

# Charles Street Road Planning Study



Main Roads is seeking community feedback on a future planning concept for Charles Street between Wiluna Street and Carr Street in North Perth

## Consultation Period Extension

Community consultation is continuing for the planning study with high levels of engagement both online and in-person.

With the community showing continued interest, we have extended the survey time period.

The online survey now closes on 31 December 2022. However, as always, we will continue to consider any feedback received throughout the planning process.

As a reminder, feedback on the concept can be provided at <https://www.mysaytransport.wa.gov.au/charles-street-planning-study>

## Local Community Drop-in Sessions

Two public drop-in sessions, aimed at the local North Perth community, were held at Royal Park Hall on 24 October and 2 November 2022. The sessions were well-attended across the two days.

Thank you to everyone who came along to ask questions and share their thoughts on the concept. Discussions were in-depth and informative. We will be including an overview of all the major themes discussed in the final consultation report.

## Landowner Discussions Progressing

We are continuing to meet with Charles Street landowners as a high priority, as well as a number from the surrounding area.

These meetings may continue into next year to ensure landowners have ample time to consult with us. If you would like to request a meeting, please contact us via [enquiries@mainroads.wa.gov.au](mailto:enquiries@mainroads.wa.gov.au) or on 138 138 with reference 'Charles Street Planning Study'.

## Additional Information Available

With landowners informed and meetings now in progress, we have released copies of the concept plans on the [project webpage](#). To access them, look under 'Project Publications'.

We have updated our [Frequently Asked Questions](#) to address common concerns we have heard so far:

## When will properties be acquired to facilitate construction of the concept?

This is a planning study only to inform future development and there is no current need to acquire land. Funding is not available to undertake land acquisition as this is usually provided by Government as part of construction funding. Before this happens, a number of other steps are required, including project development, which will provide a better indication of land impacts as the concept is further refined.

The end goal of the current planning study is to inform a new road reserve for possible inclusion in the Metropolitan Region Scheme, protecting the land from future development to enable construction if and when funding for it is provided.

Further comment regarding compensation and the Metropolitan Region Scheme is available from the Department of Planning, Lands and Heritage, including a factsheet titled: *Your property and planning region schemes* which can be accessed via the following link:

<https://www.wa.gov.au/government/document-collections/your-property-and-planning-region-schemes>

## What will the road environment look like along Charles Street? Is this intended to be an extension of the Freeway?

No, it is not intended to be a freeway. The design speed of the main carriageway along Charles Street, including underneath the major intersections, remains at 60km/h. The surface level roads leading up to these intersections will match adjoining road speed limits. The road environment is intended to be relatively low speed for a major arterial route and includes signalised pedestrian crossings.

## Why is Main Roads not considering additional public transport infrastructure along Charles Street?

The current priority for Charles Street is to provide more efficient and more frequent buses along the corridor, especially southbound to meet morning commuter demand. As such, our future planning concept includes a southbound bus lane. Importantly, the intersection treatments will also greatly improve bus movements through the area both north and south.

Charles Street is identified as a high priority public transit corridor and the southbound bus lane is providing transit priority along this corridor. There are no plans to include a mid-tier transit system along Charles Street and if it was provided there would be significant additional land impacts along the whole corridor not just at the key intersections. Fitzgerald Street to the east of Charles Street has existing dedicated AM and PM bus lanes.

## Further information

Another planning study update will be released after we have closed the online survey and considered feedback. In the meantime, please visit the project page for further information:

<https://www.mainroads.wa.gov.au/projects-initiatives/all-projects/metropolitan/charles-street/>

You can also email us via [enquiries@mainroads.wa.gov.au](mailto:enquiries@mainroads.wa.gov.au) or on 138 138