CITY OF PERTH
City of Light



Hay Street - William to Elder

Streetscape Revitalisation

FINAL CONCEPT PLAN OVERVIEW - 2024

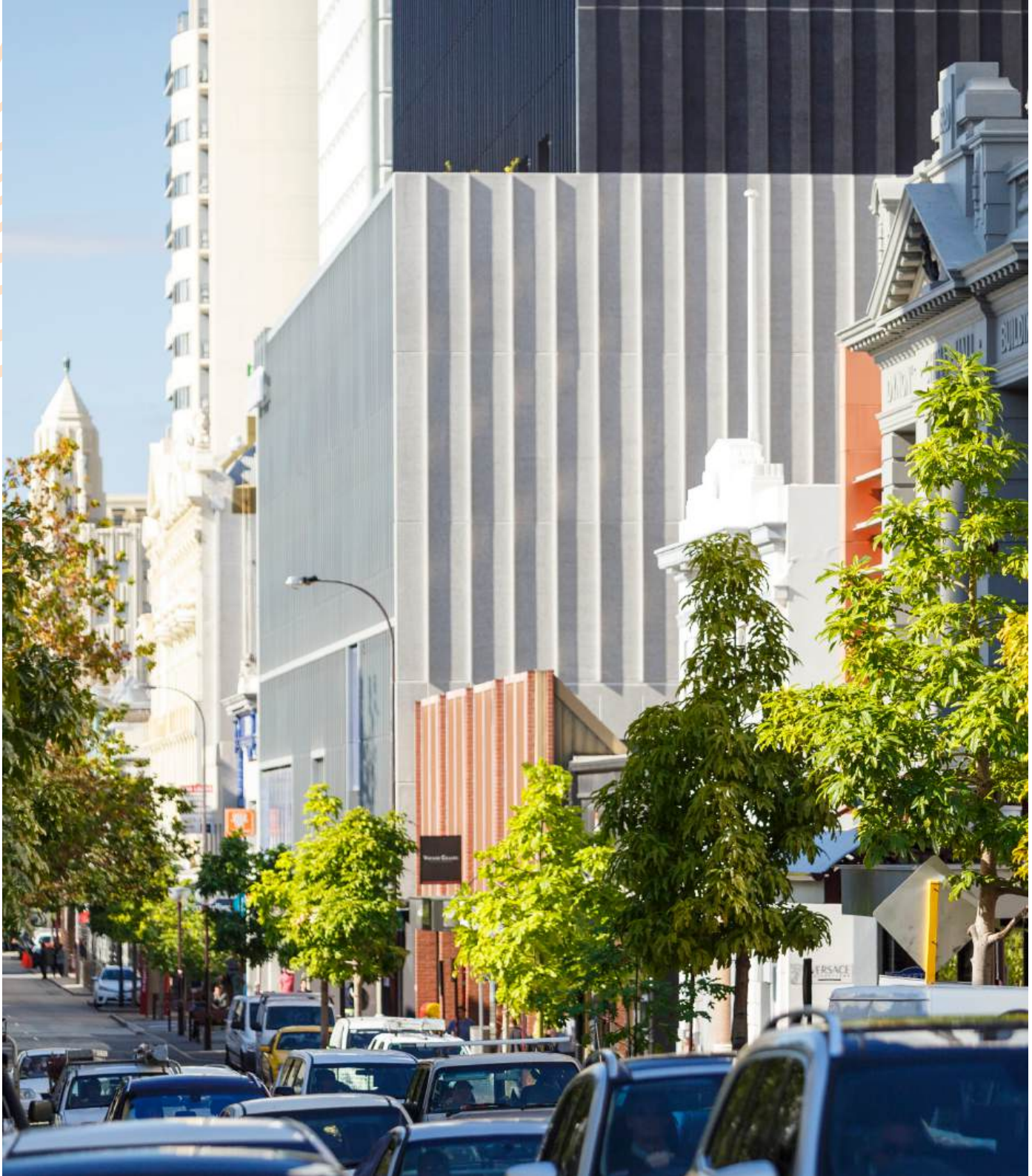
Acknowledgment of Country

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

Nyoongar Translation

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

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



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Introduction

Purpose of this document

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

Hay Street is designated as a 'City Avenue' within the city's street network hierarchy. Work completed in 2021 on Hay Street from Pier Street to Victoria Avenue, has significantly improved the pedestrian environment and permeability with the introduction of two-way traffic. The next stage of enhancement proposed for Hay Street is from William to Elder Streets; this area constitutes the physical scope of this study.

This document outlines the current conditions, key issues, and opportunities which have informed the development of a concept plan.



"Streets often account for 80% of public open space in cities."

- Gehl Architects

Strategic Context

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



Two Way Streets Program

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

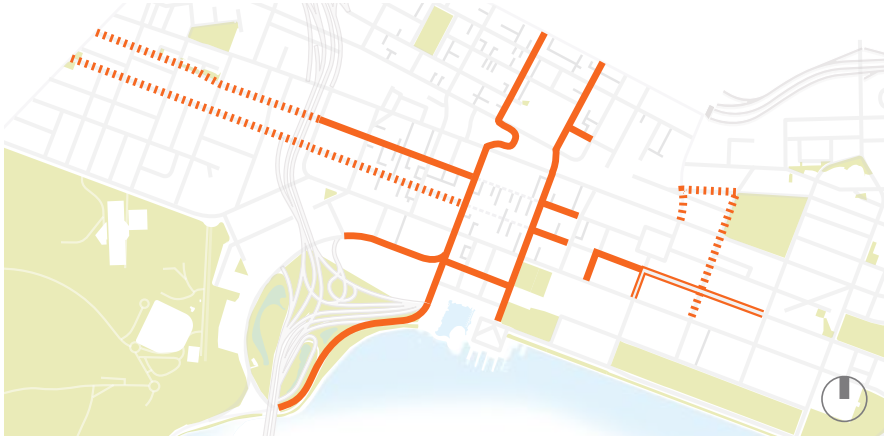
The Two-Way Street Program was developed in the early 2000s. The program ensures pedestrians and placemaking are prioritised by:

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

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



Publication: Two-way Streets Program



City of Perth's Two-Way Streets Program

Benefits of Two-Way Streets:



Context and History

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

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

At only 16 metres wide, Hay Street was built in the 1830's as part of the township's original urban structure and is one of the few streets that extends outside City of Perth boundaries. Its narrowness was intentional as it was seen as a 'back street' to service the more important prestigious St Georges Terrace. This function persists even today.

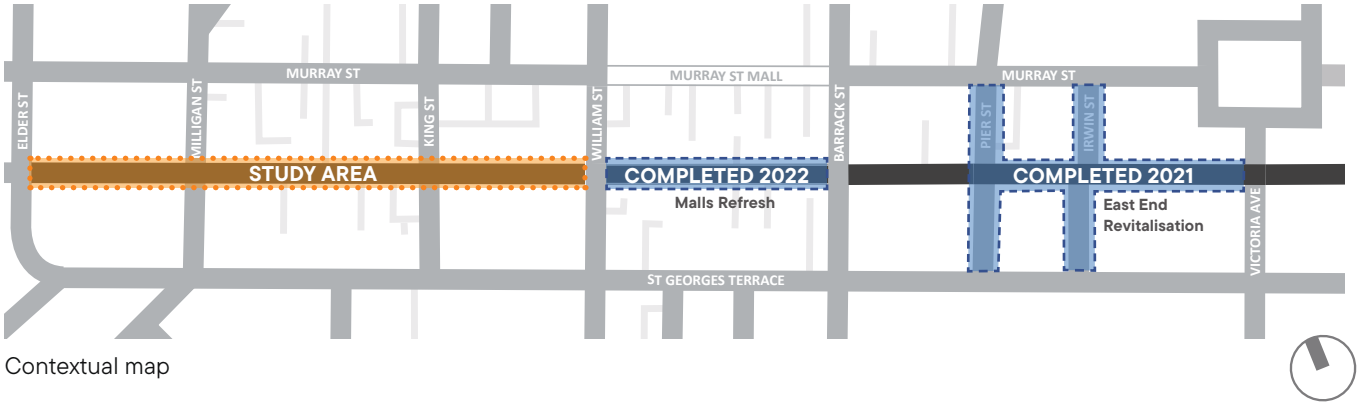
The street was named after Robert William Hay, the Permanent Under Secretary for Colonies. The portion east of Barrack Street was once called Howick Street. The section between William and Barrack Street was made a pedestrian mall in 1972, which was one of the first in Australia.

Hay Street looking West 1904



Hay Street East End 2021





Contextual map

Hay Street Today

Current Snapshot

Traditional fine grain development, narrow tenancies, two or three-storey historic facades, transparent shop fronts, and awnings are typical of Hay Street - William to Elder. Landmark buildings include His Majesty's Theatre, The Melbourne Hotel and QV1. Frequent pedestrian connections through laneways and arcades are provided within the street block.

The following characteristics define the street today:

- East/west route (pedestrians)
- Narrow in scale with its own microclimate
- One-way traffic west bound
- Mixed landuse with limited evening economy
- Service function
- CAT bus route
- Heritage buildings
- Permeable city grid
- Colonnaded walkways
- Indirect and inconsistent footpaths
- Bookended by the freeway

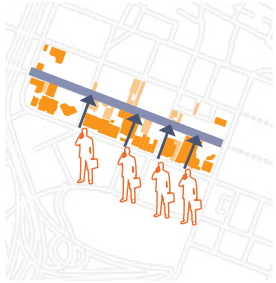
Hay Street - William to Elder



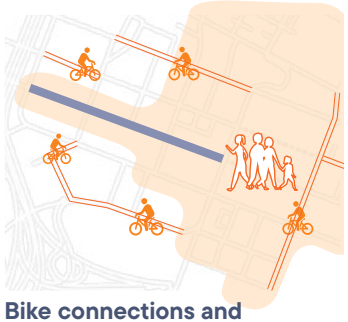
Permeable grid



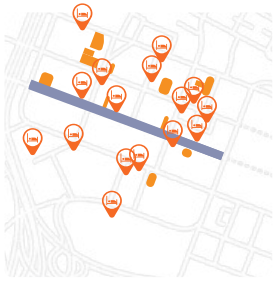
Well connected to public transport



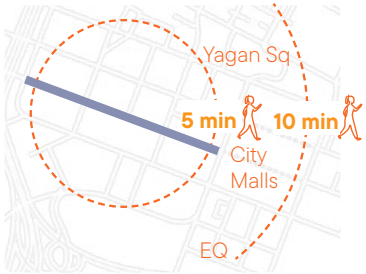
Strong relationship to the Terrace



Bike connections and Pedestrian Priority Zone*



Hotels and apartments



Walking distance

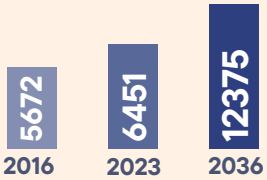
Central Perth Profile



190,000 +
Daily visitors



Method of travel to work - ABS 2021



Residential population increase

70%
1 and 2 bedroom apartments



Common dwelling type



29 Hotels / 4747 hotel rooms in 2020

Data extracted from Local Planning Strategy 2023

**Pedestrian Priority Zone - Perth Parking Management Act*

Pedestrians

Hay Street experiences significant pedestrian activity on weekdays, with the highest concentrations observed just west of William Street.

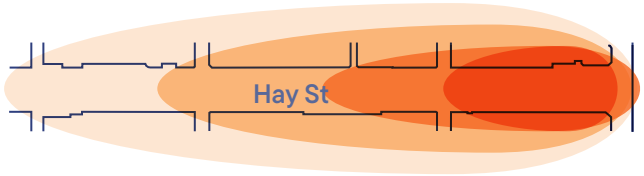
The footpaths along the street are typically narrow and convoluted, largely due to a significant portion of the street being allocated to kerbside parking and the associated clutter it brings. Colonnades delivered as part of the Hay Street Widening Policy has produced mixed results.

During weekdays, there are distinct peaks in pedestrian activity during the morning, lunchtime, and early evening highlighting that office workers in the area are the primary users of the street.

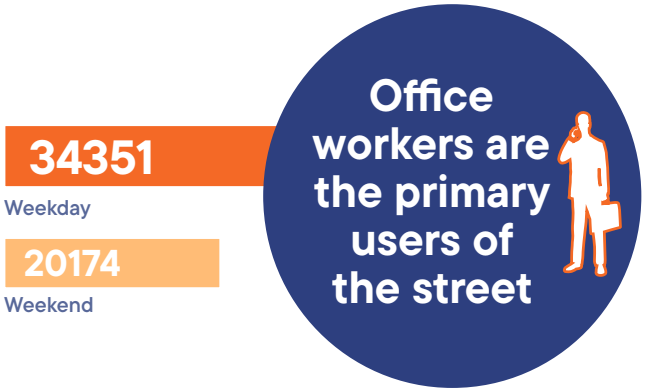
The presence of bus stops on William Street, between Murray and Hay Streets, contributes to the high pedestrian numbers at Hay Street. Pedestrian numbers notably decline sharply west of Shafto Lane, correlating with a decrease in the worker catchment area. Additionally, CAT bus services along Hay Street provide a convenient alternative to walking, further impacting pedestrian numbers.



Weekday peaks: Morning, noon, early evening



Pedestrian activity declines towards the West

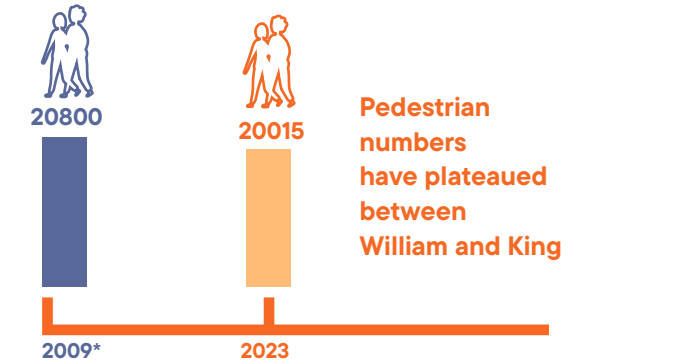


Pedestrian numbers - Hay Street - William to Elder



Hay Street experiences periods of overcrowding, with up to 14 pedestrians per minute per metre footpath width*

**The footpath width required to comfortably accommodate 12 pedestrians per minute per metre. Anything above this limit is considered overcrowding. - Source: Gehl Architects*



**Data extracted from Gehl Architects - Perth 2009 Public Spaces & Public Life*

2009 vs 2023 Hay Street - William to King

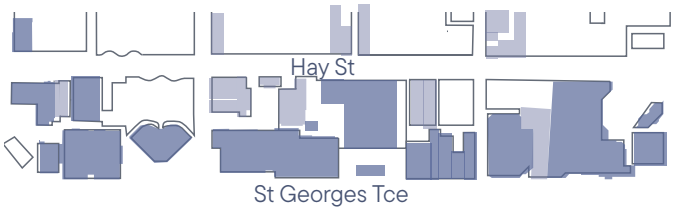
Stationary Activity

Analysis was undertaken at lunchtime on a typical weekday to understand what other activities dominate Hay Street's public realm.

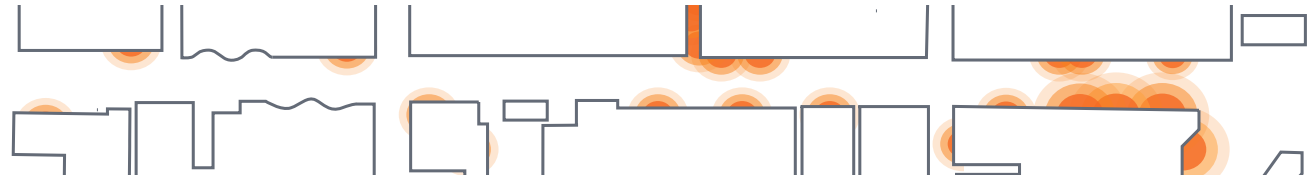
Common activities observed included people engaging in conversations, smoking outside their offices, or sitting in outdoor dining areas and on public seating. These types of activities indicate that people generally feel safe and enjoy being in the street.

However, these activities witness a significant decline after hours, as city workers depart, and businesses shut down for the day.

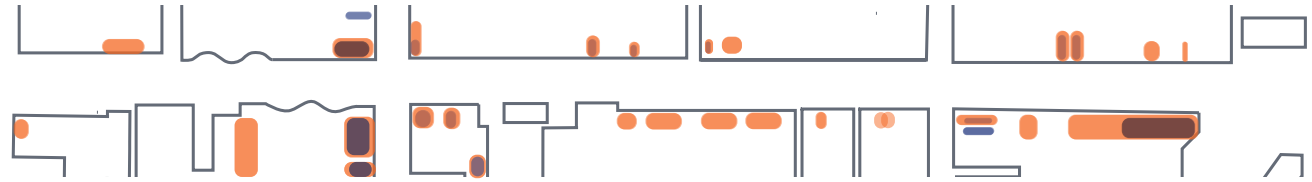
During the late evening and on weekends large sections of Hay Street become deserted due to a lack of residents and limited after-hours activity to attract people to the street.



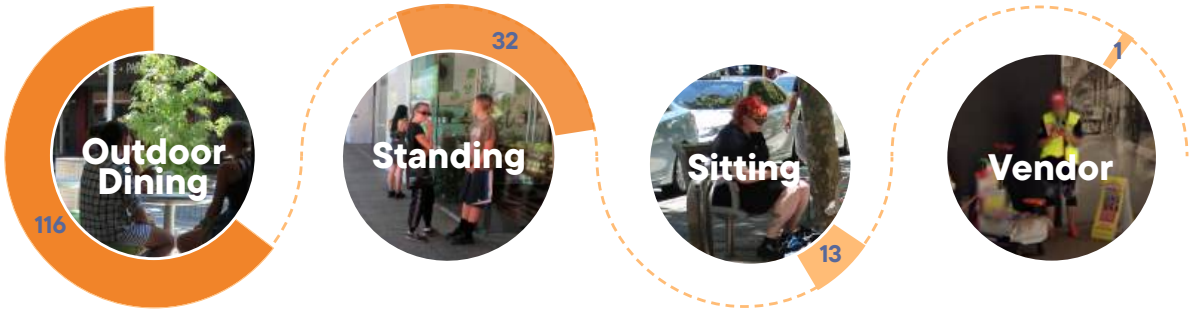
Offices on Hay Street and St Georges Tce



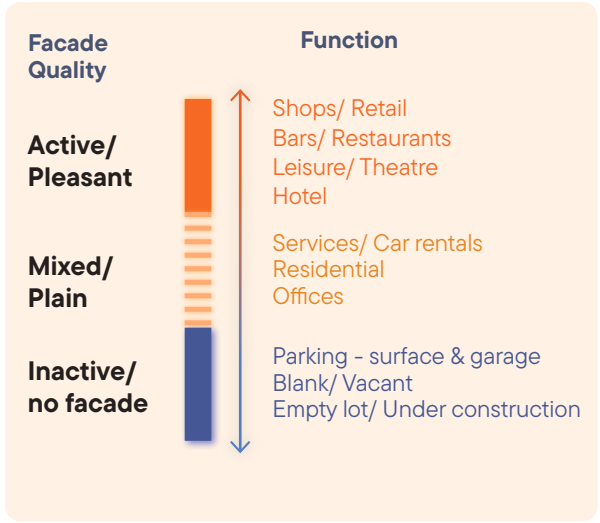
Activity hot spots Outdoor dining



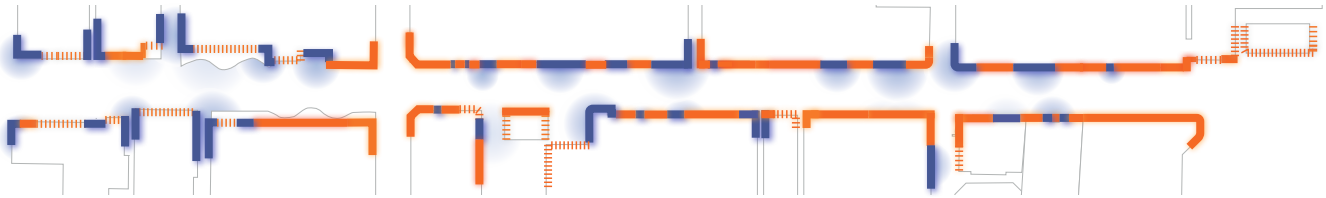
Food & Beverage Day Night



Stationary activity count at 12 noon, Wednesday, 1 November 2023



Graphics adapted from Gehl Studio - Denver 16th Street Mall Study 2016



Ground floor functions



"Studies from cities all over the world illuminate the importance of life and activity as an urban attraction. People gather where things are happening and spontaneously seek the presence of other people."

- Gehl Architects

Vehicles

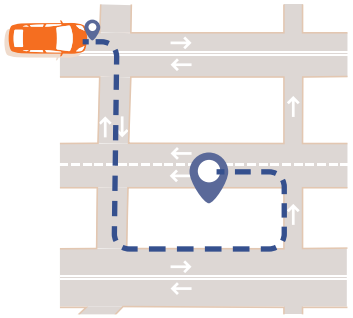
Hay Street, William to Elder, serves primarily as a one-way service corridor, with approximately 5150 vehicles per day.

While some vehicles are on local errands, others are passing through to different destinations. The latter is impacted by this section of Hay Street remaining one-way within a predominantly two-way street network. This generates additional vehicle journeys along Hay Street, and the poor legibility of the network results in up to 24 cars a day traveling the wrong way.

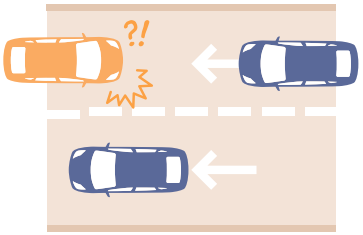
Waste services are well accommodated using laneways off Hay Street or serviced from parallel streets. However, where kerb collection does occur, it negatively impacts daily activities and pedestrian amenity along Hay Street.



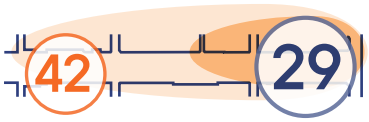
Average number of vehicles daily



Circulation issues caused by one way street



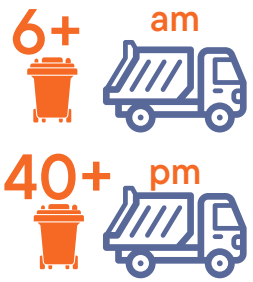
24 **Average number of cars going in the wrong direction daily**



Average speed increases where there is less activity



14 **Properties put bins out for kerb collection**



Number of bins for kerb collection on Hay Street

Kerbside Use

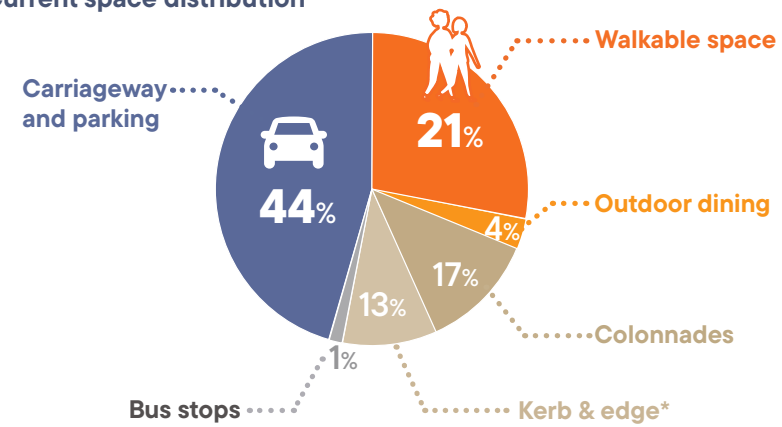
Good practice parking strategies suggest that the maximum parking occupancy should be 85%. This results in an environment where on street parking bays are well used but people can still find a space without circling unnecessarily.

A survey conducted in July and August 2023 revealed that the 90 on-street parking bays on Hay Street are generally underutilised, with an average occupancy of 42% on weekdays and 38% on weekends, between 7am and 7pm. The busiest periods occur between 10am and 2pm.

Loading bays play a crucial role for the numerous businesses along Hay Street that lack rear access or loading docks. In addition to the loading bays on Hay Street itself, parking is also available on King Street. Hay Street is also well serviced by off-street parking.

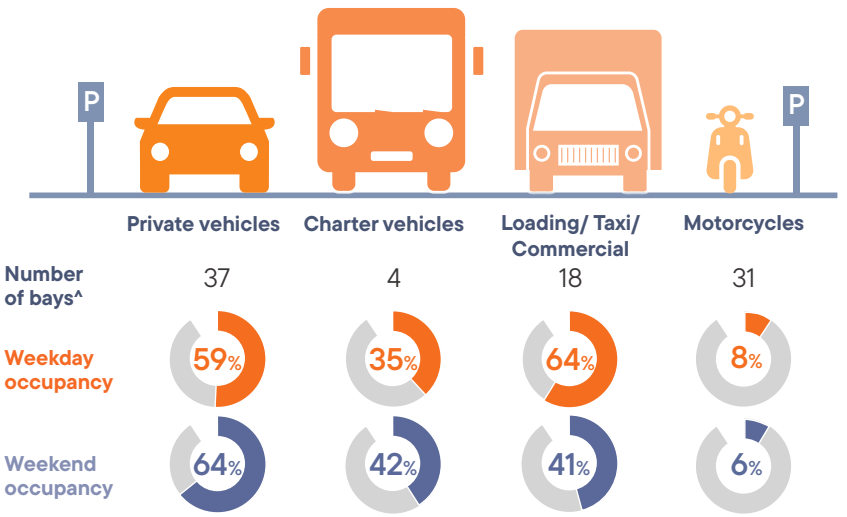
The analysis indicates that the current number of on-street parking bays significantly influences the management and character of Hay Street, as well as the allocation of space for pedestrians.

Current space distribution



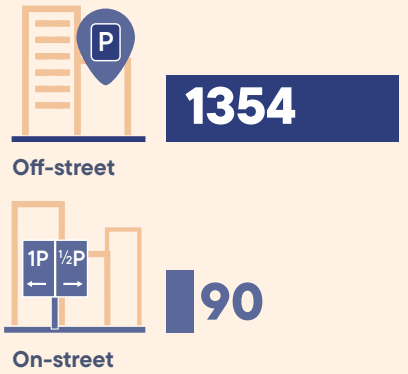
** Public infrastructure zone eg. light poles, trees, parking signs etc*

On-street parking occupancy



^ The number of bays is representative of one continuous bay, as opposed to how many equivalent car lengths make up the bay.

Number of parking bays^



On-street parking is underutilised

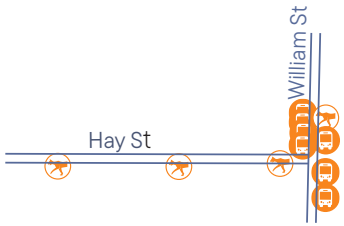
Sustainable Transport

The Red CAT bus service has been operating on Hay Street since the late 1990s. There are three (3) CAT bus stops along Hay Street, between William and Elder Street. This route offers the most convenient way to reach West Perth but legibility suffers. Additionally, Hay Street benefits from extended CAT bus operating hours on Friday and Saturday evenings until midnight.

Within the catchment area of Hay Street, bus stops on nearby William Street, as well as train and bus stations, are easily accessible.

On an average day, around 170 cyclists use Hay Street, with the busiest areas being at the western end where several bike shops are located. The one-way direction and lack of connections to other bike paths in the network likely contribute to these relatively low numbers.

E-scooters have emerged as a popular alternative mode of transport. Currently, the City has allocated five (5) parking stations along Hay Street to the E-scooter Share Scheme. The parking station at Wesley is particularly popular due to its convenient location close to the Malls.



11 bus stops within the catchment

186 buses daily

CAT bus frequency **every 5 mins**

CAT buses run late until **midnight** on Friday and Saturday

average **170** bike trips daily

average **56** E-scooters hires a day



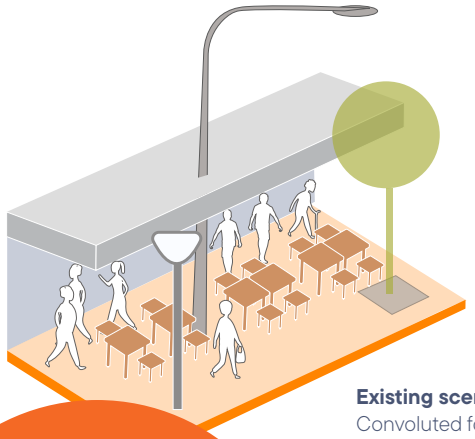
Public Realm

Streetscape

The choice of streetscape materials and their quality significantly contributes to a city's identity. For over 30 years, the City of Perth has been dedicated to implementing consistent treatments across its streets to improve legibility and enhance overall quality.

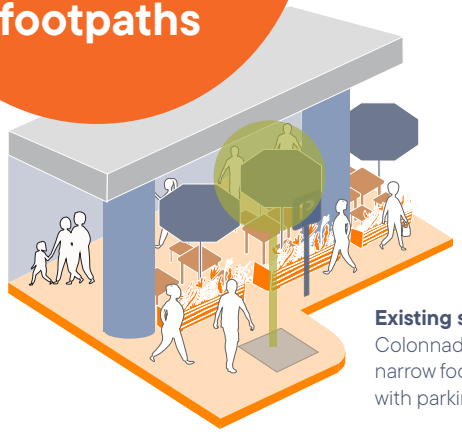
However Hay Street presents several challenges. Its often narrow footpaths, unnecessary clutter, and uneven surfaces not only detract from its aesthetics but also create an uncomfortable walking environment. These factors pose significant difficulties for people with prams, the elderly, and others with visual impairment or limited mobility.

Convoluted property boundaries in certain sections of the street have led to the use of various materials. Additionally, the street lighting is a mix of City-owned and Western Power infrastructure. Unfortunately, the latter are frequently poorly located and even installed through building awnings.



Existing scenario 1: Convoluted footpath with outdoor dining and lightpole in awning

~51%
of the street has narrow* footpaths



Existing scenario 2: Colonnade and narrow footpath with parking signs

** Based on unobstructed 2.4 metre walkable space*

Existing streetscape





Inconsistent materials





Clutter





Infrastructure clashes





Heritage and public art

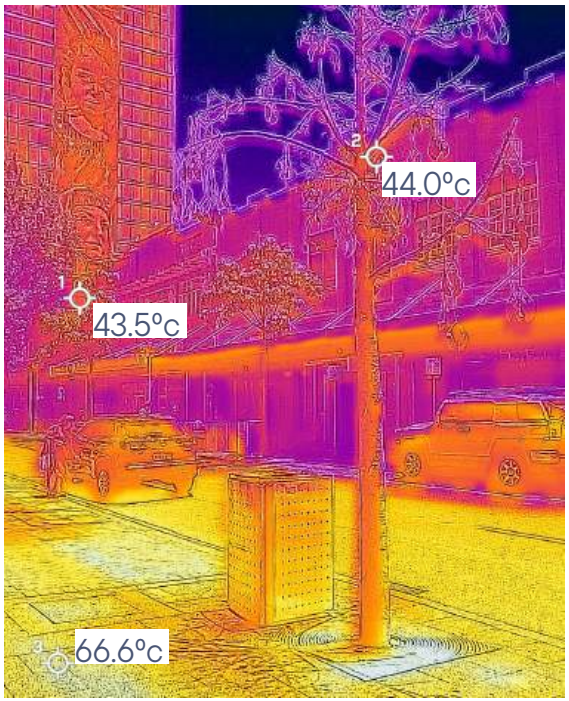
Public Realm

Street trees

Many of the street trees planted in Hay Street from William to Elder have failed to thrive. Across the full length of the street, four different species were introduced with varying success.

The Illawarra Flame Trees (*Brachychiton acerifolia*) planted in 2007 between William and King Streets provide little to no shade. There are two reasons for this: firstly, Queensland rainforest trees can struggle with Perth's intense heat and low humidity. Additionally, they have failed to thrive because of poor underground conditions, lack of irrigation and vehicle collisions at parking bays.

The small scale and east-west orientation of Hay Street create a distinct micro-climate, sheltered from the cooling effects of the sea breeze. Consequently, the provision of shade from trees becomes even more crucial for the comfort and well-being of visitors to the street.

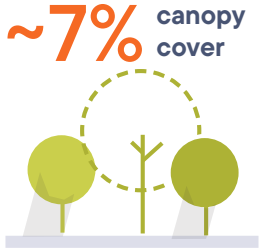


The thermal image was taken on a 40 degree day and the surface temperature of footpath reached up to 66.6 degree Celsius under an existing Illawarra Flame Tree.





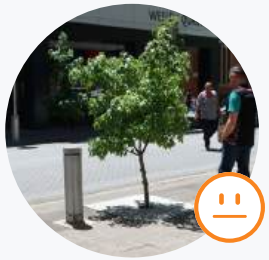




Existing tree species



Brachychiton acerifolia



Liquidambar styraciflua



Platanus acerifolia



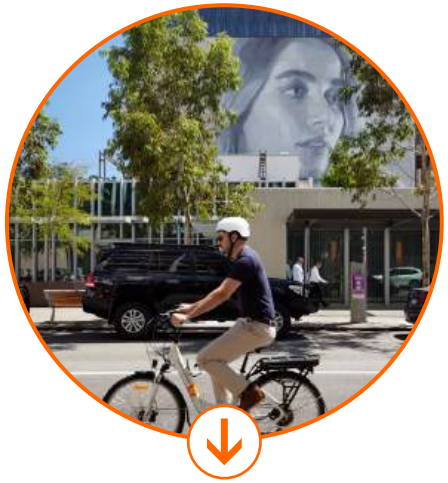
Phoenix canariensis

What Could It Be?



A great street to walk

- More places and reasons for people to stay
- Greater emphasis on street life than parking
- People of all ages, genders and abilities feel welcome
- Easy and safe to move around
- Cool and comfortable environment
- Interesting and engaging



A great city avenue

- A legible east-west route
- A strong and unique identity expressed through heritage buildings and public art
- A leafy avenue with a sense of human scale
- High quality public realm



An active 18hr Street

- A better mix of uses that attracts visitors outside of office hours
- Diverse and overlapping activities taking place
- Increased residential population
- More visually permeable, diverse and active street frontages

The City's Local Planning Strategy (2023) has set a target of 55,000 residents by 2036 and 90,000 by 2050 to help activate and diversify the city, allowing it to meet its full economic and social potential. Hay Street is situated in Central Perth, where the target population aims to reach 12,375 by 2036. Increasing both residents and workers is essential for building a critical mass needed to sustain a diverse array of goods and services, as well as an evening economy. Additionally, improving the quality of the public realm will enhance the appeal of these areas as prime destinations.

What makes a great city street?

Great city streets have the following qualities:

Identity and image: Celebration of heritage and a high quality public realm which is clean and well-maintained foster a strong local identity and positive image.

Attractions and destinations: Diverse activities over 18 hours caters to various demographics and creates an engaging and lively street.

Walkable: Shady, uncluttered, legible, safe, and welcoming to a diverse range of people regardless of ability or age.

Active edges: Interactive ground floor shop fronts and outdoor dining enhance street vitality and pedestrian engagement. A great public realm supports the function of adjacent buildings.

Safe: Both personal and road safety are addressed through layers of lighting, passive surveillance, and the creation of slow speed environments.

Good amenity: Essential amenities such as way-finding signage, bins, lighting, and public seating are strategically placed to support public life. Public art provides a layer of engagement and fun.

Sustainable transport: Accessibility, visibility, and multimodal transportation is prioritised with a focus on shared street spaces and reduced car dominance.

Kerbside use: Flexible and balanced to meet the needs of multiple activities including servicing businesses.



Typical city street layout

Hay Street - Design Principles



Improve pedestrian amenity



Encourage people to stay in the street and participate in public life



Encourage social interaction and creative engagement



Reveal the history of the street



Improve efficiency of street activities and servicing



Create a leafy avenue with a sense of human scale



Encourage activation of street edges



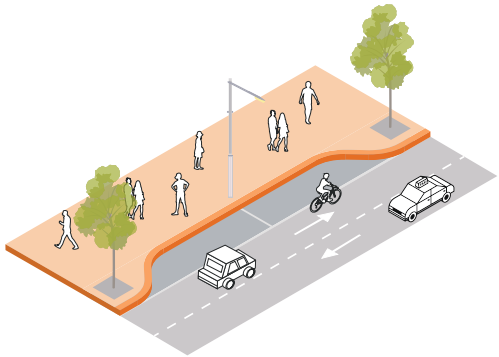
Slow speed environment which is safe for all users

Next steps

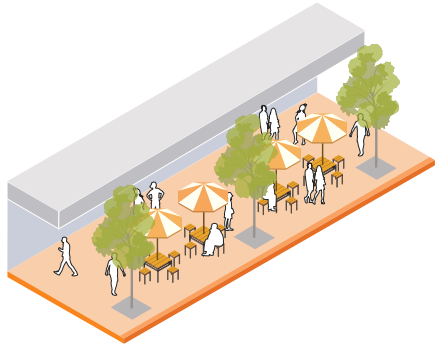
These design principles have guided the formation of a concept design for the future upgrade of Hay Street - William to Elder.

Final Concept Plan

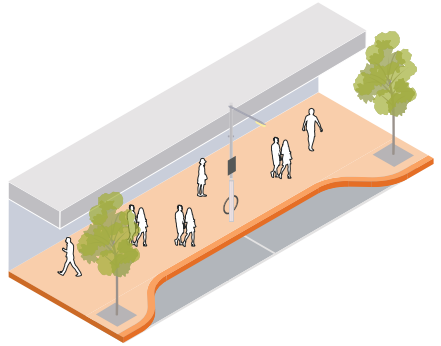
Design Opportunities



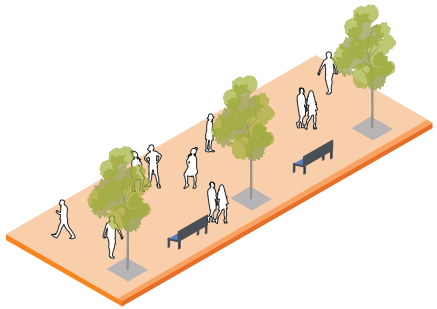
01 Improved network permeability and legibility for all road users by converting to two-way traffic



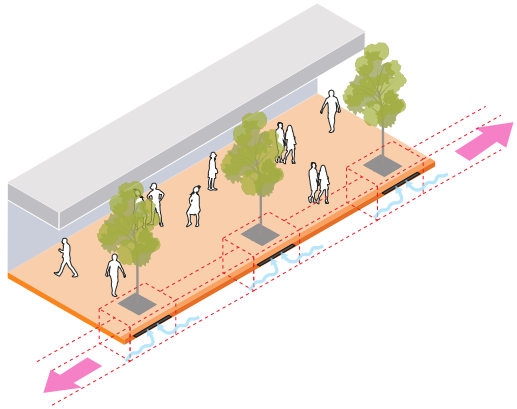
02 Improved pedestrian experience and street life by widening footpath



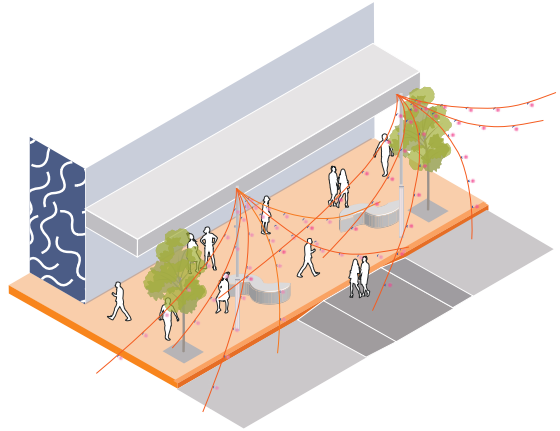
03 Safe, accessible and inclusive environment by upgrading lighting, decluttering and co-locating infrastructure



04 Enhanced public realm through consistent materiality and high quality finishes



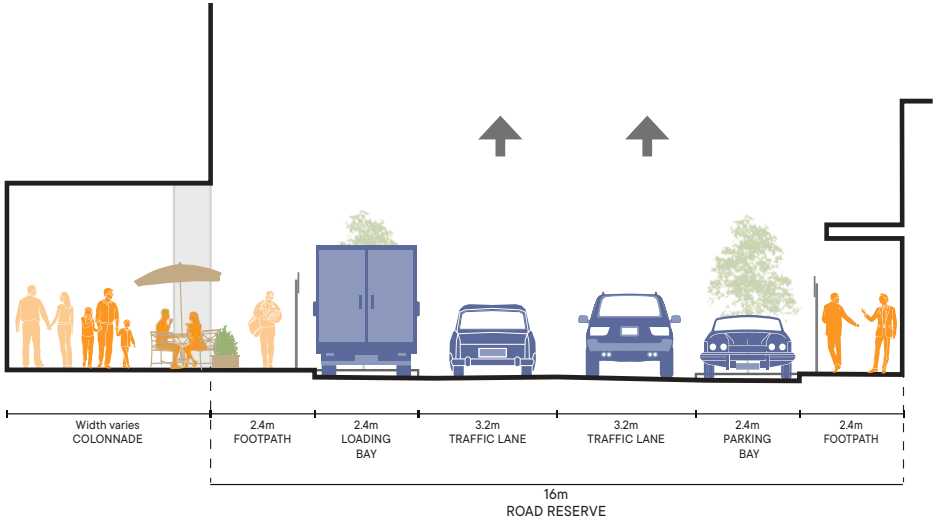
05 A comfortable and cool environment with increased tree canopy cover



06 Enhance character of Hay Street through creative lighting and public art

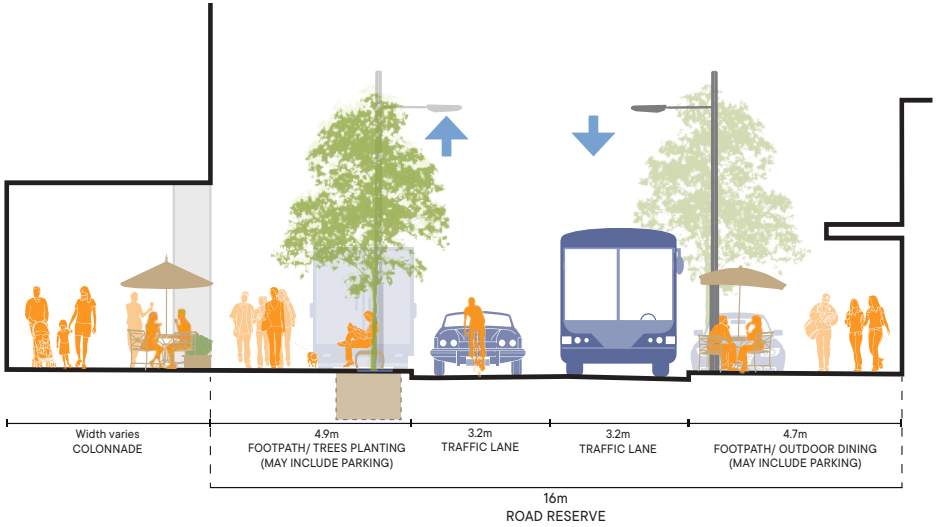
Street Cross-section Analysis - 16m Road Reserve

Existing
One-way



- ✓ Retention of existing trees
- ✗ Narrow footpaths
- ✗ Network permeability - drivers circling
- ✗ Poor tree canopy cover
- ✗ Dedicated cycling infrastructure
- ✗ Poor legibility - cars travelling wrong way
- ✗ CAT bus service restricted to one way affects legibility*

Proposed
Two-way

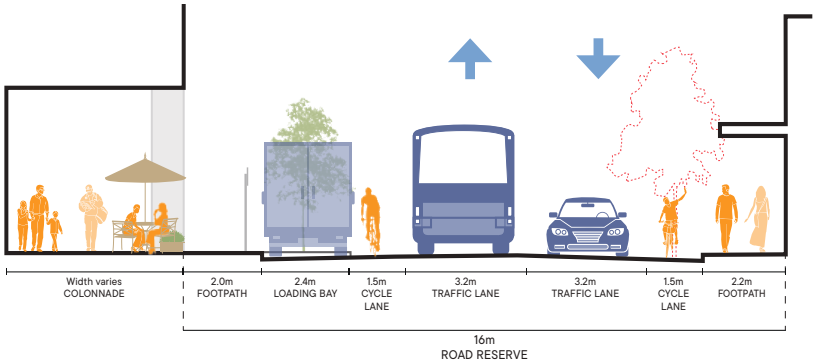


- ✓ Widened footpaths
- ✓ Network permeability
- ✓ Retention of existing trees
- ✓ New tree planting
- ✓ Outdoor dining opportunity
- ✓ Addresses clashes with awnings
- ✓ Slow speed environment aligns with City's new Bike Plan
- ✓ CAT bus services to and from West Perth
- ✗ Dedicated bike infrastructure*

** Limiting CAT bus routes to one direction only creates confusion for visitors and first time users trying to navigate to and from destinations.*

** In the City's new Bike Plan, Hay Street is identified as a slow speed (30km/hr) environment with no dedicated bike infrastructure.*

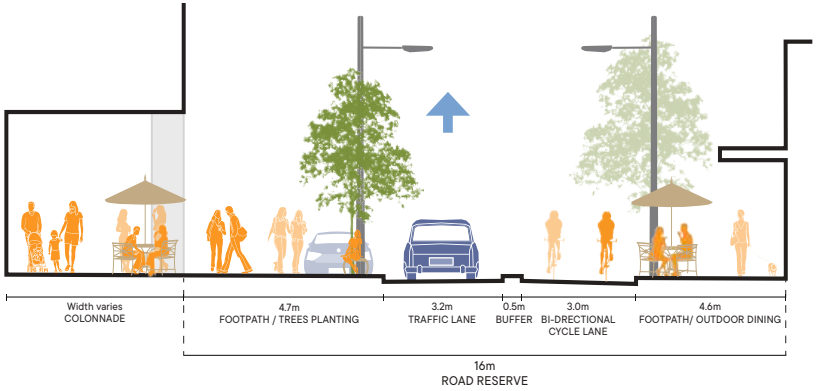
Alternate Street Cross-section Analysis



Two-way with uni-directional cycle lanes

- ✓ Network permeability
- ✓ Dedicated bike infrastructure*
- ✓ CAT bus services to and from West Perth
- ✗ Narrow footpaths
- ✗ Removal of all existing trees on one side of street
- ✗ Removal of all parking on one side of street
- ✗ No new tree planting
- ✗ Poor tree canopy cover
- ✗ Impacts installation of lighting poles
- ✗ Reduced access for bin collection

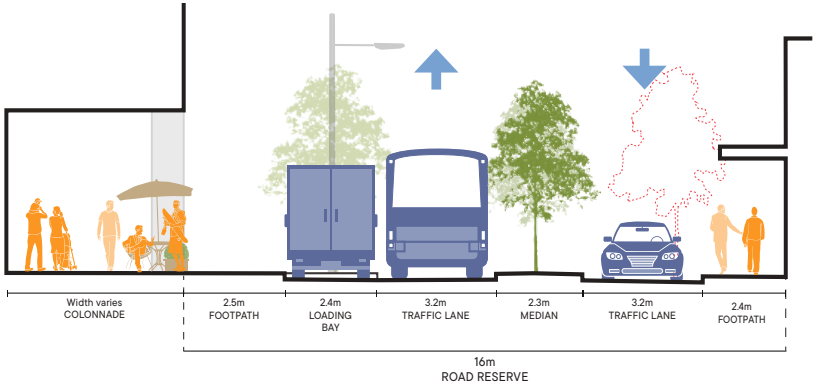
**Protected cycle lanes would require removal of all existing trees and all parking on both sides of street. The inclusion of dedicated bike infrastructure in Hay Street does not align with the City's new Bike Plan.*



One-way with bi-directional cycle lane

- ✓ Widened footpaths
- ✓ Retention of existing trees
- ✓ New tree planting
- ✓ Slow speed environment
- ✓ Outdoor dining opportunity
- ✓ Dedicated bike infrastructure*
- ✗ Network permeability
- ✗ Clashes between cycle lane and vehicle crossovers
- ✗ Removal of all parking on one side of street
- ✗ Bidirectional cycle lane integration at intersections
- ✗ Poor legibility for drivers, pedestrians and CAT bus patrons
- ✗ Reduced access for bin collection
- ✗ Lack of emergency services access
- ✗ Does not align with City's new Bike Plan

**The inclusion of dedicated bike infrastructure in Hay Street does not align with the City's new Bike Plan.*

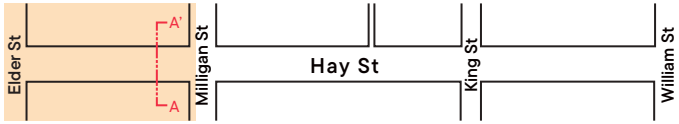


Two-way with median

- ✓ Network permeability
- ✓ New tree planting to median
- ✓ Slow speed environment
- ✓ CAT bus services to and from West Perth
- ✗ Narrow footpaths
- ✗ Removal of all existing trees on one side of street
- ✗ Removal of all parking on one side of street
- ✗ Potential infrastructure clashes with awnings

Concept Plan

New public art commission to be integrated throughout the street



Key Plan



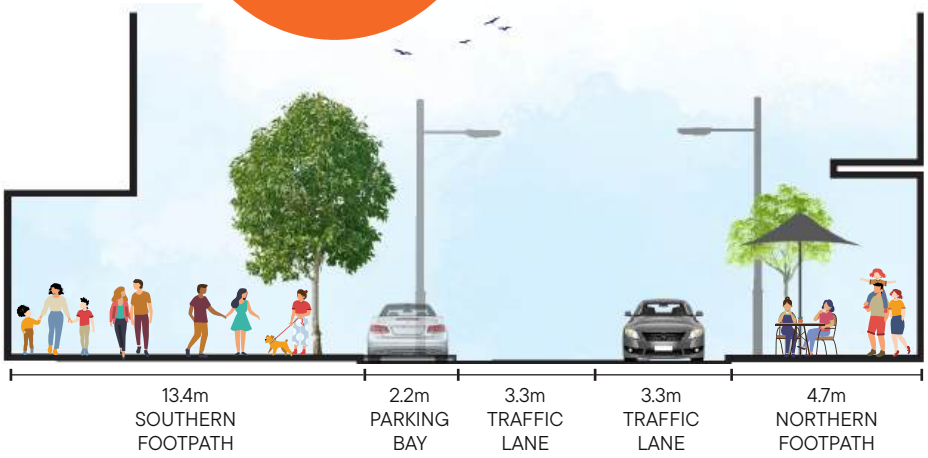
Legend

- Existing tree - vary in size
- New trees - juvenile
- Existing tree - removed
- Catenary lighting
- Existing public art
- Mural opportunity
- Existing outdoor dining

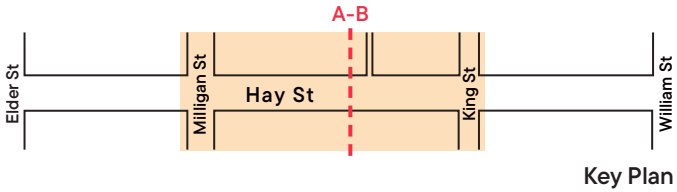
131* street trees and increased tree canopy cover

New bus stops when West Perth two-way complete

Section A-A'



** 57 existing trees to be retained*
74 new trees planted, subject to underground service locations



Key Plan

Improved network permeability and legibility



Legend

- Existing tree - vary in size
- New trees - juvenile
- Existing tree - removed
- Catenary lighting
- Existing public art
- Mural opportunity
- Existing outdoor dining

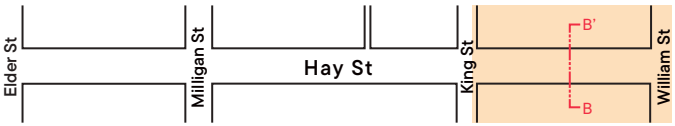
Outdoor dining and activation opportunities

800m²+ additional footpath

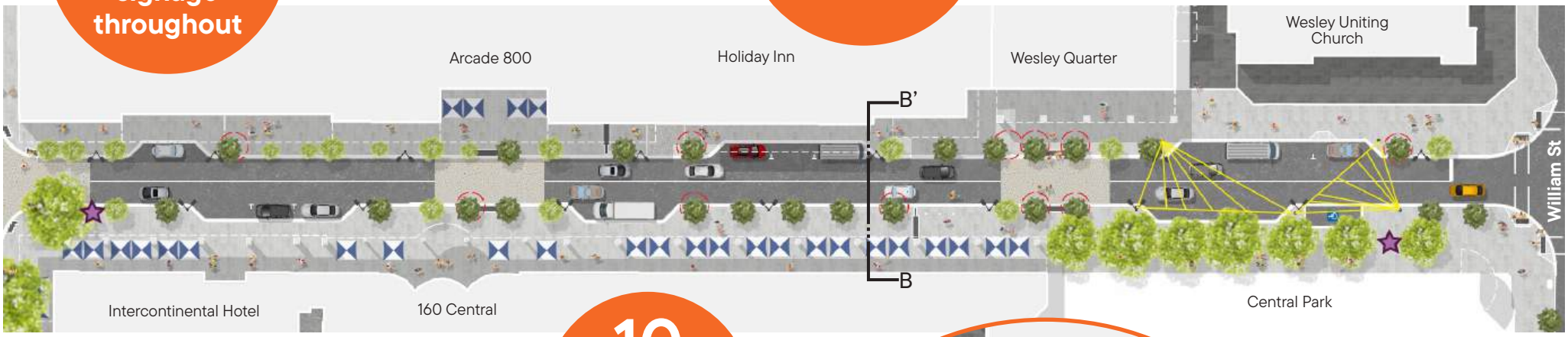


New cultural heritage interpretation signage throughout

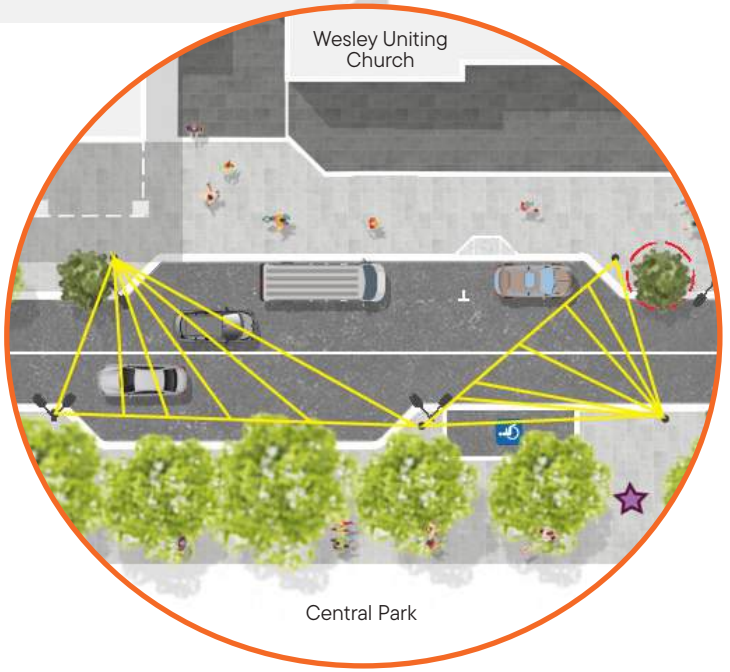
Creative lighting, greening and variety of seating options



Key Plan



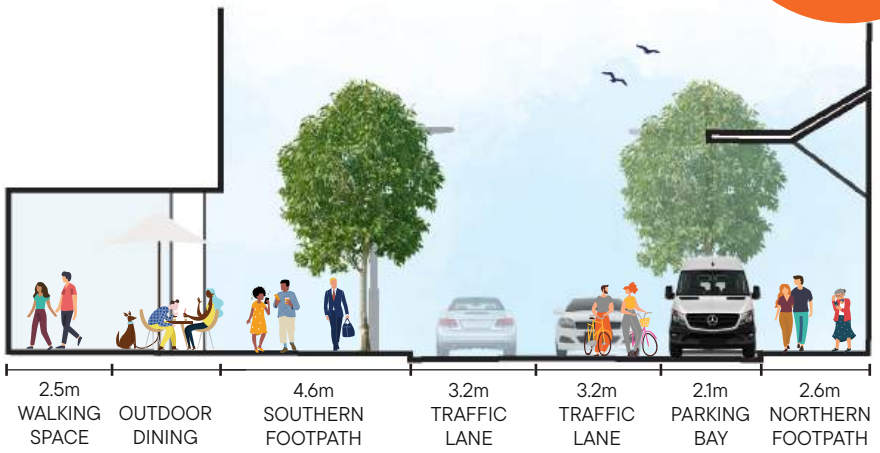
10 pick up and drop off points



Legend

- Existing tree - vary in size
- New trees - juvenile
- Existing tree - removed
- Catenary lighting
- Existing public art
- Mural opportunity
- Existing outdoor dining

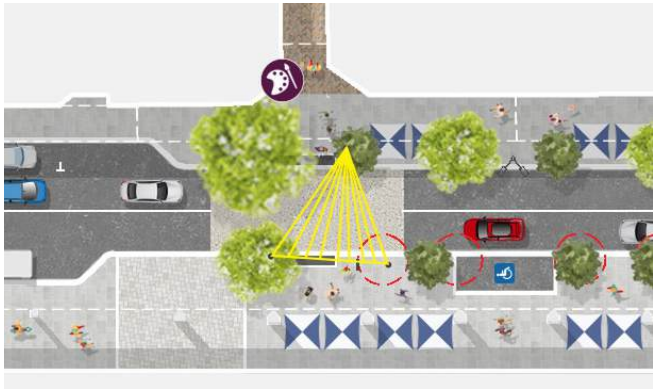
Section B-B'



Proposed



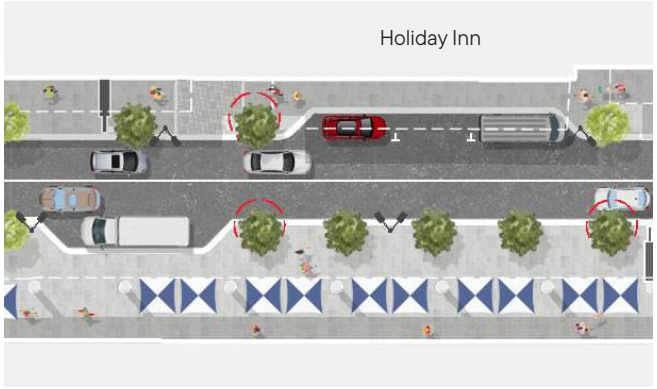
Proposed - Conceptual illustration


Proposed - Conceptual Plan


Existing



Proposed - Conceptual illustration



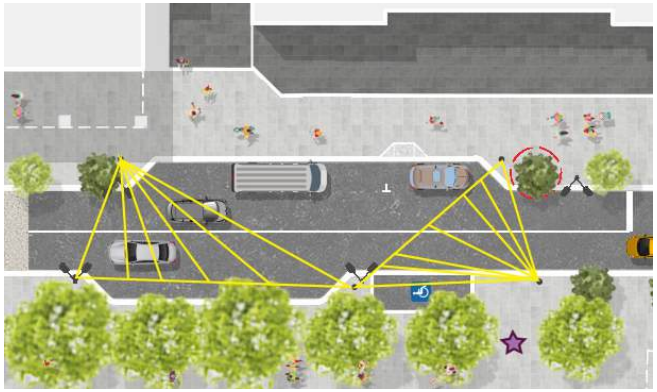
Proposed - Conceptual Plan



Existing



Proposed - Conceptual illustration

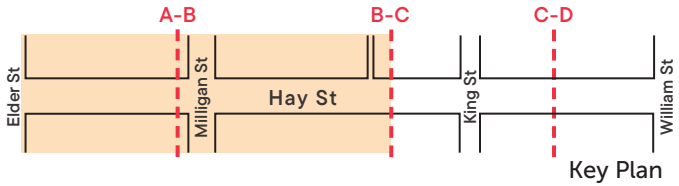


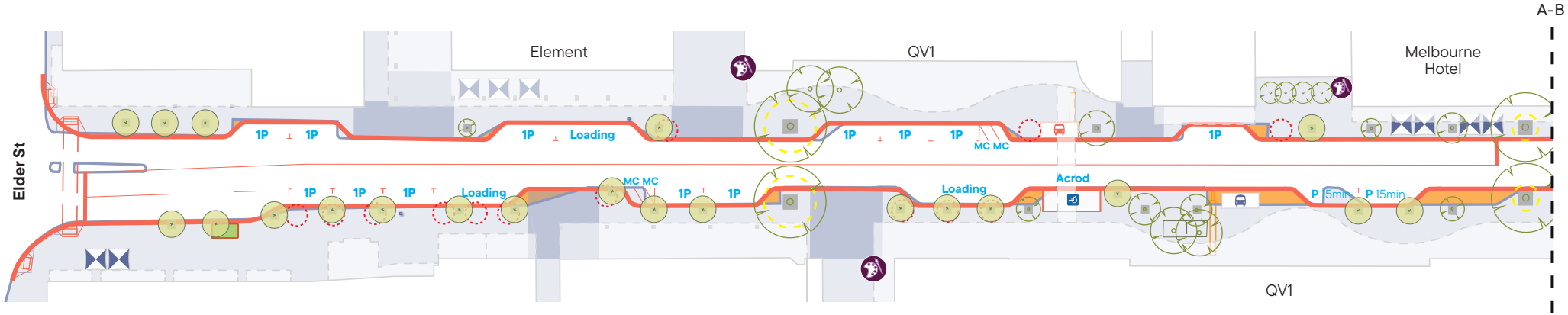
Proposed - Conceptual Plan

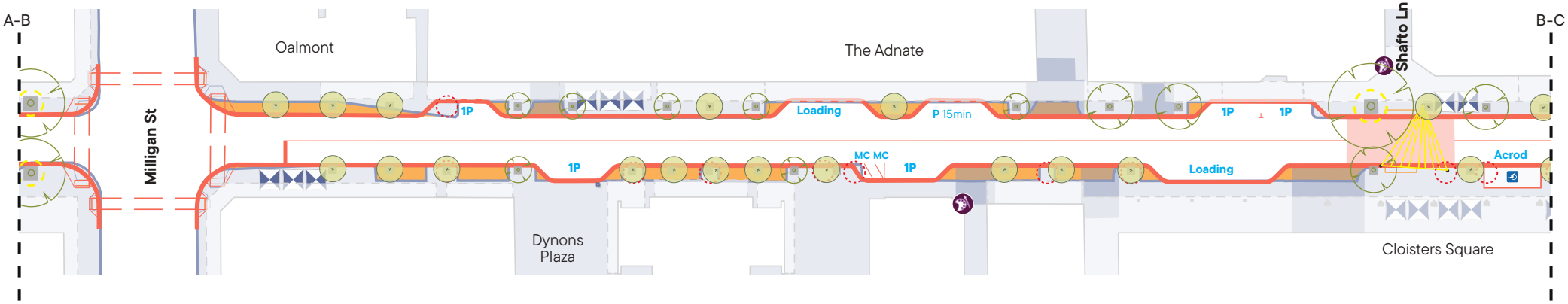


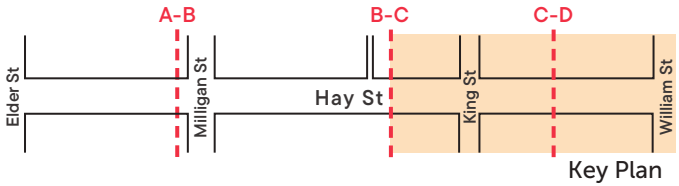
Existing

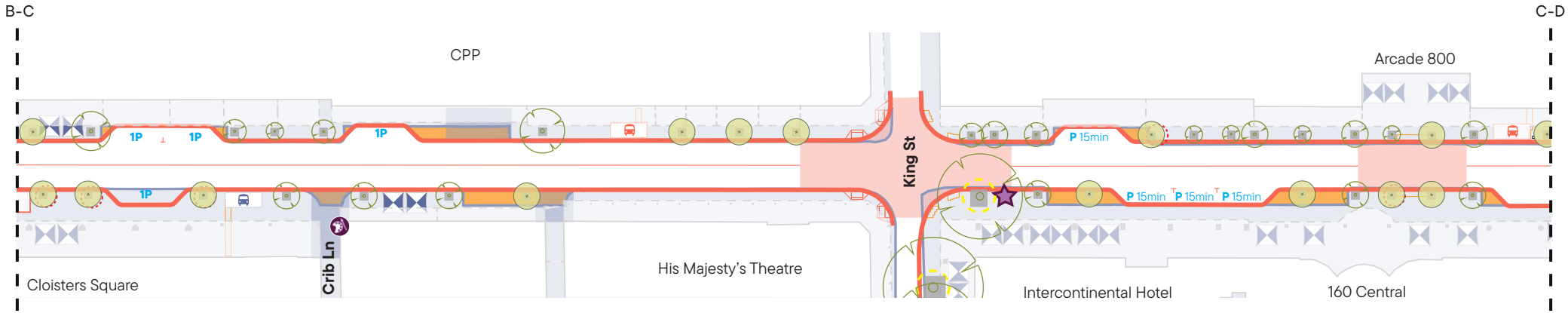
Diagrammatic Plan

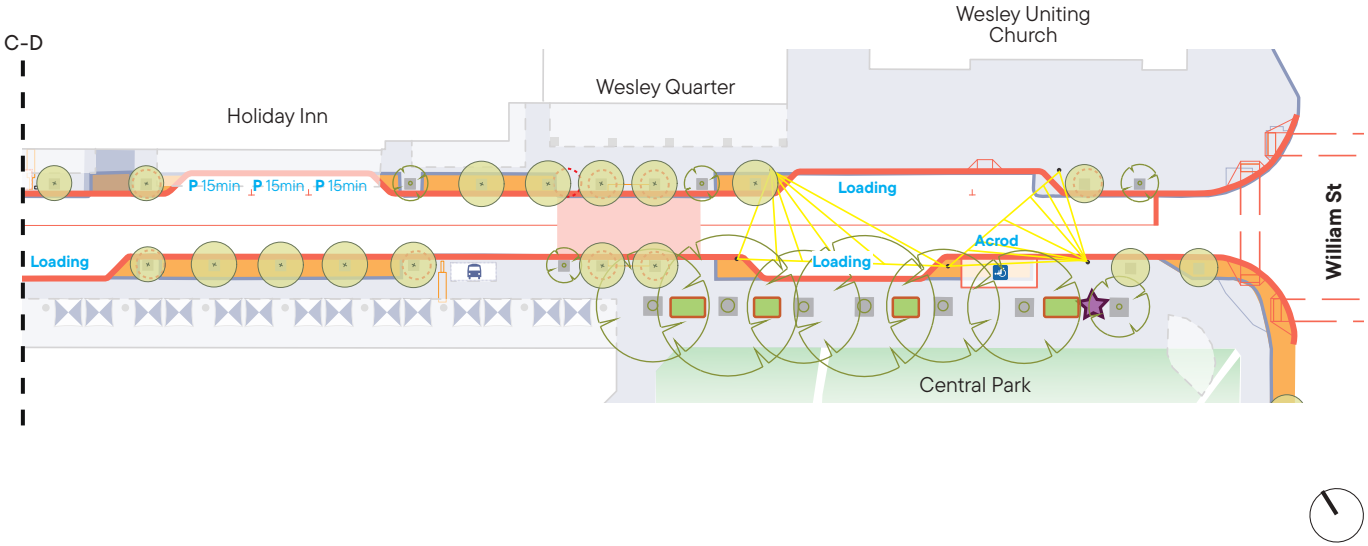












Legend

- Existing kerb
- New kerb
- Widened footpath
- New pedestrian ramp with TGSI
- New raised plateau
- Existing tree
- Existing tree to be removed
- New tree
- Feature lighting on tree
- Catenary lighting
- Existing outdoor dining
- Existing bus stop
- Future bus stop
- Existing public art
- Mural opportunity
- New street furniture

Proposed Parking Allocation

1P	1 hour bay
MC	Motorcycle bay
P 15min	Short term bay
Loading	Loading bay
	Acrod bay

Appendices

A. Materials Palette

B. Community Consultation - Draft Concept Plan

GPO Box C120,
Perth WA 6839

27 St Georges Terrace
Perth WA 6000

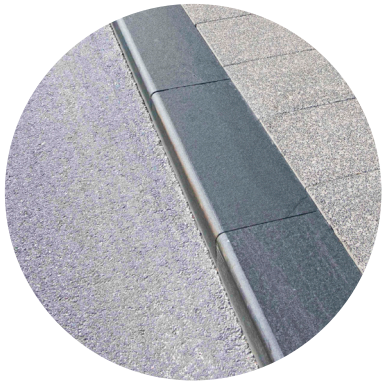
perth.wa.gov.au

T 08 9461 3333
E info@cityofperth.wa.gov.au

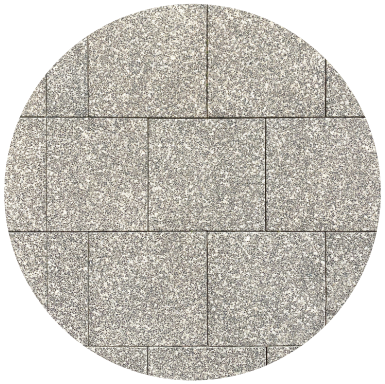
CITY OF PERTH
City of Light

Appendix A:

Materials Palette



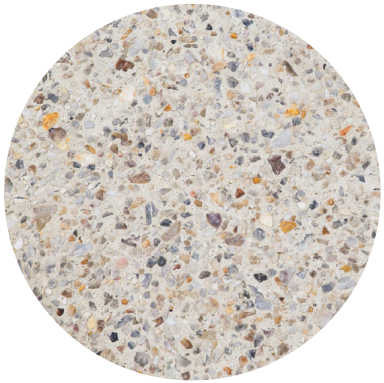
City standard granite kerb



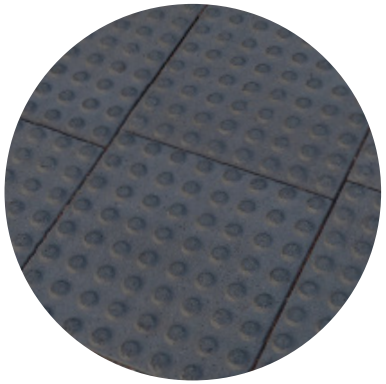
City standard grey paving



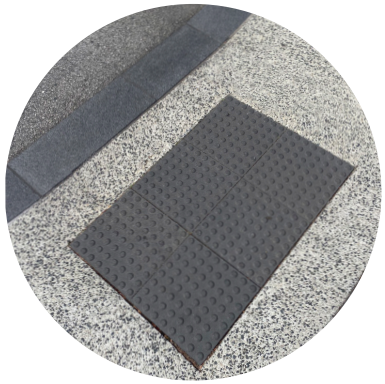
City standard trafficable grey paving



Exposed aggregate concrete raised plateau



City standard tactile paving



City standard pram ramp



Asphalt ACROD bay



Resin bound aggregate tree surround



Concrete planter

Street Furniture



City standard drink fountain



City standard bin surrounds



City standard bike rack



Multi-function light pole bike hoops



City standard tree grate and guard



CAT bus shelter
(repurposed)



City standard social seating



Raised planter with seating



Parking sign co-mingle



City banners

Public Art and Cultural Heritage



Existing public art
(repurposed)



Existing heritage plaques
(repurposed)



New interpretive signage



New public art*

Photo: Yayoi Kusuma, Dezeen



New murals*

Kyle Hughes Odgers

Wayfinding and Creative Lighting



Wayfinding plinth and
wall-mounted sign



Wayfinding flag sign
co-mingle



Active transport sign



Catenary lighting



Tree feature lighting

** Image for illustrative purposes only*

Urban Greening and Trees



Planters with Western Australian native planting



Street tree with water harvesting



Understorey garden bed*

Photo: Astra Howard, Instagram



Ulmus parfivola
Chinese Elm



Ulmus parfivola 'Todd'
Todd Chinese Elm



Flindersia australis
Crow's Ash



Eucalyptus victrix
Western Coolibah



Eucalyptus laeliae
Ghost Gum

** Image for illustrative purposes only*

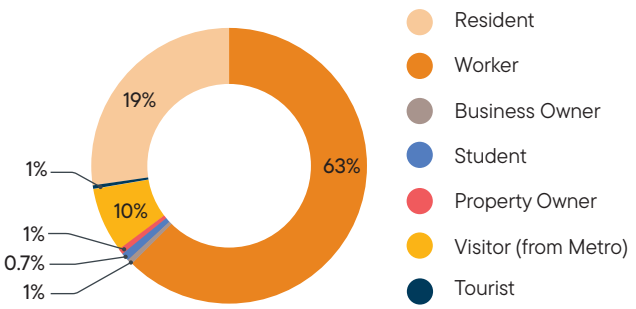
Appendix B:

Community Consultation - Draft Concept Plan

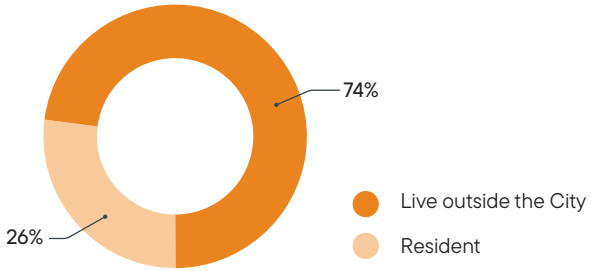
An online survey was made available on Engage Perth from 2 to 16 August 2024 to gather community feedback on the draft to help refine the final concept for the Hay Street (William to Elder) Streetscape Revitalisation.

A total number of **277 survey responses** were received. The Engage Perth platform captured a total of **733 visits**.

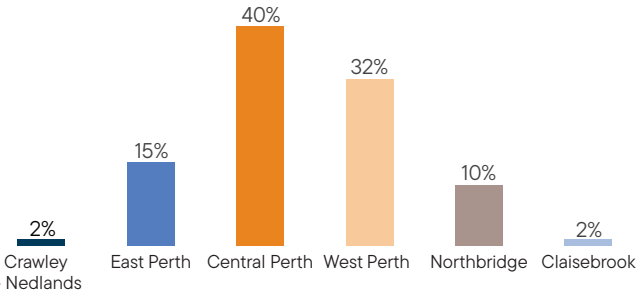
Who did we hear from



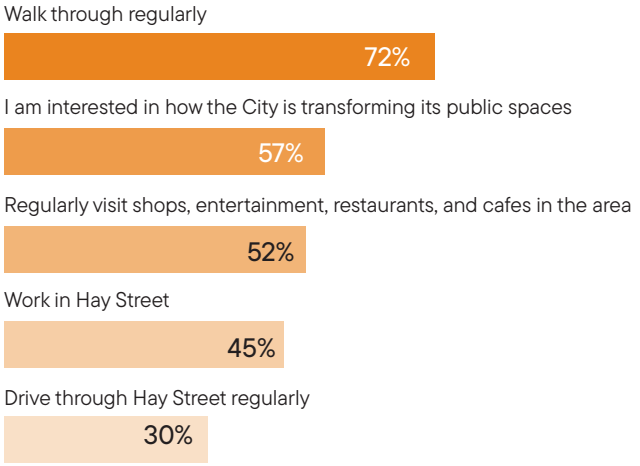
Where do the respondents live



Residents



Top 5 reasons for taking the survey



What did we hear

ALL
Hay Street key stakeholders and major property owners support the revitalisation.

A MAJORITY
of EngagePerth respondents supported the revitalisation. Only 29% did not support based on a perception of congestion.

What did we hear

Key themes from the feedback



Perceived traffic congestion



More loading and short term parking



Create a low speed pedestrian friendly street



Create a bicycle friendly street



Overall support



Poor perceptions of safety

Other feedback

Love the idea of reallocating road space to make it a safer and more enjoyable street.

Less or no on-street parking please, loading bays only.

Don't convert hay street to two way, make one lane bus priority.

...lack of street parking and drop off zones.

I think reducing the speed limit will entice many more cyclists to use the area.

...like the idea of wider footpaths and converting the street to two-way traffic as it's not a great street to walk along and I always see cars driving the wrong way.

My concern is workers using the Cat buses to get up Hay Street will be impacted...

I'm happy to see that shade, trees and a focus on more comfort for pedestrians is a priority.

...also include traditional Noongar names on signs/ significant locations

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