PLANNING REVIEW UPDATE
OCTOBER 2022

Charles Street Road Planning Review

An artist's impression of the new intersection of Scarborough Beach Road (heading west) and Charles Street, including centrally located vertical bypass (looking north). Image is indicative only subject to change.

An invitation to have your say

We are seeking community feedback into a concept for Charles Street between Wiluna Street and Carr Street through North Perth.

What's happening?

We have started a planning review and developed a concept for Charles Street to better connect nearby communities. An animated video is available to show what it could look like and a survey is now open until 1 December 2022 to capture community feedback. Please visit www.MySayTransport.wa.gov.au to participate.

The concept will inform a future Planning Control Area and an amendment to the Metropolitan Regional Scheme to reserve the land required for the future Charles Street. There is currently no funding to support construction of the concept for Charles Street.

Charles Street is identified as an urban corridor in the State Government's *Perth and Peel @ 3.5 million* planning and infrastructure frameworks (planning frameworks). Along with Wanneroo Road, Charles Street connects nearby communities to areas where they live, work, and play and to local businesses.

Charles Street is an important primary regional road and a high priority public transit corridor, linking the Perth CBD to suburbs north of Perth, and connecting

to Kwinana and Mitchell Freeways, Scarborough Beach Road and Wanneroo Road.

With a daily stream of both local and regional commuters relying on Charles Street, extended periods of peak period traffic congestion have become common, especially at key intersections where various transport modes converge. High volumes of traffic also make the road difficult for pedestrians and cyclists to cross and navigate safely.

The future traffic demands on Charles Street will increase with nearby residential and commercial developments and Perth's increasing population and regional transport needs.

Our plan is to provide safer and more convenient movements for locals and regional traffic while improving accessibility, mobility, transport choice and urban amenity.

What is the concept?

The concept includes:

- short vertical bypasses at each major intersection ("duck and dives") that take regional through-traffic below current road level and out of intersections, improving safety and efficiency. The concept shows vertical bypasses at Vincent Street, Scarborough Beach Road/Angove Street and Green Street/Walcott Street/Wiluna Street
- full movement intersections at Vincent Street, Scarborough Beach Road/Angove Street and Green Street/Walcott Street/Wiluna Street remaining at surface level to provide connectivity and better east-west movements for local traffic and operating grade-separated from regional traffic
- a dedicated south bound lane for buses between the vertical bypasses to prioritise public transport
- pedestrian and cyclist crossing facilities at major intersections and some other locations to safely connect communities
- areas for paths, landscaping, and public amenities with minimal land impacts.

What are the benefits of the concept?

The concept aims to provide more reliable, connected, safer and sustainable outcome by:

- improving pedestrian and cyclist crossing opportunities on Charles Street with new signalised crossings
- allowing space for urban design elements, street furniture, landscaping, public art
- removing the physical barrier of regional traffic flows and congestion enhancing safety and mobility
- providing road capacity for future traffic growth towards 2041
- better connecting the community by improving links between activity areas along Charles Street and the emerging Angove Street - Scarborough Beach Road activity area
- improving social and environmental amenity with less traffic at major intersections and local roads, making local traffic movements more efficient
- improving regional traffic journeys on Charles Street via the bypasses, reducing short cuts and "rat-runs" on residential streets
- minimising traffic noise and stop-start conditions at key intersections
- maintaining accessibility to allow people and goods to move easily through the area
- minimising impacts on adjacent land.

How was the concept developed?

We looked at various options to ensure Charles Street retains its function as a strategic movement corridor, while improving neighbourhood place outcomes and community liveability. A traditional highway widening approach was considered, but this would require more land compared to the concept.

Our focus has remained on enabling urban amenity improvements and the planned redevelopment within the City of Vincent. Safety, efficiency, and reliability of transport systems (including public transport, walking, and cycling networks) was also critical.

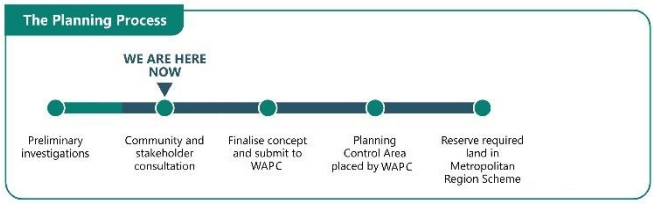
An artist's impression of the new intersection of Vincent Street and Charles Street, including centrally located vertical bypass (looking north). Image is indicative only subject to change.

How did we consider alternative transport modes, such as walking and cycling?

We have included wider verges along Charles Street to provide wide paths and space for tree planting. Several signalised pedestrian crossings are included in the concept between the major intersections to provide safe opportunities for pedestrians and cyclists to cross.

Improving community connections means residential and business areas alongside Charles Street are easy to access as people feel safer and comfortable to walk and cycle within the local area and use public transport, local facilities, and nearby activity centres.

Timeline



How can you have your say?

Watch our video animation detailing the concept and take the survey to share your thoughts before 1 December 2022 by visiting www.MySayTransport.wa.gov.au.

Stay informed by visiting www.mainroads.wa.gov.au, take a look at our Frequently Asked Questions and subscribe to the Charles Street Planning Review project for future electronic mail updates.

What happens next?

We will collate all the survey feedback provided from the community and businesses through www.MySayTransport.wa.gov.au and report back to our subscribers on key findings.

Feedback received will be considered to refine the concept to reserve the land necessary for future improvements to Charles Street whilst allowing the desired redevelopment along Charles Street to occur.

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