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Gehl

| Shaping Perth City Centre

Towards 2036 and Beyond

Acknowledgement of Country

The City of Perth acknowledges the traditional custodians of the land 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.

The City of Perth and Gehl kadij kalyakool moondangak kaaradj midi boodjar-ak ngala nyininy, Whadjuk Nyoongar yoongar wer bandany Aboriginal yoongar yooarme boodjar-ool Ngalang woola Boorloo wer Derbarl Yerrigan kalakoorl, wongin kadadjiny wer, wirn-yoodan. Ngalang kadij Birdiya koora wer yeyi moondang-ak kaaradjiny.

Gehl respectfully acknowledges the Whadjuk people as Traditional Custodians of the Nyoongar nation and pays respect to Elders past and present.

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Reflections from Jan Gehl

When I first came to Perth in 1993, I carried out, with a remarkable group of local volunteers, the City Centre's first Public Space Public Life Study. It revealed both the challenges and the great potential of a city ready to embrace a more people-centered approach.

In 2009, we returned to assess progress. Many of the original recommendations had been realised, and new ones were added, drawing on updated data and lessons from cities across Australia and abroad. Together, they laid a stronger foundation for public life in Perth.

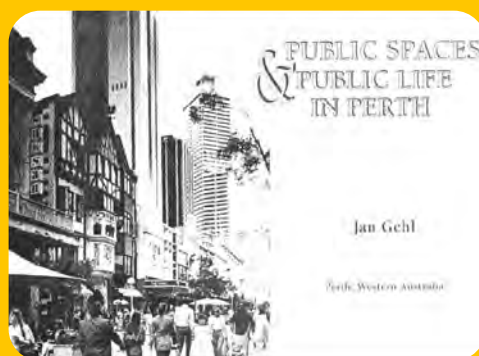
Since 2009 Central Perth has yet again been seen amazing transformations moving closer to the river with the development of Elizabeth Quay, bringing in more residents, establishing a centrally located university campus, and securing much needed connections to Northbridge. However, there are still important challenges on the road to a truly people-oriented city. The river that I, previously and for good reasons, impolitely described as the 'Dead Sea'

still doesn't feel particularly alive or, in fact, part of the City Centre. Cars still take up too much space, and the buzz of the city tends to fall flat outside the working day.

The City Centre has the potential to have more iconic moments and really become a people place 24/7. The City of Perth has recognised this and the Gehl team couldn't be happier to be invited back not only to again assess progress, but to work together with the city and stakeholders on a new study.

Shaping Perth City Centre: Towards 2036 and Beyond measures progress since 2009, but perhaps most importantly, it identifies the big priorities for action that will really elevate the City Centre - allowing Perthlings to enjoy more of their city, and improving its international reputation.

It has been a privilege to witness Perth's transformation across three decades, and I look forward to seeing how the next chapter unfolds in the life of this remarkable city.



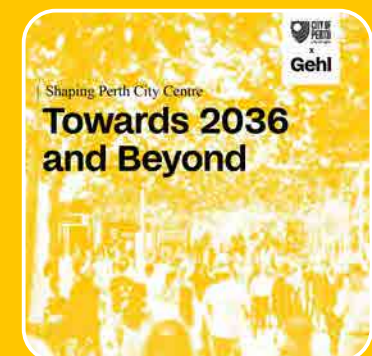
1994 PSPL Study



2009 PSPL Study



2025 PSPL Study - Report Card



Towards 2036 and Beyond



2009 - Elizabeth Quay Collage (Gehl)



2024 - Elizabeth Quay

Overview

Shaping Perth City Centre - Towards 2036 and Beyond, referred to as Towards 2036+, provides a framework to guide the transformation of the City Centre over the next 10-20+ years.

Gehl's work has played a significant role in redefining Perth over the past three decades, and with the City's population projected to reach approximately 55,000 residents by 2036, this study builds on that foundation. Towards 2036+ sets out a refreshed direction for how the City Centre can evolve to meet the needs of a growing and changing community.

Its development over the course of 2025 was informed by:

80+ previous concepts, studies and reports

Desktop research, site visits and analysis including updates to Gehl's previous Public Space Public Life studies;

59 observational study sites across the city

155,712 people counted

Production of a '**Report Card**' that outlines the key findings of the analysis and charts progress over the past 15 years.

80+ stakeholders and experts involved

Extensive stakeholder engagement with a broad range of representatives from State Government, the planning and design community, the development industry, major City Centre landowners and businesses.

Towards 2036+ identifies a strong place-based focus for ongoing transformation of the City Centre, responding to a set of identified key opportunities and challenges. It applies a human-centric lens as to how the City Centre can become more liveable, sustainable, and prosperous, and thereby internationally relevant.



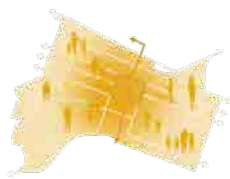
Summary of analysis in [Report Card](#)

Document flow

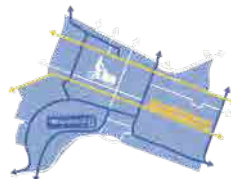
The study offers a place based framework supported by:

5 Guiding Principles

Clearly defined principles that will guide change Towards 2036 and Beyond.



A Vibrant and Magnetic City



A Well-Connected City



A Climate Resilient City



A City with Diverse Identities and Stories



A City that Invites People to Explore and Stay

20 Directions

Each of these is expanded as a set of actionable Directions and approaches to highlight areas where targeted change may yield significant improvement in City Centre performance.

More Liveable Heart

Enhanced retail core

Enhanced Lighting

Better Social Infrastructure

Simplified Bus Network

Calmed Traffic

Filled Gaps in Micro-Mobility Network

Enhanced Arrival Experience

Embraced Natural Assets

Streets as Blue-Green-Corridors

Activated underutilised Land

Cooled City

Stronger Connection to Country

Culture in Everyday Life

Inclusive Public Spaces for All

Activated Human Scale Built Heritage

Seamless Public Space Network

Upgraded Existing Public Spaces

Prioritised Street Level Public Life

Clear Public Space Hierarchy

5 Key Moves

To further the action orientated approach, five key moves are identified as catalytic priorities in reshaping the City Centre.

- 1 The North-South Connectors
- 2 Buneenboro Loop
- 3 Living Streets
- 4 The Malls Evolution
- 5 East-West Transit Corridors



Strategic Fit

Towards 2036+ provides a clear purpose: to guide Perth's (specifically the City Centre's) evolution in a way that delivers vibrant public spaces, connected communities, and sustainable growth.

It builds on more than three decades of collaborative work between the City of Perth, the State Government, and Gehl to create a more liveable, connected, and resilient capital. Drawing on the successes of earlier initiatives, including the development of Elizabeth Quay, and the Perth City Deal developments.

Towards 2036+ provides an evidence-based design framework that demonstrates how the City Centre can evolve to be more human-centred, socially connected, and economically dynamic. It identifies opportunities to strengthen physical connections, movement systems, and public experiences, unlocking value across social, economic, and environmental dimensions.

Towards 2036+ is set within the broader metropolitan strategic landscape, complementing State-level planning directions and creating opportunities for partnerships that deliver shared outcomes. It aligns with key State strategies:

- Perth and Peel @3.5 Million – supporting higher-density, mixed-use urban living and an activated city core.

- State Infrastructure Strategy – guiding investment in place-based infrastructure that enhances connectivity and liveability.
- Metronet and associated precinct planning – reinforcing walkable, transit-oriented environments that encourage sustainable mobility.
- Climate action and liveability agendas – embedding low-carbon design, green infrastructure, and high-quality public spaces.

Within the City of Perth, the Capital City Plan (Council Plan) sets the overarching direction for liveable, sustainable, and prosperous growth. This is supported by outcome-focused informing strategies:

- Social, Health and Wellbeing Strategy 2023–2033 – promoting inclusion, equity, and community wellbeing.
- Sustainability Strategy 2022–2032 – advancing resilience, environmental stewardship, and a low-carbon future.
- Economic Development Strategy 2025–2028 – driving innovation, investment, and local competitiveness.

The Local Planning Strategy and targeted plans, including Urban Greening and Transport Strategies, operationalise these strategic directions into spatial, environmental, and mobility outcomes.

Within the City of Perth's integrated strategic planning framework, Towards 2036+ is an informed study that aligns the City's planning, sustainability, and economic development efforts within the City Centre, to the vision and strategic priorities identified by the Capital City Plan.

Towards 2036+ translates Gehl's insights and design principles into a shared direction for the City Centre's transformation, while reinforcing the value of collaboration across tiers of government. It brings coherence between the City's aspirations and the State's urban planning and investment priorities.

Importantly, Towards 2036+ serves as a framework for ongoing collaboration and alignment between the City of Perth, State Government agencies, and key partners. It provides a common language and set of priorities to guide decision-making, investment

sequencing, and program delivery — ensuring that future initiatives across planning, transport, infrastructure, and sustainability contribute to a cohesive and people-centred City Centre.

Through this integrated approach, Towards 2036+ strengthens the City’s leadership role in shaping Perth’s evolution while fostering the coordinated partnerships, facilitating coordinated action and shared responsibility between the City of Perth, State Government, and key partners to deliver a bold, design-led future for the capital.



Geography of the City Centre and its Structuring Elements

Building stronger links between precincts, neighbourhoods, and the river to create a more connected City Centre.

Towards 2036+ refers to the study area as the 'City Centre' rather than Central Perth. City Centre is considered a more appropriate term as it better captures its role as the primary urban centre for the whole of Metropolitan Perth in terms of business, civic and administrative functions, State-level entertainment and retail offerings, and inner-city living opportunities. Central Perth by contrast speaks more to its geographical location.

For the purpose of Towards 2036+, the boundary of the City Centre correlates with that defined for Central Perth in the Local Planning Strategy (see plan diagram overpage). However, the City Centre's 'area of influence' is more extensive. Drawing a 1km radius from Elizabeth Quay this area of influence includes part of Kaarta Gar-up / Kings Park, Northbridge, and a portion of the Derbarl Yerrigan / Swan River. This aims to reflect people's mental map of what the City Centre encompasses. It also poses a few questions that Towards 2036+ and future work must try and answer:

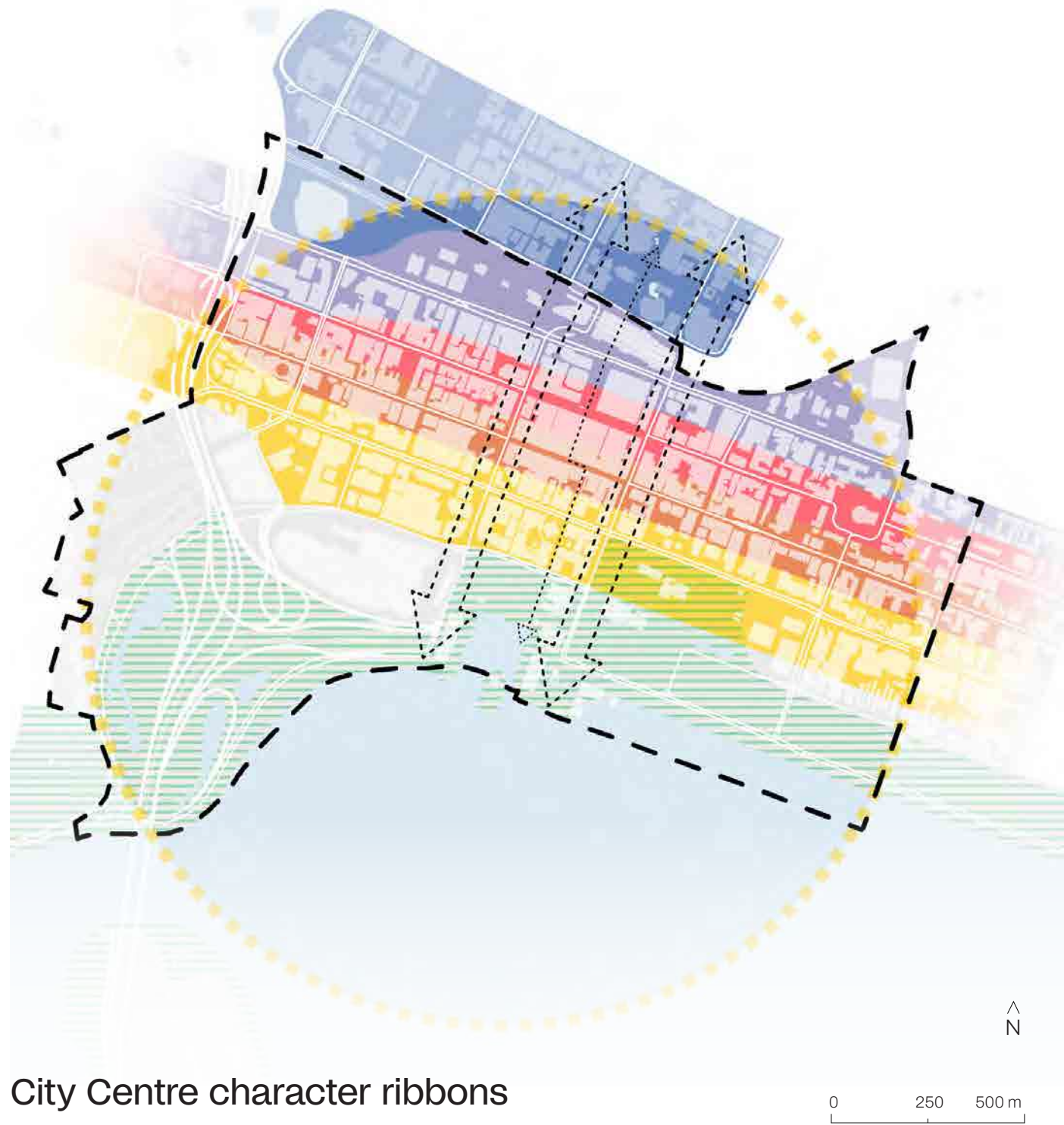
- How might our approach to the Derbarl Yerrigan / Swan River differ if we consider it as part of, and not at the edge of, the City Centre?
- How can the ecological and recreational value of Kaarta Gar-up / Kings Park and Langley Park be better leveraged to address open space limitations within the City Centre?
- What is Northbridge's evolving role as a complimentary entertainment and residential district, and how will pipeline developments, particularly residential growth around Edith Cowan University (ECU), shape the City Centre's activity and population?

Answering these questions may require bold moves to strengthen the connection between the City Centre and Kaarta Gar-up / Kings Park, the creation of a continuous walking and cycling loop around the Derbarl Yerrigan / Swan River, and a reconceptualisation of Northbridge as part of the City Centre residential community. They take us beyond the 2036 horizon, but are nonetheless noted as they are important for a metropolitan city region that is rapidly evolving.

Additional structuring elements that affect the City Centre's existing 'area of influence' include (see diagram opposite):

- east-west horizontal activity / character 'ribbons' (including an important green riverfront band);
- north-south city connectors;
- Derbarl Yerrigan / Swan River as a blue park.





City Centre character ribbons



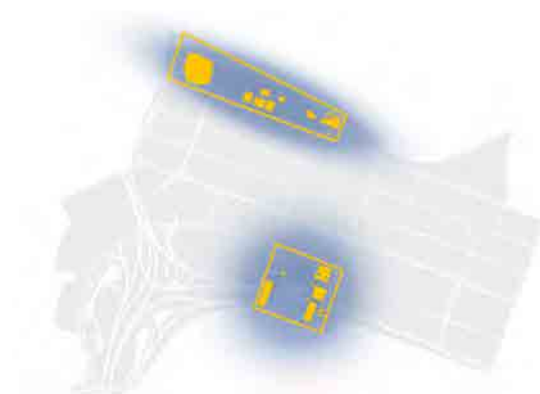
Opportunities and Challenges

Over the past 15 years, the City Centre has undergone significant transformation and is becoming increasingly people-focused.

Yet there is still much more to do to shift perceptions and make the City Centre the vibrant heart of Perth. Many Perthlings still view it as quiet and dull and this study aims to change that, creating a City Centre that is lively, exciting, and the most attractive place to live, work, and visit in the metropolitan area.

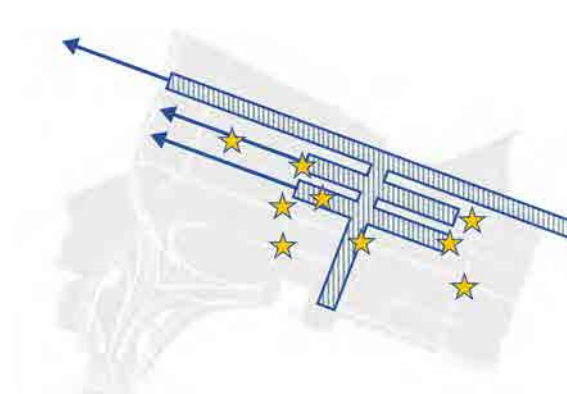
Towards 2036+ celebrates the City Centre's unique opportunities, and aims to build on its competitive advantages:

Continue improving connections to Northbridge and the River



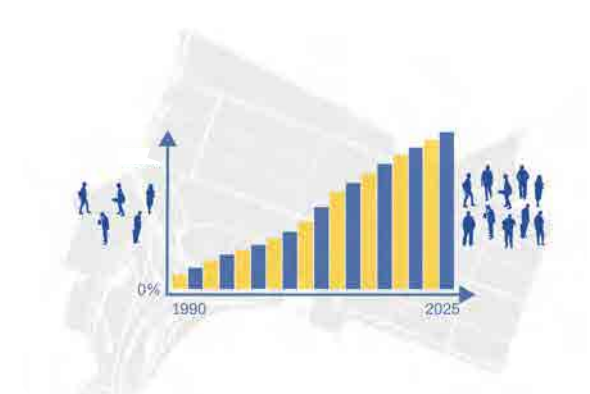
Elizabeth Quay is now proving an important drawcard for Perth tourism and in celebrating the City Centre's unique riverfront setting. The northern area now benefits from greatly improved connections to Northbridge via the Perth City Link project, Yagan Square development, and Edith Cowan University (ECU).

Numerous public realm investments at diverse scales



Investments in the public realm including lighting, public art, cycling and mobility infrastructure, street trees, and urban furniture etc. have collectively improved the everyday visitor experience of the City Centre's main streets, malls, laneways, and semi-private courtyards.

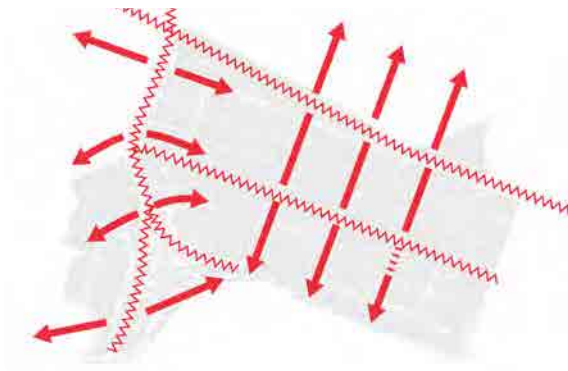
More City Centre residents



The City Centre has seen a significant increase in its resident population, with a 390 percent increase between 2009 and 2023, which will help fuel a more vibrant, safe City Centre. The recent wave of student accommodation development, spurred by the Edith Cowan University City Campus opening in early 2026, is adding momentum to this growth.

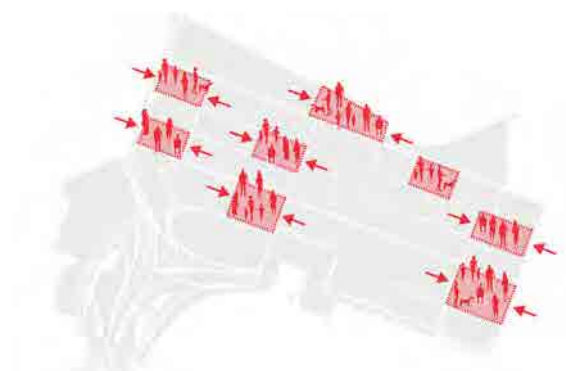
Towards 2036+ also aims to tackle the following key challenges:

Poor connections between key destinations



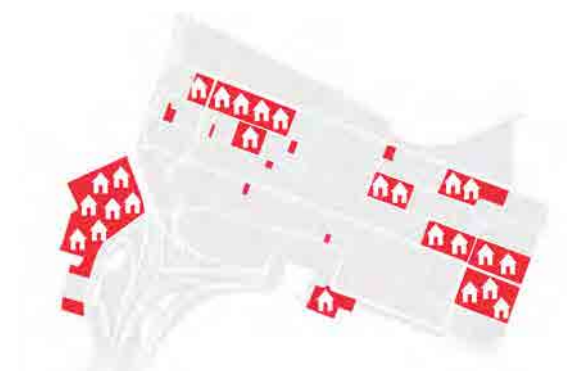
The City Centre suffers from a car-centric legacy, with limited safe, seamless pedestrian and cycling connections between inner city neighbourhoods, or to key destinations such as the riverfront and Kaarta Gar-up / Kings Park. Further work is needed to strengthen the riverfront's connection to the City Centre, enhance its unique character, as well as providing more recreational opportunities and access to urban nature for both locals and visitors.

An introverted City Centre with underutilised public spaces



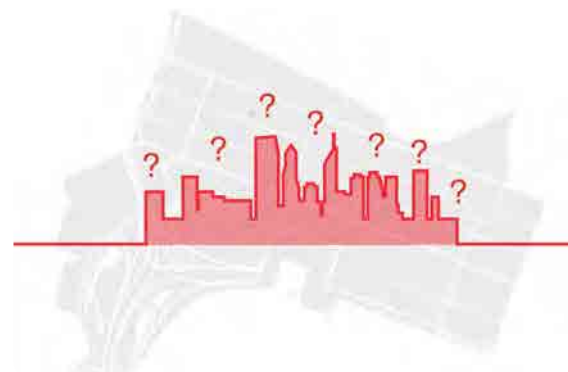
Some of the City Centre's public spaces feel empty and unwelcoming, especially after dark, and are perceived as less safe during those times. Many great eateries and public spaces are often hidden from view or located in laneways or semi-private courtyards. These spaces often outcompete life on the main streets and thoroughfares, (which prioritise car-traffic over soft mobility modes, making them less inviting.)

A lack of critical mass of residents and rapidly changing retail trends



Despite recent growth in the number of people calling the City Centre home, residential density remains relatively low compared to other Australian cities. This lack of a critical mass of residents combined with changing retail trends means the 24/7 energy expected from a City Centre is often missing. This has led to an overreliance on programmed events to bring life into the City Centre.

Streetscapes without local stories and cultural identity cues



The city does not yet fully embrace and showcase its unique Nyoongar connection to country or the cultural diversity of Perth residents. The City Centre sits within a globally recognised biodiversity hotspot which, along with more visible connections to country and local identity, could help the City Centre become more unique, proud, and rooted in place.

Rising temperatures, minimal canopy and sensory connections



The City Centre is still missing a lot of shade along key thoroughfares and basic levels of pedestrian comfort. Very few opportunities for sensory connection with nature are available throughout the City Centre, which affects the length of time people choose to stay and spend time in public spaces across the city.

A missing unified vision and leadership challenges



Bold leadership and coordination is needed to bring the city's many actors together. Without a shared and unified vision for the City Centre (and its neighbouring suburbs), open communication channels, and coordinated delivery plans, progress becomes piecemeal, and slows momentum needed to meet future challenges.

Our Assumptions

Towards 2036+ is based on a series of critical assumptions around the future development of the City Centre over the next 10-20 years i.e. key projects currently in planning and/or delivery phases.

These assumptions are not predictions or commitments; rather they help frame the potential context in which the City Centre may evolve:

- 1 Edith Cowan University (ECU) City campus opening in 2026 bringing up to 10,000 students into the City Centre by 2030.
- 2 Consideration of a Perth Convention and Exhibition Centre (PCEC) Precinct Improvement Scheme.
- 3 The staged delivery of key projects along the riverfront, including the Aboriginal Cultural Centre.
- 4 The completion of the final stages of Elizabeth Quay, Perth City Link and the Carillon City redevelopment in the early 2030's.
- 5 The Claisebrook pipeline and stormwater harvesting system, bringing water from Lake Vasto into the City Centre, providing a plentiful supply for irrigating the City Centre's green spaces and street plantings.
- 6 The Perth Cultural Centre Rejuvenation completion by 2027.
- 7 Public realm improvement projects such as the James Street upgrade and Two-Way Streets Program rollout will continue.
- 8 Programs such as the Walking in the City Plan and Bike Plan initiatives will continue to improve connections and accessibility across the city.
- 9 Public realm and urban greening initiatives including the Urban Forest Plan and Open Space Plan projects will continue.

Together, these projects represent a cumulative investment of billions of dollars in the City Centre, with the potential to dramatically enhance its overall appeal and unlocking further investment opportunities. It is expected that this investment and that proposed within Towards 2036+ will lead to an upturn in the number of City Centre workers, visitors, and residents. It is also assumed that there will be at least 12,000 residents in the City Centre by 2036.

Key projects in planning
and/or delivery phases

City wide:

8



9



4

7

6

1

7

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N

0 150 300 m

Towards 2036 and Beyond

The City Centre of Perth is at a pivotal moment in its evolution. Population growth, major development activity, and several transformative projects - either completed or underway - are reshaping how the city is used and experienced. This momentum provides a valuable opportunity to examine how these changes collectively influence the City Centre's trajectory, and how Perth might continue to strengthen its distinctive qualities in the years ahead. It is expected that, in pursuing the Guiding Principles, Directions and Key Moves contained within the document, by 2036:

Perth's City Centre will shine as one of the world's most admired destinations, a place where business, learning, entertainment, and culture thrive together in a lifestyle experience found only in Western Australia.



The driver of this statement is the desire to create a more human-centred City Centre that boasts world class levels of public amenity in which:

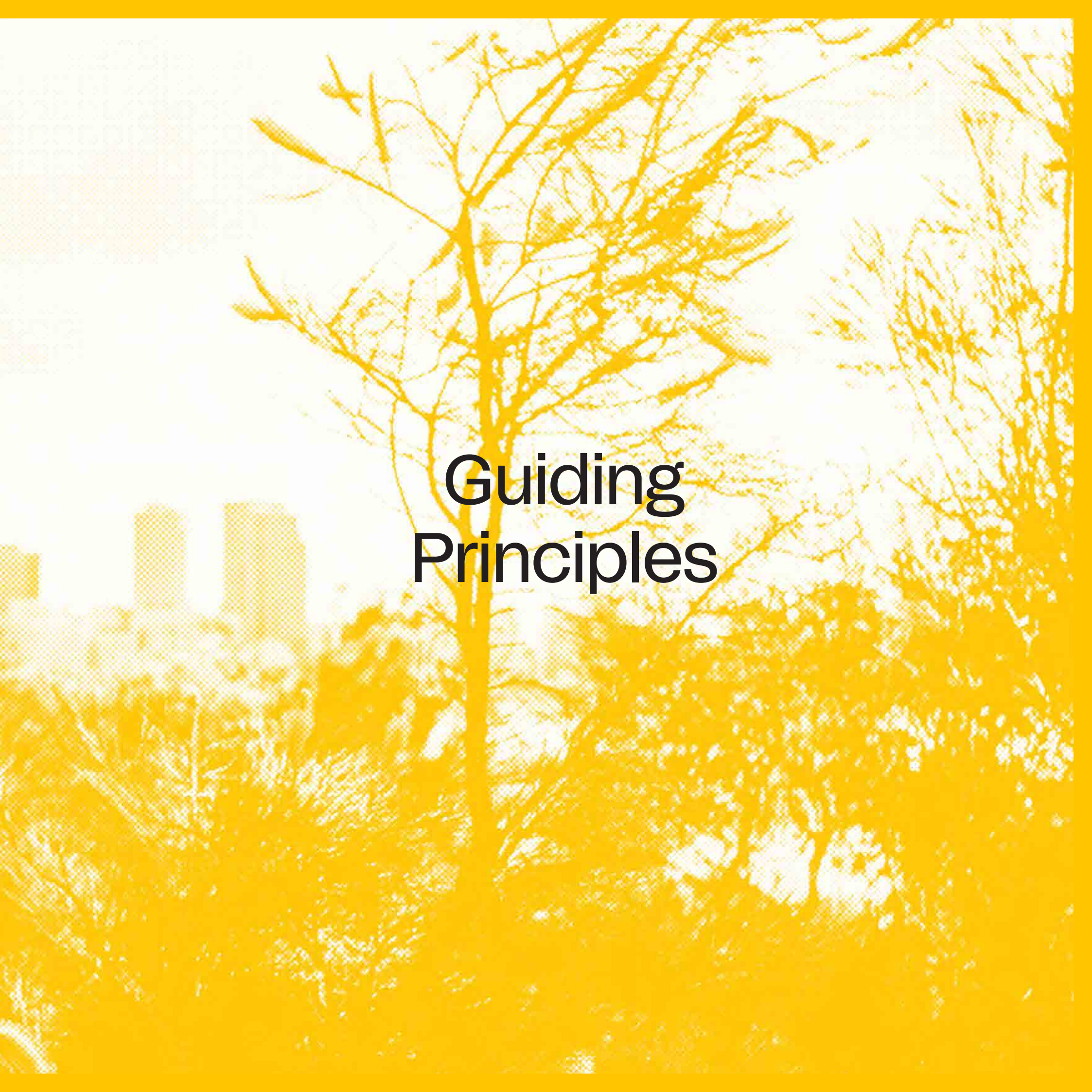
- Precincts, green spaces and the riverfront are connected with safe, seamless walking and cycling links;
- Streets are reclaimed for pedestrians and cyclists with a coherent public transport network given priority;
- Public spaces have an inherent quality that feel welcoming, inclusive, diverse, and alive, creating opportunities for people of all backgrounds to connect and belong;
- A multitude of publicly accessible free attractions are on offer; and
- Nyoongar culture and storytelling becomes a visible defining layer of identity across the City Centre and its everyday spaces

The analysis undertaken as part of Towards 2036+ anticipates that this level of public amenity will deliver an unrivalled destination appeal that attracts people and investment. This will in turn stimulate residential growth and deliver a thriving residential community at scale that can further enliven the City Centre's retail and entertainment offerings as well as support new social infrastructure. This takes time, but has been proven in comparable City Centres - and Perth City Centre is already well on its way. Towards 2036+ outlines the emerging opportunities and potential next steps that may assist the City of Perth and its partners in shaping informed future decisions.



Yagan Square 2025



The background of the slide is a halftone (dotted) image. It depicts a city skyline with several tall buildings visible through a dense layer of trees. The trees are in the foreground, with their branches and leaves creating a complex, textured pattern. The overall color palette is a mix of light and dark gray dots, giving it a textured, almost woodcut-like appearance.

Guiding Principles

Towards 2036+ Guiding Principles

Towards 2036+ will be realised by pursuing five 'place based' Guiding Principles (as illustrated in the composite plan opposite), the Directions underpinning these, as well as five Key Moves to help the Directions come alive.

Five Guiding Principles



A Vibrant and Magnetic City

Mixed-Use, Residential, Lively, Safe, Inspiring, Playful, Celebratory



A Well-Connected City

Walkable, Bike-Friendly, Transit-Friendly, Intuitive, Accessible, Seamless



A Climate Resilient City

Green, Cool, Habitat-based, Water-Sensitive, Regenerative



A City with Diverse Identities and Stories

Cultural, Distinctive, Expressive, Inclusive, Welcoming, Storied



A City that Invites people to Explore and Stay

Connected, Diverse, Atmospheric, Inviting, Human-Scale, Comfortable

Layering the Guiding Principles across the City Centre creates an aspirational framework for the future.





A photograph of a busy city street. In the foreground, several pedestrians are walking, some blurred due to motion. In the background, there is a multi-story building with a balcony and a street sign. The sign is white with black text and a black arrow pointing right. The text on the sign reads "2 Freeway" and "ENTRIES 800 m". The overall scene is in black and white.

Guiding Principles and Directions

2 Freeway
ENTRIES 800 m

1 A Vibrant and Magnetic City

The City Centre's success relies on its ability to attract and sustain people i.e. residents, workers, students, visitors and businesses, by offering an environment that feels safe, welcoming, and full of life at all hours. A vibrant city is one that inspires and invites people to gather, connect, and participate in public life.

This principle focuses on creating a City Centre that draws people in, not just for work or leisure, but for living and belonging. It is about shaping places where daily needs are met, where diverse communities thrive, and where the city's heart beats with cultural energy, economic vitality, and social connection.

Directions



① Turn the heart into a seductive setting for everyday living



② Diversify and enhance the retail core



③ Continue to enhance lighting and promote natural surveillance 24/7



④ Plan for inclusion through social infrastructure

*Layering the Directions for a
Vibrant and Magnetic City*



1 A Vibrant and Magnetic City

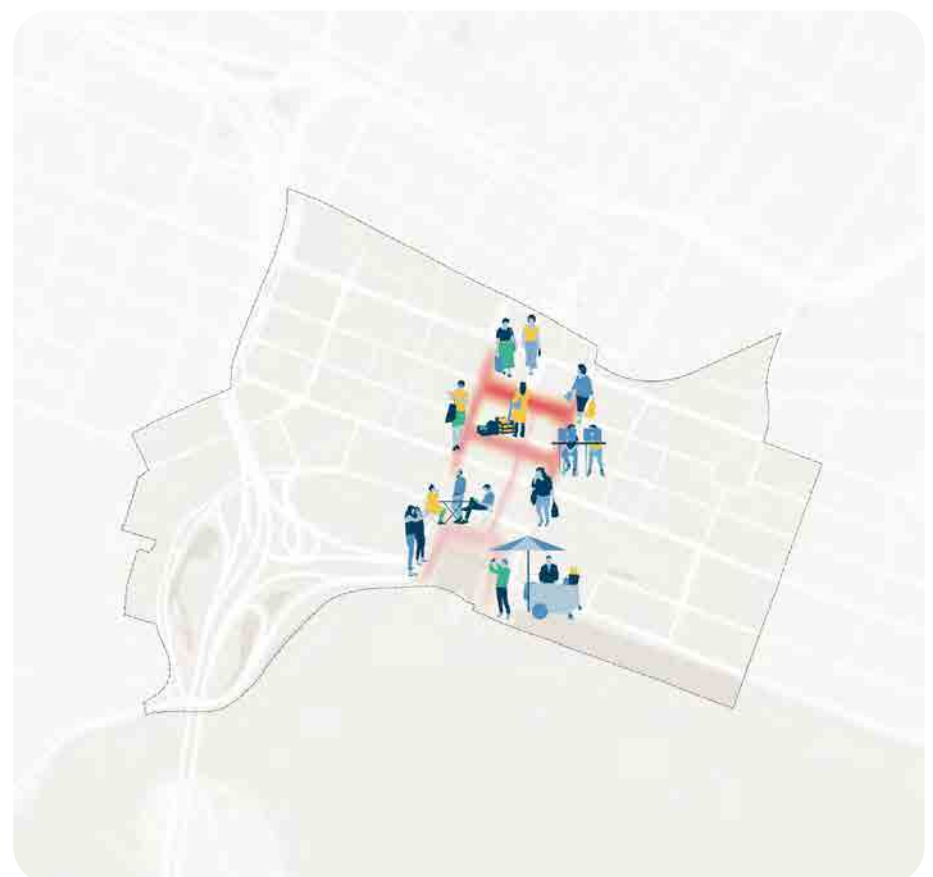
Turn the heart into a seductive setting for everyday living

Amplify liveability by focusing on human-scale details. Prioritise investment in high-quality public spaces with urban greening, shade, seating, and 'ahead of time' social infrastructure to support everyday needs. Create a distinct city heart supported by downtown living streets/ neighbourhoods with diverse housing and services to attract a mixed community of students, families, and long-term residents. Continue the city living promotional campaign.



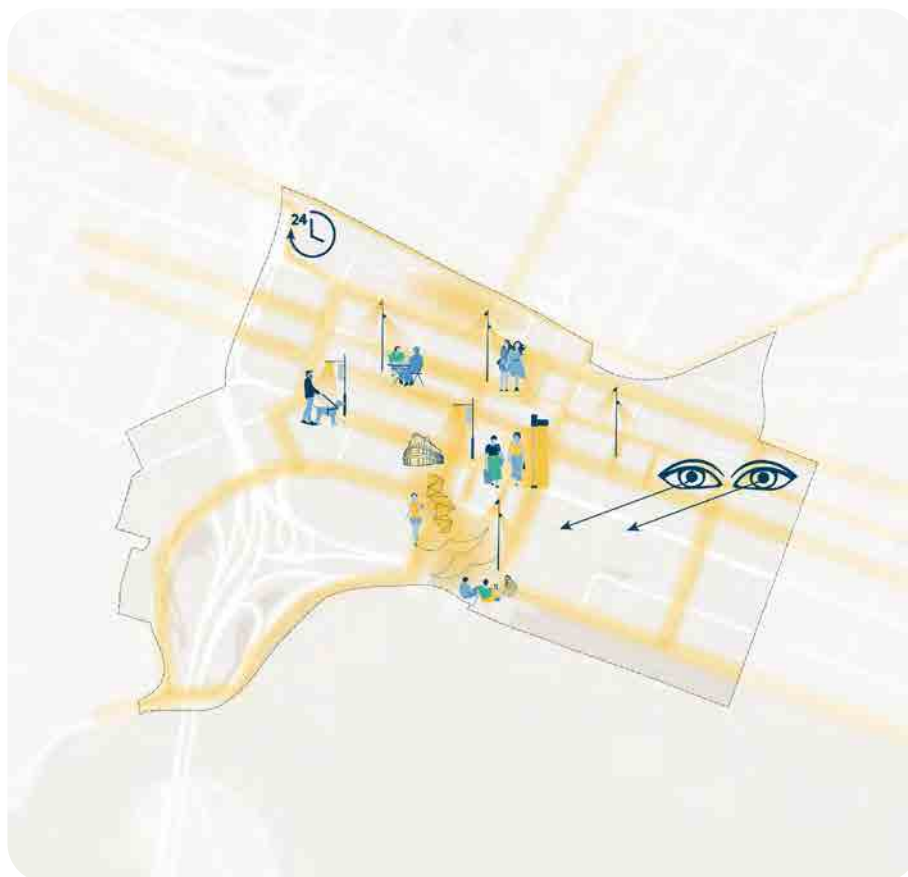
Diversify and enhance the retail core

Support ongoing diversification of land uses at ground floor levels as well as initiatives that activate vacant upper floors (living over shops). Murray Street remains the focus for destination retail and main street national/ mini major stores, with a high-end retail precinct developing along Murray Street, west of William Street. Hay Street transitions to a vibrant, entertainment-led, food and beverage, retail and residential street with a particular focus on independent businesses to support workers, visitors, and a growing residential community. Further diversification of the retail offer with pop-ups, seasonal markets, and mixed-use 'market hall' space/s - will help create vibrant multi-layered spaces that attract both residents and visitors.



Continue to enhance lighting and promote natural surveillance 24/7

Lighting, visibility, and a steady presence of people are essential for a safe and welcoming city. Prioritise the creation of spaces that attract people in—rather than concentrating on keeping undesirable activity out—through creative lighting, active frontages, more residents, extended trading hours, diverse events across the year, and clear, connected public spaces with passive surveillance.



Plan for Inclusion through social infrastructure

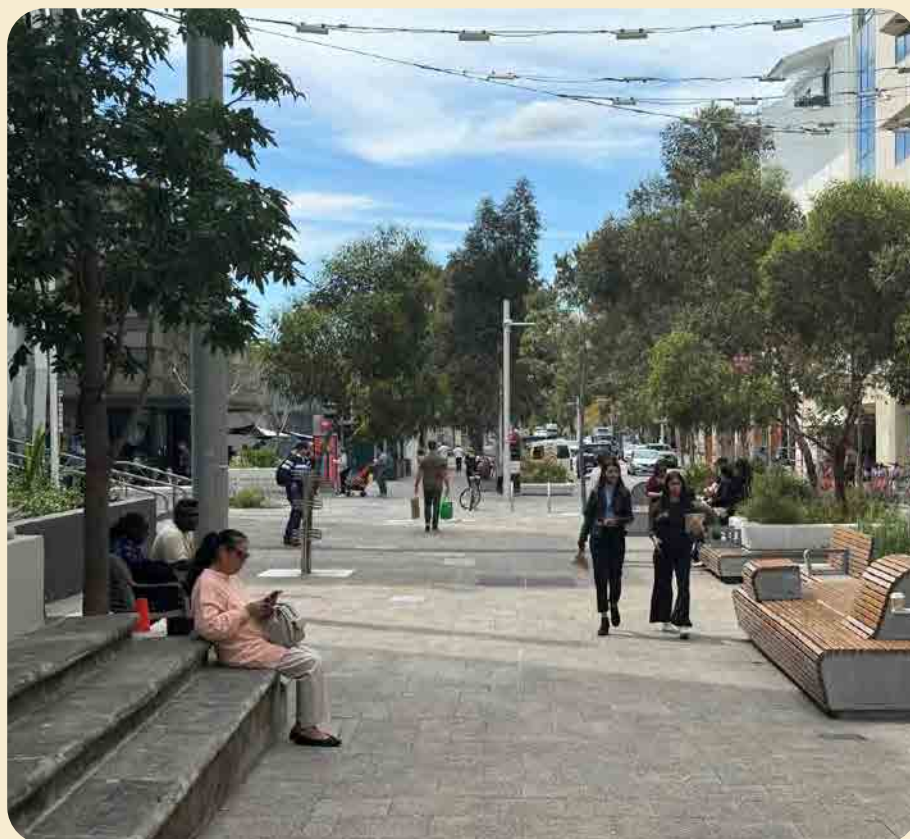
Support and advocate for inclusive social infrastructure planning—including the timely delivery of essential facilities such as kindergartens, schools, and community health services—to meet the needs of a growing residential population. Collaborate with relevant agencies to ensure vulnerable groups, including people experiencing homelessness, are supported through well-resourced public amenities and visible services, particularly around transport hubs and the Malls.



1 Inspiration from elsewhere...

Consolidating retail and reinventing the shopping mall in Berlin

Bikini Berlin redefines the traditional shopping mall concept by merging curated retail with cultural and social experiences. The combination of concept stores, pop-ups, and local brands offer a flexible, human-centered alternative to traditional malls, and is contextually rooted in Berlin's creative spirit and urban life.

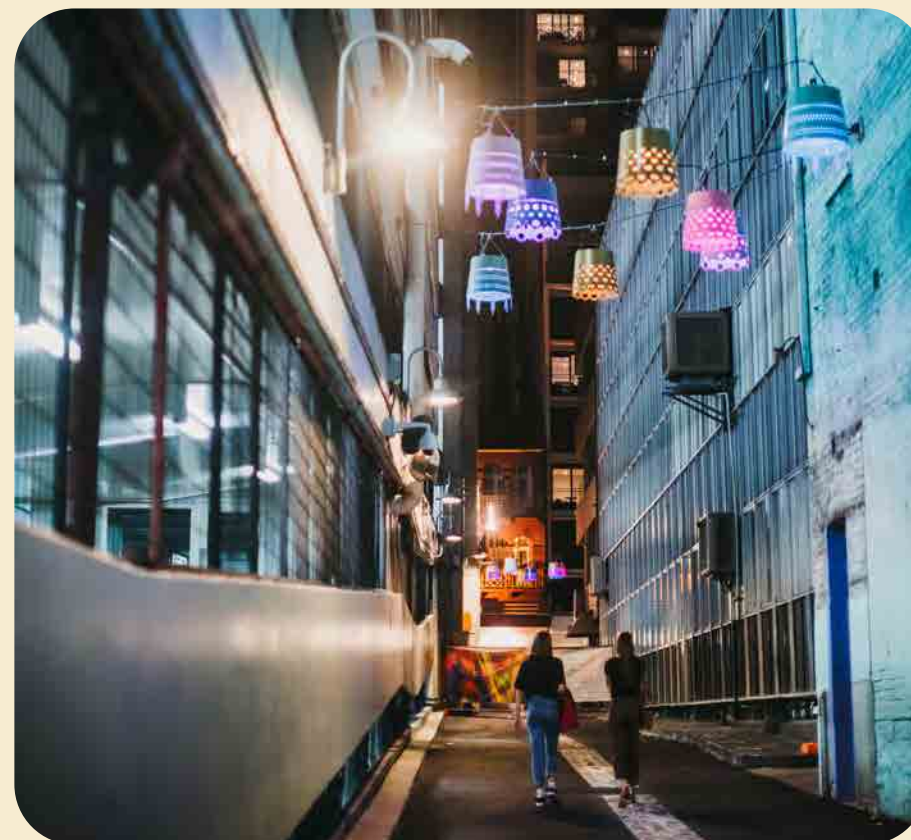


Perth best practice case

The transformation of Hay Street East is a strong local example of how a simple street intersection can be reimagined into a vibrant public space. What was once primarily for vehicles is now a place where residents pause for a short break, take an evening walk, or meet with friends. By reorganising road space and introducing greenery and seating, a welcoming area has been created in the neighbourhood centre, surrounded by residential, civic and commercial buildings. The result is an accessible, shared urban living room for everyday community life to unfold, with a 235 percent increase in public life across the day since the upgrade.

Perth best practice case

The City's Public Lighting Framework is a citywide initiative that reimagines how light can shape public life after dark. By combining safety, vibrancy, and sustainability, the strategy uses lighting to highlight Perth's unique character, celebrate key landmarks, and support a thriving night-time economy. Through smarter design and technology, the city is reducing energy use, while creating more welcoming and distinctive public spaces.



Fostering community connection and inclusion through social infrastructure in Copenhagen

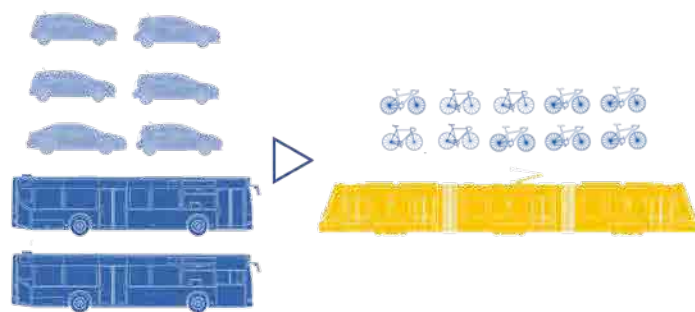
Copenhagen's social infrastructure highlights how urban spaces can foster inclusion, community connection, and dignity across diverse groups. Enghave Minipark was co-created with socially vulnerable citizens after the closure of their gathering spot at Enghave Plads, and demonstrates how participatory design provides a safe, meaningful everyday places. Other exemplary projects include Kids City Christianshavn where education is reimagined as an immersive, child-focused urban environment, while Absalon Church has been transformed into a lively community hub offering shared meals, cultural activities, and social gatherings. These projects illustrate Copenhagen's commitment to city spaces as shared living rooms where all residents belong.



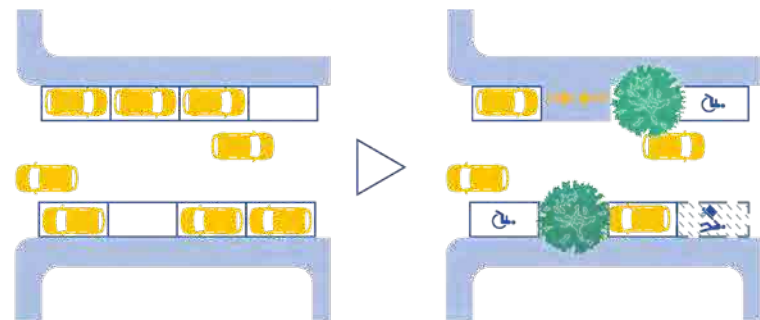
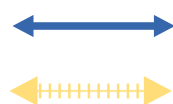
2 A Well-Connected City

Perth's growth depends on a transport system that is simple, safe, and easy to use for everyone. The City Centre is still dominated by cars, with key streets servicing freeway on and off ramps, while cycling connections remain fragmented and bus networks are convoluted. To attract more residents, workers, and visitors, Perth must make it easier to move in and around the city without relying on private cars.

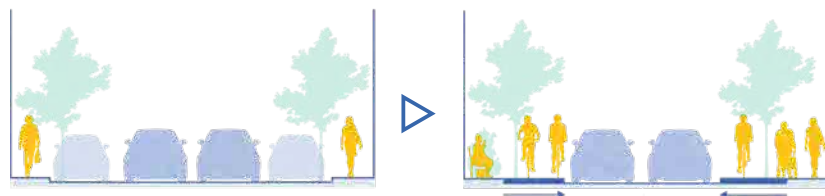
Directions



- ① Advocate for the simplification of the bus network and exploration of other transit options



- ② Reclaim the core - calm the Heart!



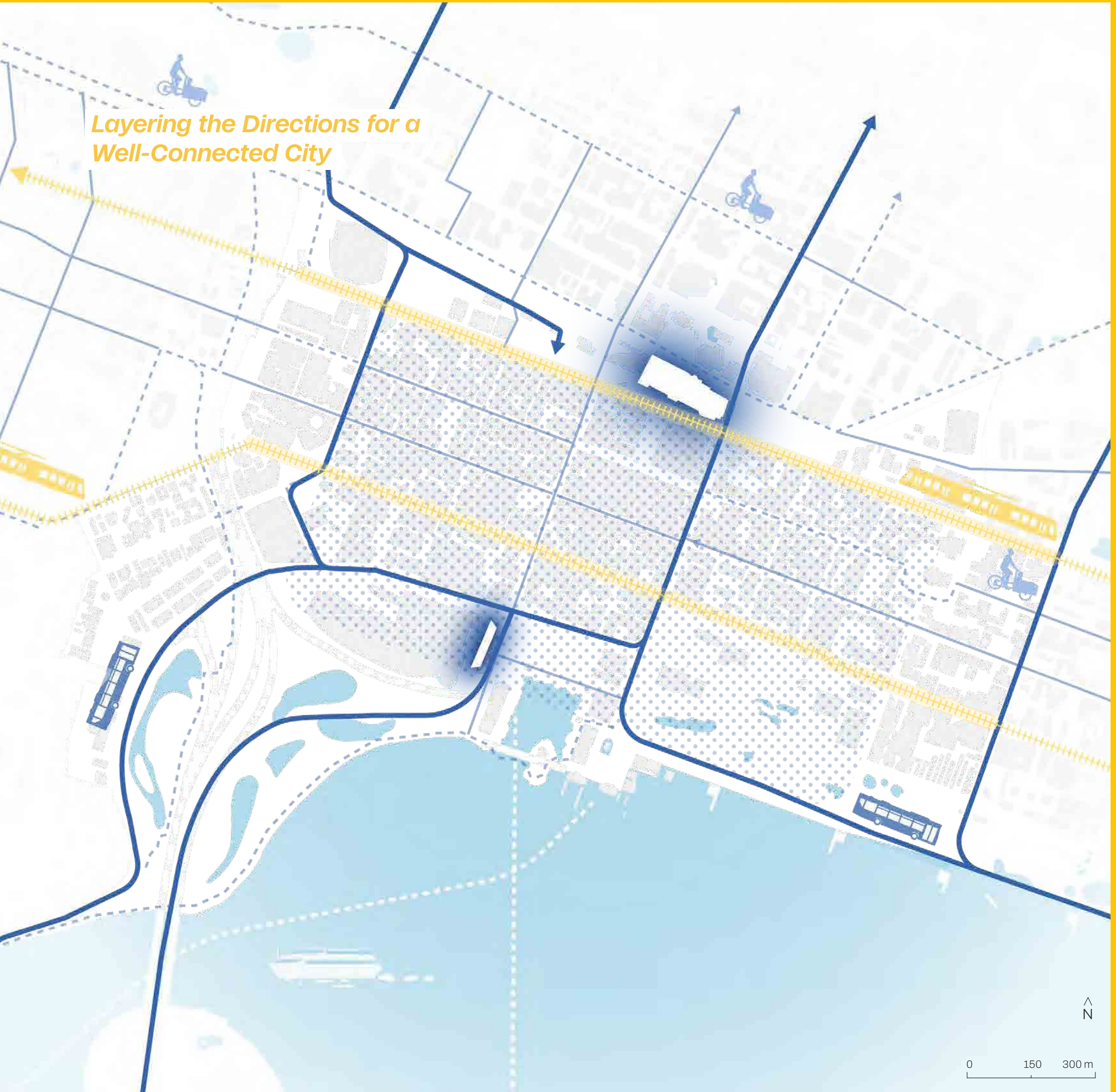
- ③ Fill the gaps in the cycling and micro-mobility network



- ④ Support initiatives that enhance the arrival experience at key public transport hubs



*Layering the Directions for a
Well-Connected City*



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2 A Well-Connected City

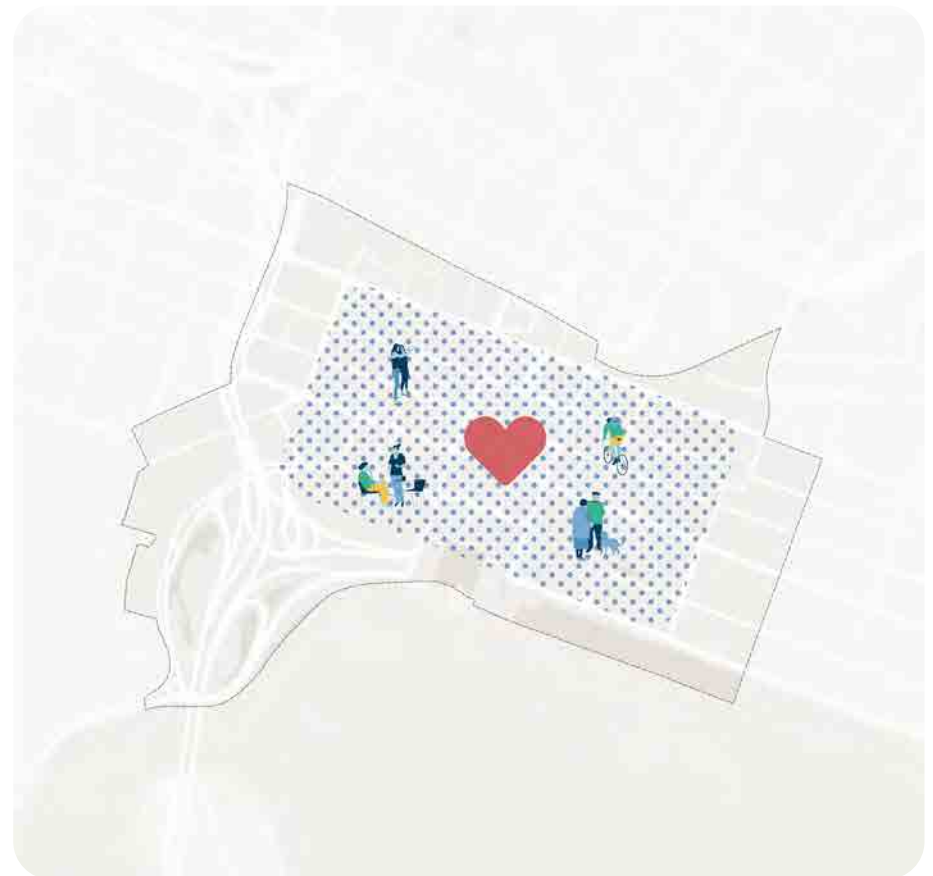
Advocate for the simplification of the bus network and exploration of other transit options

Perth's bus network, including the CAT system, is currently difficult to navigate. Simplify the layout by focusing routes on fewer transit corridors and explore other transit options to create clear, high-quality mobility spines e.g. east-west mass transit and light rail on Wellington Street or St Georges Terrace. The simplification of the bus services is about lessening the impact of having large vehicles on central streets which in turn improves the public realm including improving safety. Explore novel transport options to overcome specific poor connections, specifically, a cable car from City Centre to Kaarta Gar-up / Kings Park.



Reclaim the core - calm the Heart!

Rethink circulation to reduce through-traffic and cars circling for parking. Establish a street hierarchy aligned with 'superblock' principles (see overpage) and guide motorists to edge-located parking structures. Rationalise on-street parking by prioritising short-term and loading facilities—thereby reclaiming space for walking, biking, greening, and play. Lower speed limits to 30 km/h to prioritise safety and comfort. Transform key streets into green corridors for active and public transit. Inner city streets should no longer act as freeway feeders—explore future freeway capping or tunnelling to reconnect the urban fabric.



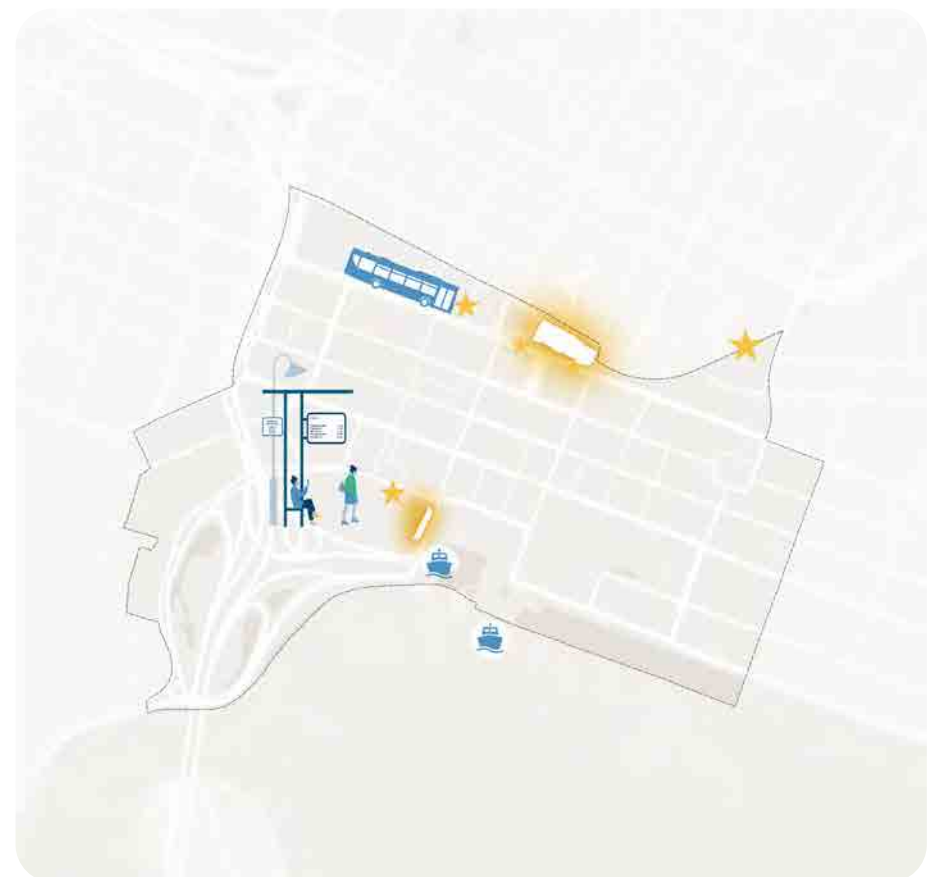
Fill the gaps in the cycling and micro-mobility network

Establish a continuous and safe city-wide network for cycling and other micro-mobility options. Introduce last-mile mobility hubs, safer bike parking facilities, and define low-speed zones to enhance safety and comfort for users of all ages. Consider additional facilities, promotional activities, and incentives to encourage more women, children, and seniors to bike in the city.



Support initiatives that enhance the arrival experience at key public transport hubs

Improve the arrival experience around public transit stations—especially Perth Station—as welcoming gateways to the city. Prioritise clear wayfinding, active frontages, shelter, and mixed-use amenities that serve commuters of all backgrounds, alongside seamless connections to other transport modes. Continue enhancing bus stops with lighting, seating, weather protection, and dignified waiting environments.



2 Inspiration from elsewhere...

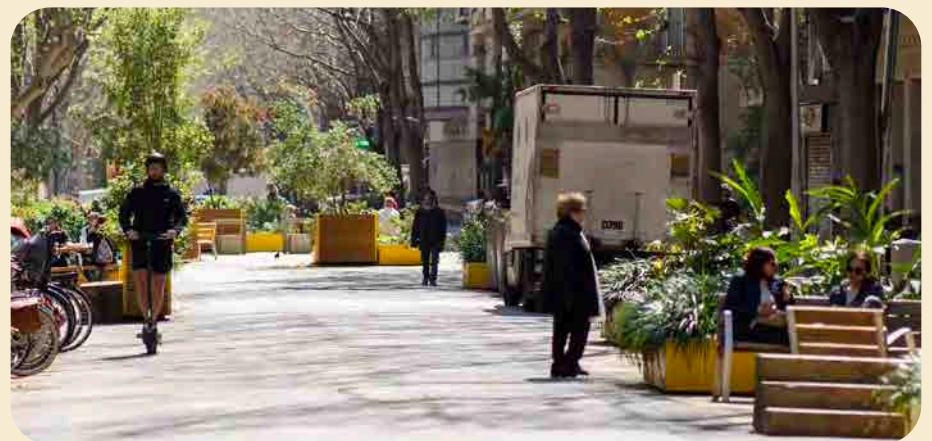
Transforming Sydney's central spine into a people-friendly boulevard

George Street was once Sydney's most congested thoroughfare and has been transformed into a 2.5 km pedestrian-friendly boulevard served by light rail. Gehl played a central role throughout the process, from the initial vision and strategy to applying urban design principles that turned a four-lane traffic corridor into 20,000 m² of lively public space. The project not only redefined the heart of Sydney, but also set a strong precedent for future city-shaping initiatives, earning recognition from the Australian Urban Design Awards in 2024.



Superblocks in Barcelona

Barcelona's superblocks are a pioneering model for reclaiming streets from motorised traffic and returning the streets back to people. By restricting through-traffic within a nine-block grid, the city has created calmer, greener, and healthier neighbourhoods where walking, cycling, and social life take priority. Streets once dominated by cars are now home to playgrounds, seating, and community activities, improving air quality, and reducing noise. As a scalable strategy, the superblocks demonstrate how systematic urban design can enhance public life, promote sustainability, and inspire cities worldwide.



A cohesive cycling network in Copenhagen

Copenhagen is globally recognised as a best-practice city for its cohesive and comprehensive cycling network. The city centre boasts higher daily volumes of bikes than cars, a comprehensive network of dedicated cycle lanes, “green wave” traffic signals prioritising biking, and regional super bike highways, which together make cycling safe, efficient, and convenient for all ages. By treating cycling as everyday infrastructure rather than a niche transit mode, Copenhagen has created a culture where bicycles are the backbone of urban mobility, contributing to cleaner air, healthier lifestyles, thriving local retail, and a vibrant public realm.



A station forecourt as an urban plaza

The transformation of the Train Station Forecourt in Nantes has turned a formerly congested and car-dominated space into a welcoming gateway to the city centre. Designed as a pedestrian-first plaza, the forecourt improves connections between the station, the city centre, and surrounding neighbourhoods, making arrivals and departures more seamless and enjoyable. With generous public spaces, greenery, and clear wayfinding, the project prioritises walking, cycling, and public transit.



3 A Climate Resilient City

Perth faces hotter summers, reduced rainfall, and increased pressure on its natural systems. To remain liveable, the City Centre must adapt by embedding climate resilience into the design and maintenance of streets, buildings, and public spaces. This means designing to reduce heat island effects, installing innovative and efficient water management, and strengthening connections to the Derbarl Yerrigan / Swan River, Kaarta Gar-up / Kings Park, as well as Perth's former wetland system.

This principle prioritises the transformation of streets into blue-green corridors, unlocking underutilised land for public use, and celebrating Perth's unique biodiversity through native plantings and habitat creation. By cooling the city with thoughtful design and making green and blue spaces part of everyday life, Perth can protect its residents, welcome its visitors, support natural systems, and create a healthier, more resilient urban environment.

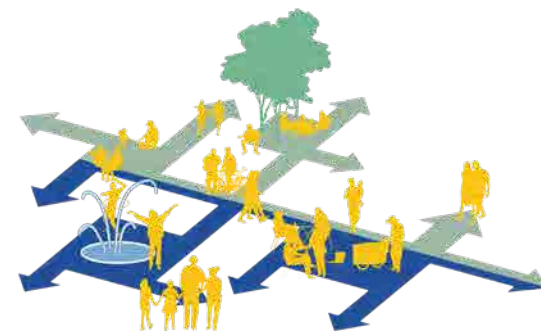
Directions



- ① Continue to embrace Perth's unique natural assets



- ③ Unlock and activate underutilised land for green open spaces



- ② Reimagine the city's streets as Blue-Green connectors



- ④ Cool the city with design and microclimate awareness



*Layering the Directions for a
Climate Resilient City*



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3 A Climate Resilient City

Continue to embrace and highlight Perth's unique natural assets

Celebrate Perth's unique ecological identity and its place within the South-West Biodiversity Hotspot by strengthening connections to the Derbarl Yerrigan / Swan River, Kaarta Gar-up / Kings Park, and former wetlands. Extend native planting and habitat creation into streets and public spaces in line with the City's Urban Greening Strategy, and ensure new developments actively support local flora, fauna, and the city's broader natural systems.



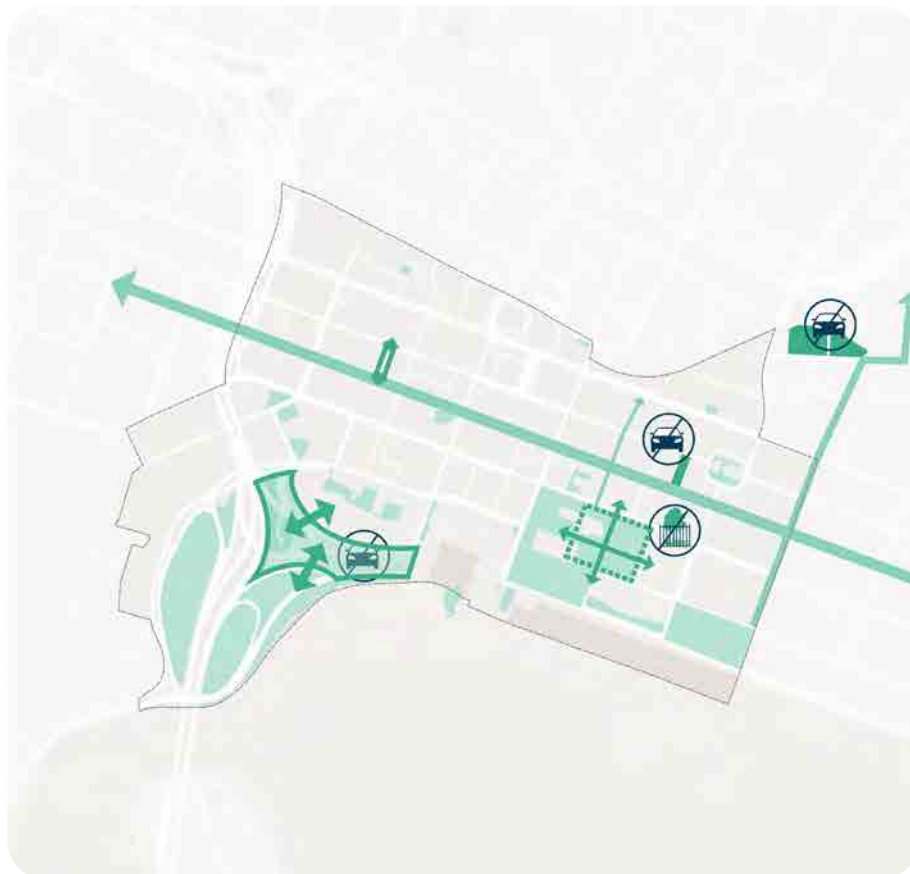
Reimagine the city's streets as Blue-Green connectors

Transform selected streets into multifunctional blue-green connectors that capture and reuse stormwater, reduce urban heat island effects, and enhance liveability through diversified urban landscaping. Prioritise habitat-rich plantings over ornamental greenery, and convert hardscapes or parking spaces into soft landscaped spaces. Adopt the 3-30-300 rule (see glossary), to ensure equitable access to green space. Develop a community communication and engagement strategy relating to these greening actions, as well as active monitoring of tree sequestration, rainwater runoff/capture, and temperature reduction.



Unlock and activate underutilised land for green open spaces

Identify and advocate to unlock underused land—including government-owned parcels and fenced-off green spaces like Government House Gardens—to expand access to public open space and nature. Reconnect major green assets, such as Kaarta Gar-up / Kings Park, to the City Centre through walkable and bikeable corridors. Prioritise city-owned sites for parks and explore short-term activation via pop-ups and co-designed community projects. Where strategic gaps exist, the City should consider opportunities to secure long-term public space provision.



Cool the city with design and microclimate awareness

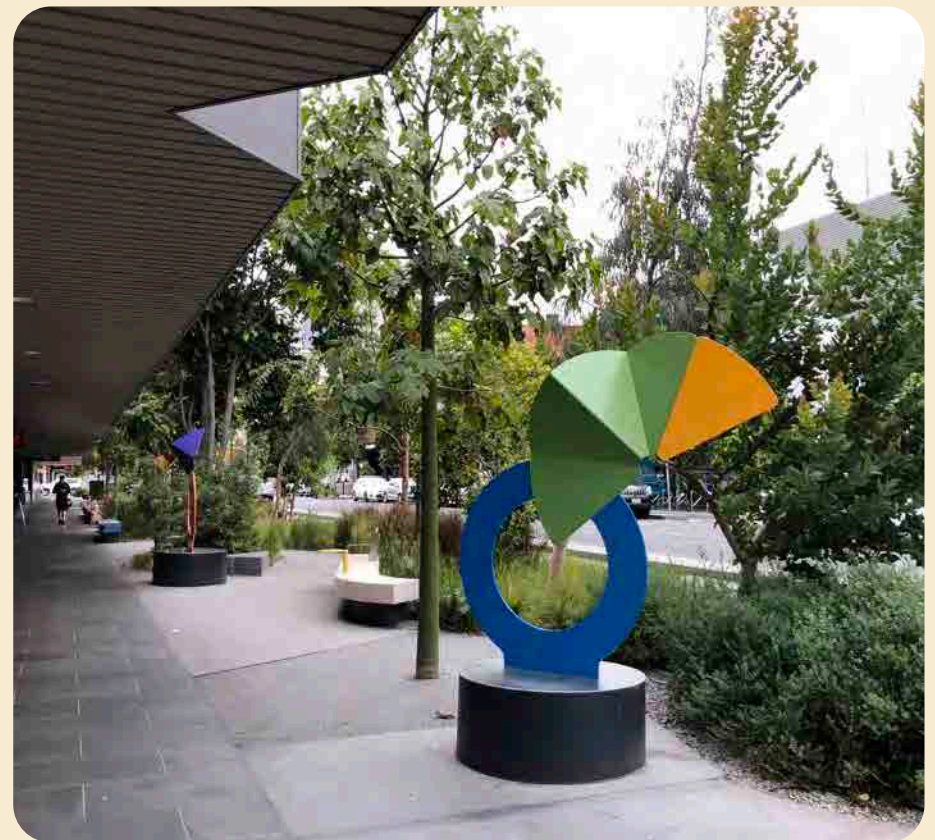
Combat urban heat island effects by creating a city that cools itself. Expand the network of shaded areas, pocket parks, and water features, and develop a citywide cooling strategy inspired by models from cities like Barcelona and Phoenix. Ensure materials used in paving, furniture, and façades reflect thermal comfort principles, and create cool spaces that offer relief from the heat. Beyond passive cooling, promote active engagement with the water—by enabling direct access to the river.



3 Inspiration from elsewhere...

Streets as Green Corridors in Geelong

Malop Street in Geelong showcases how urban streets can be reimagined as green corridors that strengthen both ecology and public life. Once dominated by traffic, the street has been transformed with extensive planting, widened footpaths, playful installations, and dedicated cycleways, creating a continuous link between the city centre and surrounding parklands. Native vegetation and tree canopies provide shade, improve biodiversity, and contribute to urban cooling, while new public spaces encourage walking, cycling, and space for social interaction.



Open School Yards in Copenhagen

Copenhagen's open schoolyards illustrate how educational spaces can double as valuable public infrastructure. By opening schoolyards to the community outside school hours, the city has created safe, inclusive, and accessible spaces for play, exercise, and social life. These multifunctional yards expand the amount of public space available in dense neighbourhoods, while strengthening ties between schools and local communities. As a model, they show how shared use of facilities can maximise resources and enrich everyday urban life.



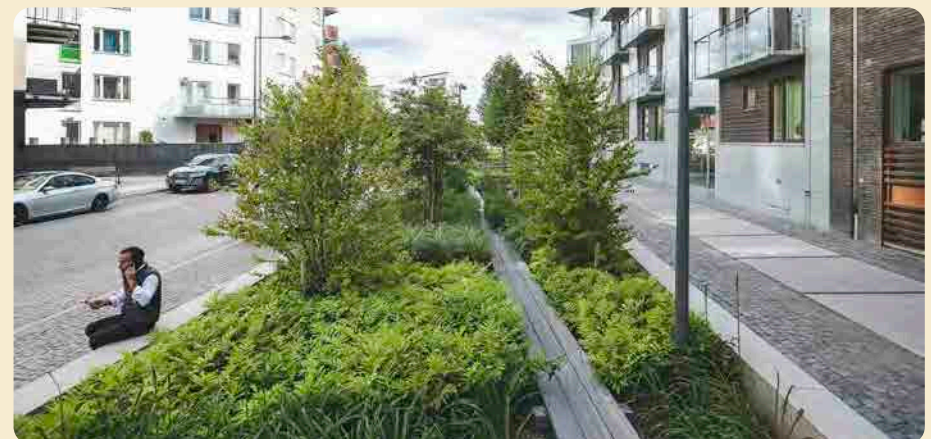
Embracing Natural Assets in Wellington

Wellington is a great example of how cities can embrace their natural assets to shape everyday urban life. Nestled between hills and harbour, the city has turned its dramatic topography into a defining feature of mobility and identity. The iconic Wellington Cable Car (funicular) connects the central city to the hilltops, offering both practical transport and panoramic views, while walking trails, waterfront promenades, and green reserves weave nature directly into the urban fabric.



Blue-Green-Streets in Stockholm

Jaktgatan in Stockholm is a strong example of how new urban streets can be designed as people-friendly public spaces. Planned as the central spine of the Norra Djurgårdsstaden development, the street prioritises walking, cycling, and social life over motorised traffic. Generous footpaths, seating, and greenery create a lively and welcoming environment, while integrated stormwater solutions and sustainable materials reflect the district's strong environmental profile.

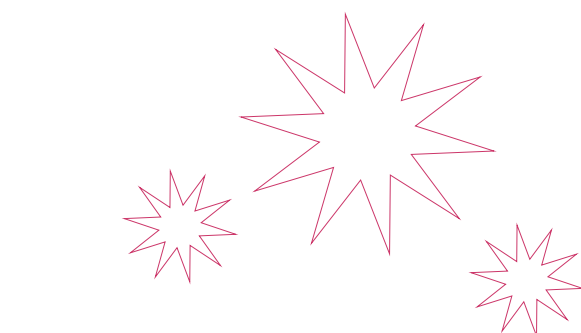


4 A City with Diverse Identities and Stories

Perth's identity is built from many layers: Its Whadjuk Nyoongar foundations, its cultural diversity, its creative communities, and its post-colonial heritage. To grow into a city that people feel well connected to, Perth must strengthen these stories and make them visible in everyday places across the city. This goal focuses on reconceptualising culture as a living presence in the city, weaving play, art, and creativity into daily experiences, and ensuring that all communities see themselves

represented in public life. It also recognises the importance of protecting and celebrating the City Centre's existing built heritage and character areas, ensuring they remain part of the city's evolving story. By connecting these cultural, social, and historic elements, the City Centre can cultivate a unique identity that is welcoming, inclusive, and distinctly its own.

Directions



① Strengthen connection to Country



③ Continue celebrating diversity and ensuring inclusive public spaces for all



② Weave culture, play, and creativity into everyday city life



④ Continue to activate and protect the human scale built heritage



*Layering the Directions for a
City with Diverse Identities and Stories*



4 A City with Diverse Identities and Stories

Strengthen connection to Country

Acknowledge and embed Whadjuk Nyoongar culture and knowledge as a foundational identity of the city. Incorporate Indigenous stories, names, languages, and symbols visibly and meaningfully in the built environment—not only through artwork, but also through interactive installations, spatial narratives, events, and shared cultural experiences. This is not only about recognition, but about actively shaping a city that celebrates and respects Country.



Weave culture, play, and creativity into everyday city life

Embed play, sport, art, and culture into the daily rhythm of the City Centre to help close gaps in recreational and cultural infrastructure. Locate and advocate for playful, family-friendly and intergenerational interventions beyond major destinations, and activate public spaces through inclusive programming. Support artists, performers, and cultural groups in collectively shaping the life of the City Centre, visibly and sustainably leveraging vacant spaces, and strengthening the cultural network as a key driver of Perth's identity and civic pride. Identify a cultural spine or corridor to help activate and add character to everyday routes. Clear and accessible communication about events and cultural activities is essential to ensure community engagement and visibility.



Continue celebrating diversity and ensuring inclusive public spaces for all

Foster a city that welcomes all backgrounds, ages, and identities. Continue the programming of festivals and public events that reflect the cultural richness of Perth's residents— LGBTQ+ communities, migrant communities, Aboriginal people, senior citizens, young families, teens, students, and more. Ensure public spaces are inclusive in design and spirit, allowing all people to see themselves represented, and belonging to the life of the City Centre.



Continue to activate and protect the human scale built heritage

The City Centre's distinct character is shaped by its different atmospheres, heritage, and culture. Map and showcase these qualities through initiatives like “character paths” or art and heritage trails that guide people through the city with unique experiences including all historical layers. Strengthening connections between these areas will enrich the city's identity and promote exploration.



4 Inspiration from elsewhere...

Embedding Indigenous presence in Auckland

Auckland offers a strong example of how cities can acknowledge and celebrate traditional owners through public space design and cultural expression. Māori heritage is woven into the urban landscape with artworks, names, and design features that honour traditional narratives and identity. A notable example is Waharoa (“The Gateway”) at Aotea Square, a public sculpture that welcomes visitors while reflecting Māori cultural traditions. Alongside place-naming, integrated design, and community-led initiatives, these efforts demonstrate how cities can recognise Indigenous presence in meaningful and visible ways, strengthening cultural identity and inclusivity in public life.



Arts and culture as a catalyst for downtown vitality in Philadelphia

The Avenue of the Arts in Philadelphia demonstrates how a concentrated cultural corridor or spine can drive urban regeneration and civic pride. Anchored by world-class institutions such as the Kimmel Center, the Academy of Music, and multiple theaters along Broad Street, the district has transformed a once underutilised stretch of the city into a lively, walkable destination. Through coordinated programming, public art, and strong partnerships (between cultural organisations, the city, and private stakeholders), the Avenue of the Arts integrates performances, street life, and everyday urban activities—making arts and culture a visible, accessible part of daily life in Philadelphia.



Celebrating diversity through design in Copenhagen

Superkilen in Copenhagen is a landmark public space that literally embodies inclusion by reflecting the cultural diversity of the surrounding Nørrebro neighbourhood. Designed with input from local residents, it features everyday objects, artworks, and design elements from more than 60 countries, turning the kilometre-long park into a living celebration of global cultures. By weaving representation and identity into its physical design, Superkilen creates a vibrant, shared space that fosters pride, belonging, diversity, and everyday social life.



Inclusion through culture and public space in Toronto

Toronto is widely recognised as one of the most multicultural cities in the world, where diversity is celebrated not only in its demographics, but also in the design and use of its public spaces. From neighbourhood festivals and cultural districts to inclusive waterfront parks and community hubs, the city prioritises access, safety, and representation for all. The approach demonstrates how culture and public space can work together to foster belonging, encourage interaction across communities, and ensure that everyone, regardless of background, age, or ability, feels part of urban life.

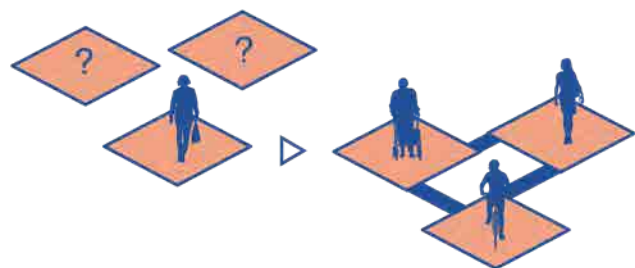


5 A City that Invites people to Explore and Stay

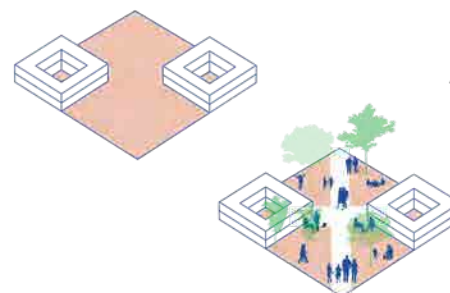
For Perth to thrive as a capital city, the City Centre must be a place people want to walk through, spend time in, and return to. However, its current public spaces often feel fragmented, underused, or disconnected from each other. A stronger, more seamless network of streets, squares, and parks supported by high-quality design and ongoing maintenance will make the City Centre more inviting and worthy of return visits.

This guiding principle aims to help create a City Centre that feels easy to navigate on foot, with public spaces that are distinctive, well-maintained, and full of life. It prioritises walkable connections to Kaarta Gar-up / Kings Park and the Derbarl Yerrigan / Swan River, as well as upgrades to the most visible squares and streets, and investment in everyday public life at street level. By defining a clear hierarchy of public spaces ranging from lively civic squares to calm residential streets, the City Centre will encourage more exploration, while celebrating its unique character, and ensuring people choose to stay longer in the heart of the city.

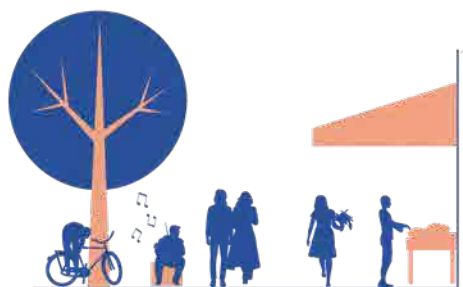
Key Directions



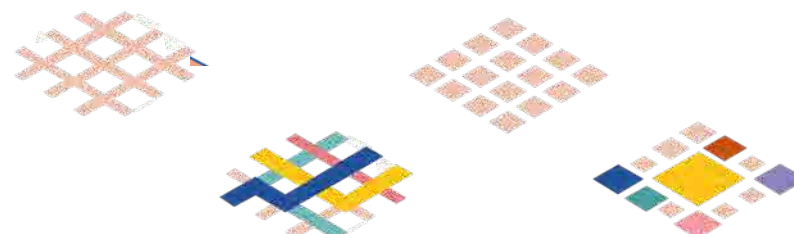
① Create a seamless network of public spaces



② Upgrade and maintain existing public spaces



③ Prioritise public life at street level



④ Develop a clear hierarchy and identity for public spaces including streets

*Layering the Directions for a
City that Invites people to
Explore and Stay*



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5 A City that Invites people to Explore and Stay

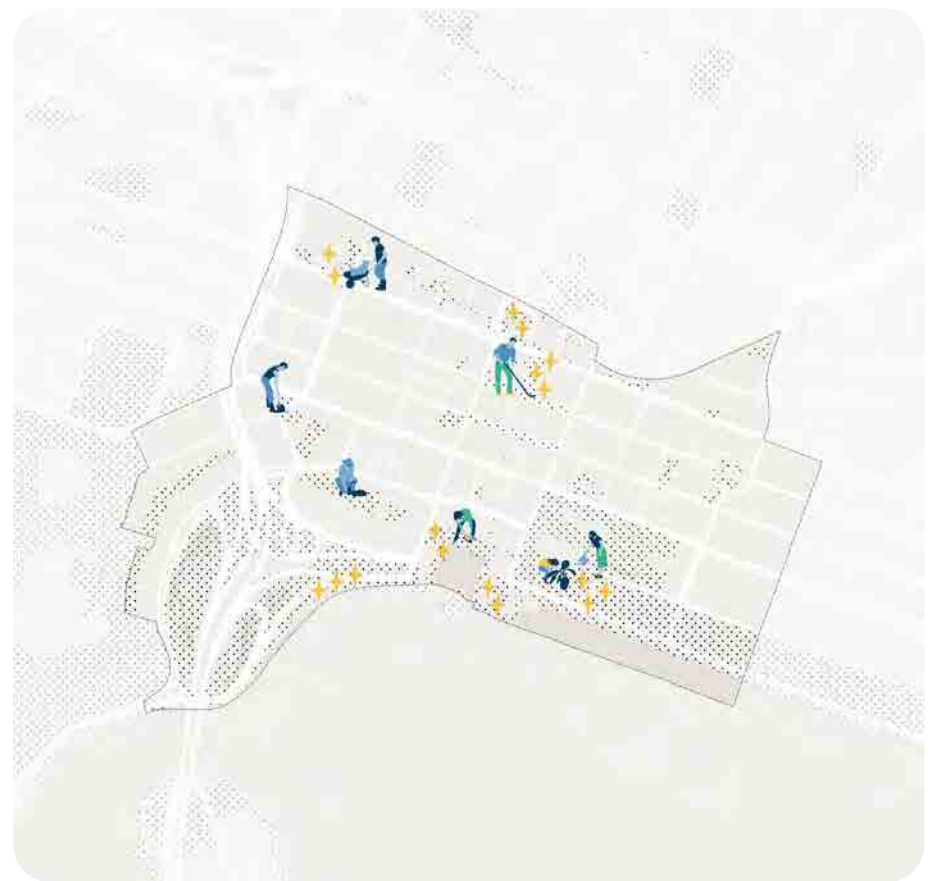
Create a seamless network of public spaces

Develop a connected network of public spaces throughout the City Centre that encourages walking and urban recreation, in line with the City's Walking in the City Plan. Improve walkability through longer pedestrian crossing times, wider and continuous footpaths, and intuitive pedestrian flows to support comfortable movement. Strengthen east-west and north-south connections between surrounding neighbourhoods and natural settings, including a clearer link to Kaarta Gar-up / Kings Park. Improve the City Centre to ensure that walking is a pleasurable experience overall.



Upgrade and maintain existing public spaces

Prioritise care and renewal of key public spaces with high pedestrian activity through service level agreements that ensure regular maintenance, cleaning, and lift-and-relay upgrades. Signature areas such as Forrest Place should receive further thoughtful improvements of shading, seating options, and edge zone programming, while respecting its civic legacy and identity.



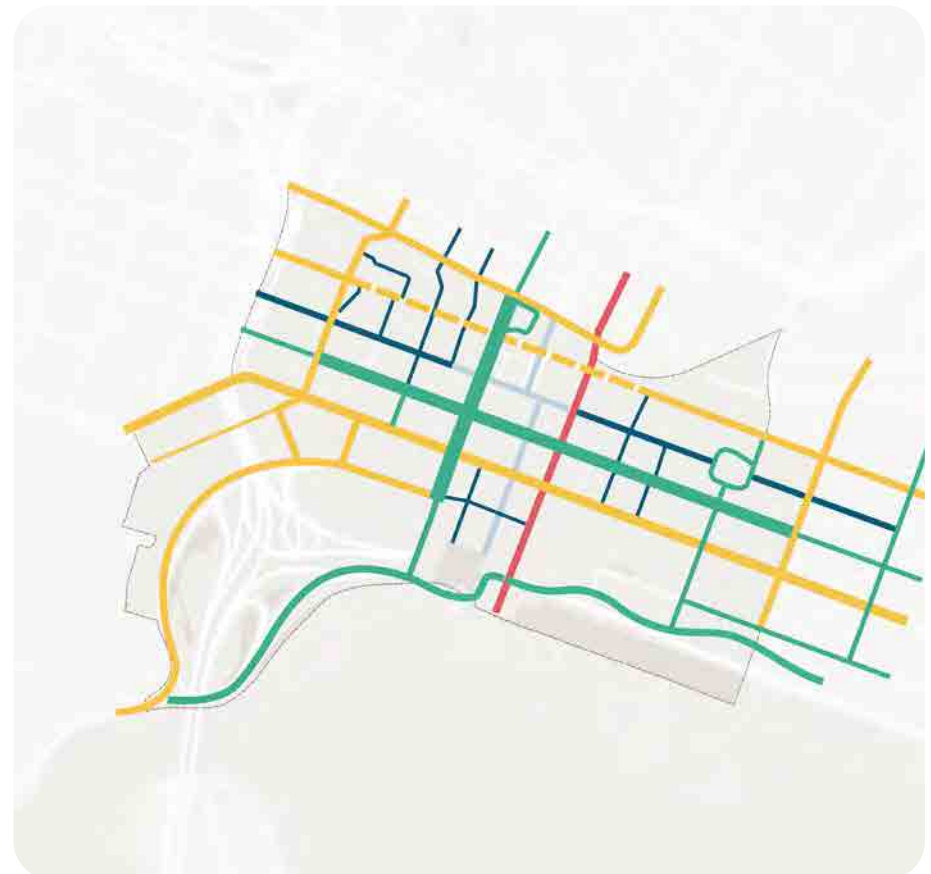
Prioritise public life at street level

Refocus attention to street level by removing overpasses and continue reactivating laneways as social and cultural spaces rather than marginal retail locations. Reimagine key locations, such as Forrest Chase, as open and welcoming urban spaces with improved connections to the Central Station forecourt. Avoid over-engineering permeability of new developments at street level throughout the City Centre; instead, concentrate investment into a smaller number of well-programmed, high-quality routes and spaces that invite for urban exploration and extended stays.



Develop a clear hierarchy and identity for streets and public spaces

Create a clear hierarchy of public spaces with distinct atmospheres and purposes, ranging from peaceful green residential streets to lively civic squares. Integrate high-quality privately owned public spaces (POPS) into this network and encourage investment in genuinely public open spaces to prevent excessive privatisation. Each space should have a unique identity and be part of a connected, easy-to-navigate system. This hierarchy of public spaces should not be confused with the road hierarchy used in traditional transport planning. Here, hierarchy refers instead to the distinct atmosphere of a space, its functionality, how different modes of transport are prioritised, where destinations are located, and how these shape the character of a street.



5 Inspiration from elsewhere...

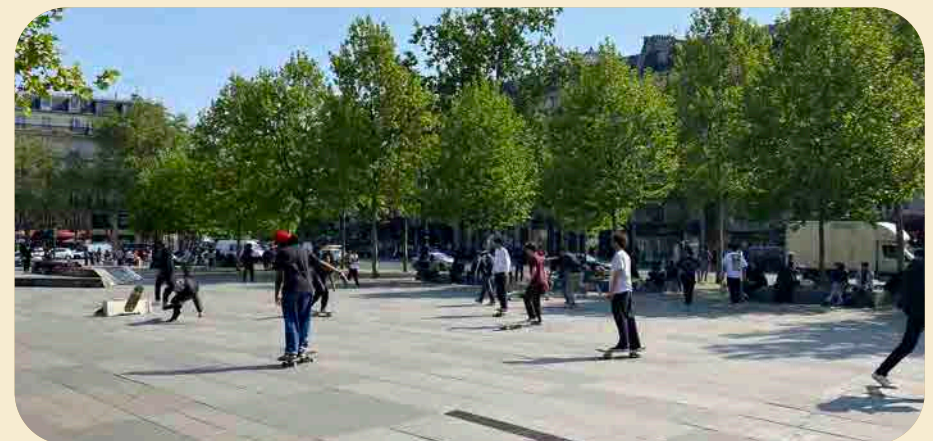
Streets as public spaces that invite to stay and stroll in Vienna

Vienna's recent street transformations show how everyday streets can evolve into welcoming public spaces that invite people to stay and stroll. Projects such as Mariahilfer Straße demonstrate this shift: once dominated by through-traffic, the street was redesigned to prioritise pedestrians, slower movement, and social life. Wider walking areas, shared-space zones, outdoor seating, and added greenery encourage people to pause, meet, and spend time in the street rather than simply pass through. Complemented by smaller neighbourhood interventions and temporary street activations, Vienna's approach reclaims road space for public life and climate comfort, showing how streets can function not only as mobility corridors, but as lively urban places that support everyday encounters and local communities.



Updating a traditional civic square to promote everyday life in Paris

Place de la République in Paris is a best-practice example of how a major historic and civic square can be renewed to prioritise pedestrians, while safeguarding its symbolic role. The 2013 redesign transformed a traffic-heavy junction into a generous, flexible public space with shade, seating, water features, and robust infrastructure that supports both daily use and large-scale civic events. Ongoing maintenance, cleaning, and adaptable programming ensure the square remains welcoming and functional, demonstrating how thoughtful upgrades to the square's edge zones, and sustained care can strengthen a space's legacy, while connecting to contemporary everyday urban life.



A waterfront designed for all in Auckland

Wynyard Quarter in Auckland is a best-practice example of an integrated waterfront regeneration project that, successfully converted a former industrial brownfield into a vibrant, mixed-use public space. Its core strength lies in its diverse and accessible public realm, including the linear Daldy Street Park and the event-focused Silo Park, which balances high-quality recreation with commercial activity. By blending preserved maritime heritage, diverse amenities, and a strong focus on pedestrian priority, it achieves a sustainable and lively connection between the city and the sea.



Urban regeneration with great public spaces in London

Granary Square in King's Cross, London, is a best-practice example of public realm regeneration, transforming a former industrial site into a vibrant civic space. Anchored by interactive fountains, the square balances heritage with contemporary design, creating an inclusive and flexible environment for play, events, and daily life. Its strong connectivity to surrounding cultural, educational, and commercial destinations has made it a catalyst for social activity, economic growth, and cultural vibrancy in the wider King's Cross district.







Key Moves

Key Moves for Central Perth

The following five Key Moves have been prioritised for delivery due to their potential to support the Towards 2036+ Guiding Principles and Directions. Each Key Move and associated interventions are designed to address the City Centre's challenges and leverage opportunities. Collectively, the Key Moves represent the most powerful opportunities to shape the City Centre's future.

1

The North-South Connectors:

William Street as a Green Spine, Barrack Street as a Cultural Spine, and a new 'People's Walk' that guides people from an upgraded Central Perth Station area, through to Forrest Place and the new Carillion City, and southwards to Elizabeth Quay.

2

Buneenboro Loop:

Creating a holistic waterfront that connects Derbarl Yerrigan / Swan River, Kaarta Gar-up / Kings Park, Perth Convention and Exhibition Centre, Elizabeth Quay, and Langley Park.

3

Living Streets:

Supporting the emergence of residential neighbourhoods across the City Centre, with a focus on King Street, Pier Street, Irwin Street, and Queen Street.

4

The Malls Evolution:

Adapting Hay Street and Murray Street Malls to reflect the changing role and declining footprint of retail in the City Centre.

5

East West Transit Corridors

Updating the urban character and role of St Georges Terrace and Wellington Street as people-first transit corridors.

Note: Visualisations within the Key Moves aim to represent the overall potential rather than design solutions - they provide a starting point for discussion of more detailed feasibility studies and design exploration.

Key Move 1

The North-South Connectors

The conceptual structure of the City Centre (see the introduction) calls for strong north-south connectors - William Street and Barrack Street - that cut through the horizontal 'ribbons of activity and character' from Northbridge to the riverfront, supplemented by pedestrianised connectors that enable a slower paced pathways down to the river from Perth Station.

The proposed interventions under this Key Move are not just street upgrades, but wholesale changes intended to bestow each connector with a unique character and function, thereby creating a stronger 'address' for properties along their routes.



William Street as the Green Connector

A vibrant, green connector offering a walkable, bike-friendly experience with reduced through-traffic. It will offer clearer views to the river and Yagan Square, more diverse dining options, and be activated with everyday amenities.

William Street has overtaken Barrack Street as the busiest walking street in the City Centre, partly due to the Perth underground entrance at Murray Street Mall, as well as the addition of Elizabeth Quay drawing crowds down to the river. The ECU campus on Yagan Square will likely further increase pedestrian numbers along William, thereby reinforcing its importance as a walking/cycling route. The street is, however, still heavily dominated by vehicular traffic due to it terminating as a freeway on and off ramp, thereby creating a tension between mobility modes that must be resolved.

The sparse provision of green open space in this part of the City Centre and the resulting heat island effects felt at ground level, mean that William Street must

play a key role in green open space provision. Views to key landmarks like the river and Yagan Square are currently fragmented or obstructed, which hinders wayfinding for visitors, and daily connections to nature for daily commuters. To support vibrant public life, William Street needs to provide comfortable places to walk, bike, and play, as well as ground floor activation of properties with everyday amenities, and sensory urban elements that encourage people of all ages to stay longer.

The intervention aims to transform the street into an innovative green linear connector designed primarily for pedestrians and cyclists, with a single lane in each direction for vehicles maintained, as well as essential existing access and egress to parking garages.



Reimagine building awnings with new organic shapes and materials, lighting, or integrated artworks

Create vibrant streetscapes with greening solutions, seating, and installations

Enhance ground floor frontages in terms of amenity uses and activation

Advocate for less bus through traffic



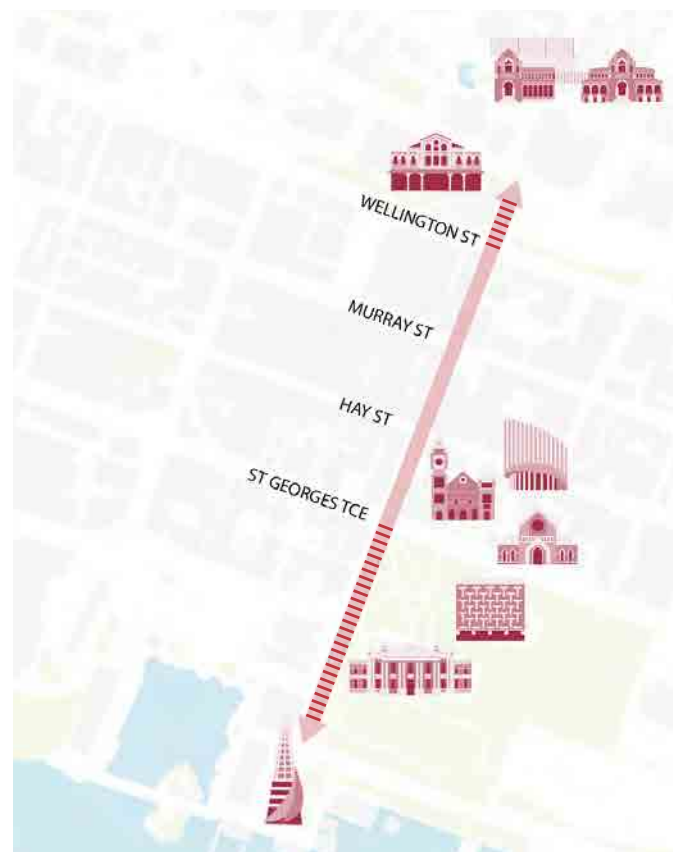
Barrack Street as the Cultural Connector

Barrack Street's existing role as connector will be further strengthened with views to the Bell Tower and river preserved and celebrated, enhanced access to Perth Central Train Station, and links to several major arts and cultural institutions reinforced.

This street is home to several cultural landmarks, including Perth Cultural Centre, Perth Town Hall, Council House, and the Supreme Court of WA. It is also home to exciting transformation projects such as Barrack Street Jetty, the Treasury redevelopment, and the future Aboriginal Cultural Centre, while providing a direct connection to the river. North of St Georges Terrace, an important cycling route already exists, as well as a rapidly changing street character with activation coming from a growing mix of eateries and small businesses at street level.

The cultural identity of the street (as highlighted by Making Space for Culture, 2021) should be reinforced through public space design and street programming. Walking and cycling should be comfortable and enjoyable, with safer and more people-focused major intersections. Dedicated space for cultural activities to spill into the street should be designed into future

upgrades. Informal outdoor dining and art gallery displays will collectively help establish Barrack Street as a visible hub of creativity and urban life. This can be further strengthened by designing and programming the street to attract student life from nearby student accommodation. Facilitate strategic infrastructure enhancements such as Barrack Street Bridge and Central Station entrances to improve street-level connections to the cultural precinct along Beaufort Street.





Increase understory plantings and street trees where possible

Reduce car dominance and manage traffic.

Activate the street through culture, art, and design.

Support vibrant street-level activity

Enhance active transport and pedestrian amenity.

People's Walk - from Central Station to the River

Establish a pedestrian-first “Peoples Walk” through the redevelopment of Carillon Arcade and a series of public realm upgrades.

Complementing the busier north-south connectors of Barrack and William Street, the People's Walk comprises a series of interventions, planned or proposed, to create a more intimate route that invites people to slow down, stroll, shop, dine, and enjoy the multifaceted character and built form scales of Perth City Centre.

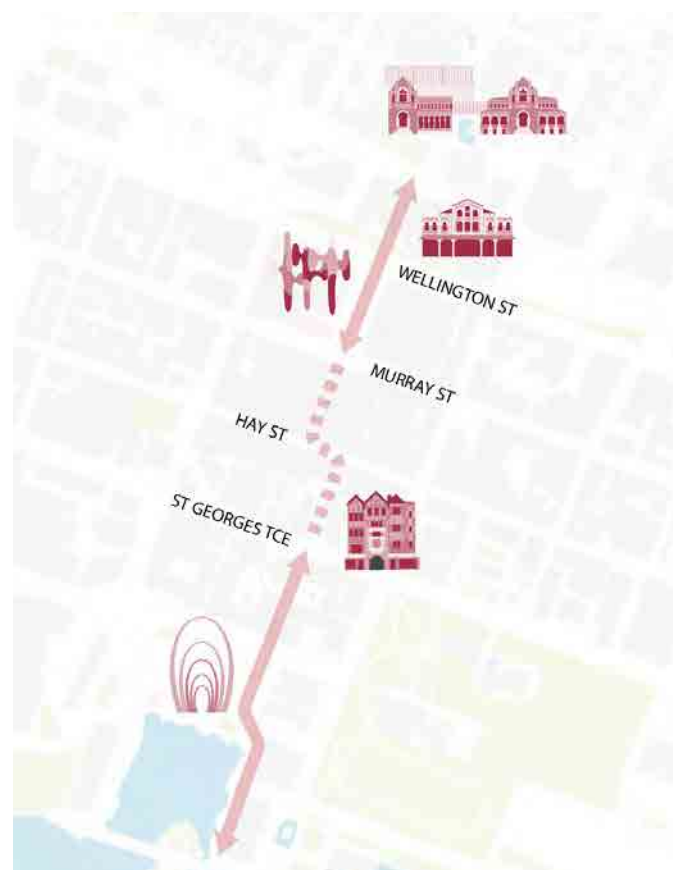
From north to south the series of key interventions could unfold and include the following:

A future refresh of Forrest Place strengthened by the creation of a more seamless connection with Central Station, extending the distinctive floorscape treatment across Wellington Street to form an enhanced station forecourt.

A reimagined Forrest Place through the adaptive reuse or redevelopment of Albert Facey House as a vibrant civic hub or marketplace. The re-establishment of Jeppe Hein's *Labyrinth* public artwork and fountains, prioritised as a focal point and daily source of activity and delight for children, reinforcing Forrest Place as a lively, inclusive, everyday destination.

The proposed redevelopment of Carillon Arcade to draw people from Forrest Place to the important 'mid Malls' retail link between the Murray and Hay Street. A slightly deflected crossing point at Hay Street to pull people along London Court.

At the corner of St Georges Terrace and London Court, enticing views to the Swan River via a pedestrianised Sherwood Court improve the walking experience, that finally concludes at Duchess Way and the Elizabeth Quay inlet.



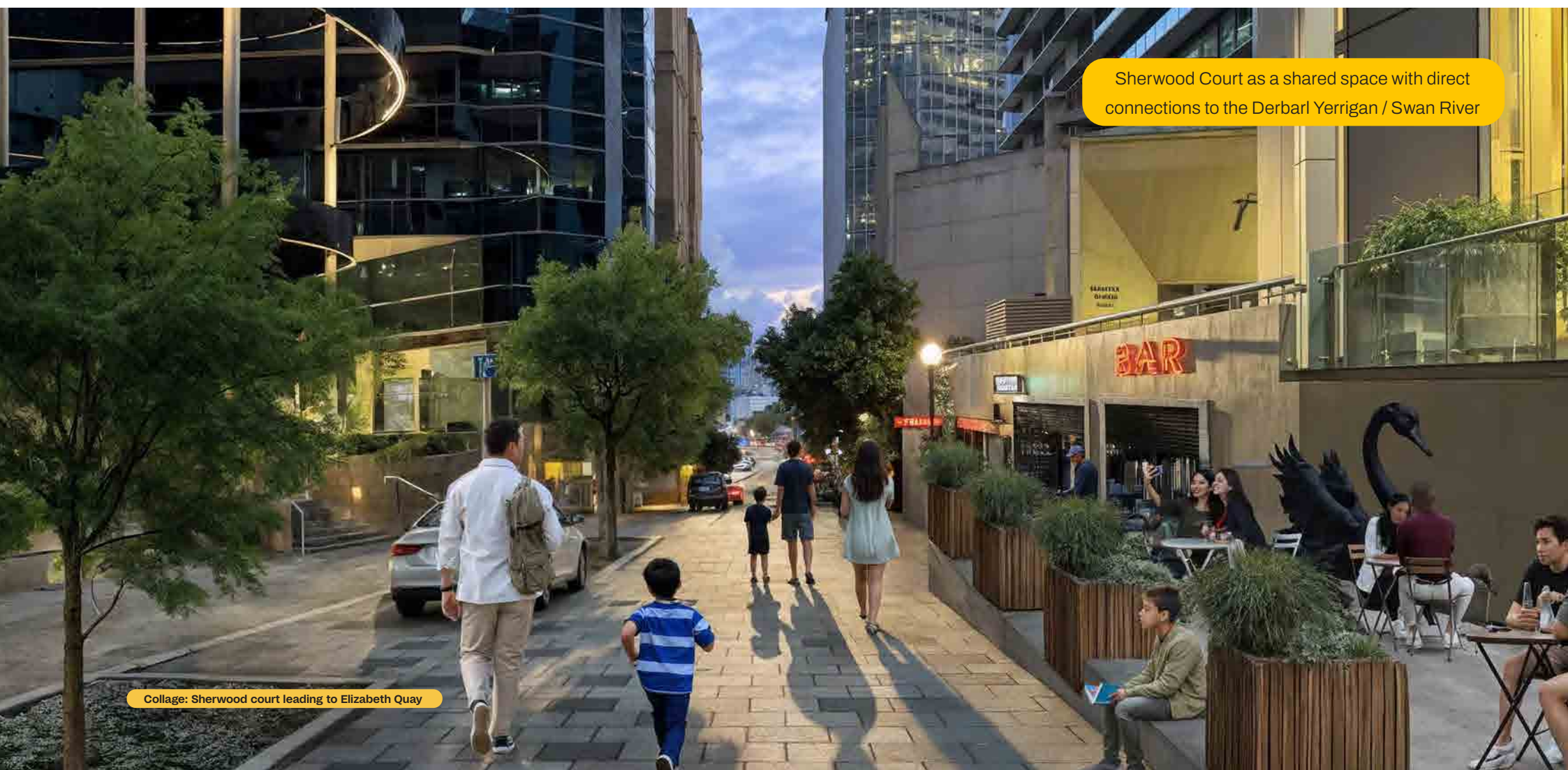
A welcoming green forecourt at the Central Station with Albert Facey House updated with a food hall and civic function.



Collage: Forest Place and Perth Station Forecourt

Encourage play for all, in particular by reinstating Jeppe Hein's Labyrinth public artwork

Sherwood Court as a shared space with direct connections to the Derbarl Yerrigan / Swan River



Collage: Sherwood court leading to Elizabeth Quay

Key Move 2

Buneenboro* Loop

Elizabeth Quay marks the first step toward creating a more vibrant and connected riverfront. It is now time to extend the riverfront offer by extending the destination experience in a westerly, easterly, and potentially southerly direction.

The transformation of Elizabeth Quay has brought the City Centre closer to the Derbarl Yerrigan / Swan River and strengthened connections to Country. Looking ahead, there is potential to further enhance the riverfront's destination activities and connections.

- To the east, the Draft Riverfront Masterplan provides an indicative framework for future riverfront projects. Early analysis suggests that the Aboriginal Cultural Centre is likely to emerge as a significant new destination in this area, strengthening cultural presence and allowing deeper connections to Country.
- To the west, a redeveloped Perth Convention and Exhibition Centre precinct, may in the longer term, not only host larger and more diverse events, but also create an iconic new landmark with a publicly accessible riverfront edge and unique destination qualities.
- Further west lies the opportunity to redefine the relationship between Kaarta Gar-up / Kings Park, the riverfront, and the City Centre. This demands a bold vision and partnerships, as the oversized freeway interchange currently acts as a

major barrier between these destinations. Long-term solutions such as tunnelling or capping the freeway need to form part of strategic City Centre planning ventures beyond 2036. This Key Move has the potential to realise development on residual land, while maintaining its green asset value. Other options to improve connections include a cable car or funicular between Kaarta Gar-up / Kings Park and the riverfront.

- Reconnecting the river to Kaarta Gar-up / Kings Park will also be a significant gesture towards respecting the land and Country of the Nyoongar people, as well as connecting existing and new residents to nature through this process.
- Looking south, rapid growth is reshaping South Perth and its riverfront, however pedestrian and cycle connections to the City Centre remain limited. While the ferry service and trains provide two transit alternatives, a new iconic pedestrian and cycling bridge beside the Narrows Bridge could provide a continuous loop around Buneenboro / Perth Water.

**Buneenboro is the Nyoongar name for Perth Water.*



Advocate for the expansion of pedestrian and cycling infrastructure including new links over the river



Advocate to rationalise the interchange, freeway tunneling, or capping to unlock new development opportunities, green public spaces, and better connections to Kaarta Gar-up / Kings Park



Create a seamless recreational loop around Buneenboro

0 250 500 m

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N

Key Move 3

Living Streets

Residential growth across the City Centre is critical to its future success. Particular ‘pockets’ of the City Centre can kickstart this growth, with focused effort on delivering Living Streets that serve local residents with elevated levels of ‘everyday’ spaces, activities, and services.

The City Centre currently lacks the critical mass of residents needed for it to become a truly vibrant 24/7 place, however City Centre living at scale is yet to take hold. Providing a viable alternative to beachside or more affordable suburban living, requires the delivery of exceptional levels of public amenity and services in the City Centre. Although this concept should be applied to the whole City Centre, in the first instance, it can be kickstarted in several key pockets where conditions are particularly conducive to residential living. Living Streets should be pursued with high quality public realm interventions creating communal “front gardens”, alongside land-use strategies that support local neighbourhood services/shops that provide residents with daily essentials.

In these streets, traffic calming measures should be employed to reduce car speeds, with any remaining on-street parking reserved for people with mobility impairments and service vehicles. Street greening initiatives, additional seating, and informal invitations to play (for all ages) will further encourage people to spend time in the street, which in turn provides more vibrant streets, and more connected local communities.

In addition to facilitating these Living Streets through public realm investments and policy measures, the City of Perth will seek to stimulate change by considering the future of some of its strategic property holdings. For example, His Majesty’s Car Park could be repurposed with a public pocket park and flagship mixed-use residential development, to provide more green amenity and neighbourhood services to this area of the City Centre, as well as supporting King Street as a Living Street. A Pier Street Living Street could also be kickstarted by the future redevelopment of Pier Street Public Car Park.



Strengthen streetscape quality and amenities to support residential growth



Foster inclusive, vibrant, street-level activity.



Enhance City Centre liveability by prioritising investment in the public realm

Key Move 4

The Malls Evolution

While Murray Street Mall functions well and continues to experience high visitation, its Hay Street Mall sister suffers from higher retail vacancy rates and lower visitation, and is therefore in need of a new, distinct identity and mixed use to help set it apart.

Monofunctional retail streets face growing challenges across the globe - especially when two parallel streets try to serve the same purpose. Sharper identities are needed to make the inner city's core streets thrive.

Hay Street Mall

Hay Street Mall has struggled as a retail-only precinct and should evolve into a vibrant street centred around food and beverage offerings, and entertainment based offerings. This transition should be actively curated, with a focus on small-scale independent operators offering unique WA culinary and artisan products. While maintaining its appeal as a destination, the Mall should also cater to the everyday needs of the growing local residential community.

Opening Hay Street Mall to general vehicle traffic should be avoided, given the street's width and its role within the public space network. Instead, the Mall could be designated as a shared space, open to cyclists, with one-way vehicle movement limited to service vehicles and taxis during restricted hours, with hours trialled and reviewed. Street trees and furniture would largely remain as is, complemented by an accessibility strip for the visually impaired and

additional elements required to satisfy pedestrian safety audits and to slow vehicles. Ultimately, the activation and design of the street should prioritise outdoor dining and strolling, with vehicle access treated only as an exception.

Murray Street Mall

Murray Street Mall is well connected to Perth Central Station and Forrest Chase, and functions well as Perth's main retail pedestrian mall. Major brands and concept stores such as Apple, Myer, and Zara are already located here, as well as an emerging cluster of luxury retailers at its western end, around Raine Square. The focus for this Mall should be concentrated on large-scale retail, flagship stores, and retail offers that are well-known and frequented by tourists and locals alike. The Mall's beautifully evolving green canopy of mature Plain trees should be supplemented with more understory plantings to provide sensory interest, and reduced heat island effects at ground level. The added vegetation layer will be essential for cooling the city, as well as encouraging more diverse age groups to make repeat visits to the City Centre.



Reinforce green character and amenity

Clearly define outdoor dining edge zones

Promote active and sustainable mobility in Hay Street Mall



Encourage street-level activation like late night trading in Hay Street Mall



Test different cultural activation or creative programming



Curate events and programming year-round to reinforce each mall's distinct identity

Key Move 5

East West Transit Corridors

St Georges Terrace and Wellington Street will continue to function as the main urban corridors linking the City Centre to East Perth, West Perth, and beyond, but with a firm prioritisation of public transit over private vehicles.

The conversion of one-way streets across the City Centre has already delivered remarkable improvements to the streetscape and quality of life.

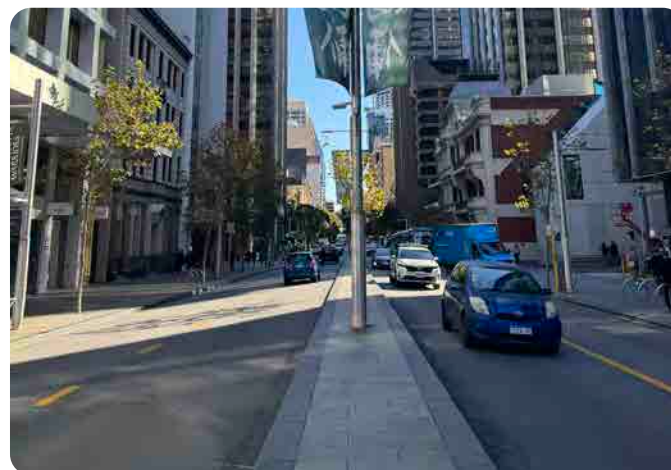
The next step is to reimagine these major connector streets as vibrant, multi-modal streets that provide inspiring and healthy everyday journeys.

St Georges Terrace and Wellington Street both have the potential to accommodate mid-tier public transport, such as light rail. Introducing such systems would help stitch the City Centre to its surrounding neighbourhoods in a more sustainable, and integrated way. Furthermore, consolidating public transit modes along these two corridors would help free the City Centre from the noise and clutter of the numerous, often low occupancy, suburban buses that currently dominate these streets, thereby

creating a more comfortable and quieter, people-friendly City Centre.

The public realm investment that would accompany these mid-tier public transport interventions would, in its design, seek to reinforce Wellington Streets role as a student life corridor and maintain St Georges Terrace as the premier commercial office address.

For transformation of the East-West Transit Corridors to be successful, attention will need to be given to a range of considerations that enhance walking and cycling i.e. safer intersections, wider footpaths, denser canopy cover from diverse tree species, and more understory plantings will help ensure these streets become more than just transit corridors.



Introduce mid-tier public transit such as light rail or bus rapid transit on Wellington Street

Add more diverse shade trees, understorey plantings, and shaded seating areas

Collage: Wellington Street looking West

Upgrade urban infrastructure and intersection design to accommodate active mobility users

Use the new urban transit corridor as a bold symbolic gesture for the City Centre to reach out to its surrounding suburbs

Collage: St Georges Terrace looking West



A photograph of two cyclists riding on a paved path. The cyclist on the right is a woman wearing a white long-sleeved shirt, black shorts, and a white helmet. She is smiling and looking towards the camera. The cyclist on the left is a man wearing a white t-shirt, grey shorts, and a white helmet. He is looking down at his bike. They are riding on a paved path that runs alongside a body of water. In the background, there are several trees, including a large weeping willow on the left. The entire image has a warm, orange-yellow tint.

Implementation

Implementation

The implementation of Towards 2036+ relies on a balanced mix of design, policy, and partnership actions that work together to deliver catalytic change across the City Centre. The following ideas outline key directions and actions to turn the vision into reality.



1

Kickstart Early Action and Momentum

- Test and refine urban design ideas through pilot projects and temporary interventions.
- Use early actions to demonstrate possibilities and build community engagement.

2

Work in Partnership

- Foster collaboration across government, the private sector, local communities, and Indigenous stakeholders.
- Support local networks and multi-agency coordination to guide delivery.

3

Enable Delivery through Policy and Funding

- Explore diverse funding and investment approaches to support long-term outcomes.
- Align policy tools to enable activation and ongoing improvement of the public realm.

4

Monitor, Evaluate, and Adapt

- Track progress with clear performance measures.
- Use evidence and feedback to refine priorities, maintain alignment with community goals, and sustain momentum.

Implementation Road Map

This implementation road map provides an indicative program to realise the Key Moves.

Now (next two years)

The Now phase focuses on immediate, high-impact actions to kickstart Towards 2036+. It encompasses pilot projects and detailed design/feasibility studies for the Key Moves.

North-South Connectors

Pilot and Engage:

Test new street layouts; pop-ups and alfresco activation on Barrack and William; initiate design studies.

Evalute and Refine

Prepare permanent upgrades on William Street and Barrack Street; Pilot the train station forecourt activation.

Buneenboro Loop

Activate Langley Park:

Continue to activate Langley Park and the riverfront. Test the opening up of Government House Gardens.

Living Streets

Test Everyday Living

Pilot calming, greening, and ground-floor activations; assess mixed-use zoning potential.

The Malls Evolution

Trial and Test

Pilot cycling lanes, pop-up dining, and evening activations related to new development or uses within the Malls

Evalute and Refine

Prepare permanent upgrades on Hay Street.

East West Transit Corridors

Form Alliance

Bring all stakeholders to the table and prepare to plan the system.

Plan the System

Conduct feasibility and corridor studies for mid-tier transit; coordinate with State Government.

Soon (next 3-10 years)

This phase will see the implementation of the permanent solutions for several of the Key Moves.

Later (beyond 2036)

Towards 2036+ Key Moves are largely realised by this phase with major infrastructure projects, comprehensive redevelopments, and significant policy changes in place.

Deliver and Embed

Permanent upgrades on William Street and Barrack Street; People’s Walk crossings, shared spaces, and Forrest Place reconfiguration.

Evolve and Enrich

Ongoing cultural growth on Barrack Street; targeted art and public realm upgrades guided by creative partners.

Prepare the Loop

Continuous riverfront upgrades from Point Fraser to Kaarta Gar-up / Kings Park; new bridge planning; freeway capping studies.

Deliver and Embed

Delivering the bridge, capping/ undergrounding the state freeway, delivering a cable car to Kaarta Gar-up / Kings Park.

Deliver the First Streets

Permanent Living Street (e.g., Pier Street) with housing and amenities; His Majesty’s and Fire Station car parks redeveloped.

Expand the Living Streets

Full system of residential, green, and people-first streets across City Centre; vibrant 24/7 local life.

Transform Permanently

Shared-space design; active edges; curated event calendar; support for upper-level residential.

Sustain the Energy

Fully mixed-use street blending retail, F&B, culture, and living; connected to Murray Street West.

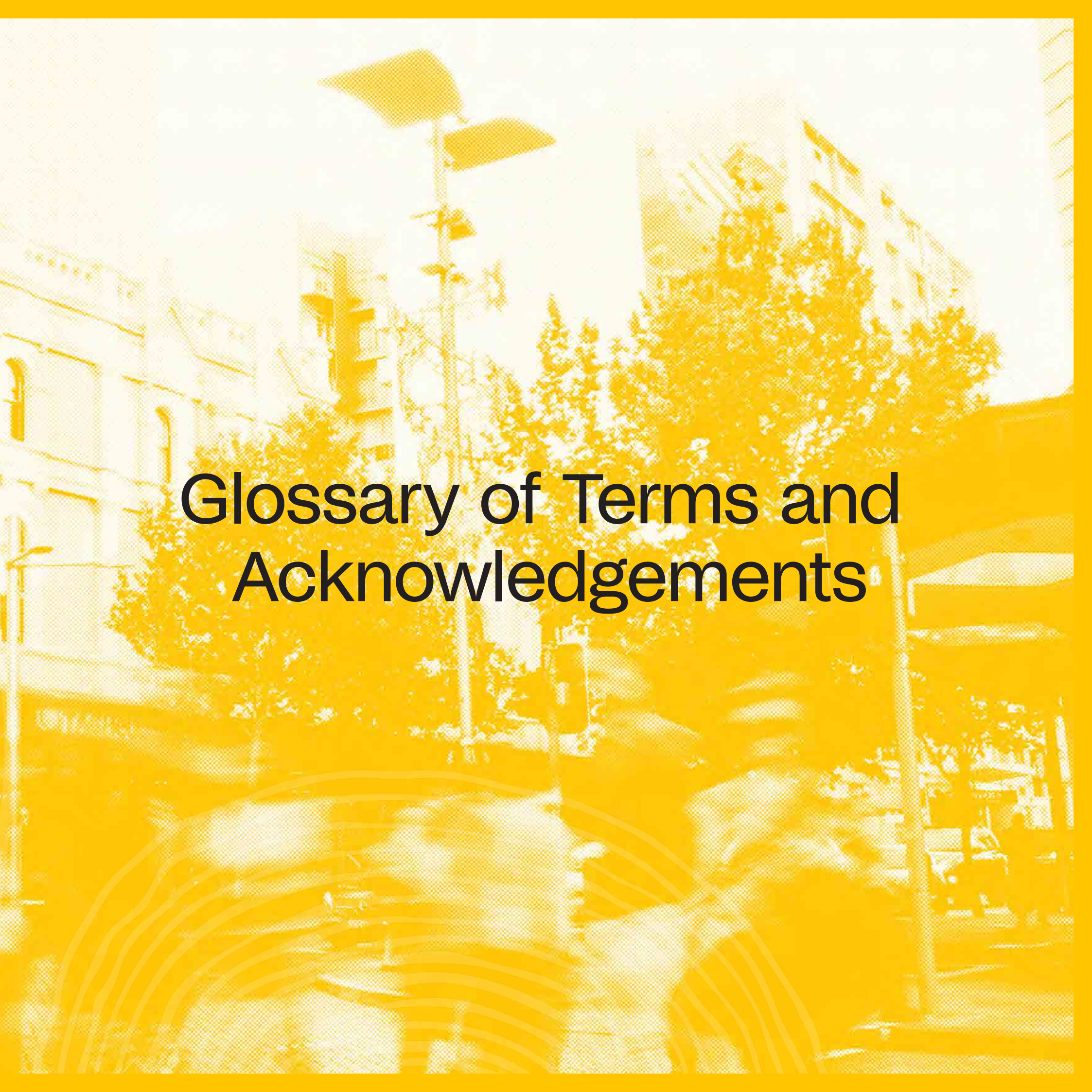
Design and Deliver

Confirm route; implement intersection upgrades and people-first design.

Connect the City

Light rail or BRT operational; multimodal tree-lined boulevards on St Georges Terrace and Wellington Street.



A halftone photograph of a city street scene. In the foreground, a vibrant rainbow arches across the lower half of the image. The background shows a street lined with multi-story buildings, trees, and a tall street lamp with two light fixtures. The overall image has a grainy, dotted texture characteristic of halftone printing.

Glossary of Terms and Acknowledgements

Glossary

Towards 2036+: The “Shaping Perth City Centre - Towards 2036 and Beyond” report, adopted by the City of Perth to guide the transformation of the City Centre over the next 10-20 years.

City Centre: The study area referred to in Vision 2036, which correlates with the boundary defined for Central Perth in the Local Planning Strategy. It encompasses the primary urban centre for Metropolitan Perth.

Guiding Principles: Five place-based goals that underpin Vision 2036: A Vibrant and Magnetic City, A Well-Connected City, A Climate Resilient City, A City with Diverse Identities and Stories, and A City that Invites people to Explore and Stay.

Key Moves: Five high-impact, catalytic projects prioritised for delivery to support Towards 2036+.

Directions: Actionable strategies that provide specific steps and potential KPIs for measuring success under each strategic goal.

CoP: City of Perth.

Whadjuk Nyoongar: The traditional custodians of the land on which Perth is situated.

WSUD: Water Sensitive Urban Design.

3-30-300 rule: a widely adopted rule of

thumb that seeks to ensure that people are able to see three trees from their home, live in a neighborhood with 30 percent tree canopy cover, and have a park or green space within 300 meters of their residence.

POPS: Privately Owned Public Spaces.

Green Corridors: Streets functioning as lush, green corridors connecting key destinations, bike-friendly, with pleasant views and vibrant urban life.

Urban Connectors: Essential streets for city-wide mobility, supporting public transport and bike access, connecting major destinations, and serving neighbourhood functions.

Strolling Streets: Streets designed to prioritise pedestrians, characterised by a high density of shops, food and beverage offerings, events, and vibrant ground-floor activity.

Living Streets: Calm, people-friendly environments supporting everyday life, featuring reduced traffic, higher residential densities, and amenities for local communities.

ECU City Campus: The new Edith Cowan University City campus as part of Perth City Link.

Soft Mobility /Micromobility: Refers to active and sustainable modes of transport such as walking, cycling, and other wheeled options.

Perth City Link: Major mixed use development over the train line in Central Perth led by Development WA including RAC Arena and ECU City Campus.

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