GOVERNMENT OF WESTERN AUSTRALIA

BUILDING FOR TOMORROW.

PERTH PARK

FACT SHEET: Street Circuit Design

July 2026

*"This track, with its typical street circuit complexity and design features, will reward the very best drivers and engineers, as it is definitely **not** an engine power or straight line speed dependant layout."*

Mark Scaife – Supercars Champion, Commentator and six-time Bathurst 1000 winner

The circuit at Perth Park, adjacent to Optus Stadium and the Crown Entertainment Complex, is a circa 3 km layout combining a great mix of slow and high-speed sections leading into excellent overtaking opportunities, especially at Turns 3, 8, 11 and 12.

Featuring multiple overtaking opportunities, technical corner sequences and heavy braking zones, the circuit is designed to reward precision, commitment and racecraft while producing close and competitive racing.

WHAT MAKES THE PERTH STREET CIRCUIT UNIQUE

- Great mix of slow and high-speed sections
- Multiple genuine overtaking opportunities
- Heavy braking zones
- Fast flowing corner sequences
- Technical direction changes
- Rewards precision, commitment and racecraft
- Demands careful vehicle setup and engineering balance

FAST FACTS

LOCATION: Perth Park

CIRCUIT LENGTH: Approx. 3.03km

CORNERS: 12

LONGEST STRAIGHT: Approx. 680m

AVERAGE SPEED: Approx. 143km/h

TOP SPEED: Approx 240km/h



If you would like to stay informed about the project, subscribe for updates by scanning the QR code here.

Contact us @ perthpark@mainroads.wa.gov.au www.perthpark.wa.gov.au 138 138

A LAP OF PERTH

GOVERNMENT OF WESTERN AUSTRALIA

BUILDING FOR TOMORROW.



Turn 9, 10 & 11 - Technical Challenge

Precise positioning exiting Turn 8 is vital to avoid a slide or track-limit issue through the slight change of direction at Turns 9–10, into the testing Turn 11 right-hander where a passing move will be bold and brave.

Turn 4, 5 & 6 - High-Speed Commitment

Turn 3's exit is hard to get clean without wheel spin or oversteer, leading into the fast left-right-left sequence of Turns 4, 5 and 6, a series that must be approached as a whole to minimise laptime, rather than simply maximising each corner.
Drivers must flow through Turn 5's mid-corner to position for the sweeping Turn 6 left-hander, capitalising on any mistakes into it. Turn 6 is a deliberate test of commitment, its apex tightening into an unforgiving exit.

Turn 7 & 8 - Precision under Braking

Turn 7 is exacting, with drivers managing a 200 km/h approach into the tricky 70 km/h Turn 8 left-hander. Entry understeer is hard to manage, and real driver diligence is essential through Turn 8's late apex.

Turn 12 - Final Opportunity

The run from Turn 11 is all-important, offering a final dive down the inside into the 70 km/h Turn 12 apex. This final corner approach, reaching around 205 km/h, houses the pit-entry lane on drivers' right. An extremely tough finish to a wild, enjoyable 'bull-ring' lap.

Turn 1 & 2 - Opening Sequence

Pit straight's fast 225 km/h approach leads to a tricky 150 km/h left-hand kink that tightens into a difficult, slow corner. Drivers must avoid overrunning and sliding wide off-line, while engineers get brake balance and corner weights right to reduce inside front wheel locking into Turn 2.

Turn 3 - Primary Overtaking Zone

The main straight, running parallel with the Swan River, hits a formidable 240 km/h before a 170 metre braking zone slows the car to around 180 km/h into the demanding 65km/h Turn 3 left-hander. The circuit's primary overtaking zone.

**This visualisation has been developed from detailed design models and may be subject to change.*
***Speeds shown are estimates only.*