



**CITY OF
PERTH**
City of Light

Hay Street – Elder to Thomas

Two-Way Street Conversion

FINAL CONCEPT PLAN - 2025



Acknowledgment of Country

The City of Perth acknowledges the traditional custodians of the land that we are situated on, the Whadjuk people of the Nyoongar nation and Aboriginal people from other lands. We celebrate the continuing traditions, living culture, and the spiritual connection to Boorloo and the Derbarl Yerrigan. We offer our respects to Elders past and present.

Nyoongar Translation

The City of Perth kadij kalyakool moondang-ak kaaradj midi boodjar-ak ngala nyinny, Whadjuk Noongar yoongar wer bandany Aboriginal yoongar yooarme boodjar-ool. Ngalangwoola Boorloo wer Derbarl Yerrigan kalyakoorl, wongin kadadjiny wer, wirn-yoodan. Ngalang kadij Birdiya koora wer yeyi moondang-ak kaaradjiny.

Disclaimer

The information provided within this study does not claim to be comprehensive. The study is a snapshot in time. The City of Perth does not accept any responsibility or liability for any loss or other consequence which may result from any reliance on the information contained in this study.



Image: Hay Street and Colin Street Intersection

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Introduction

Purpose of this document

The city's streets play a central role in creating its vibrancy. Streets are the city's most extensive, visible, and important public spaces. They serve as the arteries of the city, facilitating not only traffic but also fostering community interaction. Streets connect the city's fabric and help to unify its perceived image and overall experience.

Hay Street is classified as a 'City Avenue' within the city's street network hierarchy. In 2021, upgrades between Pier Street and Victoria Avenue significantly enhanced the pedestrian environment and connectivity by introducing two-way traffic. In December 2024, the Council approved the final concept plan for the section between William and Elder Street with works planned from 2026.

This document presents the final concept plan for the next stage of the Hay Street two-way conversion, from Elder to Thomas Street in West Perth.

Strategic Context

The following high level diagram outlines the relationship between various endorsed strategies which will underpin the Hay Street West Project:



Image: Hay Street

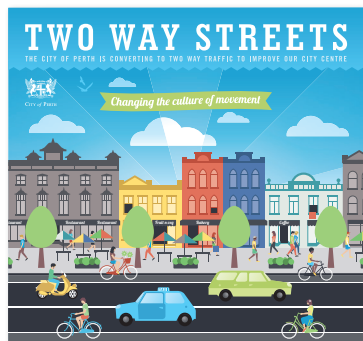
Two Way Streets Program

Following the rollout of various projects in the 1990s as part of the State Government's Perth City for People – Central Perth Access Plan, it became evident that the City's one-way street system was having a negative impact on pedestrian amenity and the local economy.

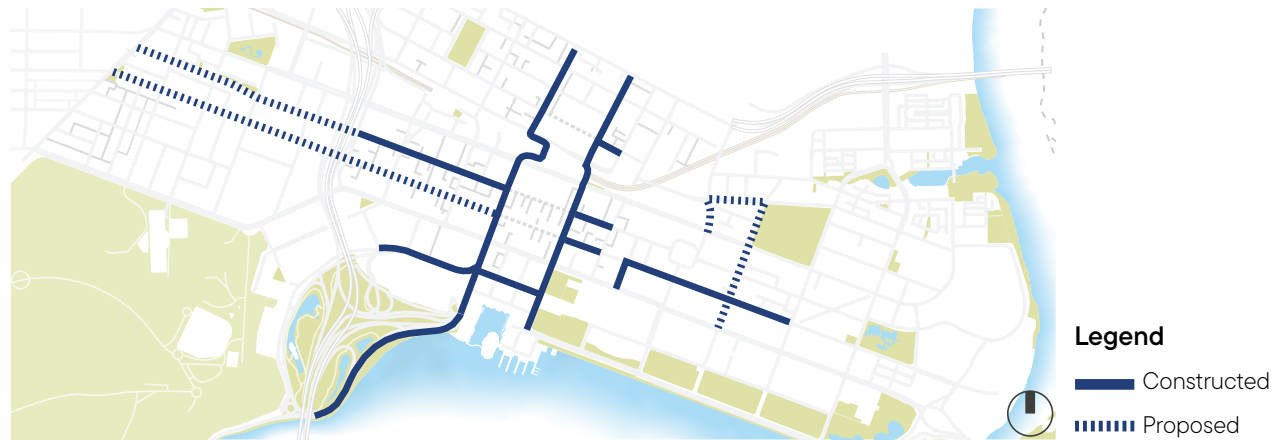
The Two-Way Street Program was developed in the early 2000s. The program ensures pedestrians and placemaking are prioritised by:

- Creating destinations, rather than fast-moving routes for vehicles passing through.
- Providing permeability, legibility, choice of routes, and ease of access for city residents and businesses.

The City of Perth's Two-Way Streets program is a key strategic move that will continue to drive the transformation of public space in the city.

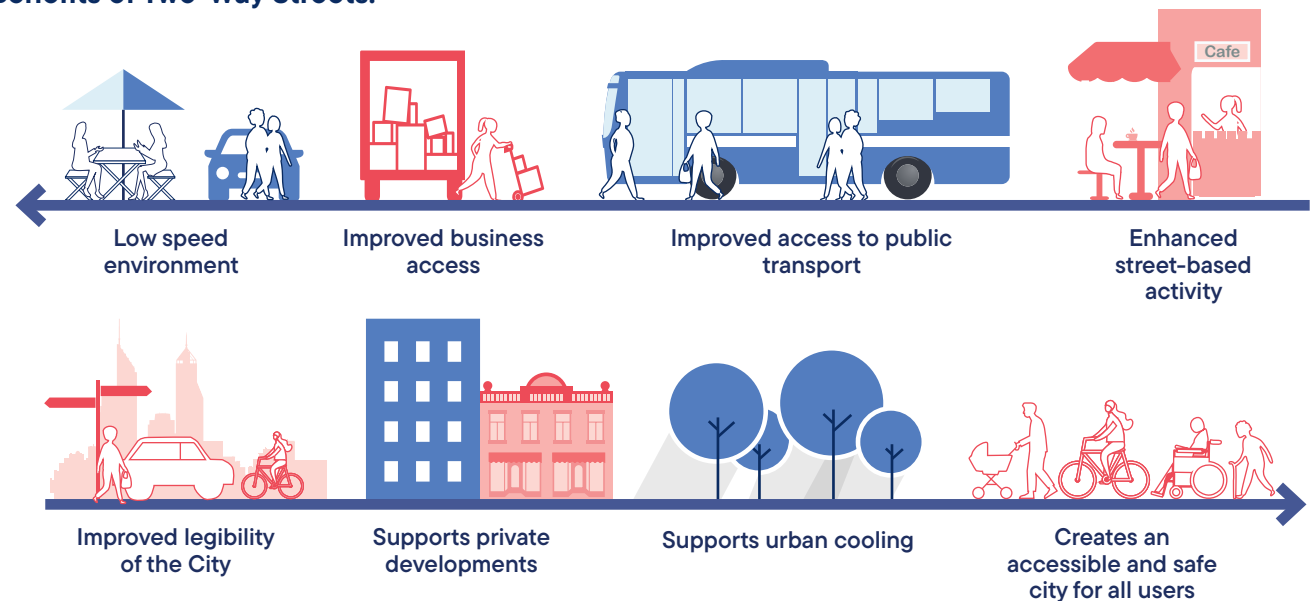


Publication: Two-way Streets Program



City of Perth's Two-Way Streets Program - current status

Benefits of Two-Way Streets:



Context and History

The land in and around Central Perth holds immense cultural significance for the traditional owners, the Whadjuk Nyoongar people. Tom Bennell, a Whadjuk/Balardong Custodian, referred to Perth as Beerit, signifying pathways, owing to its vital role in meetings, travel, and trade.

The ridge line, known as Byerbrup, stretches from Mt. Eliza (Gatagup – the place down by the hillside, serving as the primary camp for the Whadjuk Nyoongar people) to Heirisson Island (Matagarup – the place of holes, recognised as a productive fishing spot). This ridge line essentially corresponds to the approximate location of present-day Hay Street (Hocking Planning and Architecture, 2011) (Collard and Jones, 2014).

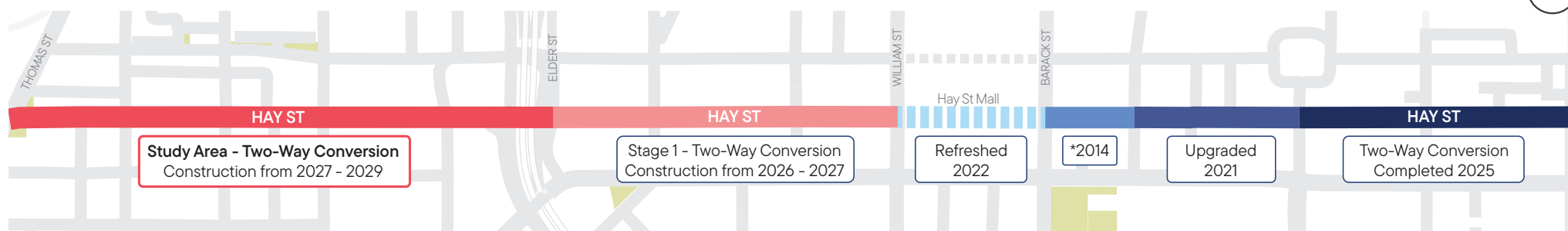
Originally at only 16 metres wide, Hay Street was built in the 1830's as part of the township's original urban structure and is one of the few streets that extends outside City of Perth boundaries.

The street was named after Robert William Hay, the Permanent Under Secretary for Colonies. The portion east of Barrack Street was once called Howick Street.

Since 2021, the City has been progressively converting sections of Hay Street to two-way traffic, along with making general improvements to the public realm where needed, to enhance connectivity along the entire length of the street.



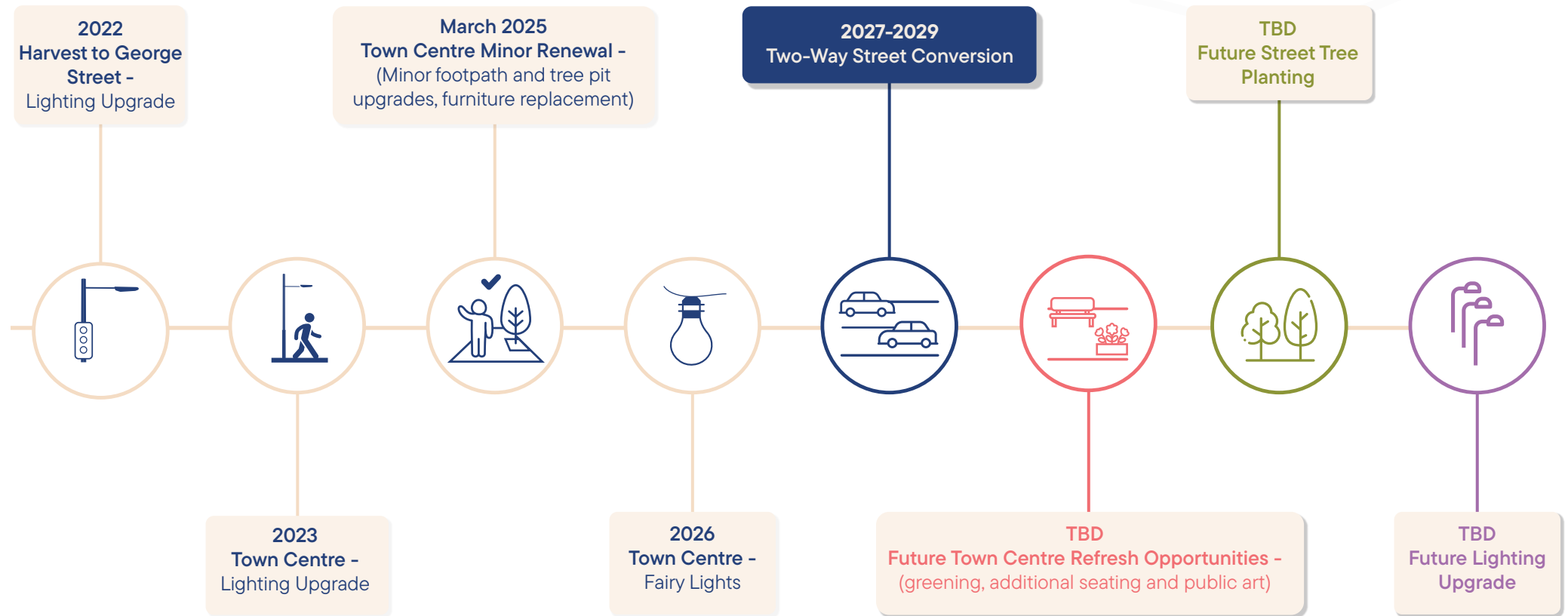
Hay Street William to Elder - Final Concept Plan 2024



Study Area - context

*Opened to general traffic

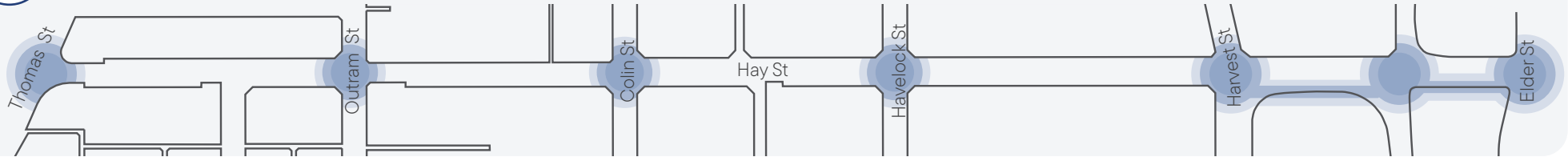
Hay Street, West Perth – Previous and Proposed Future Works



Potential Implementation Strategy



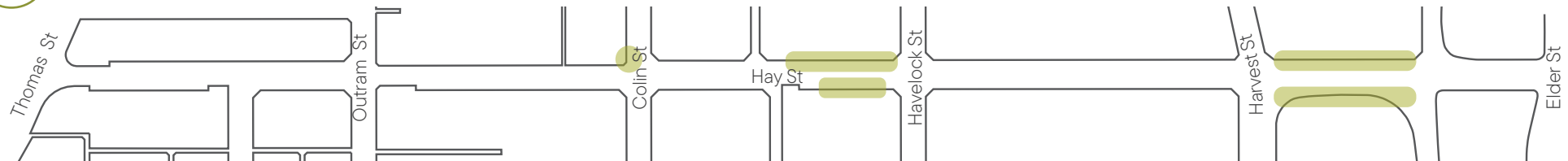
1. Two-Way Street Conversion - 2027-2029 - Currently budgeted in Long Term Financial Plan



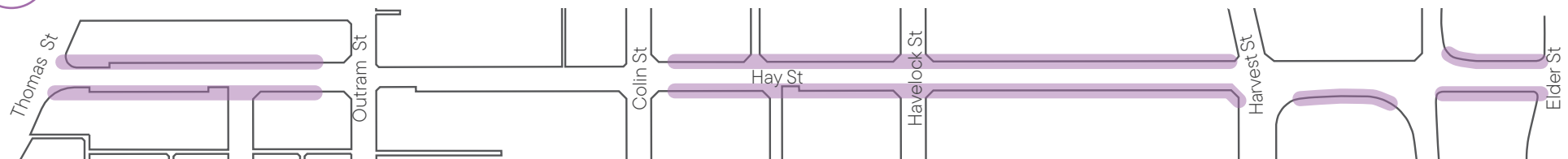
2. Future Town Centre Refresh Opportunities (Currently out of scope)



3. Future Street Tree Planting



4. Future Lighting Upgrades*



*Note: New street lighting only in sections not already upgraded.

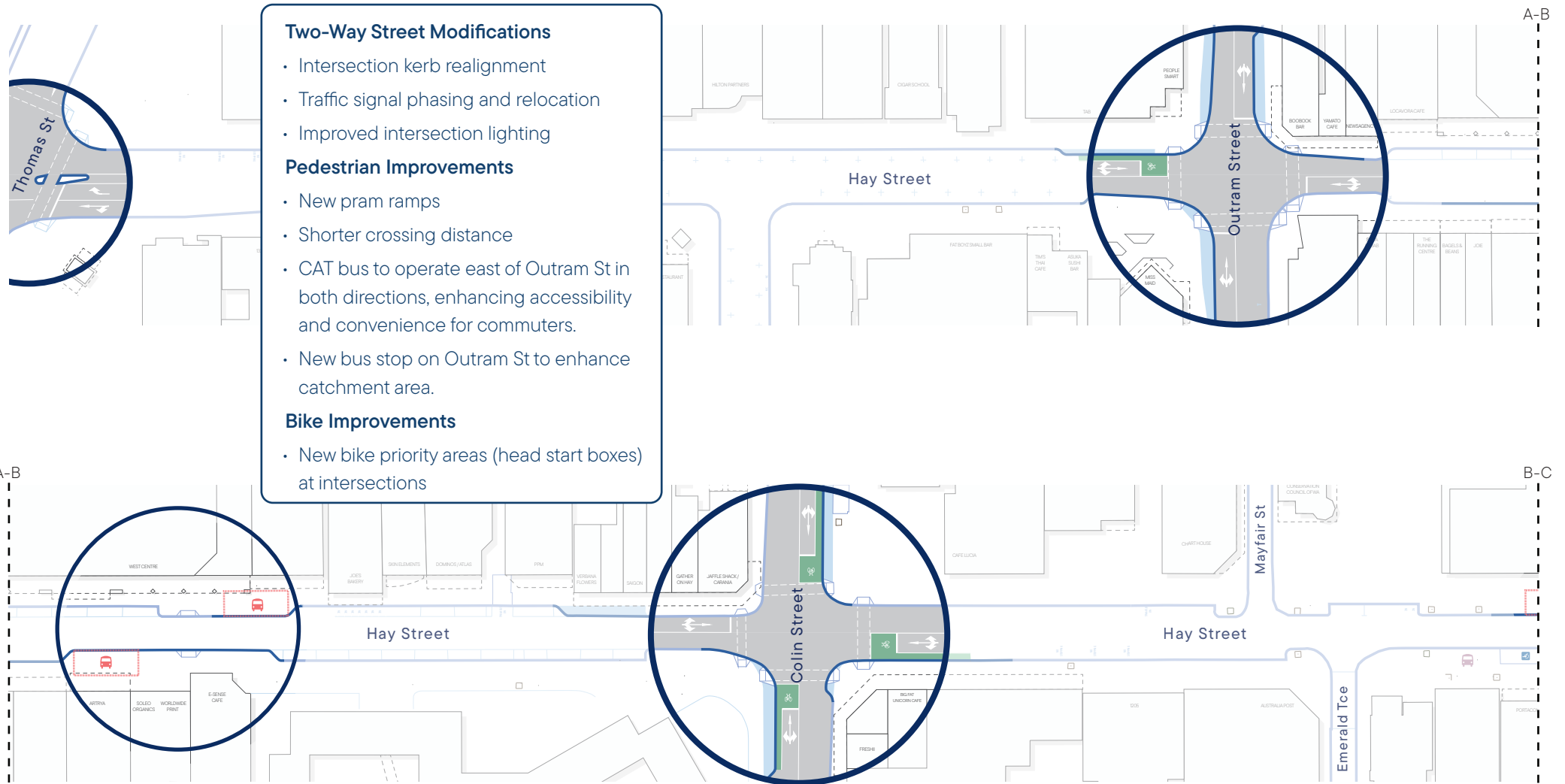
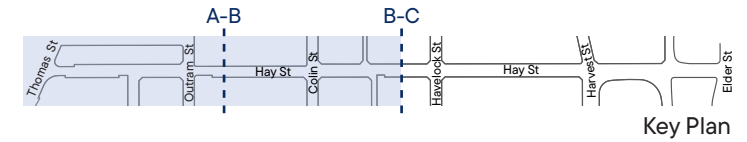


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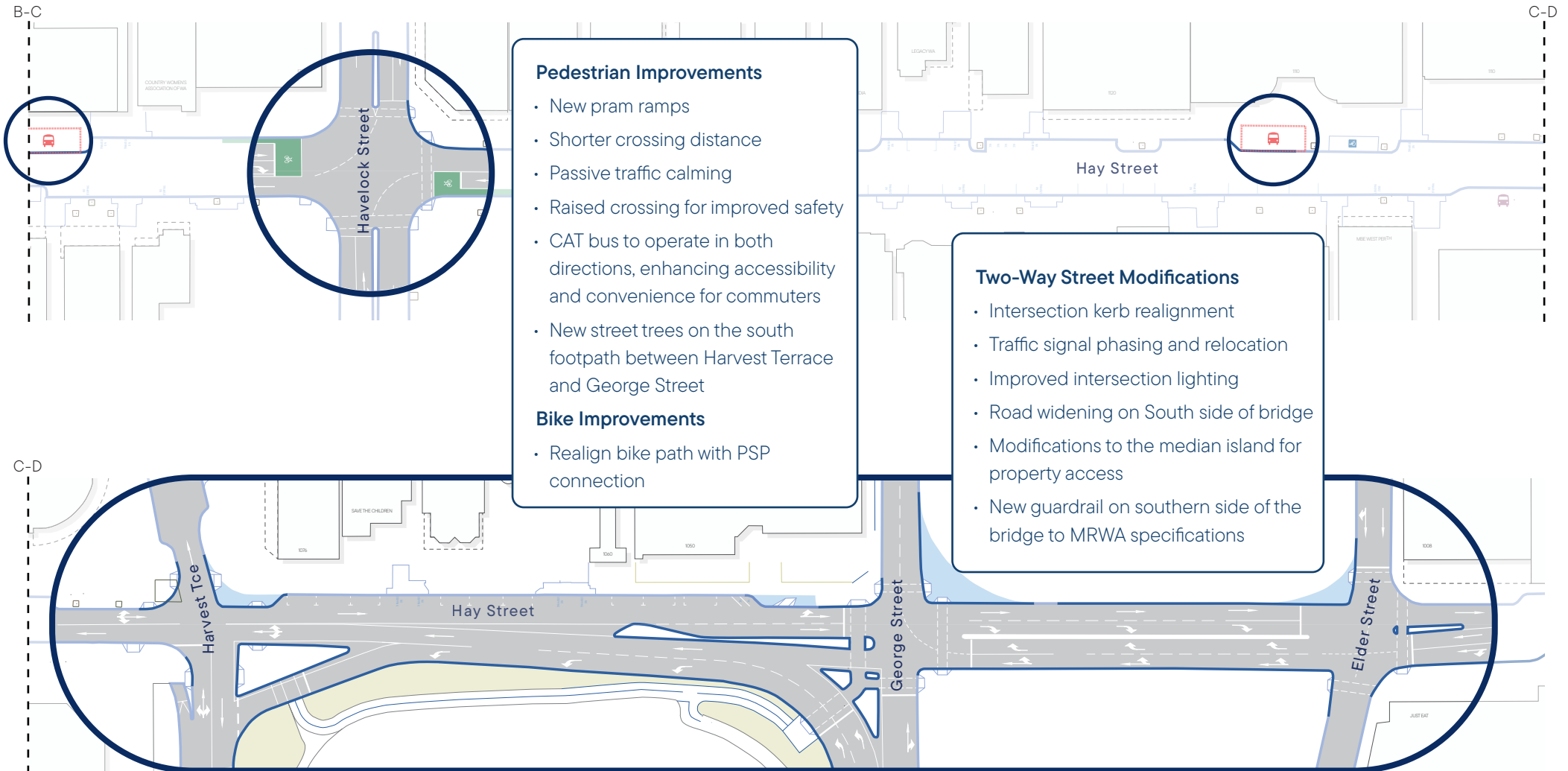
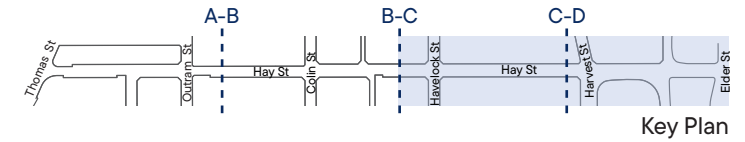
Two-Way Street Conversion

Image: Hay Street and Outram Street Intersection

Final Concept Plan (Diagrammatic)



Final Concept Plan (Diagrammatic)



Legend

- Existing kerb
- New kerb
- New footpath widening
- New cycle head-start



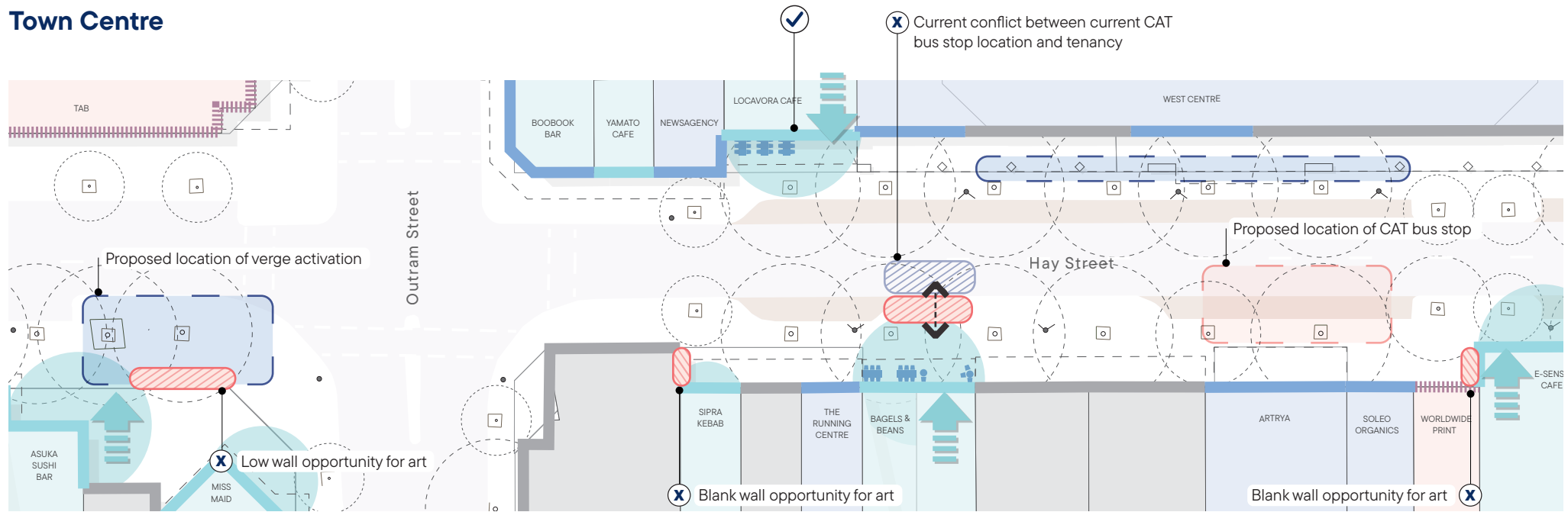
Analysis



Image: Hay Street vinyl wrap artwork. Artist: Amok Island

Public Life Study and Analysis

Town Centre



Town Centre Analysis Plan

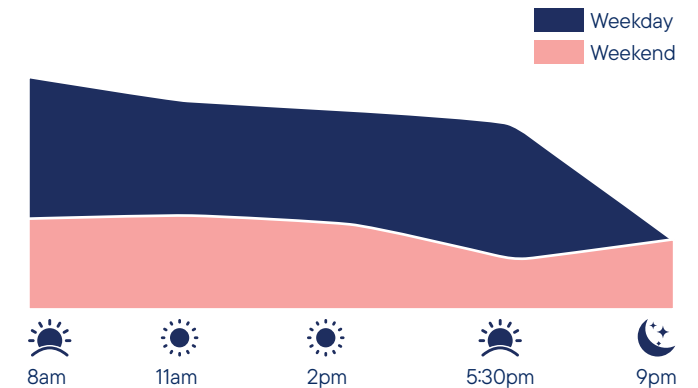
Visitation

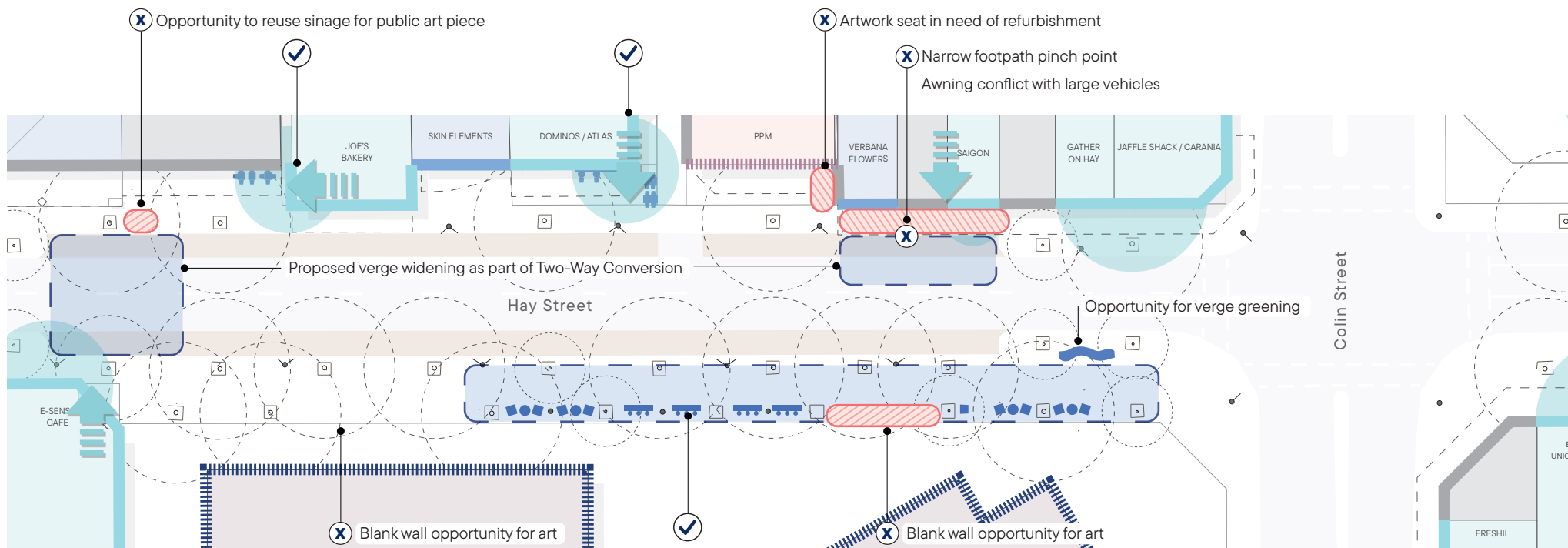
- Weekday visitation is more than double that of weekends, with a sharp decline after 6 pm (from 117 people at 5pm to 41 at 8pm).
- The lowest visitation occurs at 8pm on both weekdays and weekends, indicating a lack of an evening economy.
- Over 95% of visitors are adults, suggesting the area is primarily used by local workers. It also indicates that there are few families residing in the area.

Activities

- During weekday lunch periods, the street is lively and bustling, with outdoor dining (both public and private) actively used, adding another layer of vibrancy to the street.
- Standing alone is the most common activity (52% on Wednesday, 92% on Saturday) as people queue at eateries at lunchtime.
- Social interaction is higher on weekdays, primarily among colleagues meeting for meals, coffee, or work discussions.

Visitation Peaks: Weekday morning, noon, early evening

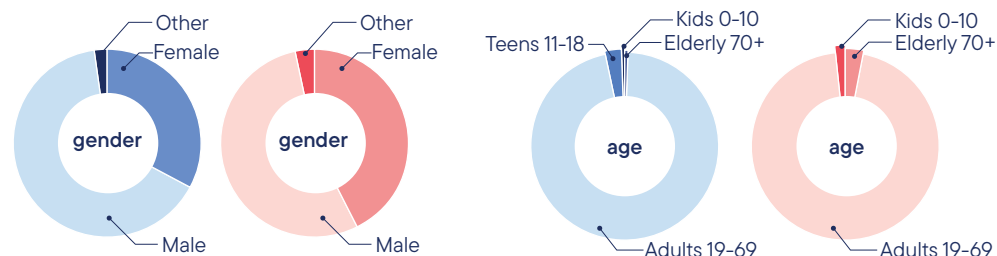




Town Centre Analysis Plan

Pedestrian activity demographic : majority male 16-69

558 Weekday visitors
248 Weekend visitors



Facade Quality

Active/ Pleasant

Mixed/ Plain

Inactive/ no facade

Function

Bars/ Restaurants

Shops/ Retail

Offices/ Services/ Car rentals

Residential

Parking - surface & garage

Blank/ Vacant

Empty lot/ Under construction

Graphics adapted from Gehl Studio - Denver 16th Street Mall Study

Legend



Building Use

- Hospitality
- Retail
- Commercial
- Residential
- Vacant

Future Context

The West Perth Town Centre is poised to become a vibrant and dynamic urban hub, shaped by its strategic location and future growth opportunities. Situated at the intersection of a key biodiversity link, the area will balance urban development with environmental connectivity, integrating pockets of greenery that enhance ecological corridors.

With its proximity to a pedestrian hotspot in the east and the transformative Subi-East redevelopment nearby, the precinct is set to experience increased activity and accessibility. This evolution will be supported by a growing population, with a focus on attracting families through a mix of housing, amenities, and community-focused spaces.

Legend

- Pedestrian Priority Area
- Urban Heat Island Hotspot
- Railway Station
- 400m Transit Walkable Catchment
- Activity Centre
- 200m Activity Centre Catchment
- Neighbourhood Boundary
- City of Perth Boundary
- ↔ Biodiversity Links

Future Projects

- Parliament House Precinct Plan
- Subi-East Redevelopment: PMH 1909 Precinct
- Bike Plan 2025-2035: Proposed bike routes
- Open Space Plan: Minor works and green space interventions
Harold Boas Gardens, Totterdell Park and Frank Baden Powell
- Hay St - William to Elder: Current Two-Way conversion



Publication: Local Planning Strategy 2023





Image: Hay Street and Colin Street Intersection

Appendices

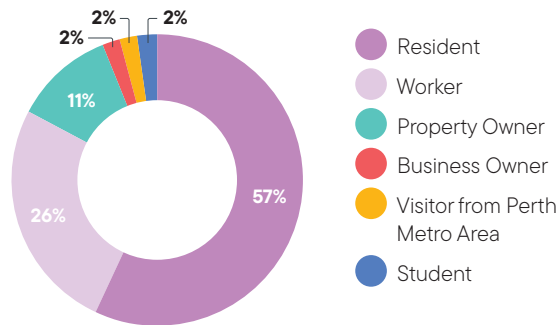
A. Community Consultation – Draft Concept Plan

Appendix A

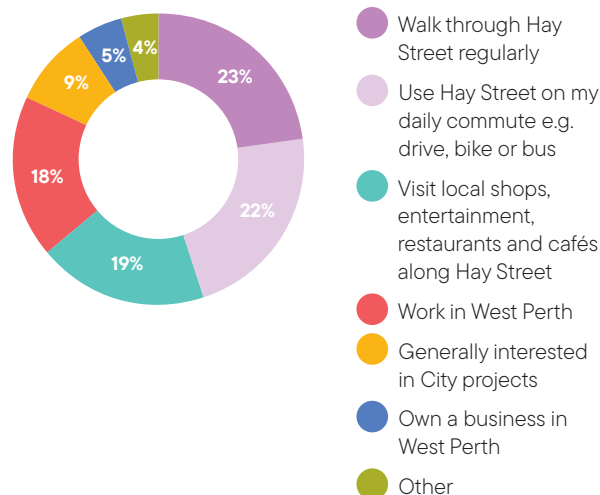
Community Consultation – Draft Concept Plan

From 4 July to 15 August 2025, the draft concept design was shared on Engage Perth for community feedback. To inform nearby residents and businesses, the City distributed approximately 575 letter drops and 1,236 mailouts. The engagement page received **182 visits**, and **127 surveys** were completed, including **25 submissions** without written comments.

Main connection with the City



Key interests in taking the survey

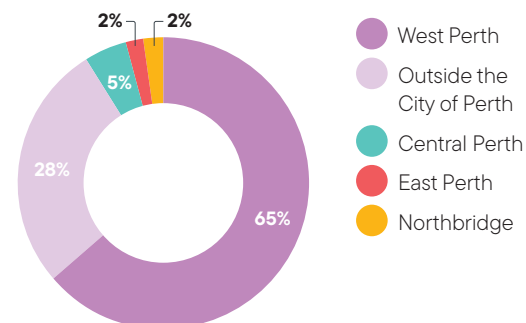


What we heard



Community feedback was mixed. Some said two-way traffic would provide more direct routes, reduce detours, and improve access for residents and businesses. Others raised traffic concerns, including congestion, intersection choke points and poor access to properties. These particular concerns appear to have arisen due to a lack of clarity about the project's scope and limited communication of the benefits associated with the two-way conversion.

Where do the respondents live



This is desperately needed. Getting to anything along Hay Street is really difficult and a waste of travel time.
WORKER – West Perth

Changing to two way is a bad idea. Adding more congestion will make things worse.
RESIDENT – West Perth

Bring it on!
Fully support two-way streets.
PROPERTY OWNER – West Perth

Congestion and noise would skyrocket and will disrupt residents even more.
RESIDENT – West Perth

What we heard



Street Amenity

Other feedback highlighted that the project presents an opportunity to strengthen West Perth by attracting more customers to local businesses. Respondents also expressed aspirations for enhanced amenity, including improved safety, more urban greenery, better lighting and CCTV.

Support the project and I also hope the Town Centre Refresh, Tree Planting and Lighting Upgrades also get completed.

WORKER – West Perth

Safety, improved lighting on Colin Street would be a good start. With high density living, CoP should be providing greater amenities similar to East Perth!

RESIDENT – West Perth

The money would be much better spent on improving the lighting, increasing the CCTV coverage and other safety measures.

RESIDENT – West Perth

I've long since thought that West Perth was a gem waiting to be uncovered and it looks like this could be it!

RESIDENT – West Perth

Other feedback

Additional feedback was received from key stakeholders, including State Government transport agencies.

Main Roads WA (MRWA):

- Supportive for the two-way conversion of Hay Street and assists in securing traffic signal modification approvals.
- Expressed support for the two-way conversion of the bridge section over the Mitchell Freeway, which is under Main Roads' ownership.

Parliament House:

- Raised concerns about the new right-turn options at the Hay Street/Harvest Terrace intersection, fearing increased congestion and negative impacts on pedestrian safety.
- Suggested alternative options including restricting or removing right turns, introducing one-way traffic on part of Harvest Terrace, or closing Harvest Terrace connection to Hay Street altogether.

Department of Transport (DoT):

- Strong support for the conversion of Hay Street to a two-way street.
- Support for improving overall pedestrian amenity.
- Recognises that the project site is constrained and acknowledges the difficulty in providing dedicated cycling facilities along the length of the corridor.
- Recommend other options for creating a safer street by reducing speed limit to 30kmph, Local Area Traffic Management treatments and additional bike stencil surface markings.

Public Transport Authority (PTA):

- Supportive of the proposal enabling CAT buses to operate in both directions along Hay Street, with flexibility for future route extensions.
- Discussions with PTA is progressing to fund the construction of the new bus stops and shelters.



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