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# Connecting the City:

## Draft Transport Strategy

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## Connecting the City: Draft Transport Strategy

Client: City of Perth

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Institute for Sensible Transport

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## Executive Summary

Transport is fundamental to how people access and experience the City of Perth. **When transport works, the City works.** As Metropolitan Perth continues to grow across a vast urban area, pressure on transport networks is increasing. Without clear, coordinated guidance, competing demands risk undermining local access, placemaking and economic vitality. Connecting the City: Draft Transport Strategy provides a clear framework to manage these challenges. The Strategy aligns with the *Perth Capital City Plan* and *Shaping Perth City Centre Towards 2036 and Beyond*. It will guide transport decisions, investments and trade-offs, in support of a liveable, sustainable and prosperous city.

The Strategy moves from evidence to action. It sets a clear vision for the City's desired character, function and experience, identifies key challenges and opportunities, and translates them into measurable outcomes and practical initiatives across core strategic themes. A core principle of the Strategy is that good transport offers genuine choice, supporting fairness and inclusion in our community. People should be able to travel safely, efficiently, and conveniently, whether by walking, cycling, public transport, or car, regardless of age, background, or ability.

The Strategy has been informed by a robust development process grounded in evidence, research, analysis and engagement, supporting a Strategy that is well-informed, achievable, and responsive to the needs of the City and its community.



**Figure 1-1 Boorloo Bridge**

Source: City of Perth, 2026

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## 1.0 Purpose

### Why we need a transport strategy

Transport is not just about moving people – it shapes how communities function, how streets feel and how people experience place in the City.

#### *When transport works, the City works.*

The transport network supports the City's desired character, function and experience, including vibrant streets, welcoming public spaces, thriving businesses and safe, inclusive neighbourhoods. Different parts of the City require different transport outcomes, and it is critical to align investment and movement with the character and function of each area.

Metropolitan Perth has a sprawling area stretching approximately 200 kilometres and is experiencing sustained growth. This is increasing pressure on its streets and public transport networks. The City of Perth has one of Western Australia's fastest growing residential populations. It remains the primary employment hub and a centre for retail, recreation and education in Metropolitan Perth.

Without overarching and clear guidance, competing demands can undermine local access, placemaking and economic activity of the City. This Transport Strategy provides a framework to address these challenges. It guides transport decisions, investments and trade-offs to support local access, economic vitality and long-term place outcomes. It aligns transport policy, infrastructure and services with wider aspirations for a liveable, sustainable and prosperous City.

The Transport Strategy has a time frame of 2026-2036 to align with the *City of Perth Capital City Plan*. It will be reviewed every four years in keeping with the City's business planning cycle.

### What good transport looks like

Good transport offers genuine choice in how people, goods and services move. Everyone should be able to make efficient, convenient and safe journeys. This includes travel by walking, cycling, public transport and car as a driver or passenger. A movement system that works for all ages, backgrounds and abilities helps keep the city open and welcoming.

### Why increasing transport choice is important

Expanding choice in modes of travel is critical to supporting fairness across our community. More options mean greater access to opportunities, enabling people to select the modes that best suit their needs, lifestyles, and circumstances. This flexibility not only supports independence but also strengthens the resilience and adaptability of the City as a whole.

The most equitable cities are those that are walkable and where owning a car is not a prerequisite in travelling to your preferred destination. Transport that prioritises inclusion and equity helps everyone participate in community life. It also supports people to access opportunities and thrive.

### Why improving urban mobility is important

Urban mobility is concerned with how people access opportunities, services and destinations rather than simply how vehicles move through the network. It recognises that transport systems influence economic productivity, social inclusion, environmental sustainability and the quality of public spaces.

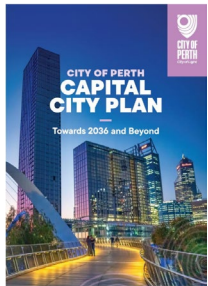
For Perth, urban mobility means creating a transport system that allows residents, workers and visitors to move efficiently between destinations while supporting vibrant streets, active public spaces and a thriving economy. It requires transport planning to balance movement and place outcomes, ensuring streets function as both transport corridors and valued public places.

Improving urban mobility means prioritising accessibility, integrating different modes of transport, reducing barriers to movement and creating a transport network that is safe, inclusive and convenient for all users.

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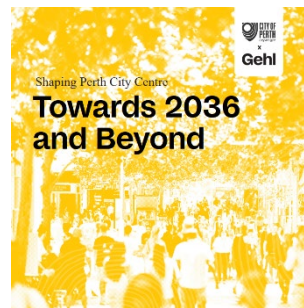
## Strategic alignment

The Transport Strategy aligns with the City of Perth's overarching strategic framework. It supports delivery of the *City of Perth Capital City Plan* and *Shaping Perth City Centre Towards 2036 and Beyond*. It provides a guiding framework for the development of supporting mode-specific plans and policies.



The *City of Perth Capital City Plan* is the City's primary strategic document. It sets the long-term vision and direction for Perth and will guide future planning, investment and decision making to support a globally connected, inclusive and future focused capital city.

*Shaping Perth City Centre - Towards 2036 and Beyond* is a bold new plan, developed in collaboration with internationally renowned urban strategy firm Gehl. The plan sets a long-term framework to support growth and economic vitality.



Several subsidiary plans translate the Strategy into targeted actions. They inform City decision-making and investment in transport planning design and infrastructure. All plans have been developed using an evidence-based, best practice approach.

## City of Perth Capital City Plan 2026-2036



Figure 1-1 How the Transport Strategy sits in the City's suite of documents

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## Transport Strategy Structure

The Transport Strategy moves from evidence to action. The structure shows how the key challenges inform the vision, opportunities and key themes.

- **Context and Challenges** outline the metropolitan-scale trends and pressures alongside localised issues specific to the City of Perth.
- The **Vision** is framed by context. It captures the City's desired character, function, and experience, establishing how movement should support it.
- **Opportunities** are identified to address the challenges.
- **Key Themes** translate the vision and opportunities into actionable initiatives across key themes.

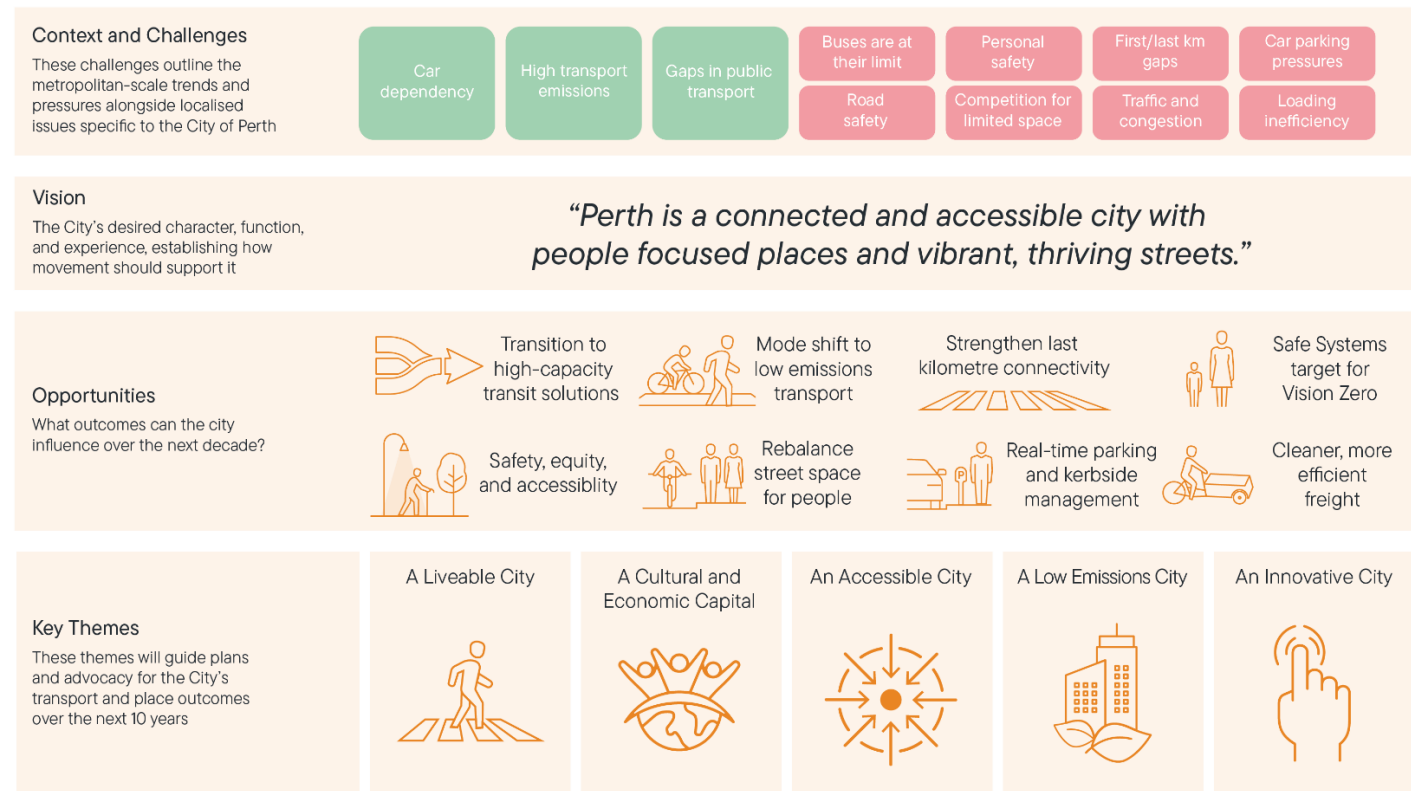


Figure 1-2 A summary of the context and challenges, vision, opportunities and key themes presented in the Transport Strategy

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## Strategy Development Process

This Transport Strategy has been informed by research, analysis and engagement. This includes:

- Development of nine discussion papers
- Incorporation of engagement findings from the *Capital City Plan*
- Outcomes of internal and stakeholder workshops.



**Figure 1-3 The Transport Strategy development process**

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## 2.0 Context and Challenges

### Key Trends

| <p><b>POPULATION GROWTH</b></p> <p><b>Metropolitan Perth Population</b></p> <table> <tr> <th>2026</th> <th>2036</th> <th>2050</th> </tr> <tr> <td>2.5 million</td> <td>3 million</td> <td>3.5 million</td> </tr> </table> <p><b>City of Perth Population</b></p> <table> <tr> <th>2026</th> <th>2036</th> <th>2050</th> </tr> <tr> <td>35,000</td> <td>55,000</td> <td>90,000</td> </tr> </table> <p>Metropolitan Perth and the City of Perth are forecast to experience significant population growth. The City has an aspirational target for the population to increase by 57% over the 10-year life of the strategy. This will place further pressure on transport infrastructure and services.</p> | 2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 2036                                                                                                                                                                                                                                                                                                                                                                                                                         | 2050 | 2.5 million | 3 million | 3.5 million | 2026 | 2036 | 2050 | 35,000 | 55,000 | 90,000 | <p><b>WORK (AND STUDY) FROM HOME</b></p> <p><i>Pre-COVID, 5-8% of people in Metropolitan Perth worked from home. In 2026, 40-45% of people work from home at least once a week.</i></p> <p>The growth in work (and study) from home has matured to a hybrid 'new normal' in 2026. These flexible arrangements are changing the pattern, demand levels, and timing of peak movements, impacting infrastructure and service needs.</p> | <p><b>TAXI AND RIDESHARE</b></p> <p><i>71% of Metropolitan Perth's residents have used on-demand transport in the past year.</i></p> <p>In addition to conventional taxi services, app-based rideshare services (e.g. Uber, DiDi), have grown to become a mainstream on-demand transport option. These services offer convenience and flexibility, but tend to lead to more car travel, adding pressure to street infrastructure and pick-up/drop-off zones.</p> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|-------------|-----------|-------------|------|------|------|--------|--------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 2036                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 2050                                                                                                                                                                                                                                                                                                                                                                                                                         |      |             |           |             |      |      |      |        |        |        |                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 2.5 million                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3 million                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3.5 million                                                                                                                                                                                                                                                                                                                                                                                                                  |      |             |           |             |      |      |      |        |        |        |                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 2036                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 2050                                                                                                                                                                                                                                                                                                                                                                                                                         |      |             |           |             |      |      |      |        |        |        |                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 35,000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 55,000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 90,000                                                                                                                                                                                                                                                                                                                                                                                                                       |      |             |           |             |      |      |      |        |        |        |                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p><b>E-RIDEABLES</b></p> <p>E-rideables have rapidly gained popularity as a micromobility option. They are an affordable, low-emission and space-friendly form of transport. However, regulatory approaches remain inconsistent across Australia, with the legislative framework in Western Australia currently under review.</p>                                                                                                                                                                                                                                                                                                                                                                      | <p><b>ELECTRIC VEHICLES</b></p> <p><i>A decade ago, 0.2% of new vehicles sold were electric. This has risen significantly to around 10% in 2025 and over 14% in 2026.</i></p> <p>The transition to electric vehicles (EVs) is accelerating in Metropolitan Perth, with ownership projected to increase significantly over the next decade. This rapid growth is placing pressure on cities to provide supporting infrastructure such as charging stations to keep pace with the uptake.</p> | <p><b>E-COMMERCE</b></p> <p><i>Australians spent \$82.6 billion on online shopping in 2025, up 14% year-on-year.</i></p> <p>The growth of e-commerce means many in-person shopping trips are now being replaced by home delivery. This is changing travel patterns of visitors and delivery vehicles. Visiting the City is now more focused around events and experiences, and less around in-person retail convenience.</p> |      |             |           |             |      |      |      |        |        |        |                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

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## Perth's Role as a Capital City

Perth performs a unique role within Western Australia and the metropolitan region. As the State's capital city and primary employment, education, cultural and entertainment destination, it attracts more than 200,000 visitors on a typical weekday and supports a significant proportion of the metropolitan economy.

Unlike other local governments, the City must accommodate the movement needs of residents, workers, students, visitors, freight operators, service providers and major institutions. The transport network therefore serves a function that extends well beyond the City's boundaries and has a direct influence on the productivity, accessibility and competitiveness of the wider metropolitan area.

As Perth continues to grow, maintaining efficient access to jobs, education, health services, cultural attractions and major events will become increasingly important. The City must work collaboratively with State Government agencies and neighbouring local governments to ensure transport investment supports Perth's role as a connected, accessible and globally competitive capital city.

## Planning for Growth

The City is entering a period of significant growth and transformation. Major developments including ECU City, Elizabeth Quay, Perth City Link, the WACA redevelopment, the QEII-UWA Specialised Activity Centre, future riverfront redevelopment projects and development within adjacent activity centres will generate substantial increases in travel demand over the life of this Strategy.

The City's residential population is expected to increase significantly over coming decades, while employment growth will continue to reinforce Perth's role as the primary economic centre of Western Australia. These changes will place increasing pressure on existing transport infrastructure and services.

The Transport Strategy provides a framework to respond to this growth by improving accessibility, increasing transport choice, supporting economic productivity and ensuring transport infrastructure contributes positively to the character and liveability of the City.

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Neighbourhoods

The City of Perth is geographically constrained by the Swan River, which forms its southern and eastern boundaries. River crossings are limited to Kwinana Freeway, the Causeway and Graham Farmer Freeway. These connect to Central Perth, East Perth and Claisebrook respectively. The Narrows Bridge is the last river crossing west of Central Perth until Fremantle. This gap is more than 11 kilometres. Limited crossings reduce connectivity and funnel significant traffic through the city. The urban form is shaped by an east west grid that creates a long and narrow cityscape with limited connectivity. Many streets are narrow, and movement is constrained, particularly in the north-south direction.

The City is made up of six distinct neighbourhoods, with each having unique identities, geographic and transport characteristics. This means that each neighbourhood also has different transport challenges and needs which must be considered.

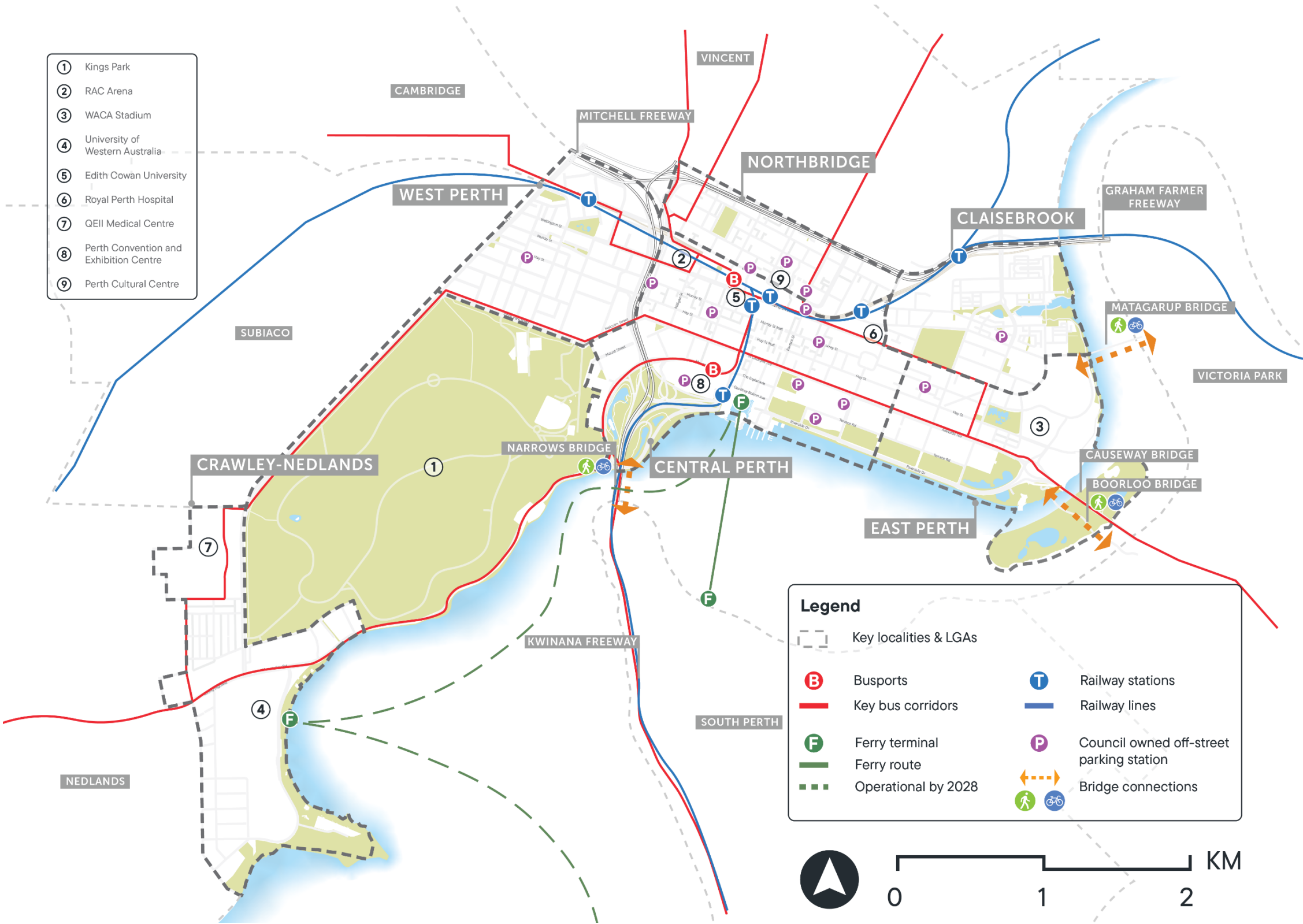


Figure 2-1 Neighbourhood context in the City of Perth

Source: Institute for Sensible Transport, 2026

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## Central Perth

Central Perth is the Central Business District of Metropolitan Perth. Central Perth is a commercial and retail centre with increasing residential, student accommodation and retail development which will further activate the precinct at all times of day.

Royal Perth Hospital, RAC Arena and the Perth Convention and Exhibition Centre (PCEC) are large attractions in Central Perth. Edith Cowan University City Campus also opened at the start of 2026 and will be home to 10,000 students and staff each day.

Central Perth is well served by public transport. By rail, the neighbourhood is served by three stations: Perth, Perth Underground and Elizabeth Quay railway stations. By bus, Perth Busport and Elizabeth Quay Bus Station are both located close to major attractions. Major bus corridors also provide access. Elizabeth Quay ferry terminal is the centre of Perth's ferry network, which will grow to four stops by 2028 with the delivery of the State Government's METRONET on Swan Ferry Service Expansion project.

Cycling infrastructure is inconsistent and disconnected. High quality separated paths run alongside the river, railway lines and the Freeway. However, they do not extend into and across Central Perth. This limits people's ability to ride safely all the way to their destination. While the footpath network is extensive, crossing points often leave people waiting excessively. More prioritisation is required to make walking a safer, more attractive choice within Central Perth.

## Crawley-Nedlands

The Crawley-Nedlands neighbourhood is home to two of Perth's most significant institutions. These are the QEII Medical Centre precinct and the University of Western Australia. Large numbers of people travel to and from the neighbourhood each day, with significant growth projected for the Specialised Activity Centre.

QEII Medical Precinct is the second-largest employer outside Central Perth with 15,000 staff. Approximately 20,000 people traverse the precinct each day, with 24/7 operations that bring complex transport needs.

The University of Western Australia has approximately 28,000 students and 3,800 staff, with the majority based at the Crawley campus. The student population is forecast to grow to 40,000 by 2035 – a 43% increase over the next 10 years.

Current transport infrastructure includes major roads that bisect the precinct – Stirling Highway/Mounts Bay Road and Winthrop Avenue/Thomas Street. Buses are currently the only public transport services that travel directly to the precinct, with the nearest train station over one kilometre away. Despite high frequency bus services, travel times remain unattractive compared to cars. This has resulted in the predominance of private vehicles causing congestion, access and car parking issues.

The Matilda Bay ferry terminal is under construction as part of METRONET on Swan and will be operational in 2028. It will provide another public transport option for the precinct.

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## West Perth

West Perth is a mixed-use neighbourhood characterised by commercial and residential development, with a growing commercial focus. It serves as a strategic location within the State's economy and is a major hub for oil and gas firms.

West Perth includes City West railway station and several bus routes. These connect to the City Centre and surrounding areas, including Crawley-Nedlands. The area is surrounded by major roads including Thomas Street, Kings Park Road and the Mitchell Freeway.

## Northbridge

Northbridge is primarily an entertainment precinct, with a focus on the night time economy and associated activities. Northbridge is also home to Perth's cultural centre, with the major attractions including WA Museum Boola Bardip, the State Library of WA, the State Theatre and the Art Gallery of WA.

Northbridge is served by Perth railway station and the Perth Busport. Key streets that provide vehicle and public transport access include Beaufort Street, Fitzgerald Street and Charles Street. The Graham Farmer Freeway passes underneath Northbridge in a tunnel, taking large volumes of through traffic off surface streets.

## Claisebrook

Claisebrook is a largely medium density residential neighbourhood on ex-industrial brownfield remediated land, with some mixed uses located throughout. Wellington Square / Moort-ak Waadiny regularly hosts events and festivals which draw people from around the Perth Metropolitan region.

Claisebrook is served by Claisebrook railway station and several bus routes. East Parade and the Graham Farmer Freeway provide vehicular access to the precinct.

## East Perth

East Perth is characterised by high density residential and visitor accommodation. East Perth is also home to the WACA Ground, which now includes The Pavilion, with recreational and aquatic facilities, and is also the interim home of the NRL Perth Bears franchise. East Perth also includes future development areas associated with Gloucester Park. The new East Perth Primary School is also anticipated to be open in 2029.

East Perth is served by several bus routes running predominantly along east-west corridors through the precinct. However, it is fairly underserved by public transport compared to other neighbourhoods in the City. Key streets through the precinct include Adelaide Terrace, Wellington Street and Plain Street.

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## How People Travel to the City

Mode share shows how people travel. It describes the proportion of trips made by each type of transport, such as driving, public transport, walking and cycling. It helps the City understand how well the transport system serves residents, workers and visitors. Tracking mode shares helps the City to identify infrastructure needs, reduce emissions, improve public health, and guide sustainable urban development. This evidence helps identify where transport choices are working well, where gaps remain, and where future investment should be focused.

### City of Perth workers

According to on the 2021 Census, around 130,000 people commute to work in the City of Perth on an average weekday. Of these, around 122,000 travel from across Metropolitan Perth while about 8,000 come from within the City itself. Figure 2-2 and Figure 2-3 illustrate the modes of transport used by both groups.

For those coming from across Metropolitan Perth, most people travel by motor vehicle, followed by a sizeable proportion by public transport. Notably, the share of public transport users travelling to the City is significantly higher than the Metropolitan Perth average. However, the travel mode share by motor vehicle is high compared to other Australian capital central city areas. In contrast, those commuting from within the City's boundaries tend to walk or cycle more, resulting in a lower proportion of people travelling by motor vehicle.

Journey to Work to City of Perth from Metropolitan Perth

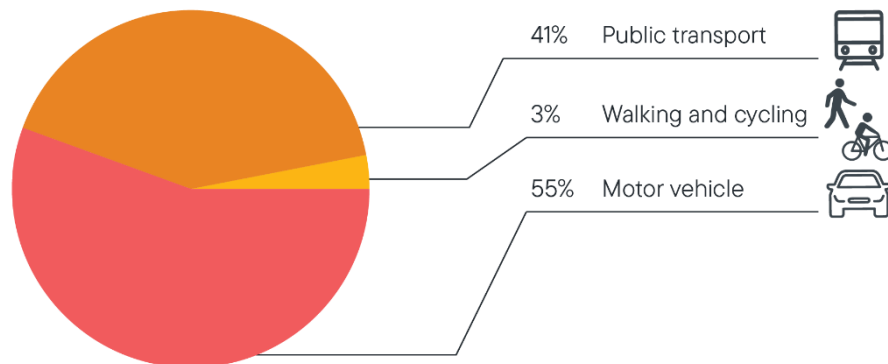


Figure 2-2 Mode share for journeys to work in the City from Metropolitan Perth, 2021

Journey to Work within the City of Perth

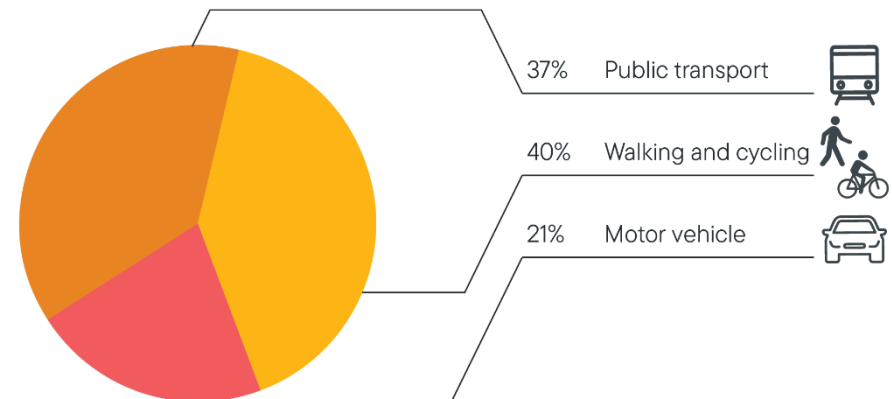


Figure 2-3 Mode share for journeys to work in the City from within the City, 2021

Source: Institute for Sensible Transport, 2026, adapted from Australian Bureau of Statistics

Note: The 2021 Census occurred on Tuesday 10 August 2021, which was soon after one of Perth's COVID-19 lockdowns, when many people worked from home. Perth also experienced a severe winter storm on the day. These likely affected the typical journey to work mode shares and travel patterns on Census Day.

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### All Trip Purposes

When looking at all trips taken to the City of Perth, instead of only those taken for the journey to work, a different picture appears.

People travel to the City for many different reasons, which include recreation, shopping, to access healthcare, education or entertainment. These journeys are more diverse, often taken at various times of day and with different start and end points compared to journeys to work.

As a result, Figure 2-4 illustrates that a much larger proportion of people use motor vehicles to travel for reasons outside their journey to work. This is 21 percentage points higher than the journey to work, highlighting the varying needs of people throughout the day and the availability of alternative modes of transport. This highlights a key challenge for the Strategy. Public transport works strongly for commuter travel, but many other trips currently rely on cars.

All Purpose Trips to City of Perth from Metropolitan Perth

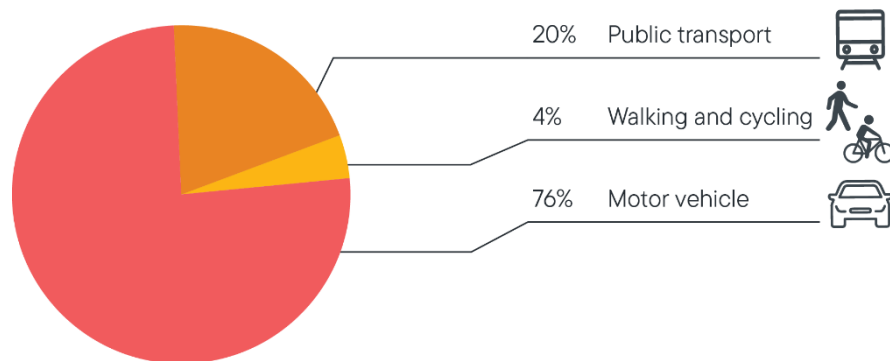


**Figure 2-4 Percentage share of all travel to the City from Metropolitan Perth**

Source: Institute for Sensible Transport, 2026, adapted from Perth Area Travel and Household Survey (PATHS)

***Public transport is a common choice for commuting, accounting for around 40% of work trips. When considering all trip purposes, public transport use falls to around 20%. Private vehicles dominate at roughly 76%, showing car travel remains the default outside the commute.***

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## Engagement Findings

### Community engagement

Engagement for the City's long term strategic framework, the Capital City Plan, found clear community support for better transport options. The community expressed support for safer and more sustainable ways to move around the city.

*'People want a 'walking-first' city, better cycling and micromobility options, as well as more improved public transport. It is clear the community are looking for more **travel choice** when accessing the City.'*

The engagement findings show that four of the top 20 insights relate directly to transport.

### Stakeholder engagement

A range of stakeholder organisations were consulted during the development of the Transport Strategy. Engagement included representatives from WA Government agencies and major institutions within the City of Perth, primarily through two targeted workshops. Key themes identified through stakeholder engagement included:

- Improving the safety and connectivity of cycling infrastructure
- Enhancing public transport infrastructure and services
- Implementing street safety upgrades and speed management improvements
- Considering the reallocation of street space to pedestrians and cyclists
- Reducing reliance on private vehicle travel
- Strengthening the use of technology and data integration.

These themes provided a foundation for establishing common priorities and guiding the actions developed within this Strategy.

These engagement findings help connect community priorities with the Strategy's opportunities and initiatives. They reinforce the need for safer streets, better public transport and more travel choice.



### Mobility and access

More reliable, frequent public transport including mid-tier transit

Enhanced walking environment and protected cycling networks



### Inner-city living

Boost residential population to support vibrancy, safety and economic development

Seek opportunities for adaptive reuse to encourage street life



### Pedestrian prioritisation

Better lighting, crossings, shade, wayfinding

High-quality streetscape to support safer pedestrian outcomes



### Land-use and transport planning should guide growth

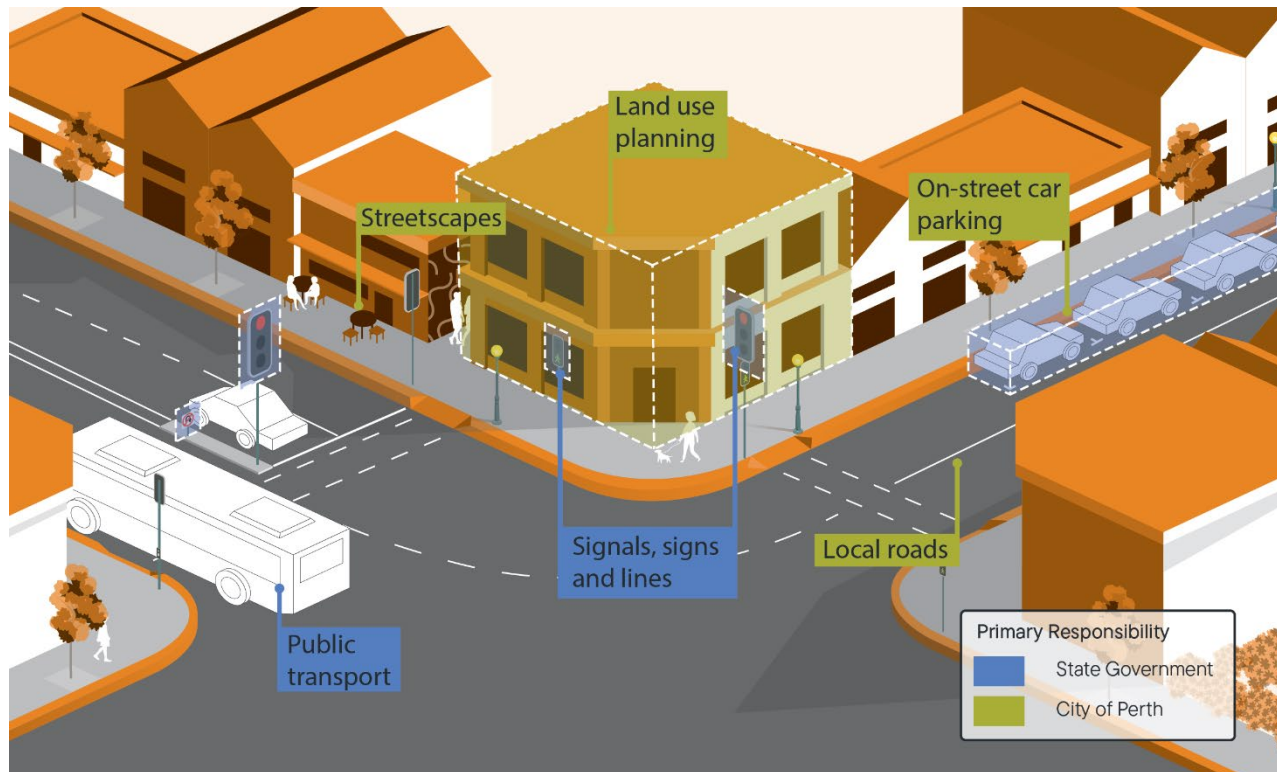
Mixed use development

Higher density around transport hubs

Figure 2-5 Engagement findings

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## The City's Role



The City plays a key role in shaping how streets function and in advocating for transport priorities to other levels of Government. The City delivers works within the road reserve, including managing streetscapes and parking. The City is also responsible for land use planning.

Broader elements of the transport system, such as planning and operation of public transport infrastructure and services, are managed by State Government agencies. Achieving the Transport Strategy's vision will require ongoing collaboration and alignment with major institutional landowners and the WA Government.

This Transport Strategy will guide the City's advocacy to State agencies. It will also inform City-led projects, prioritisation, policy and regulatory change, and decision-making regarding street space allocation.

**Figure 2-6 The role of the City of Perth and State agencies in managing infrastructure and services**

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## Challenges

These challenges frame the opportunities, outcomes and initiatives set out later in this Strategy. They are set out as Metropolitan Perth challenges – those which must be addressed across the Greater Perth Metropolitan area, and City of Perth Transport Challenges – which are specific to the City.

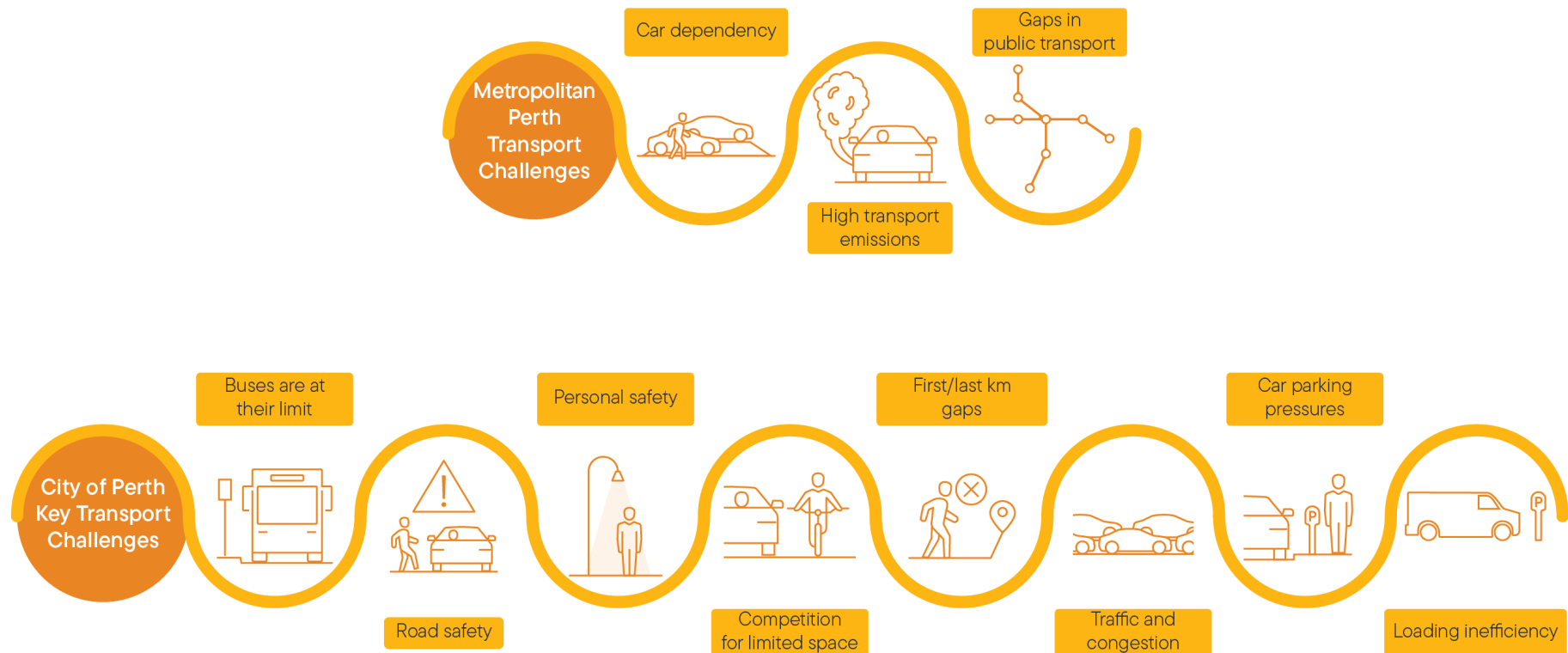


**Figure 2-7 Key transport challenges**

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## Metropolitan Perth Challenges

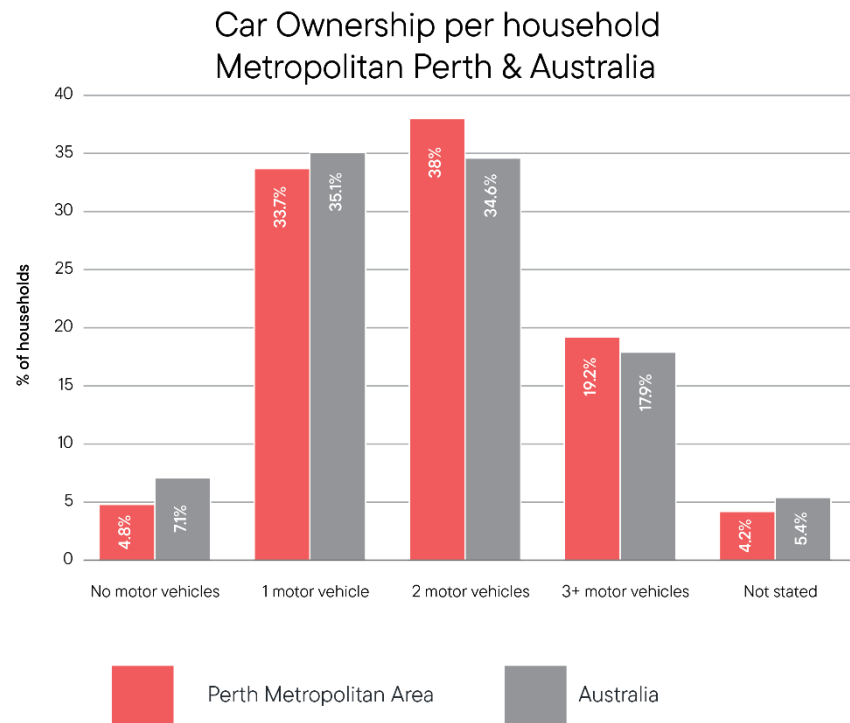


Figure 2-8 Household Car Ownership

### Perth is a highly car-dependent city

Based on 2021 Australian Bureau of Statistics Census data, Metropolitan Perth has one of Australia's highest levels of household car ownership. In Metropolitan Perth, 57% of households have two or more motor vehicles, compared with 53% across Australia.

A sizeable proportion of trips to and through the City are undertaken by private vehicle, even for relatively short distances. This creates congestion, increases greenhouse gas emissions and particulate pollution, consumes valuable street space and reduces transport resilience. The current level of car dependence places pressure on limited street space and constrains more space-efficient travel modes.

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### Our transport emissions are higher than ever

Transport emissions are a critical and growing challenge for Metropolitan Perth. They affect climate outcomes, air and noise pollution, and public health. Transport emissions include both direct tailpipe (greenhouse gas) emissions as well as non-exhaust traffic emissions (e.g. dust and particulate matter) and is Australia's fastest-growing source of emissions. This is forecast to be the single largest source by 2030.

National targets aim to reduce Australia's overall transport emissions by 62 to 70% from 2005 levels. Current transport emissions are not on track to meet these goals.

Electrification of the vehicle fleet will help reduce greenhouse gas emissions. However, it will not address all sources of pollution. Electric vehicles remain a significant source of non-exhaust emissions. The most substantial reduction in transport emissions will only be achieved by reducing the overall amount of vehicle travel on our streets.

***While accelerating the shift to low- and zero-emission vehicles is important, enabling a significant mode shift to public and active transport to reduce overall amount of vehicle travel will play a bigger part in reducing emissions. This is essential for meeting climate targets, improving air quality, and safeguarding public health.***

### City of Perth Transport Emissions (2025) - by vehicle type

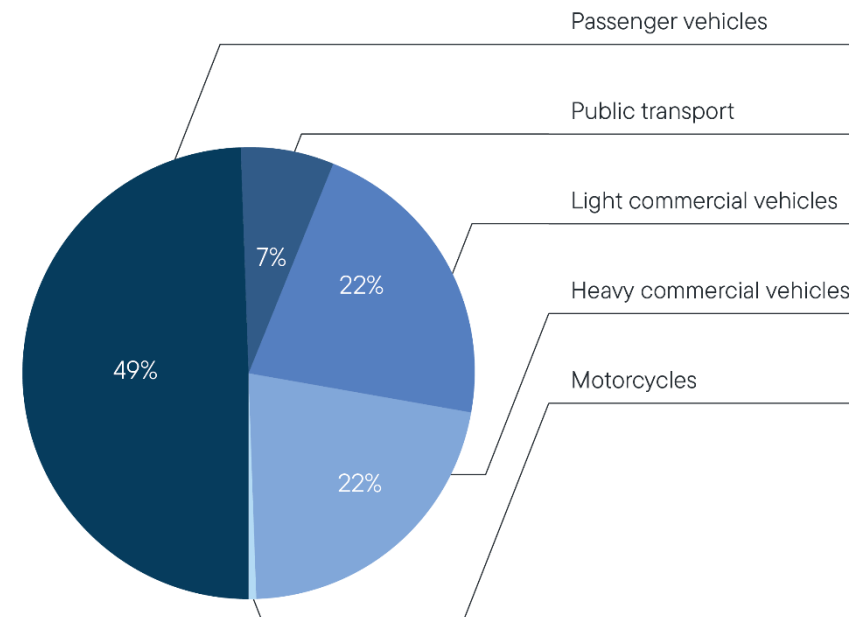


Figure 2-9 Direct transport emissions by mode, 2025

Source: Institute for Sensible Transport

# DRAFT

## Metropolitan Perth's public transport is primarily focused on the city centre

Perth's metropolitan public transport network, particularly its rail system, is predominantly radial in structure. This means that services are primarily designed to connect suburbs with Central Perth, rather than facilitating travel between centres across the metropolitan area. While orbital connections are available through the bus network, including the Circle Route (998/999), cross-city journeys often require multiple transfers and can be less direct than trips to and from the city centre.

The State Government's METRONET program has delivered significant investment in Perth's public transport network, improving transport choice and accessibility across metropolitan Perth. However, despite this important step, the broader public transport network remains strongly focused on radial travel. Most recent rail expansions have extended access from outer suburbs into Central Perth, reinforcing the network's existing structure.

As a result, travel between suburban centres, orbital journeys and shorter intra-city trips can still be challenging. The predominance of radial services also places additional pressure on Central Perth stations and streets, as many passengers are required to transfer through the city centre to complete journeys that neither start nor end there.

A more connected public transport system would better support cross-city movement and provide more direct travel options for journeys that do not involve Central Perth. Expanding orbital and inter-suburban connections would improve network efficiency, reduce reliance on city-centre transfers and enhance access between major activity centres across the metropolitan area.

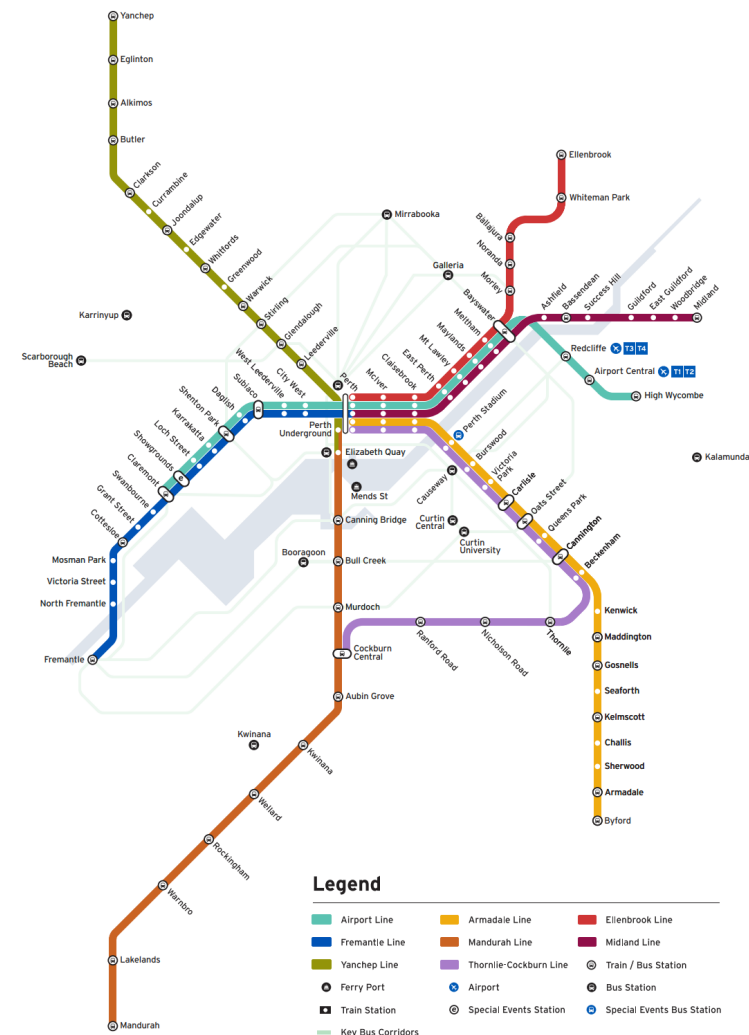


Figure 2-10 Metropolitan Perth's Rail Network and Key Bus Corridors

Source: Transperth

# DRAFT

## City of Perth Challenges

### Buses have reached their limit on key streets

Buses play a significant role in Metropolitan Perth. They connect people to jobs, education and recreation. They also support first and last kilometre trips and areas with rail network gaps.

There are two major bus stations in the City, Perth Busport and Elizabeth Quay Bus Station within 800m of each other. They serve many routes that pass through or terminate in the City. These services in the City include high-frequency trunk routes and five CAT (Central Area Transit) bus routes.

Buses are essential for access to key destinations in the City of Perth including the QEII and UWA precinct. In this precinct, buses, including the Purple CAT, are the only public transport option.

### CAT Buses

The CAT bus network consists of five routes that provide free travel around the City of Perth. These services are highly utilised, and the network has continued to grow to meet demand.

Recent expansions to the network include extension of the Red CAT to Matagarup Bridge, extension of the Blue CAT to Kings Park, and the introduction of the Purple CAT which travels between Elizabeth Quay and the QEII/UWA precinct.

There continues to be consistent demand for further improvements to the CAT bus services, including additional routes and extended operating hours.

### Free Transit Zone (FTZ)

In addition to the free CAT services, a Free Transit Zone operates in Perth, allowing passengers to ride any regular Transperth services for free within most of the City.

To meet passenger demand for frequent bus services, high volumes of buses run on key streets through the City. This is particularly the case on Wellington Street, William Street, St Georges Terrace and Adelaide Terrace. These corridors carry a significant concentration of bus services during peak periods. While this supports strong public transport access to the City, it can also result in reduced network efficiency, increased congestion at key intersections and impacts on the pedestrian environment and street amenity.



**Figure 2-11 Buses on William Street**

Source: City of Perth, 2026

# DRAFT

## Road safety impacts our most vulnerable users

While road safety is a key issue for Metropolitan Perth, it is a particular challenge for the City. The City is the State's economic and cultural hub. Large volumes of pedestrians, bicycles and motor vehicles interact on the City's streets.

Intersections are the main crash hotspots in the City, especially at entry points to Central Perth and along high-activity corridors. Vulnerable users – pedestrians, cyclists, and motorcyclists – are significantly overrepresented in fatal and serious injury incidents. Vulnerable users account for just over 6% of crashes, however they comprise more than half of fatalities, and a disproportionate share of hospital admissions.

***Vulnerable users – pedestrians, cyclists, and motorcyclists – are significantly overrepresented in fatal and serious injury incidents. While these users account for just over 6% of crashes, they comprise more than half of fatalities and a disproportionate share of hospital admissions.***

Trends such as increased distraction, speeding, and larger vehicles increase safety risks for all users, with pedestrians and people riding bicycles and motorcycles affected most by these.

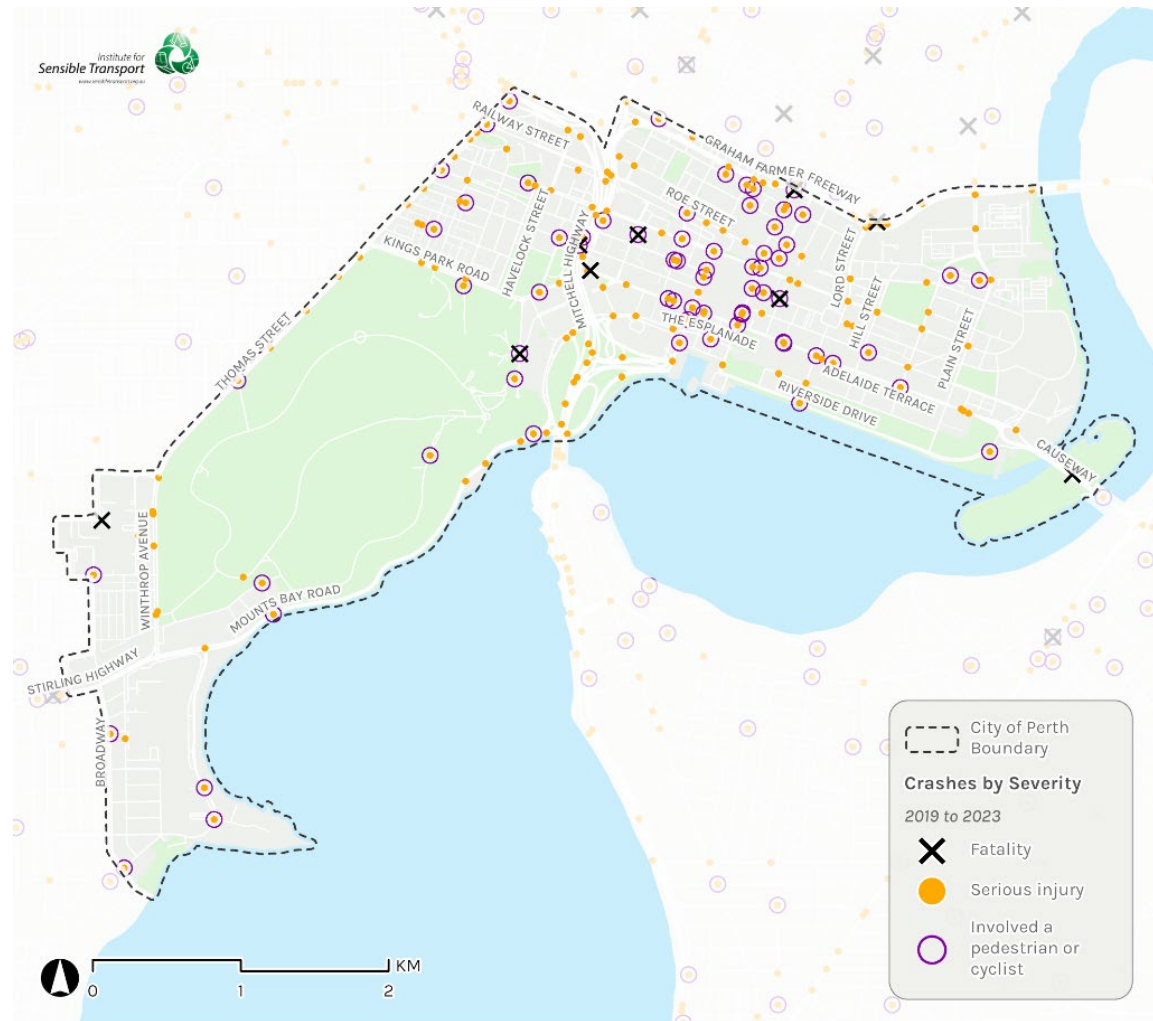


Figure 2-12 Crashes resulting in fatalities and serious injuries in the City of Perth 2019-2023

# DRAFT

## Personal safety considerations impact after hours movement

Personal safety, both real and perceived, shapes how people move around the City of Perth, particularly after hours. These concerns affect people's decisions to walk, use public transport, or stay in the City late. This affects visitation, nightlife, economic activity and inclusion.

Perceptions of safety vary by location, mode of transport and time of day. Transperth's passenger survey shows that night-time safety perceptions have declined among bus patrons over the last decade. Concerns are strongest around stops, interchanges and some Central Perth services. This perception can deter people from staying longer in the city. It can also reduce patronage and limit the effectiveness of the broader transport network. Within the City of Perth, there are also ongoing perceptions of poor safety on some routes, including CAT services. On-board night safety ratings have declined since 2023.

***77% of women felt safe using public transport alone after dark, compared with 93% of men,***

***85% of women felt safe walking alone in their local area after dark, compared with 94% of men***

Gender is also a key factor. Women typically weigh safety and comfort more heavily when deciding how and when to travel. This is especially true for trips involving walking and public transport after dark. Results of the Australian Bureau of Statistics Personal Safety Survey (2021–22) show that women report lower perceived safety than men in these contexts. This creates greater barriers to moving around the City at night.



**Figure 2-13 Elizabeth Quay railway station**

Source: City of Perth, 2026

# DRAFT

## Multiple roles and modes compete for limited street space

The City's urban form is shaped by an east west grid that creates a long and narrow cityscape with limited connectivity. Many streets are narrow, and movement is constrained, particularly in the north-south direction.

The City's streets must perform multiple roles within a constrained space, a key difference for a city centre environment compared to suburban areas. Freight, buses, private vehicles, pedestrians, bicycles, micromobility users, ride share and servicing all compete for limited street space. Achieving vibrant place outcomes is also important. Balancing movement and place outcomes is central to the City's functionality and liveability.

William Street has several important, competing roles. It is a major bus corridor connecting Elizabeth Quay Bus Station and Perth Busport. It is also one of Central Perth's most important pedestrian streets, linking Yagan Square, the Hay Street and Murray Street malls, and Elizabeth Quay. At the same time, it connects directly to Kwinana Freeway and Mounts Bay Road. These overlapping roles create tension between movement, access and place. The current street environment carries high bus and traffic volumes through an area that should also function as a high-quality civic and pedestrian place.

## First/last kilometre connections for public transport users are inconsistent

Metropolitan Perth's public transport system is good at getting people into Central Perth. Completing the first or last part of a journey can be harder. This is the case both for visitors to the City as well as residents whose trips often occur entirely within the City. Safe and easy options for walking and cycling are not always available, and connections between different transport services can be inconvenient. Some streets, such as the intersection of William Street with Mounts Bay Road near Elizabeth Quay Station, also have long pedestrian crossing wait times that make walking unattractive.



Figure 2-14 William Street

Source: City of Perth, 2026

## DRAFT

### Through traffic is adding to congestion and impacting network efficiency

As population and employment grow, pressure on the already constrained central city street network intensifies. River crossings, entry points to Central Perth and key corridors experience congestion. This reduces travel time reliability for all users, including freight, buses and service vehicles. Congestion also impacts economic productivity and city attractiveness. RAC WA estimated the cost of congestion in Metropolitan Perth at around \$2.9 billion in 2025. Modelling undertaken by Infrastructure Australia indicates this will grow to \$3.6 billion in 2031.

***People in the City for business, recreation or tourism are experiencing the negative impacts of traffic congestion without any gain in accessibility or economic activity.***

Through traffic refers to trips that start outside the City of Perth boundary and end outside the City of Perth boundary. These trips travel through City roads and streets without stopping in the City.

Through traffic is partly a product of how the wider road network is planned and managed. It is not feasible to achieve no through traffic trips at all, as some City streets also form part of wider regional connections. However, high levels of through traffic can impose costs on Central Perth. These include congestion, noise, emissions, reduced amenity and pressure on streets that also need to support local access and city life.

The challenge is to manage through traffic in a way that supports the wider network without undermining local access, street activity and place outcomes.

The streets with the highest proportion of through traffic are St Georges Terrace, Wellington Street and William Street. Through traffic is using these streets to cross Central Perth in an east-west direction or to access Mitchell Freeway from the William Street ramps. High levels of through traffic affects local access, amenity and network efficiency

### Strong parking demand places pressure on parking supply and kerbside space

The *Perth Parking Management Act 1999* and the associated *Regulations* and *Policy* are administered by the Department of Transport and Major Infrastructure. These are tools for managing congestion in the City, by regulating the maximum quantity of off-street parking that may be provided. A levy is also charged on parking spaces, to be used to fund other city-shaping investments. The Perth Parking Management Framework plays a central role in managing demand, funding transport improvements and guiding how parking is provided. How these tools are used will influence accessibility, travel behaviour and the city's ability to grow in a more efficient, connected and liveable way.

The City of Perth attracts a large number of daily trips, with many people travelling to the City for work, education and events. Many people access the City by vehicle, creating strong demand for parking. This includes on-street parking, which generally has high turnover rates and provides convenient access to nearby services. It also includes off-street parking, which is typically used for longer term parking.

Increasing parking supply to meet demand is not viable. Kerbside space is already limited and facing increasing competition from other uses, such as bus stops, loading zones and cycling infrastructure.

***Occupancy data indicates that while there is generally strong demand for parking, overall there is some spare capacity at City of Perth off-street car parks outside the immediate city centre.***

Off-street facilities are also limited in their capacity to grow. Redevelopment of existing car park sites (including the Fire Station car park and parts of the Queens Gardens area) will further increase pressure on parking supply.

Parking demand is strongest in central areas and around key destinations. Weekend occupancy is highest near events, retail and recreation areas, while the car parks with high weekday occupancy are associated with work commutes). The highest parking demands tend to be observed during business hours, reflecting the primary use of parking by commuters.

## DRAFT

### Loading facilities are not being used efficiently

***There has been a 50% increase in commercial vehicle traffic in the City of Perth since 2019.***

Freight and servicing are essential to how a city functions and supports businesses and residents.

Growing demand from e-commerce and more frequent deliveries is placing increasing pressure on limited kerbside space. On-street loading zones are in high demand, with overstaying cited as the most common loading zone infringement.

Despite this, there are existing loading facilities with spare capacity. October 2025 parking surveys found more than 70% spare capacity at the ENEX and Forrest Place loading docks on a typical weekday. This points to an efficiency gap between kerbside and off-street loading. Kerbside spaces carry high demand while off-street loading docks remain underused.

## DRAFT

### 3.0 Vision

#### Vision Statement

The City of Perth's transport future is connected, sustainable and inclusive. As our city continues to grow, the transport system must place people at its heart. It should seamlessly connect communities, support vibrant cultural and economic activity, and prioritise diverse travel choices. Our network must be accessible, efficient and innovative, helping the City to thrive.

Our City is constrained by the Swan River and shaped by a dense east-west grid. The transport system must be space-efficient and responsive to residents, workers, students and visitors.

Our vision sees streets as more than movement corridors. They are places that shape how people experience the city. Our Strategy rebalances the network by prioritising walking, cycling and public transport, while managing the impacts of private vehicles and through traffic.

Streets will become safer and more inviting, supporting Perth as a destination for work, leisure and culture. Public transport, walking and cycling will be prioritised as Perth grows. The transport network will become more capable, smarter, greener and more adaptable.

***“Perth is a connected and accessible city with people focused places and vibrant, thriving streets.”***

# DRAFT

## Future Scenarios

Mode share shows how people travel. It describes the proportion of journeys made by each type of transport. It also helps show how well the transport system serves the city.

Section 2.0 presented the existing mode share data that shows how people move to and from the City today.

Future mode share scenarios have been set for journey to work travel. These will guide investment and align with the Strategy vision. Tracking mode share allows the City to monitor progress and assess whether the measures taken have led to change.

The three scenarios are summarised in Figure 3-1.

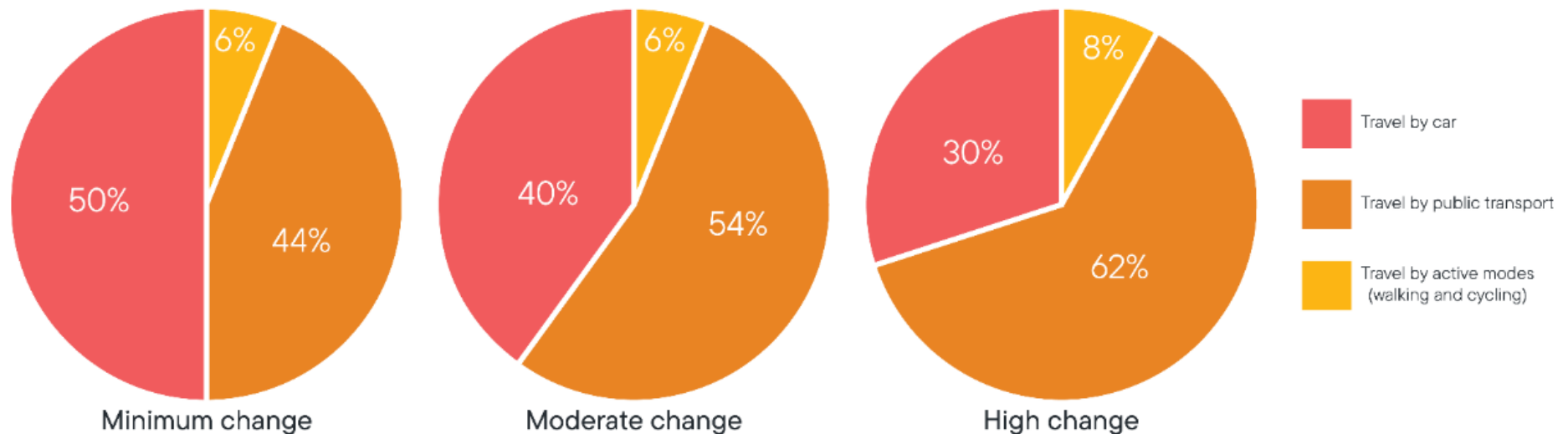


Figure 3-1 Mode share scenarios in 2036 for Work Trips to the City of Perth

## Minimum Change

In a business-as-usual approach, the City and Metropolitan Perth population continues to grow strongly. No major changes are made to transport infrastructure or services to the City.

## Moderate Change

In this scenario, modest improvements are made to transport infrastructure and services. A greater share of people will travel to the City by public transport.

## High Change

This scenario reflects the changes proposed in this Strategy. It includes major investment in public transport infrastructure and services, and improved active transport infrastructure. With population growth, this could mean that trips by car will decrease relative to 2026. This scenario is more consistent with how people travel to city centres in other Australian capitals.

# DRAFT

## 4.0 Opportunities to Shape Perth's Transport Future

This section identifies the main opportunities that respond to the challenges described earlier. They show where the City can influence outcomes over the next decade.

These opportunities reflect the City's role as a capital city with a constrained street network. They also reflect its strong public transport backbone and growing expectations for safety, sustainability and liveability.

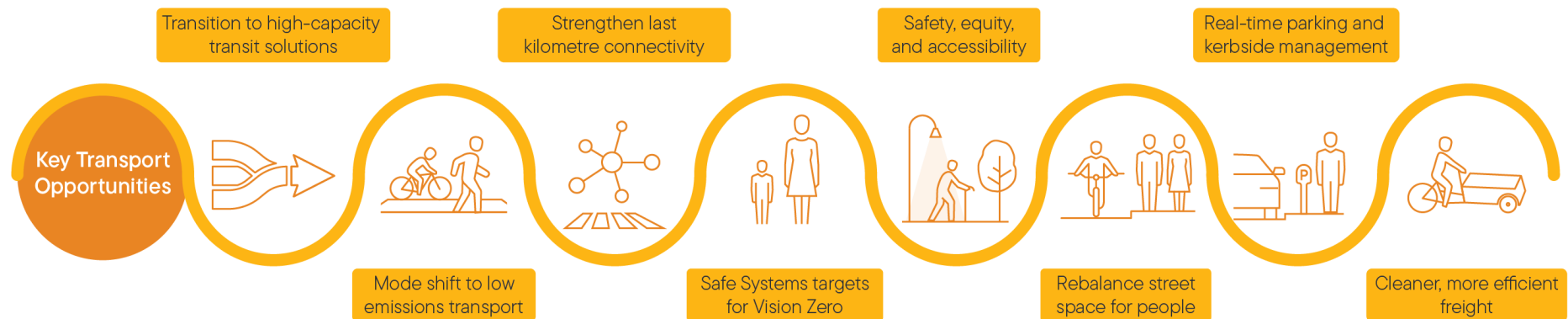


Figure 4-1 Key transport opportunities

# DRAFT

## Transition to high-capacity transit solutions

Buses have long complemented Metropolitan Perth's heavy rail network by serving cross-city gaps in the transport network and providing feeder services. However, sustained growth in population and patronage has resulted in cumulative increases in bus volumes and pushed key corridors towards capacity.

Adding more buses now compounds dwell times, delays and bus bunching. This intensifies congestion and degrades amenity on key bus corridors such as Wellington Street, William Street, St Georges Terrace and Adelaide Terrace.

Further increases to public transport capacity will be constrained if the network continues to rely primarily on bus services. This presents an opportunity to investigate higher-capacity transit solutions for key high-demand corridors, with the City advocating for, and partnering with, the State Government and the Public Transport Authority to progress planning, investment and delivery. This shift would deliver a step change in capacity, reliability and network legibility for users. It would also simplify the bus network, reduce bus bunching and congestion, and improve the quality and amenity of City streets.

## Accelerate mode shift to low emissions modes

Private vehicles account for most transport emissions in Metropolitan Perth. While a shift to electric vehicles will reduce tailpipe emissions, meaningful reductions to non-exhaust traffic emissions (e.g. dust and particulate matter) will require a shift toward public and active transport.

This shift will be supported by aligning parking supply and pricing with better public transport. It also requires improved walking and cycling infrastructure.

By enhancing alternatives to driving, the City and state transport agencies can facilitate greater transport choice. This includes continued car use for those who need it while reducing overall car dependency and improving network efficiency.

## Strengthen first/last kilometre connectivity

Metropolitan Perth's rail and bus networks provide strong access to Central Perth. However, the final connection between stations and destinations is not always seamless.

First/last kilometre connectivity can be strengthened through a coordinated, continued program of wayfinding and public realm upgrades. This includes closing key gaps in cycling infrastructure and reallocating kerbside space to enhance pedestrian environments. This will make access to public transport safer and more convenient. It will also encourage more sustainable ways of getting around.

## DRAFT

### Implement Safe Systems in target of Vision Zero

Vision Zero, adopted in many cities around the world, is a target of zero deaths or serious injuries by 2050. In Australia, it has become a national commitment and has been adopted by all states.

The Western Australian Road Safety Commission leads the Safe System approach through its Road Safety Strategy 2020-2030 and Road Safety Action Plan. This includes a target to reduce deaths and serious injuries by 50 to 70% by 2030.

The City of Perth is aligning its approach with national and State strategies, including Vision Zero. Meeting this target requires a shift from focusing on individual actions to improving system design. This includes safe streets, safe speeds, safe vehicles and safe users. This includes the way streets, vehicles and policies work together to prevent serious harm.

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*“The Safe System (otherwise known as Vision Zero, Towards Zero, or Sustainable Safety) views human life and health as paramount to all else and should be the first and foremost consideration when designing a road network.” – Towards Zero Foundation*

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Figure 4-2 Vision Zero

Source: Western Australian Road Safety Strategy 2020-2030

## DRAFT

### Prioritise personal safety, equity and accessibility in planning and design

Prioritising personal safety is a key opportunity to make the City feel more accessible. This is especially important for night-time travel and first and last kilometre journeys, as well as for women, who often have greater caregiver responsibilities and frequently make trip-chained journeys. Many women report that personal safety is a key concern when accessing public transport or other public spaces.

Prioritising equity and accessibility means planning for all people. This includes people with disability, older people, children and caregivers, and culturally and gender-diverse communities. It means providing safe, comfortable and affordable access at all times.

At a network level, this means integrating inclusion into planning and design. Investment should focus on measures that increase comfort, confidence and ease of use for all. This includes creating safe public spaces that are well-lit with clear visibility and sightlines, supported by passive surveillance, and co-designed with women and priority users.

Reducing the risk of isolation can be supported by an active street and frequent, reliable services to reduce waiting times. Access for all is improved with intuitive, legible wayfinding, universally accessible facilities. It also requires step-free, continuous footpaths and crossings. It also includes tactile and audible signals to support independent travel.

### Rebalance street space to support safer, people-first movement

The Central City street grid is constrained with a disproportionate number of narrow streets. Expanding capacity is not realistic, but reallocating space is. There is a clear opportunity to prioritise walking, cycling and public transport within existing corridors.

Embedding Safe System principles in street upgrades can reduce serious injuries and improve urban amenity. This includes safer design speeds, intersection treatments, protected cycling facilities, continuous and accessible footpaths, and bus priority measures.



**Figure 4-3 Rebalance of street space with the introduction of the Roe Street cycleway**

Source: City of Perth, 2026

## DRAFT

### Manage parking and kerbside space in real time

Shifting from static street and parking management to a responsive, data-led system could better match supply with demand across the day.

Real-time data can inform how kerbside space, loading zones and parking supply are allocated by time and location. Demand-based pricing, utilisation monitoring and public dashboards can support transparency and accountability. Better information and dynamic rules make it easier for people to find a space. They can also reduce circulation and congestion, improve turnover where needed, and balance competing uses. These include freight, rideshare, accessible parking and short-stay access.

Aligning real-time availability and guidance with parking policy and pricing strengthens the City's ability to influence travel choices and network performance. An adaptive approach enables timely responses to changing travel patterns. It supports economic activity and helps lower congestion and emissions. It also prioritises people-focused outcomes over static car parking.



**Figure 4-4 Existing live availability signage for off-street car parking in Taipei**

Source: Ministry of Transportation and Communications, 2015

### Deliver cleaner, more efficient freight and servicing

Freight and servicing demand is increasing as the city grows and e-commerce expands. There is an opportunity to manage this growth more efficiently in the future through consolidation, improved loading management and alternative delivery models.

Planning for more efficient delivery like electric cargo bikes and introducing shared courier hubs can reduce congestion and emissions while maintaining economic vitality. Better use of existing loading infrastructure can also ease pressure on kerbside space.



**Figure 4-5 Example of a cargo bike in the Netherlands**

Source: Dutch Cycling Embassy, 2024

# DRAFT

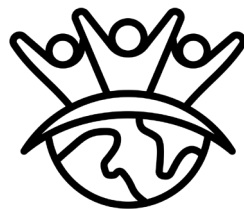
## 5.0 Outcomes and Initiatives

The identified opportunities highlight five key themes the City can influence over the next decade. These align with the Capital City Plan's pillars: Liveable, Green, Prosperous and Leading. Each theme includes an objective, outcomes and initiatives. These show how the Strategy will turn the vision and opportunities into practical change.



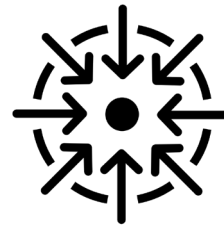
### A Liveable City

Safety and amenity of our streets support the City as a destination.



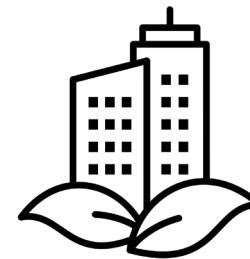
### A Cultural and Economic Capital

Transport supports the City as Western Australia's primary place for jobs, culture and events.



### An Accessible City

Public transport, walking and cycling are prioritised to support travel choice.



### A Low Emissions City

Low-carbon transport modes are prioritised



### An Innovative City

Our transport system is prepared to support and embrace emerging technologies and future trends

# DRAFT



## A Liveable City

*Safety and amenity of our streets support the City as a destination*

Streets are more than just corridors for movement. Liveable cities are walkable and invite people to linger, socialise, and participate in city life. Greener, quieter, and more accessible public spaces encourage active travel, supporting both physical health and mental wellbeing.

Prioritising road safety and urban amenity is essential to making the City of Perth a destination where people want to live, work, and visit. The City's grid layout and high pedestrian activity require safer streets, including lower speed limits, safer crossings and designs that protect vulnerable users. Targeted interventions are needed to achieve this.

International best practice examples, such as the adoption of 30 km/h speed limits and pedestrian priority in cities like Melbourne, Oslo, and London, have reduced crashes and improved public spaces. The City of Perth has also successfully delivered initiatives such as the East End streetscape upgrade and the introduction of pedestrian priority zones, reallocating kerbside space from parking to public realm enhancements and active transport infrastructure. These examples support safer speeds and improved crossings, enhancing safety and amenity.

Embedding the Safe System approach and Vision Zero principles will support a safer city. Ongoing investment in green infrastructure and public spaces will help Perth become more vibrant, healthy and liveable for all.

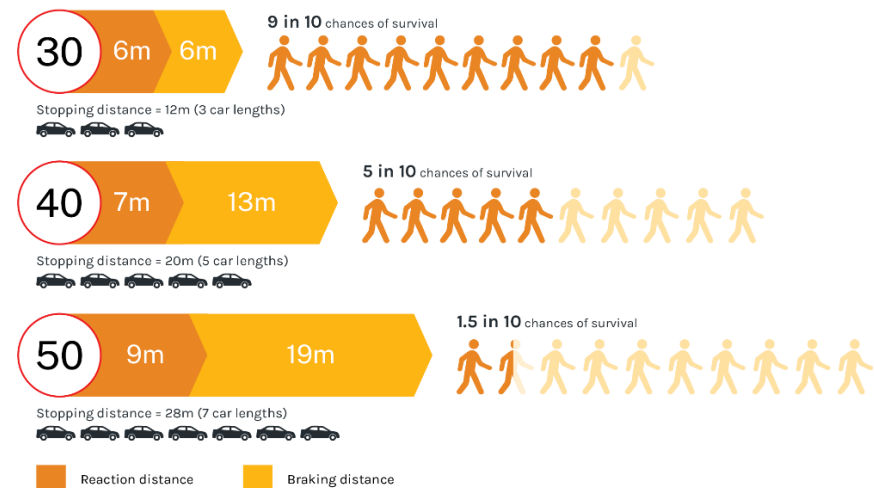


**Figure 5-1 How speed affects the ability of a pedestrian to survive a collision**

Source: Institute for Sensible Transport, 2026

# DRAFT

## Objectives

### Embedding safety, accessibility and equity in every transport decision

Safety is fundamental to a liveable capital city. Streets should be designed and managed to reduce the risk of serious injury and to accommodate human behaviour. The City must remain accessible to people of all ages and abilities.

| Outcomes                                                                   | Initiatives                                                                                                                                                                                                                                                                             |
|----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Reduced fatal and serious injuries, aligned with Vision Zero               | <p>Safer speeds in Central Perth and high-activity areas to support street safety and vibrancy.</p> <p>Prioritise Safe Systems design thinking in high-activity areas to improve safety for vulnerable street users in Central Perth and the City's neighbourhood town centres.</p>     |
| Improved perception of safety, comfort and street quality in Central Perth | Create low car, low-speed environments across Central Perth and the City's neighbourhood town centres to deliver safer, more welcoming streets that support walking, cycling, public life and overall city vibrancy.                                                                    |
| Safer, greener and more inviting public streets and spaces                 | Repurpose road and parking space into wider footpaths, supporting walking, street trees, and outdoor dining to create safer, greener, and more vibrant streets. Streets will be prioritised that are identified in the <i>Shaping Perth City Centre Towards 2036 and Beyond</i> report. |
| Create equitable public spaces and foster transport inclusion              | Support transport equity in decision making, e.g. additional ACROD bays, well located public transport stops.                                                                                                                                                                           |

## Targets/metrics

| Target                                                                                  | Measure                                                        |
|-----------------------------------------------------------------------------------------|----------------------------------------------------------------|
| Zero fatalities, 80% reduction in serious injuries                                      | Crash data (MRWA)                                              |
| Improved perceived personal safety, particularly for women and minority groups at night | Community surveys incl. PTA customer, crime statistics (WAPOL) |
| Expand lower speed limits including 30km/hr heart (Central Perth)                       | Speed zone coverage                                            |
| Increase footpath to street space ratio in key streets                                  | Streetscape audits, asset data                                 |
| Increase in ACROD bays                                                                  | Asset data                                                     |

# DRAFT



## A Cultural and Economic Capital

*Transport supports the City as Western Australia's primary place for jobs, culture and events*

The City of Perth is Western Australia's cultural and economic capital. People need to move efficiently to jobs, cultural destinations and major events. The transport system is fundamental to the city's competitiveness and vibrancy. It supports a 24/7 economy and a diverse, creative community.

Public transport, walking and cycling play a critical role in facilitating access to employment, education, and the city's many attractions. This includes cultural, sporting, and entertainment precincts which are vital for economic growth and activation. Event-based demand must be balanced with everyday needs. Flexible parking management, shuttle services and clear wayfinding can help large events run smoothly. They can also protect local amenity for residents, businesses and other city users.



**Figure 5-2 Markets at Elizabeth Quay**

Source: Visit Perth, 2026

# DRAFT

## Objectives

### Managing public realm to achieve placemaking that supports the City as a vibrant destination

Public realm supports parking, freight, public transport, cycling and place-based activity. Cities around the world continue to evolve how this space is used to deliver safer, more sustainable transport systems and more vibrant street environments.

Quality public realm is particularly important in high activity areas like train station precincts to support vibrancy and perception of personal safety.

| Outcomes                                                                                                                               | Initiatives                                                                                                                                                                                                                                 |
|----------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Transport supports increased activity and vibrancy in the City                                                                         | Prioritise public realm improvements that enhance the walking environment and improve safety around all City train and bus stations.                                                                                                        |
| An efficient and enjoyable transport network that supports a vibrant and active city economy during the day, at night and on weekends. | Continue to advocate for an improved public transport experience, including station and stop quality throughout the City, to support cultural and economic activity.                                                                        |
| Transport programming to support event and place making and to bring the City to life.                                                 | Work with PTA to create community awareness of public transport as the best means of accessing the City for events.                                                                                                                         |
| An agreed investment plan to use funds raised from the <i>Perth Parking Management Act</i> and supporting regulations and policy       | Work with the Department of Transport and Major Infrastructure to develop agreed short- and long-term plans to guide how levy funds are prioritised.<br>Formalise regular consultation between the City and Department to ensure alignment. |

## Targets/metrics

| Target                                     | Measure           |
|--------------------------------------------|-------------------|
| Increase in outdoor dining applications    | Number of permits |
| Increase % pedestrian volumes in key areas | Pedestrian counts |
| Increase % spend in the city               | Spend maps        |

# DRAFT



## An Accessible City

*Public transport, walking and cycling are prioritised to support travel choice.*

A truly accessible city is one where everyone can move around freely, safely, and confidently. This applies regardless of gender, age, ability, or background. The City's transport system must be connected, legible, and inclusive, supporting a wide range of travel choices.

Accessibility also means removing barriers to movement – physical or informational.

Seamless connections between modes helps people move through the city with confidence and ease. This includes real-time information and universally accessible infrastructure.

Accessible infrastructure supports people who may have fewer travel choices. This includes equitable access to short-stay parking and drop-off zones, particularly for people with disability and limited mobility.

Managing freight, deliveries, and servicing to minimise conflicts with pedestrians and cyclists. It also helps to make Central Perth easier for all users to navigate.

Investing in a connected, accessible network helps people choose the mode that best suits their needs. This supports social inclusion and city vibrancy.



**Figure 5-3 RAC Arena cycle connection**

Source: City of Perth, 2026

# DRAFT

## Objectives

### Prioritising public transport, walking and cycling for the City's constrained street network

The City's street network is constrained and cannot expand indefinitely. The way space is allocated matters. Giving appropriate priority to modes that move more people in less space supports efficiency, safety and environmental outcomes.

This principle recognises that how streets are used should reflect the City's long-term aspirations. Decisions about lane allocation, kerbside use and corridor design will consider how best to move people efficiently while supporting vibrant public spaces.

| Outcomes                                                           | Initiatives                                                                                                                                                                                                                                                                      |
|--------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Better integrated and connected transport network across all modes | Advocate for a high-capacity cross-city transit system connecting Central Perth with City neighbourhoods and major institutions, including the QEII precinct and UWA.                                                                                                            |
|                                                                    | Advocate for continued review and improvement of the bus network, including CAT bus services, to ensure that services are legible and equitable across the City. Services must remain agile to support the opening of new major developments and meet the demand of patronage. A |
| Improved access to transport for people of all ages and abilities  | Establish safe bike infrastructure to close network gaps, particularly along key north–south and east–west routes.                                                                                                                                                               |
|                                                                    | Advocate for signal timing adjustments at signalised intersections in high-activity areas and around key transport hubs to prioritise pedestrians over cars, including reducing waiting times.                                                                                   |

## Targets/metrics

| Target                                                                                                    | Measure                                |
|-----------------------------------------------------------------------------------------------------------|----------------------------------------|
| Increase in % of trips to the City by public transport, active transport                                  | Census data, Travey surveys, PTA data  |
| Increase in % of trips by City residents in the City by public transport, active transport                | Census data, travel surveys            |
| Increase in % of jobs/residents within 400-800m of frequent public transport                              | Catchment analysis, building approvals |
| Waiting times at key intersections in the City are reduced, e.g. intersections adjacent to transport hubs | Data from MRWA, Walking Time Surveys   |

# DRAFT



## A Low Emissions City

*Low-carbon transport modes are prioritised*

Urban populations are growing and demand for mobility is increasing. The way we move people and goods plays a leading role in shaping the city's future. The need to move people and goods will always remain. This means we need to rethink how we achieve this, embracing innovative, sustainable, and efficient approaches.

Reducing transport emissions should be embedded across decision-making, guided by the City's Sustainability Strategy 2022–2032, which sets a target of Net Zero organisational emissions by 2029 and community emissions by 2050, in line with State Government targets. This commitment includes mode shift targets, investment in zero-emission vehicles and green infrastructure in the transport network.

Transport is the fastest growing source of emissions in Australia. Private vehicles currently make up a significant proportion of transport emissions, accounting for 87% of total passenger transport emissions. Electric vehicles are part of the solution. However, non-exhaust emissions from brake, tyre and road wear remain a major contributor to poor air quality. This means that transitioning from petrol and diesel to electric only solves part of the problem. Achieving lower emissions and better air quality requires two changes – a transition to electric vehicles and a shift towards public and active transport. As illustrated by the black balloons in Figure 5-4, these alternatives significantly reduce emissions compared to the average petrol or diesel car.

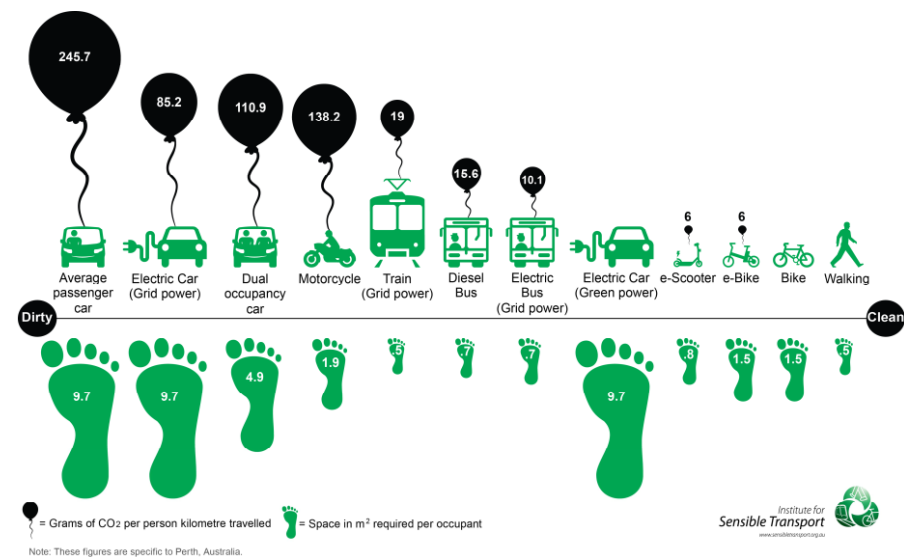


**Figure 5-4 Emissions and space footprint for different transport modes**

Source: Institute for Sensible Transport

# DRAFT

## Objectives

### Reducing emissions and preparing the network for a low-carbon future

Transport is a significant contributor to greenhouse gas emissions. Lowering carbon emissions from transport requires both technological change and shifts in travel behaviour.

This principle ensures that investment decisions consider long-term climate impacts. It supports electrification where appropriate, but also recognises the importance of reducing car dependency and strengthening sustainable travel options. In doing so, it reinforces the City's broader climate commitments.

| Outcomes                                                | Initiatives                                                                                                                                                                                                                             |
|---------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Increase in walking, micromobility and public transport | Advocate for public transport service improvements to decrease reliance on private transport into and around the City.                                                                                                                  |
|                                                         | Reallocate kerbside space where possible to prioritise public transport, cycling and walking.                                                                                                                                           |
|                                                         | Investigate rebalancing of street space to discourage through traffic, which has negative impacts in the City without any gain in accessibility or economic activity, such as William Street, St Georges Terrace and Wellington Street. |
|                                                         | Conduct community awareness campaigns on alternatives to driving to access the City.                                                                                                                                                    |
| Reduced transport emissions and improved air quality    | Transition City of Perth service vehicles to zero emissions                                                                                                                                                                             |
|                                                         | Work with the State Government and industry to support electric vehicles and freight decarbonisation.                                                                                                                                   |
| Align City assets to long term emissions goals          | Ensure long-term parking provision supports the transition to reduced car dependence while helping to offset rates impacts.                                                                                                             |

## Targets/metrics

| Target                           | Measure                                    |
|----------------------------------|--------------------------------------------|
| Reduction of transport emissions | Emission modelling                         |
| Increase zero-emissions trips    | Travel surveys, PTA data, EV charging data |

## DRAFT



### An Innovative City

*Our transport system is prepared to support and embrace emerging technologies and future trends.*

The City of Perth is committed to harnessing emerging technologies and future trends to deliver a smarter, more responsive transport system.

We are continuing to identify opportunities to integrate transport innovations into our city. Micromobility, car share, electric vehicles, dynamic parking management and data-driven decision-making can contribute positively when implemented well. However, these technologies will be guided by public value. For example, widespread adoption of fully driverless cars (autonomous vehicles) is not expected now or in the near future – current regulation does not permit driverless operation and the vehicles themselves are not yet ready for Australian conditions. The City will trial and adopt new technologies where they align with strategic goals.

By remaining agile and open to innovation, the City can help future-proof its transport system. Technology should support broader city goals. This will help the system adapt to population growth, changing needs and world-class mobility for residents and visitors.



**Figure 5-5 Using technology to provide a better experience**

Source: City of Perth, 2026

# DRAFT

## Objectives

### Making decisions informed by community values, evidence and strategic direction

Transport decisions often involve trade-offs. Clear evidence and data help to build trust and support sound judgement. At the same time, decisions must reflect community expectations and align with the City's adopted strategies and policy commitments.

Over the life of the Strategy, decisions will be guided by three complementary considerations. These are community values, evidence, and alignment with the City's existing policies and plans. Bringing these elements together ensures that transport outcomes are responsive, transparent and consistent with the City's long-term vision.

| Outcomes                                                                            | Initiatives                                                                                                                                                                                                            |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| More transparent evidence-based transport decision-making                           | Support an evidence-based approach with expert input on how to manage new technologies as they arise and include stakeholders in decision making                                                                       |
| City is agile, responsive and able to adopt or adapt to new technologies and trends | Partner with state government transport agencies to run pilot programs and evaluations to manage and scale new technologies as they arise, e.g. car share, electric vehicles, Connected and Autonomous Vehicles (CAVs) |
|                                                                                     | Investigate time of day parking pricing to manage demand                                                                                                                                                               |

## Targets/metrics

| Target                                                                          | Measure                                               |
|---------------------------------------------------------------------------------|-------------------------------------------------------|
| Expert and stakeholder input to decisions on managing new technologies          | Number of stakeholder roundtables or engagements      |
| Establish pilot programs to manage new technologies                             | Number of pilot programs                              |
| Manage parking demand so there is short stay parking availability at peak times | % parking availability at peak times in Central Perth |

# DRAFT

## 6.0 Implementation

### Implementation Plan

The Implementation Plan will serve as a practical operational document alongside this Transport Strategy, translating the vision and targets into action. It will outline specific actions drawn from the broader objectives and initiatives, detailing what is required to deliver outcomes across the five themes. Each action will identify the responsible lead unit, timeframe for completion and estimated costs associated with implementation.

The Plan will operate on a four-year cycle, aligned with the City's corporate business planning. Annual reviews will assess progress and these insights will inform the City's annual work programs for units delivering the Strategy.

### Advocacy Priorities

Many elements of Perth's transport system are planned, funded and operated by State Government agencies. Achieving the vision of this Strategy will require strong partnerships and ongoing advocacy.

The City will advocate for:

- Higher-capacity public transport connections between Central Perth, UWA and the QEII Medical Precinct.
- Improved orbital public transport connections across metropolitan Perth.
- Expansion of ferry services to new locations east of Elizabeth Quay and improved integration with the wider public transport network.
- Public transport service enhancements, including CAT bus services, that improve access to employment, education and cultural destinations.
- Improvements to public transport safety and customer experience.

- Intelligent transport systems and emerging mobility technologies that improve network efficiency.

### Monitoring Framework

Monitoring and evaluation are crucial to measure progress against the Transport Strategy's vision and targets and to guide delivery of the Implementation Plan.

The Monitoring Framework will track both implementation and outcomes across all initiatives and themes. For each initiative, it will define key success indicators, set clear targets. These targets will include baselines and milestones. It will also identify how progress will be measured. This includes data sources, methods, reporting frequency and responsibilities. Regular evaluation against these targets will enable any risks and delivery issues to be identified early. This will enable the City to adapt, including reprioritising actions or investments where required.

The framework will be reviewed annually, with findings informing updates to the Implementation Plan and shaping yearly work programs.