction to create a safe, connected, and vibrant Town Centre, as outlined in the Council Plan 2025-2035. Specifically, it supports Goal 4: A Connected and Liveable City, which prioritises the delivery of integrated transport infrastructure that allows people to "move around in convenient ways" and ensures safety for pedestrians and cyclists. By addressing the physical severance caused by Wanneroo Road, the proposal also advances the objectives of the Place Strategy 2023–2027, which seeks to create "distinctive and prosperous places" where communities feel connected rather than divided by major transport corridors.

Furthermore, the motion is responsive to community sentiment captured in the 2023 Liveability Survey and the Wanneroo Town Centre Public Realm Study 2025, where residents have consistently highlighted the need for improved walkability, safety, and streetscape accessibility in the Town Centre. The proposed "plaza-style" design elevates the project from simple infrastructure to a "place activation" initiative, directly addressing the Active Transport Plan 2022-2026's goal to provide safe crossings for vulnerable road users- such as children and seniors who are disproportionately affected by the removal of traffic signals. Finally, formalising this investigation strengthens the City's position under the Connect Wanneroo Advocacy Plan 2023-2032, providing the necessary evidence base to lobby the State Government for funding to mitigate the impacts of their road network modifications.

Consultation

Consultation with Main Roads WA (**MRWA**), the Department of Planning, Lands and Heritage (**DPLH**), and the local community will be required as part of the feasibility and design stages.

Comment

This motion supports the City of Wanneroo's (the **City**) goals regarding community safety, the City's sense of place, and place management. As Wanneroo Road is under the jurisdiction of MRWA, this initiative will require a strong advocacy position from the Council to ensure the State Government supports the integration of Wanneroo Town Centre rather than its division.

There is a need for projects that not only activate the Town Centre but physically connect the precincts together to create a walkable, safe, and cohesive environment for the growing population.

The project proposal will also explore:

- the need for advocacy for State Government grant funding for these connections to mitigate the impact of reduced at-grade crossing opportunities along Wanneroo Road; and
- inclusion of the identified connectivity concepts in the Wanneroo Town Centre Precinct Plan.

Statutory Compliance

Wanneroo Road is a Primary Distributor road, managed by Main Roads WA and may require MRWA input on this initiative.

Strategic Implications

The proposal aligns with the following objective within the Council Plan 2025 – 2035:

1 ~ A Safe City

1.3 - Build safer paths and better ways to get around

Risk Appetite Statement

In pursuit of strategic objective goal 1, we will accept a Medium level of risk. The recent pandemic has challenged our previous event delivery, place activation and community connection processes, and the City accepts that meeting community expectations in a more restrictive environment needs flexibility and innovation if community connection is to develop and grow in contrast to social and individual isolation.

Risk Management Considerations

RISK TITLE		RISK RATING
Level 1 Strategic Risk	2.0 Assets & Infrastructure	Medium
Level 2 Corporate Risk	2.7 Traffic Management	Low
ACCOUNTABILITY		ACTION PLANNING OPTION
Director Assets		Manage

Policy Implications

Nil

Financial Implications

The project proposal for undertaking a feasibility study for a pedestrian overpass over Wanneroo Road will identify the extent of funding that will be required for the engagement of a suitable consultant to undertake this work. Council can then consider the allocation of the identified funding amount within the City's Operating Budget.

Voting Requirements

Simple Majority

Moved Cr Wright, Seconded Cr Huntley

With the consent of the mover and seconder the recommendation was amended to remove the words "for plaza-style pedestrian overpasses" and replace them with "focused on improving pedestrian connectivity"

That Council REQUESTS Administration to prepare and provide to Council Members a project proposal by 15 April 2026 to undertake a feasibility study for plaza-style pedestrian overpasses over Wanneroo Road in Wanneroo Town Centre.

Amendment

Motion as Amended

Moved Cr Wright, Seconded Cr Huntley

That Council REQUESTS Administration to prepare and provide to Council Members a project proposal by 15 April 2026 to undertake a feasibility study focused on improving pedestrian connectivity over Wanneroo Road in the Wanneroo Town Centre.

The motion as amended was put and

**CARRIED
10/2**

For the amendment: Mayor Aitken, Cr Coetzee, Cr Figg, Cr Huntley, Cr Miles, Cr Parker, Cr Rowe, Cr Seif and Cr Smith

Against the amendment: Cr Bedworth and Cr Berry

Administration Comment

Subject to Council's decision on the recommendations made in this Motion, Administration can prepare a project proposal identifying the scope, resources required, budget requirements, timelines involved, etc for consideration as part of the development of the 2026/27 Budget.

Services of external consultants will be required to undertake the identified scope. The proposed project proposal will identify the full costs involved to undertake this project as noted in the recommendation

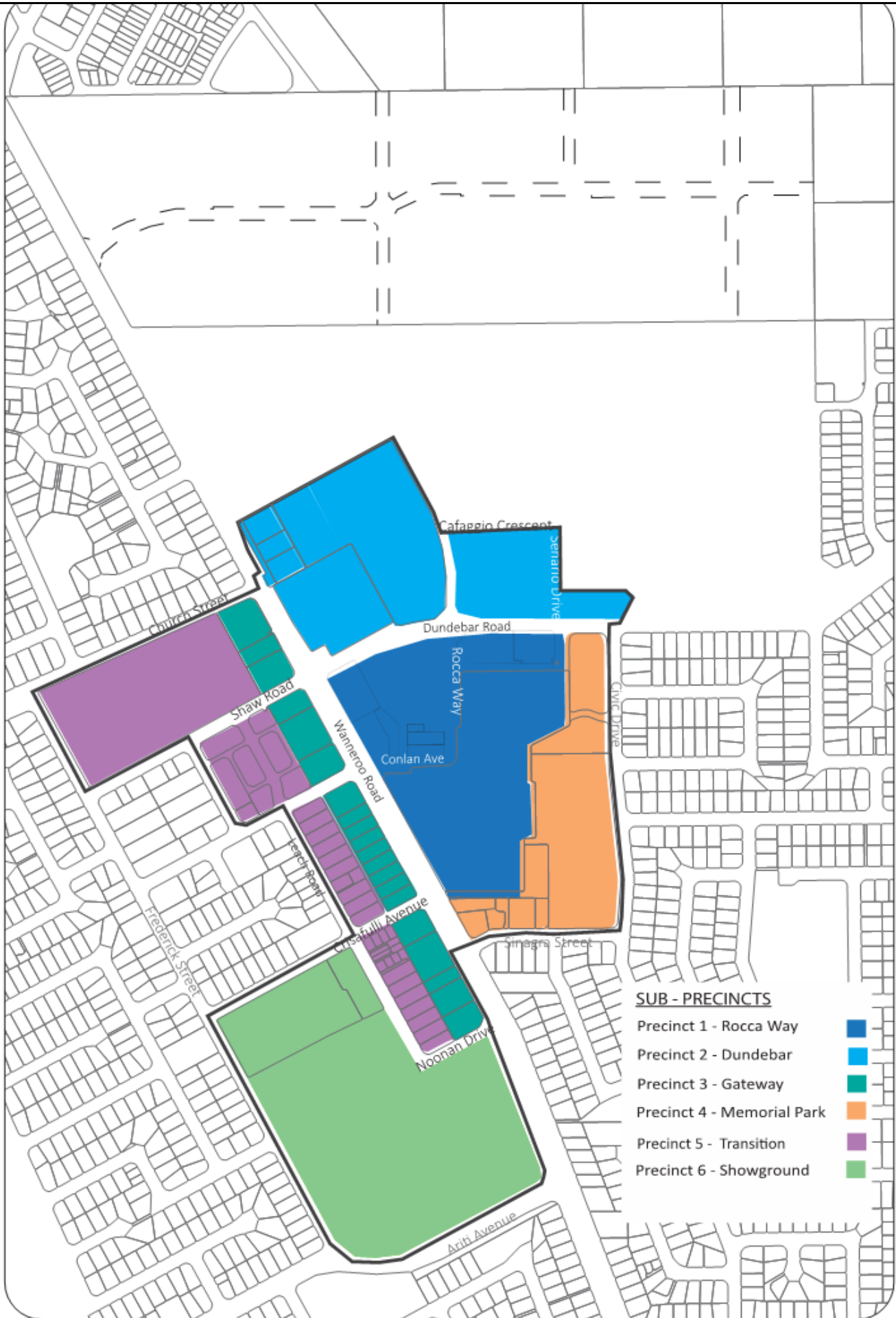
As part of the Wanneroo Town Centre Precinct Plan, Administration will explore opportunities to strengthen east-west connectivity and provide safe, convenient crossings of Wanneroo Road. This includes considering innovative solutions such as plaza-style overpasses, while ensuring feasibility, accessibility, and integration with broader movement strategies.

It is noted that the planned reduction of Wanneroo Road's speed limit to 50 km/h during peak hours will enhance the Town Centre's amenity and improve pedestrian confidence. Existing signalised crossings at Conlan Avenue and Dundobar Road already offer safe access and have been upgraded to better serve children, seniors, and mobility-impaired users. Further improvements could make these crossings even more convenient and appealing.

While an overpass could be accommodated within a widened road reserve, existing traffic signals would still need to remain to ensure vehicular access. Given the additional walking distance required to use an overpass, signalised crossings may continue to be the preferred option for most pedestrians unless measures such as fencing are introduced to encourage use. These considerations could form part of a feasibility assessment to balance safety, accessibility, and user convenience.

Attachments:

1. [Cr Wright MoN - Pedestrian Overpass - Revised Precinct Map](#) 26/20644
2. [Cr Wright MoN - Pedestrian Overpass Concept](#) 26/56489



Attachment 2 - Cr Wright MoN - Pedestrian Overpass Concept



Concepts have been created using Nano Banana Pro artificial intelligence.