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Sustainable Transport. Safe Solutions

34-36 St Michael Terrace, Mount Pleasant
Proposed Child Care Centre

TRANSPORT IMPACT STATEMENT



Prepared for:
Carcione Nominees Pty Ltd

June 2025

34-36 St Michael Terrace, Mount Pleasant

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Contents

1	INTRODUCTION	5
2	PROPOSED DEVELOPMENT	6
3	VEHICLE ACCESS AND PARKING	7
3.1	Existing vehicle access	7
3.2	Proposed vehicle access	8
3.3	Car parking layout	9
3.4	Planning assessment of parking requirements	10
3.5	Parking supply and allocation	10
3.6	Pick-up / drop-off parking	11
3.7	Parking demand management	12
4	PROVISION FOR SERVICE VEHICLES	13
5	HOURS OF OPERATION	14
6	DAILY TRAFFIC VOLUMES AND VEHICLE TYPES	15
6.1	Traffic generation	15
6.2	Impact on surrounding roads	16
7	TRAFFIC MANAGEMENT ON THE FRONTAGE ROADS	17
8	PUBLIC TRANSPORT ACCESS	20
9	PEDESTRIAN ACCESS	22
10	BICYCLE ACCESS	23
10.1	Bicycle network	23
10.2	Bicycle parking and end of trip facilities	24
10.3	Sustainable transport catchment	25
11	SITE SPECIFIC ISSUES	26
12	SAFETY ISSUES	27
13	CONCLUSION	29
	APPENDICES	30

Figures

Figure 1: Subject site location	5
Figure 2: Existing vehicle access	7
Figure 3: Proposed development vehicle access	8
Figure 4: Recommended 'STAFF ONLY PARKING' signs.....	9
Figure 5: Probability analysis for children's drop-off/pick-up	11
Figure 6: Sustainable transport hierarchy	12
Figure 7: Level of traffic impact for subdivisions and individual developments	16
Figure 8: Main Roads WA road hierarchy plan	18
Figure 9: Main Roads WA road speed zoning plan	18
Figure 10: Road types and criteria for Western Australia.....	19
Figure 11: Closest bus stops serving the proposed development.....	20
Figure 12: Transperth public transport plan	21
Figure 13: Western Australian Cycling Network Hierarchy	23
Figure 14: Perth and Peel Long Term Cycle Network plan (LTCN)	24
Figure 15: Cycling and micro-mobility catchment.....	25
Figure 16: 5-year crash map in the locality (2020-2024).....	27

Tables

Table 1: Adopted trip rates for traffic generation	15
Table 2: Development traffic generation – Weekday AM and PM peak hour	15
Table 3: Traffic volume thresholds for pedestrian crossings	22
Table 4: 5-year crash history in the locality (2020-2024)	28

Appendices

Appendix A: Proposed development plans	30
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1 Introduction

This Transport Impact Statement has been prepared by Urbii on behalf of Carcione Nominees Pty Ltd with regards to the proposed child care centre, located at 34-36 St Michael Terrace, Mount Pleasant.

The subject site is situated on the north-west corner of St Michael Terrace and Queens Road, as shown in Figure 1. The site is presently vacant and is surrounded by a mix of residential, education and commercial land uses. Mount Pleasant Primary School is located across the road to the south of the site and some shops and medical services are located nearby to the east.

It is proposed to develop the site into a child care centre catering for up to 113 children and 29 staff.

The key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns, car parking and access to the site for alternative modes of transport.

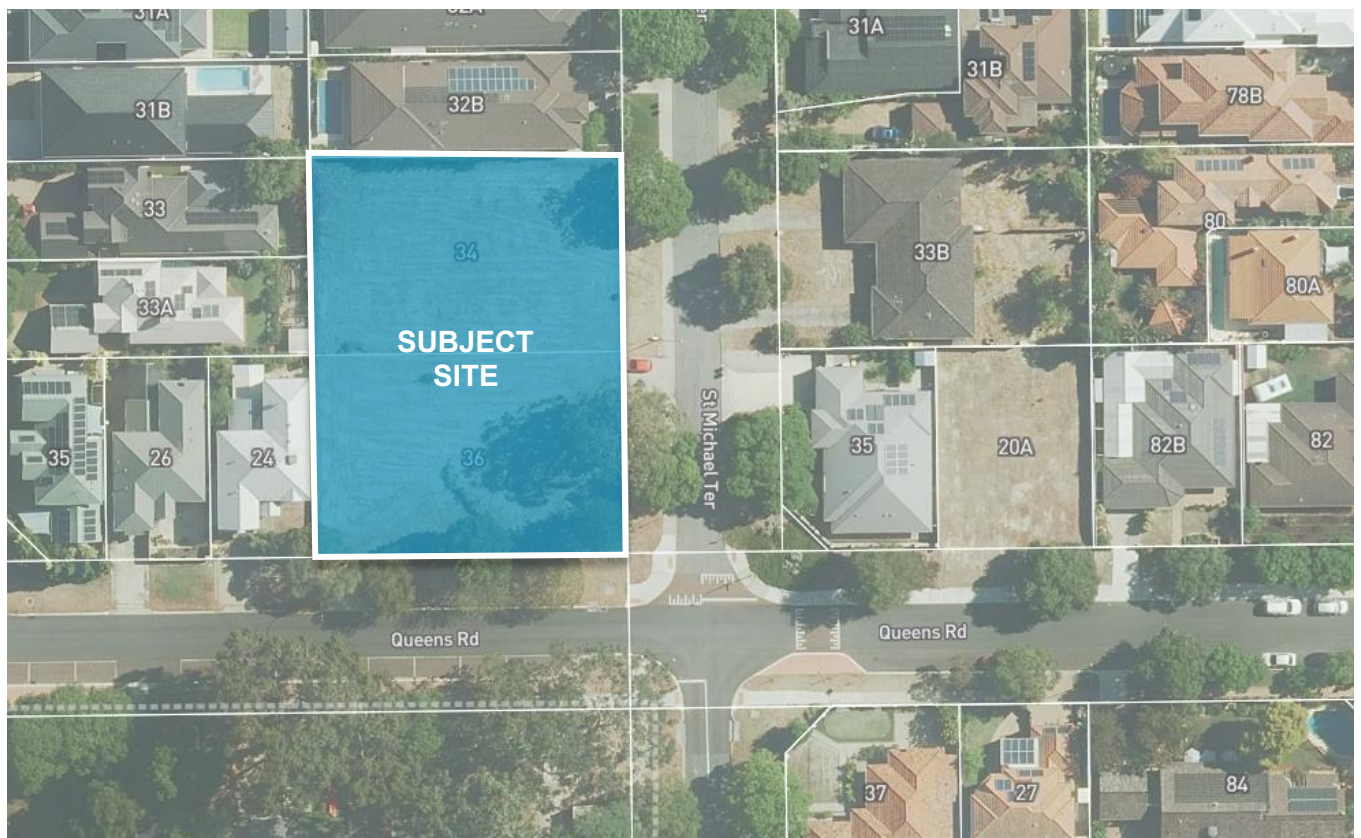


Figure 1: Subject site location



2 Proposed development

The proposal for the subject site is for a child care centre comprising:

- A child care centre with rooms allocated to different age groups;
- Outdoor play area;
- 26 onsite car parking bays, including one ACROD bay;
- Bicycle parking for eight bicycles;
- End of trip facilities including lockers, a shower and change room; and
- Bin store.

Vehicle access to the site is proposed via one crossover on St Michael Terrace. People walking and cycling will access the development from the external path network abutting the site.

Bins will be wheeled out from the bin store for kerbside waste collection on designated days.

The proposed development plans are included for reference in Appendix A.

3 Vehicle access and parking

3.1 Existing vehicle access

As detailed in Figure 2, existing vehicle access to the site is via two crossovers on St Michael Terrace and one crossover on Queens Road.



Figure 2: Existing vehicle access



3.2 Proposed vehicle access

Vehicle access for the child care centre is proposed via one crossover on St Michael Terrace (Figure 3). Existing redundant site crossovers will be closed as part of the development.

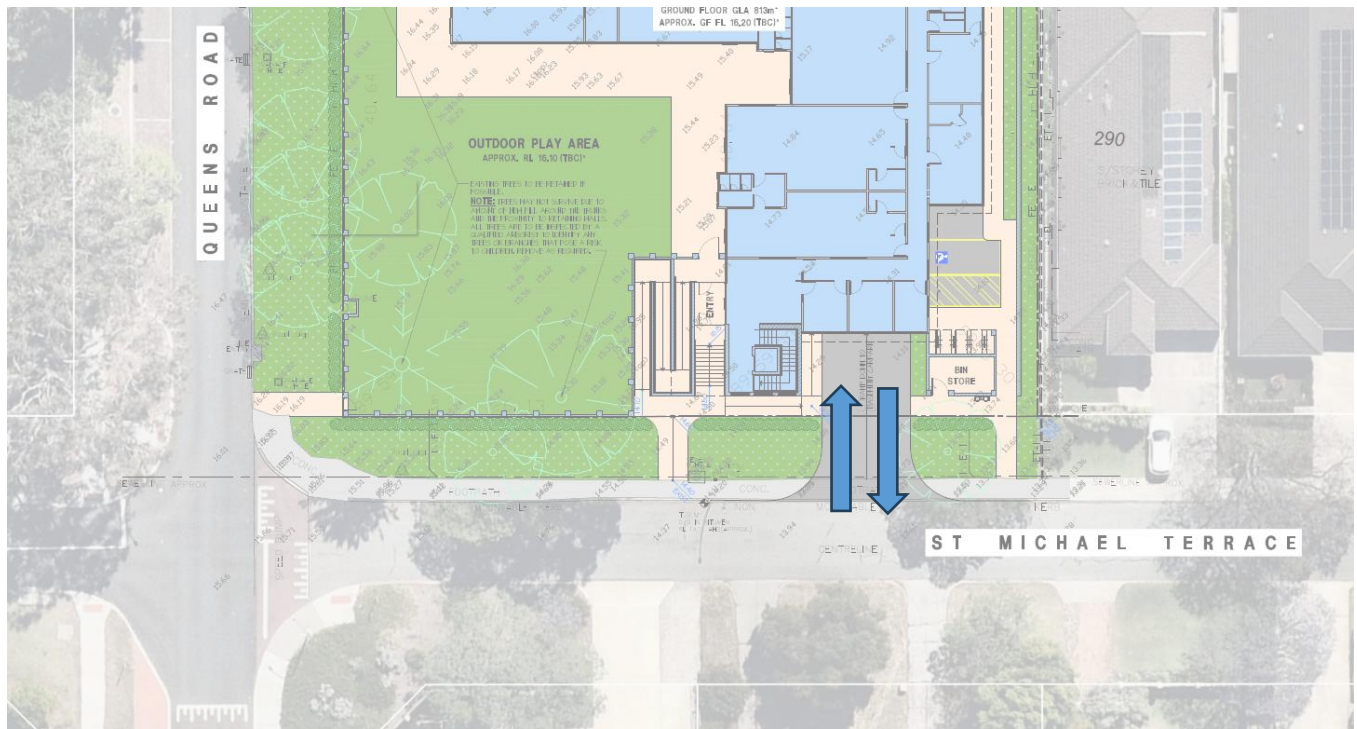


Figure 3: Proposed development vehicle access

3.3 Car parking layout

Dimensions of car parking aisles and bays are compliant with AS2890.1. Onsite visitor bays are 2.6m wide by 5.4m long and an aisle width of 6.6m has been provided. The ACROD bay is designed to AS2890.6 with a shared space and bollard. A 1m blind aisle extension is provided at the end of the car park.

A turnaround space is unlikely to be required in this car park because there is enough visitor parking for a healthy turnover of bays. Furthermore, if all the visitor bays are occupied, a parent will most likely wait in the car park for a bay to be vacated so they can pick up or drop off their child.

The parking bays fronting the child care centre building are configured to be 4.8m long, with an additional 600mm vehicle overhang. This configuration is proposed to avoid the use of wheel stops, which may cause a trip hazard fronting the building.

Tandem bays are provided at the end of the car park. These bays will be allocated for staff parking only. It is recommended that 'STAFF PARKING ONLY' signs be installed at the entry of the staff parking area (Figure 4). Staff bays are 2.4m wide.

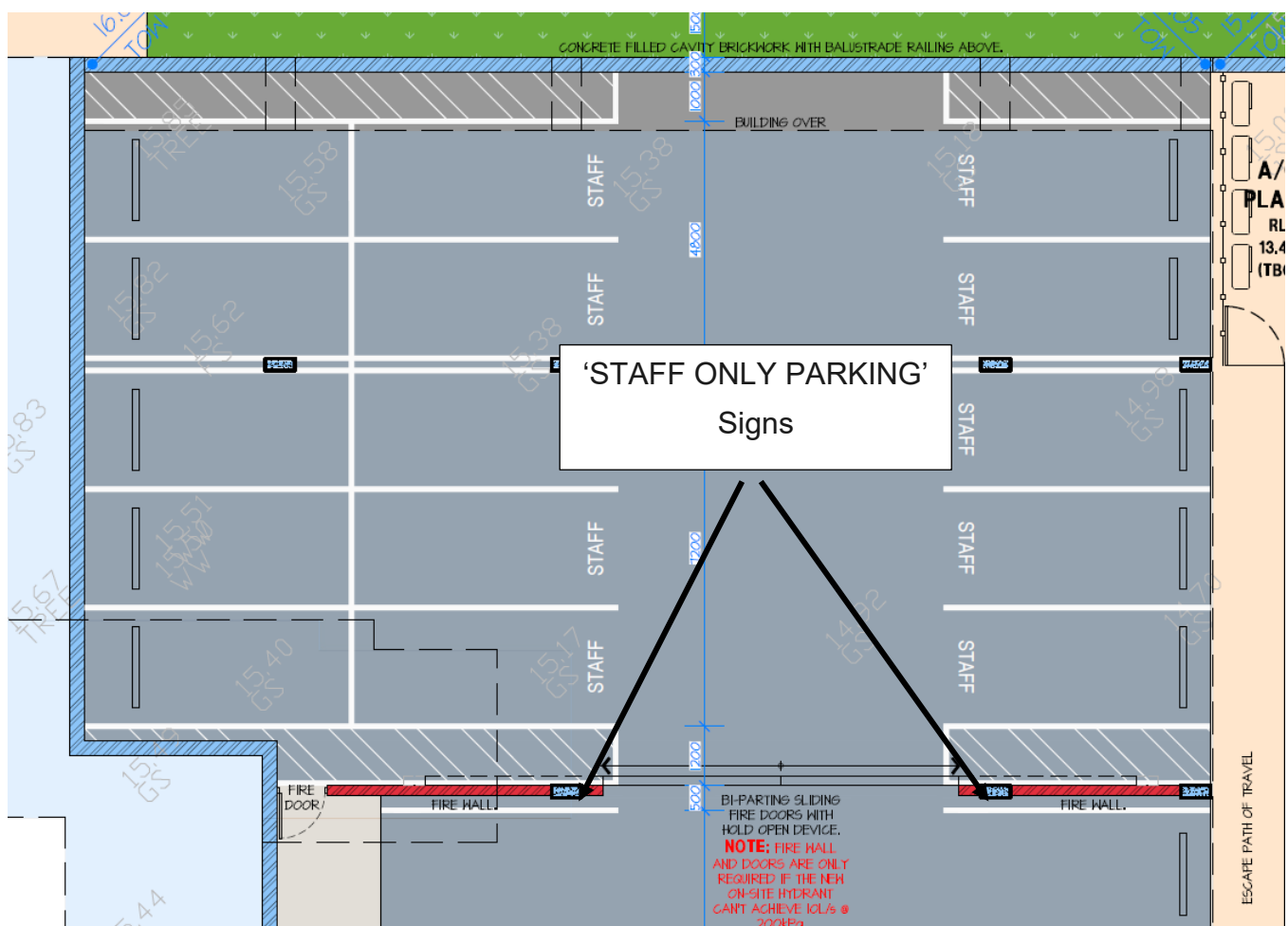


Figure 4: Recommended 'STAFF ONLY PARKING' signs



3.4 Planning assessment of parking requirements

The City of Melville *Local Planning Policy 1.6 (LPP1.6) Car Parking and Access* requires the following car parking provision for “child minding centres”:

- 1 bay per 10 children; plus,
- 0.5 bays per staff member.

Application of the above rates results in a parking requirement of **26 bays**. A total of 26 car parking bays are provided onsite, which satisfies the City’s parking requirement.

LPP1.6 also requires the provision of motorcycle parking spaces. ABS census data indicates that only 0.2% of education and training workers in the City of Melville travelled to work by motorcycle. This suggests that motorcycle parking is unlikely to be used, and therefore the project proponents propose to prioritise space for the provision of car parking.

3.5 Parking supply and allocation

It is proposed to provide a total of 26 car parking bays for the child care centre. This includes one ACROD bay. The following allocation is recommended, based on the parking analysis undertaken in this section of the TIS:

- 16 car bays reserved for core staff onsite;
- 8 visitor car parking bays reserved exclusively for pick-up and drop-off onsite; and,
- 2 unallocated bays for the shared use by staff and visitors (includes 1 x ACROD bay).

It is recommended that the 8 exclusive pick-up/drop-off car parking bays have time restriction signage installed “P10min” parking (10 minutes) applicable Monday to Friday between 8:00am to 9:30am and 3:00pm to 6:00pm.

The staff only bays should have “STAFF PARKING ONLY” pavement marking and signage, to prevent general vehicles from parking in those areas.

Overall, no issues are anticipated with car parking and parents can drop-off or pick-up children any time during the operating hours of the facility.

3.6 Pick-up / drop-off parking

Modelling was undertaken to estimate the demand for children's pick-up/drop-off parking. The peak inbound traffic for children's drop-off is estimated to be 40 cars in a 60-minute period. The RTA NSW *Guide to Traffic Generating Developments* surveyed the average length of stay for drop-offs to be 6.8 minutes.

For conservative analysis, it was assumed that the average length of stay would be 7 minutes. The Poisson Distribution modelling presented in Figure 5 shows that in any 7-minute period during the peak hour, the 95th percentile number of pick-ups/drop-offs within the car park will be **8 vehicles or less**. Outside of peak hours the demand for visitor parking will be much lower.

Traffic volume	40	(vph)	0.01111	(vps)
Time period	7	(min)	420	(sec)
Mean number of vehicles	4.66667			
Probability distribution table	95th percentile:	8	vehicles	

(x)	p(x)	P(x)
1	0.04388	0.05329
2	0.10239	0.15568
3	0.15928	0.31496
4	0.18583	0.50079
5	0.17344	0.67423
6	0.1349	0.80912
7	0.08993	0.89905
8	0.05246	0.95151
9	0.0272	0.97871
10	0.01269	0.99141
11	0.00539	0.99679
12	0.00209	0.99889
13	0.00075	0.99964
14	0.00025	0.99989
15	7.8E-05	0.99997
16	2.3E-05	0.99999
17	6.2E-06	1
18	1.6E-06	1
19	4E-07	1
20	9.3E-08	1

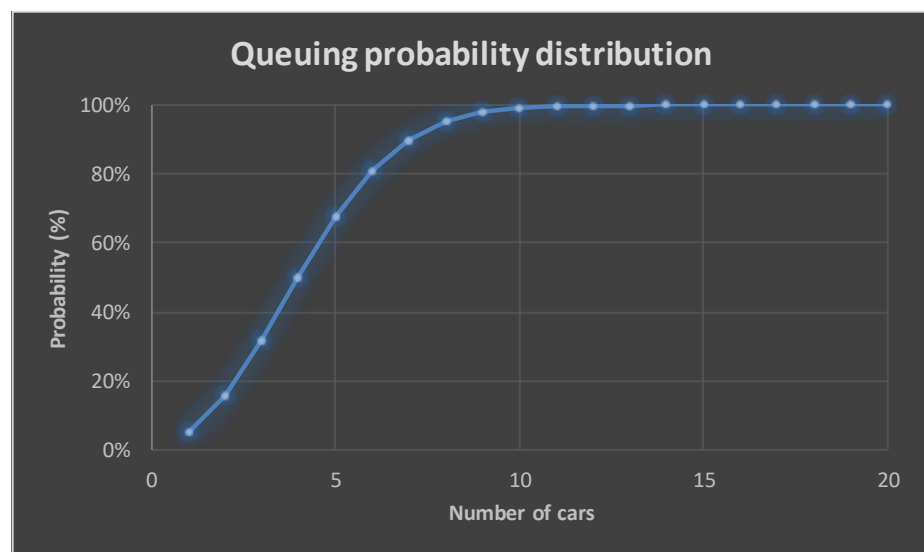


Figure 5: Probability analysis for children's drop-off/pick-up



3.7 Parking demand management

The analysis presented in this report indicates that there will be enough car parking to meet the needs of the development. However, should there be a need to manage car parking demand in the future, several strategies can be considered.

A sustainable transport network should prioritise active and sustainable modes of transport, with walking, cycling, public transport, car sharing, and then single occupancy cars ranked in order of priority (Figure 6).

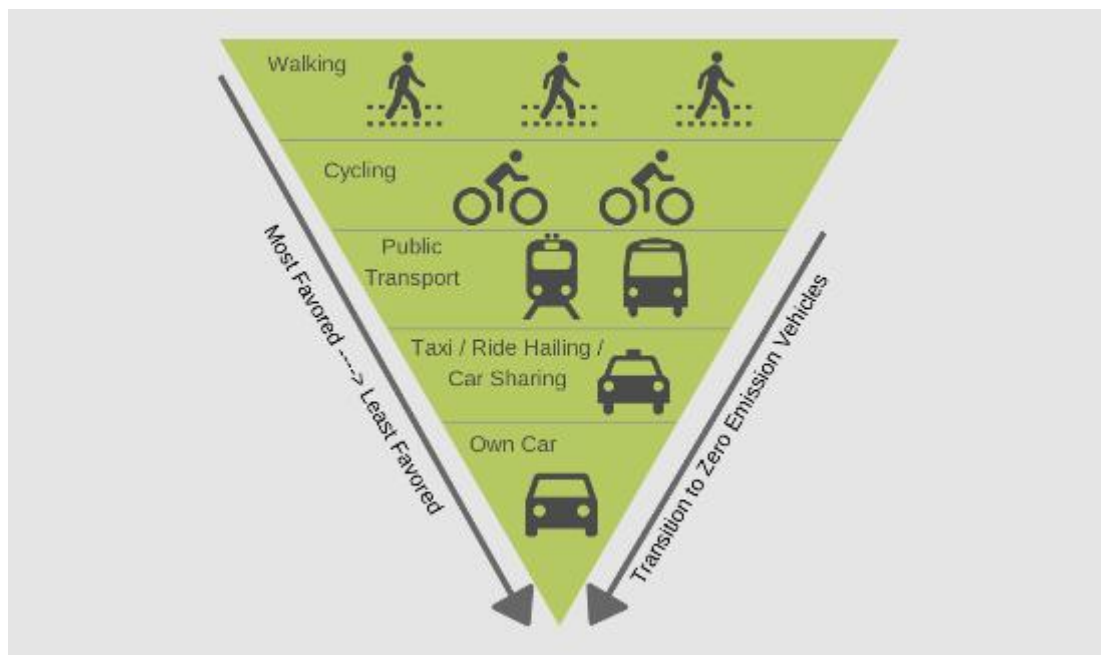


Figure 6: Sustainable transport hierarchy

Some strategies which can be considered for promoting sustainable transport and lowering demand for car parking may include, but are not limited to:

- Running healthy, active transport campaigns and promotions in the workplace. For example, tracking walking and active transport and offering prizes or other incentives for participants.
- Educating staff on public transport, walking and cycling travel options as part of training and recruitment.
- Offering subsidies or other incentives for using public transport.
- Monitoring and maintaining bicycle parking to ensure enough parking is provided and is maintained in good condition.
- Providing free charging stations for micro-mobility vehicles such as e-scooters and e-bikes.
- Implementing a car-pooling register for staff to match-up and car pool together. This can also be incentivised by issuing car-pooling badges for display on the dashboard and providing allocated priority car-pooling parking bays within the site.
- Offer tele-commuting work opportunities for staff who can complete work duties remotely, for example administrative staff.
- Staggering staff start and finish times so that peak staff numbers are rostered between 9:30am and 3:00pm, outside the peak times for drop-off and pick-up of children.

4 Provision for service vehicles

The proposed development will not generate significant service vehicle traffic. Smaller vehicles such as vans or utes will be utilised for deliveries to the site. These smaller vehicles can park in a car parking bay for a brief time during 'off-peak' periods.

Waste collection is proposed to be accommodated via kerbside service. Waste collection will be scheduled outside of the peak activity hours of the facility.



5 Hours of operation

The RTA NSW *Guide to Traffic Generating Developments* indicates that pre-school centres typically have peaks in the periods 8:00am to 9:00am and 2:30pm to 4:00pm.

The proposed child care centre operating hours will be 6:30am to 6:30pm, Monday to Friday.

6 Daily traffic volumes and vehicle types

6.1 Traffic generation

The traffic volume that will be generated by the proposed development has been estimated using trip generation rates derived with reference to the following sources:

- Roads and Traffic Authority of New South Wales *Guide to Traffic Generating Developments* (2002).

The trip generation rates adopted are detailed in Table 1.

Table 1: Adopted trip rates for traffic generation

Land use	Trip rate source	Daily rate	AM rate	PM rate	AM-in	AM-out	PM-in	PM-out
Child Care	RTA NSW	4	0.7	0.7	50%	50%	50%	50%

The RTA Guide specifies a rate of 1.4 trips per child between 7am and 9am (2 hours), so it was assumed that 0.7 trips per child would be generated in the peak hour (8am to 9am). The RTA Guide specifies 0.8 trips per child between 2:30pm and 4:00pm. For simplicity, it was conservatively assumed 0.7 trips per child would also be generated in the PM peak hour.

Child care centres have well defined peak periods in their daily traffic profiles therefore the daily trip rate would be no more than 4 trips per child.

The estimated traffic generation of the proposed development is detailed in Table 2. The proposed development is estimated to generate 452 vehicles per day (vpd), with 80 vehicles per hour (vph) generated during the AM and PM peak hours, respectively.

These trips include both inbound and outbound vehicle movements. It is anticipated that most of the vehicle types would be passenger cars and SUVs.

Table 2: Development traffic generation – Weekday AM and PM peak hour

Land use	Quantity	Daily Trips	AM Trips	PM Trips	AM Peak Trips		PM Peak Trips	
					IN	OUT	IN	OUT
Child Care	113	452	80	80	40	40	40	40



6.2 Impact on surrounding roads

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provides the following guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

The proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis. Therefore, the impact on the surrounding road network is moderate (Figure 7).

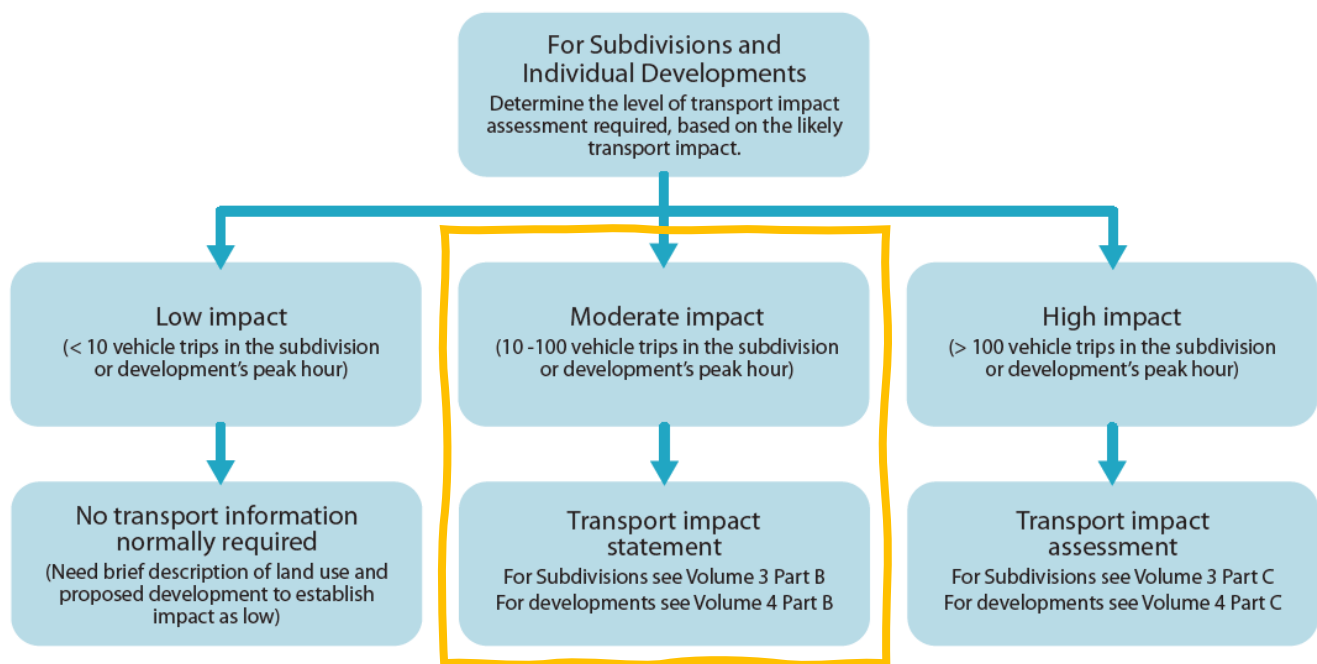


Figure 7: Level of traffic impact for subdivisions and individual developments

Source: WAPC *Transport Impact Assessment Guidelines Volume 4: Individual Developments*, August 2016

7 Traffic management on the frontage roads

Information from online mapping services, Main Roads WA, Local Government, and/or site visits was collected to assess the existing traffic management on frontage roads.

7.1.1 St Michael Terrace

St Michael Terrace near the subject site is an approximately 5.8m wide, two-lane undivided road. A path for walking and cycling is provided on the western side of the road. Walk crossings are provided at nearby intersections, which include kerb ramps.

St Michael Terrace is classified as an Access road in the Main Roads WA road hierarchy (Figure 8) and operates under a speed limit of 50km/h (Figure 9). Access roads are the responsibility of Local Government and are for the provision of vehicle access to abutting properties. (Figure 10).

A 40km/h school speed zone is in place on school days. A raised, red-asphalt threshold treatment is provided on St Michael Terrace at the intersection with Queens Road.

7.1.2 Queens Road

Queens Road near the subject site is an approximately 6m wide, two-lane undivided road. A path for walking and cycling is provided on the southern side of the road. Walk crossings are provided at nearby intersections, which include kerb ramps.

Queens Road is classified as an Access road in the Main Roads WA road hierarchy (Figure 8) and operates under a speed limit of 50km/h (Figure 9). Access roads are the responsibility of Local Government and are for the provision of vehicle access to abutting properties. (Figure 10).

A 40km/h school speed zone is in place on school days.



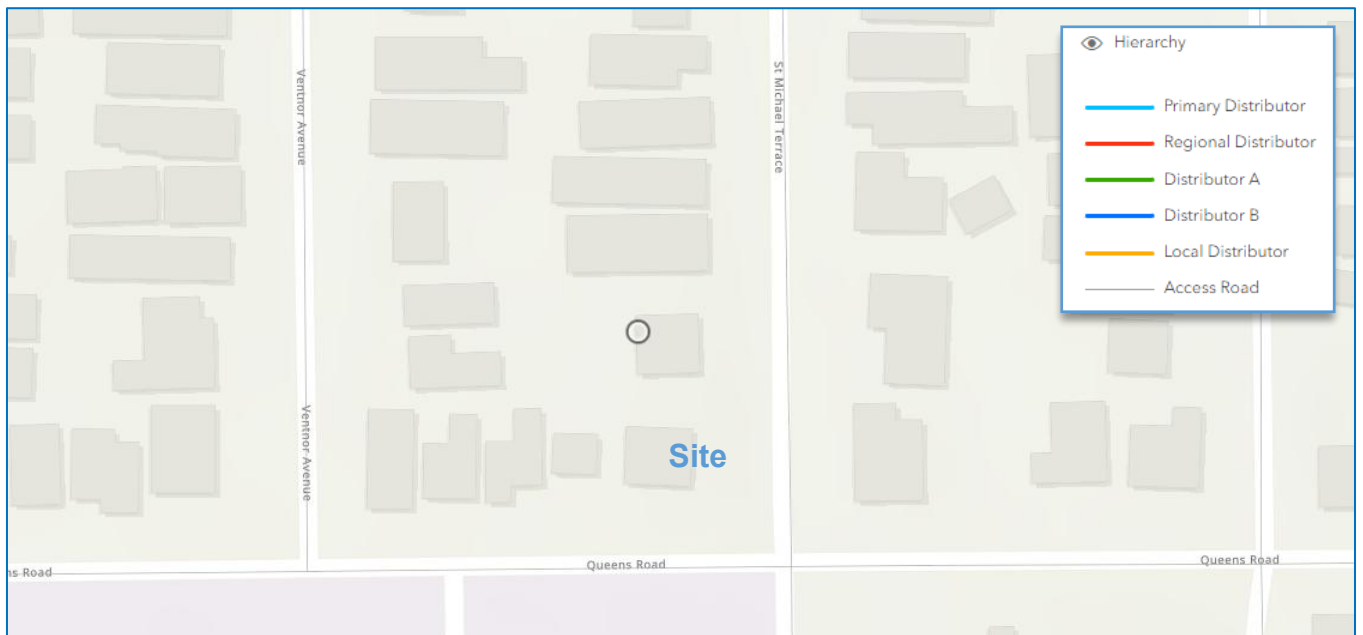


Figure 8: Main Roads WA road hierarchy plan

Source: Main Roads WA Road Information Mapping System (RIM)

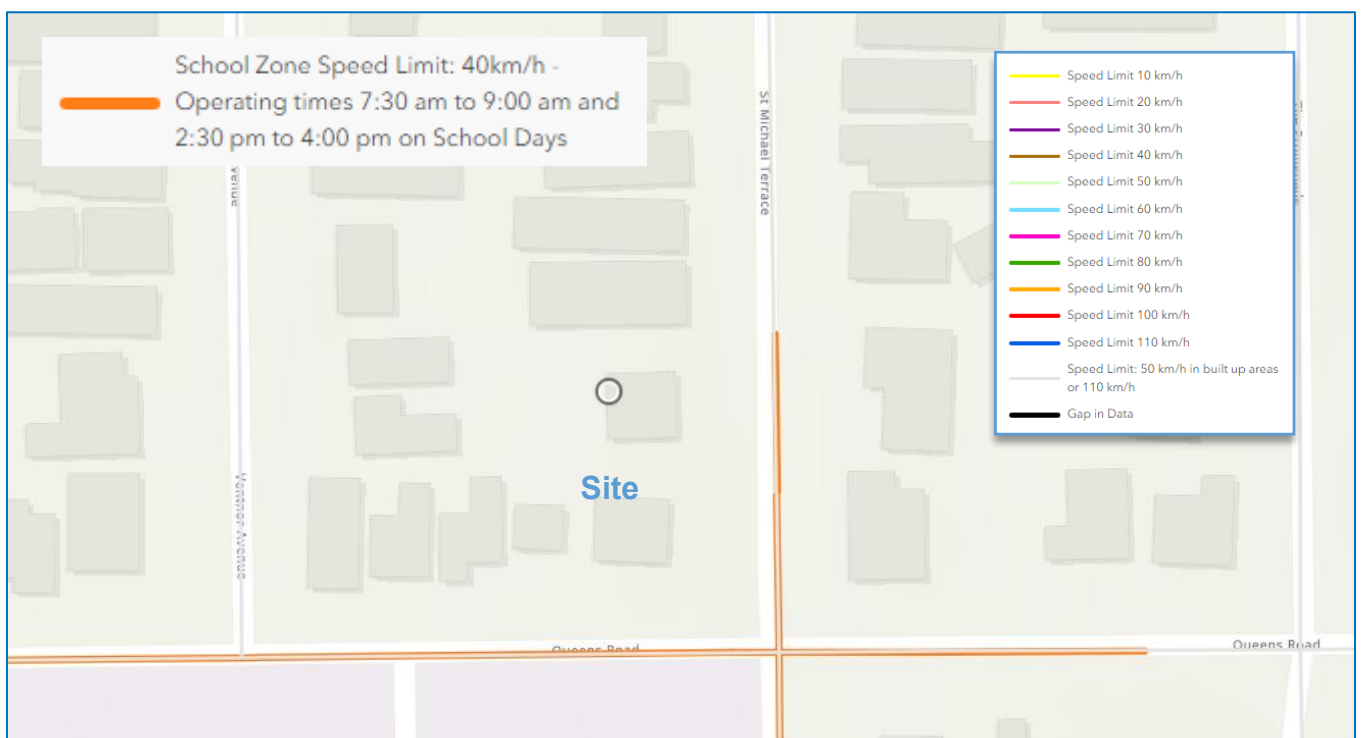


Figure 9: Main Roads WA road speed zoning plan

Source: Main Roads WA Road Information Mapping System (RIM)

ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
<i>Primary Criteria</i>						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
<i>Secondary Criteria</i>						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	<u>Built Up Area</u> - Maximum desirable volume 6 000 vpd. <u>Non Built Up Area</u> – up to 100 vpd.	<u>Built Up Area</u> - Maximum desirable volume 3 000 vpd. <u>Non Built Up Area</u> – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	<u>Built Up Area</u> 50 - 60 km/h (desired speed) <u>Non Built Up Area</u> 60 – 110 km/h (depending on design characteristics).	<u>Built Up Area</u> 50 km/h (desired speed). <u>Non Built Up Area</u> 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status. Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siting of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	<u>Built Up Area</u> – yes, where sufficient width and sight distance allow safe passing. <u>Non Built Up Area</u> – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' <i>Roadside Stopping Places Policy</i> .	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 10: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992



8 Public transport access

Information was collected from Transperth and the Public Transport Authority to assess the existing public transport access to and from the site.

The subject site has access to the following bus services within walking distance:

- Bus route 160: East Perth - Fremantle Stn via Willagee & Booragoon.

Public transport services provide a viable alternative mode of transport for staff and visitors to the proposed development.

The closest bus stops are located on Reynolds Road, less than 300m walk from the site (Figure 11). Bus services provide excellent coverage and connectivity to the rail network.

The existing public transport network plans are shown in Figure 12.

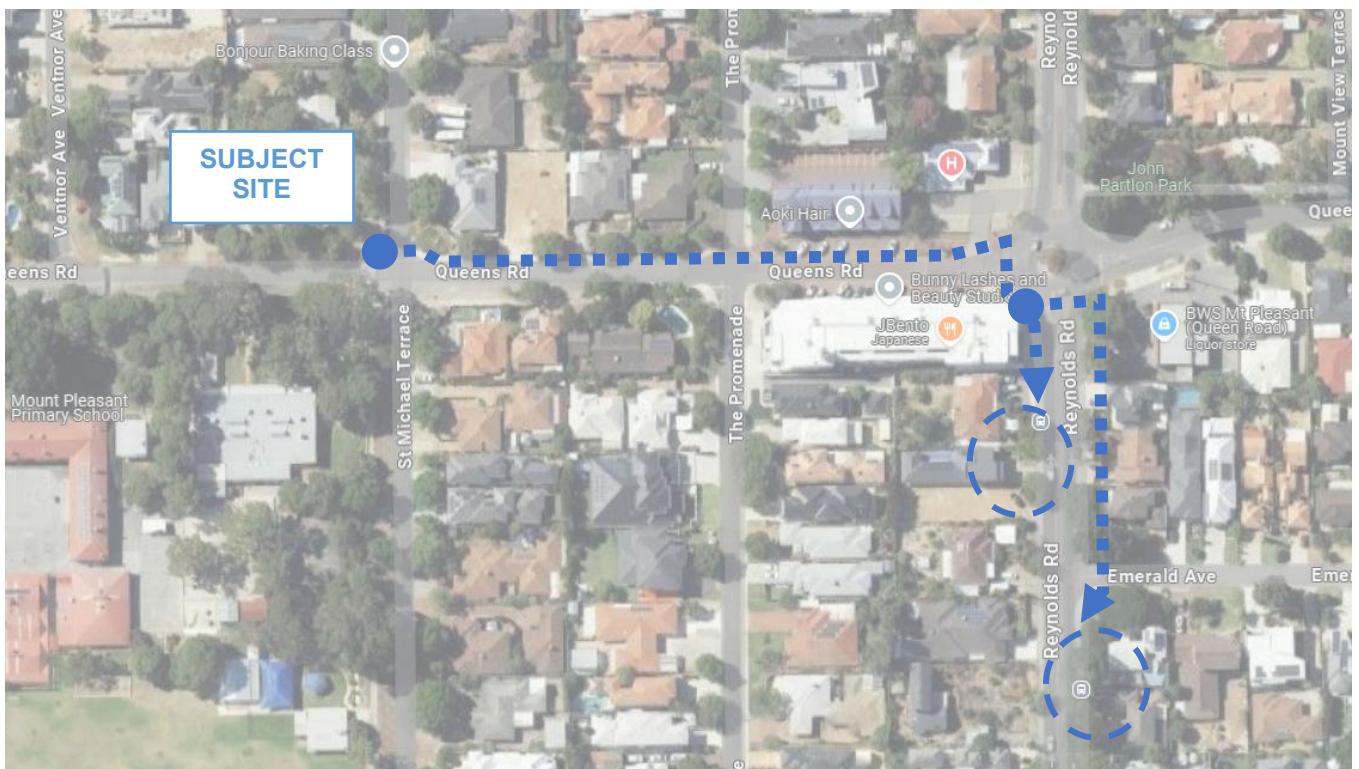


Figure 11: Closest bus stops serving the proposed development



Figure 12: Transperth public transport plan

Source: Transperth



9 Pedestrian access

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the pedestrian access for the proposed development.

9.1.1 Pedestrian facilities and level of service

Footpaths are provided on St Michael Terrace and Queens Road adjacent to the site. Pedestrian crossing facilities, including kerb ramps are provided at nearby intersections, which promotes improved access for bicycles, wheelchairs and prams.

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provide warrants for installing pedestrian priority crossing facilities. This is based on the volume of traffic as the key factor determining if pedestrians can safely cross a road. The guidelines recommend pedestrian priority crossing facilities be considered once the peak hour traffic exceeds the volumes detailed in Table 3.

The traffic volumes in this table are based on a maximum delay of 45 seconds for pedestrians, equivalent to Level of Service E. The pedestrian crossing facilities on adjacent roads near the site are sufficient and within the traffic volume thresholds.

Table 3: Traffic volume thresholds for pedestrian crossings

Road cross-section	Maximum traffic volumes providing safe pedestrian gap
2-lane undivided	1,100 vehicles per hour
2-lane divided (with refuge)	2,800 vehicles per hour
4-lane undivided*	700 vehicles per hour
4-lane divided (with refuge)*	1,600 vehicles per hour

10 Bicycle access

Information from online mapping services, Department of Transport, Local Government, and/or site visits was collected to assess bicycle access for the proposed development.

10.1 Bicycle network

The Perth and Peel Long Term Cycle Network (LTCN) designates routes by their function, rather than built form. Function considers the type of activities that take place along a route, and the level of demand (existing and potential). The built form of a route is based on the characteristics of the environment, including space availability, topography, traffic conditions (speed, volumes), and primary users. The cycling network hierarchy is described in Figure 13.

	1. PRIMARY ROUTE	2. SECONDARY ROUTE	3. LOCAL ROUTE
Function	Primary routes are high demand corridors that connect major destinations of regional importance. They form the spine of the cycle network and are often located adjacent to major roads, rail corridors, rivers and ocean foreshores. Primary routes are vital to all sorts of bike riding, including medium or long-distance commuting / utility, recreational, training and tourism trips.	Secondary routes have a moderate level of demand, providing connectivity between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities. Secondary routes support a large proportion of commuting and utility type trips, but are used by all types of bike riders, including children and novice riders.	Local routes experience a lower level of demand than primary and secondary routes, but provide critical access to higher order routes, local amenities and recreational spaces. Predominantly located in local residential areas, local routes often support the start or end of each trip, and as such need to cater for the needs of users of all ages and abilities.
Design Philosophy	An <u>all ages and abilities</u> design philosophy is about creating places and facilities that are safe, comfortable and convenient for as many people as possible. By planning for and designing infrastructure that caters for the youngest and most vulnerable users, we create a walking and bike riding network that everyone can use. At the heart of this approach is fairness and enabling all people to use the network regardless of age, physical ability or the wheels they use.		
Form	All routes can take a number of different forms and are designed to suit the environment in which they are located. These forms include: <ul style="list-style-type: none">• Bicycle only, shared and/or separated paths;• Protected bicycle lanes (uni or bi-directional, depending on the environment); and• Safe active streets Principal Shared Paths (PSPs) are often built along primary routes. A PSP is a high quality shared path built to MRWA PSP standard which generally means the path will be 4m wide, have adequate lighting and be grade separated at intersections (where possible). In some locations, quiet residential streets incorporating signage and wayfinding may be appropriate for local routes.		

Figure 13: Western Australian Cycling Network Hierarchy

The Long-Term Cycle Network plan is detailed in Figure 14. No LTCN routes run past the subject site. However, footpaths are provided along surrounding roads, which may be used for cycling.

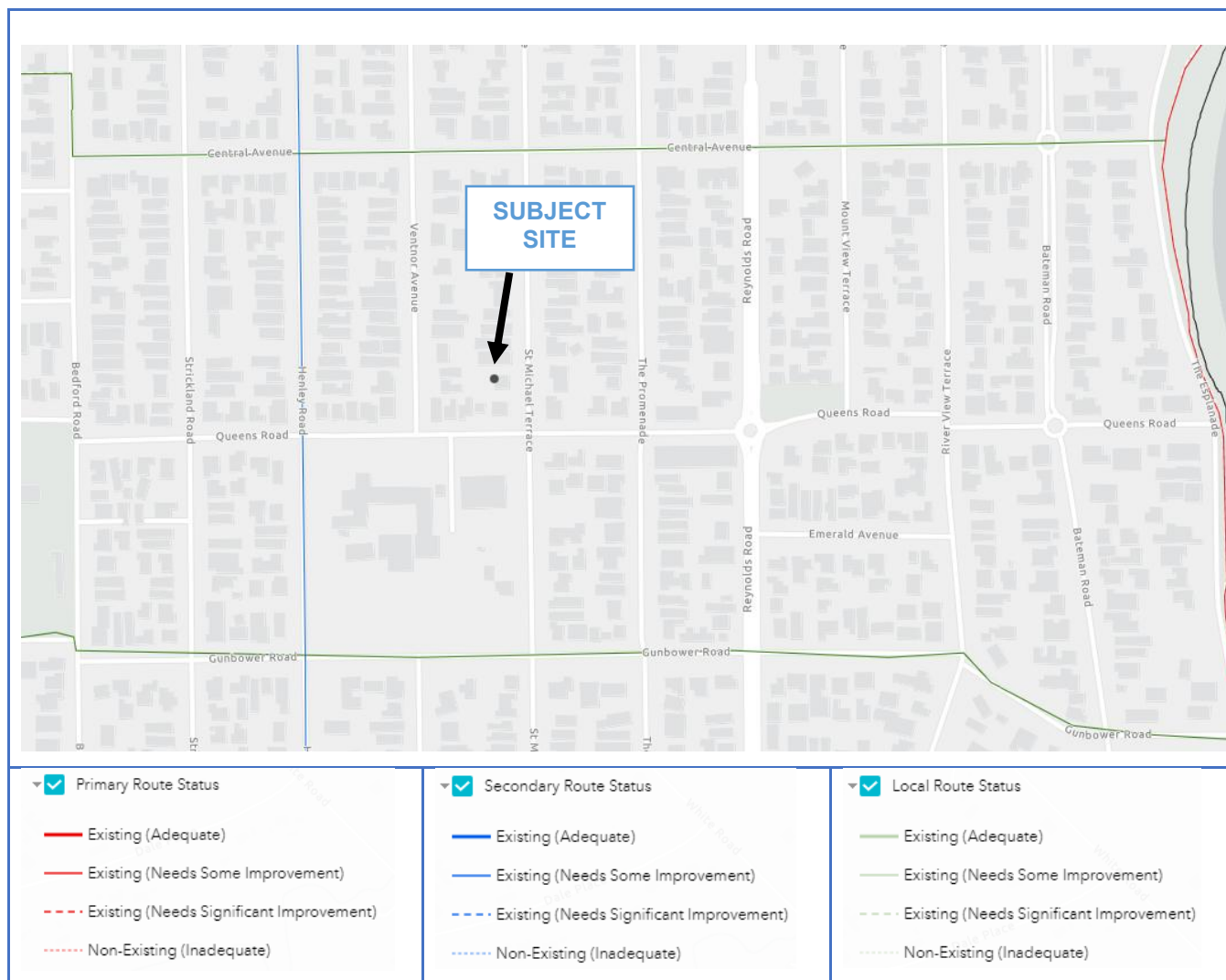


Figure 14: Perth and Peel Long Term Cycle Network plan (LTCN)

10.2 Bicycle parking and end of trip facilities

4 x double-sided bicycle racks are provided within the site near the main entry, providing parking for up to eight bicycles. End of trip facilities including a shower, change room and lockers are provided to encourage active transport for staff.

10.3 Sustainable transport catchment

As detailed in Figure 15, the subject site is well placed for staff and visitors to travel by sustainable modes of transport. A large catchment of people exists within a comfortable 8km or 20-25min cycling or micromobility journey to the site.

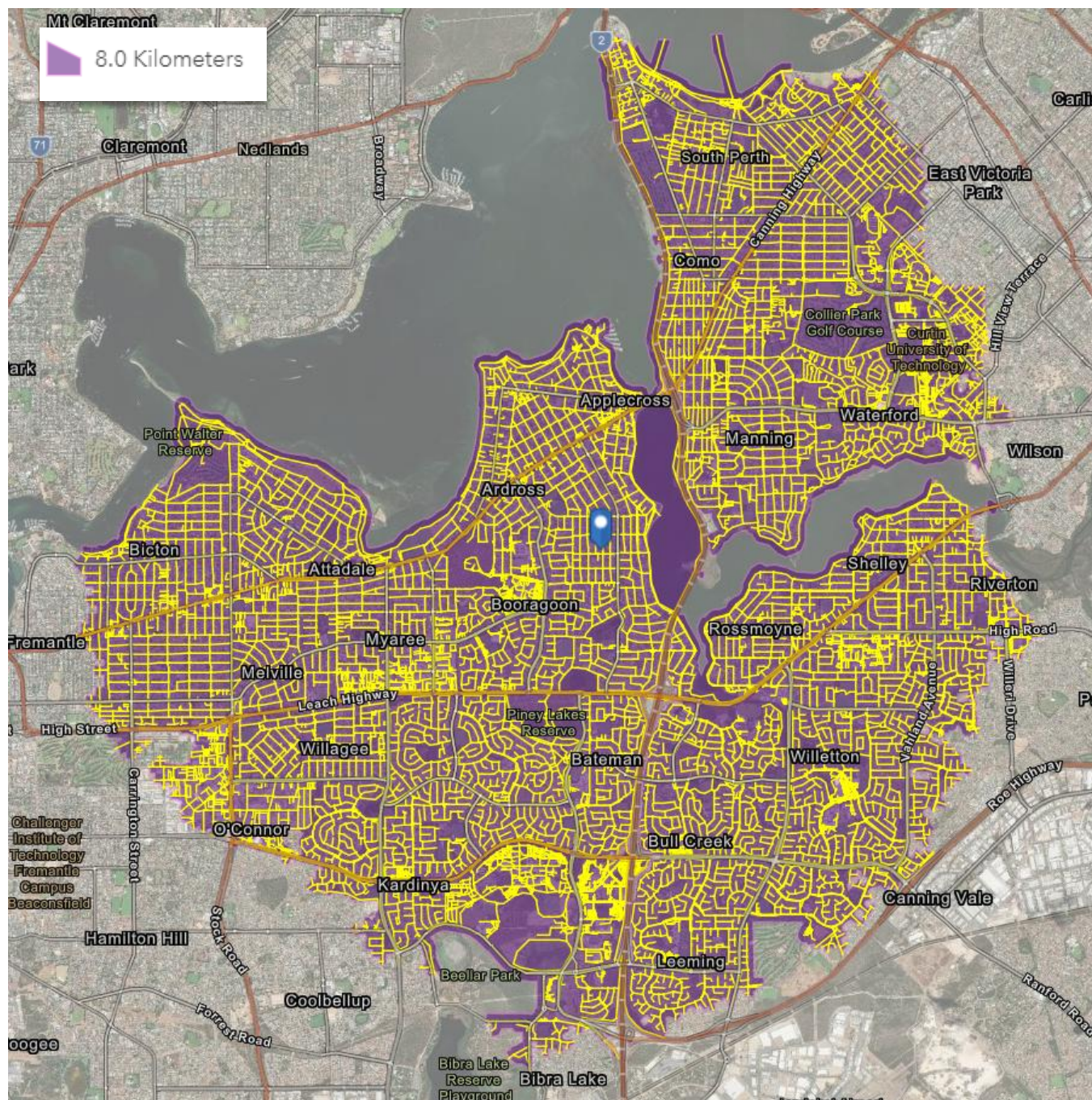


Figure 15: Cycling and micro-mobility catchment



11 Site specific issues

No additional site-specific issues were identified within the scope of this assessment.

12 Safety issues

The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Figure 16, one crash was recorded in the immediate locality in the last five years. The detailed crash history is presented in Table 4.

The low traffic generation of the proposed development is unlikely to impact traffic safety in the area.

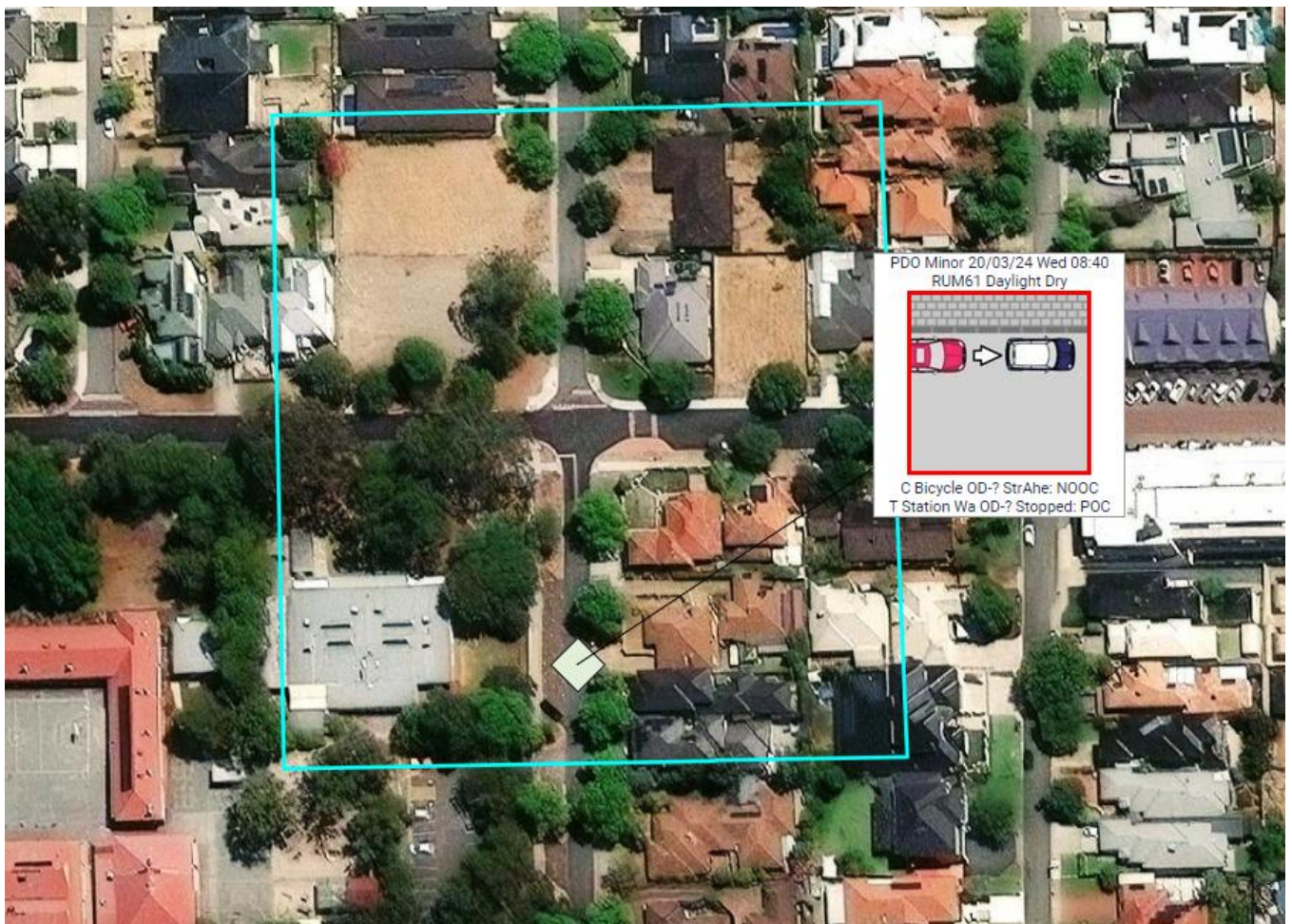


Figure 16: 5-year crash map in the locality (2020-2024)

Source: MRWA crash mapping tool



Table 4: 5-year crash history in the locality (2020-2024)

Severity	No.	%
Fatal	0	0
Hospital	0	0
Medical	0	0
PDO Major	0	0
PDO Minor	1	100.00
Year	No.	%
2024	1	100.00
Nature	No.	%
Head On	0	0
Hit Animal	0	0
Hit Object	0	0
Hit Pedestrian	0	0
Non Collision	0	0
Not Known	0	0
Rear End	1	100.00
Right Angle	0	0
Right Turn Thru	0	0
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	0	0
Light	No.	%
Dark - Street Lights Not Provided	0	0
Dark - Street Lights Off	0	0
Dark - Street Lights On	0	0
Dawn Or Dusk	0	0
Daylight	1	100.00
Not Known	0	0
Conditions	No.	%
Dry	1	100.00
Not Known	0	0
Wet	0	0
Alignment	No.	%
Curve	0	0
Not Known	0	0
Other / Unknown	1	100.00
Straight	0	0
Total	1	

13 Conclusion

This Transport Impact Statement has been prepared by Urbii on behalf of Carcione Nominees Pty Ltd with regards to the proposed child care centre, located at 34-36 St Michael Terrace, Mount Pleasant.

The subject site is situated on the north-west corner of St Michael Terrace and Queens Road. The site is presently vacant and is surrounded by a mix of residential, education and commercial land uses.

It is proposed to develop the site into a child care centre catering for up to 113 children and 29 staff.

The site features good connectivity with the existing road, cycling and walking network. There is good public transport coverage through nearby bus services and access to the rail network.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is moderate (less than 100vph on any lane) and as such would have moderate impact on the surrounding road network.

The proposed car parking provision meets the practical needs of the development.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed development.



Appendices

Appendix A: Proposed development plans

