



Transport Impact Statement

Project:	Proposed Educational Establishment 1-3 Thomas Street, Safety Bay
Client:	Alta1
Author:	T. Yangden
Date:	3 rd September 2026
Shawmac Document #:	2608016-TIS-001

CONSULTING CIVIL AND TRAFFIC ENGINEERS
1 ST. FLOOR, 908 ALBANY HIGHWAY, EAST VICTORIA PARK WA 6101.
PHONE|+61 8 9355 1300
EMAIL| admin@shawmac.com.au



Document Status: Rev A

Version	Prepared By	Reviewed By	Approved By	Date
A	T. Yangden	P. Nguyen	P. Nguyen	03/09/2026

Disclaimer

Although all care has been taken in the preparation of this document, Shawmac Pty Ltd and all parties associated with the preparation of this document disclaim any responsibility for any errors or omissions. Shawmac Pty Ltd reserves the right to amend or change this document at any time. This document does not constitute an invitation, agreement or contract (or any part thereof) of any kind whatsoever. Liability is expressly disclaimed by Shawmac Pty Ltd for any loss or damage which may be sustained by any person acting on this document.

© Shawmac Pty. Ltd. 2026 ABN 51 828 614 001

File Reference: \\shawmacserver\NewData\Jobs Active 2026\T & T - Traffic & Parking\Alta1_1-3 Thomas St, Safety Bay_TIS_2608016\3. Documents\3.20 TIS\2608016_Alta1_1-3 Thomas St, Safety Bay_TIS_Draft.docx



Contents

1.	Introduction	1
1.1.	Proponent	1
1.2.	Site Location	1
2.	Proposed Development.....	3
2.1.	Land Use.....	3
3.	Traffic Management on Frontage Streets.....	5
3.1.	Existing Road Layout and Hierarchy.....	5
3.2.	Speed Limits	6
4.	Vehicle Access and Parking.....	7
4.1.	Vehicle Access.....	7
4.2.	Vehicle Sight Distance	8
4.3.	Parking Requirements	9
4.4.	Parking Design.....	10
4.5.	Provision for Service Vehicles.....	11
5.	Traffic Volumes	12
5.1.	Traffic Generation	12
6.	Pedestrian and Cyclist Access	13
6.1.	Accessibility	13
6.2.	Bicycle Parking	15
7.	Public Transport Access	16
8.	Site Specific Issues and Safety Issues.....	17
8.1.	Crash History	17
8.2.	School Zone Speed Limit.....	18
9.	Conclusion	19



Figures

Figure 1: Site Location.....	2
Figure 2: Aerial View (July 2026).....	2
Figure 3: Site Plan	4
Figure 4: Existing Road Network Hierarchy.....	5
Figure 5: Existing Speed Limits	6
Figure 6: Vehicle Access Arrangement	7
Figure 7: Sight Distance Requirements.....	8
Figure 8: Sight Distance Check	8
Figure 9: Classification of Parking Facilities	10
Figure 10: Classification of On-street Parking Facilities	10
Figure 11: Pedestrian Access.....	14
Figure 12: Crash History January 2021 to December 2025	17

Tables

Table 1: Car Parking Calculation – TPS2.....	9
Table 2: AS2890.1 Car Parking Compliance.....	11
Table 3: Traffic Generation.....	12

1. Introduction

1.1. Proponent

Shawmac Pty Ltd has been engaged by Alta1 to prepare a Transport Impact Statement (TIS) for a proposed school development in Safety Bay.

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Impact Assessment Guidelines Volume 4 – Individual Developments* (TIA Guidelines). The assessment considers the following key matters:

- Details of the proposed development.
- Vehicle access and parking including sight distance assessment in accordance with relevant guidelines.
- Provision for service vehicles.
- Hours of operation.
- Daily traffic volumes and vehicle types.
- Traffic management on frontage streets.
- Public transport access.
- Pedestrian access.
- Cycle access and end of trip facilities.
- Site specific and safety issues.

1.2. Site Location

The site address is 1-3 Thomas Street, in Safety Bay. The local authority is the City of Rockingham.

The general site location is shown in **Figure 1**. An aerial view of the existing site is shown in **Figure 2**.

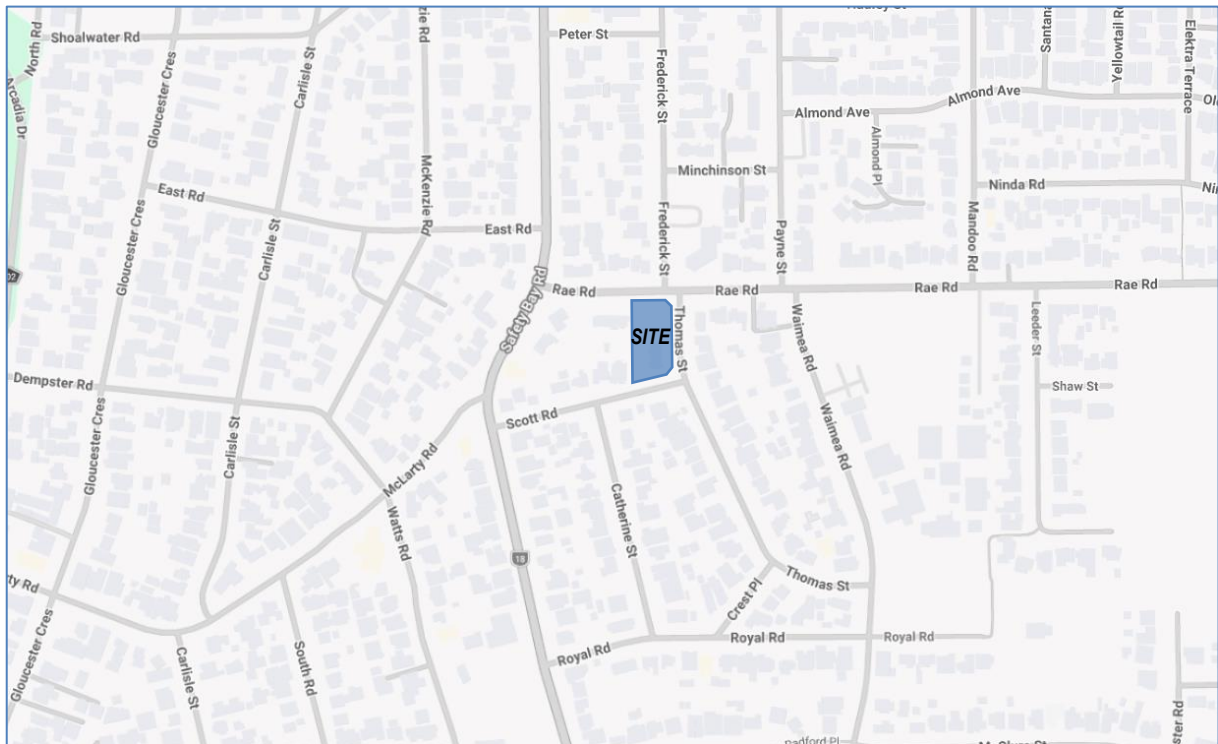


Figure 1: Site Location



Figure 2: Aerial View (July 2026)

2. Proposed Development

2.1. Land Use

There is a former church building on the site which will be repurposed as part of the proposed development.

It is proposed to establish a school comprising two new teaching blocks, refurbishment of the existing church building on the site as a teaching block, car parking area and associated works. The school operating hours will be from 8:30am to 3:30 pm, Monday to Friday.

The school operator is Alta1 which is a specialised education provider, catering to disengaged youth and blends education with therapeutic care. The school will accommodate up to 100 secondary students; however, due to the nature of the school, maximum attendance at any one time is expected to be 50 students or less and 18 staff.

The site plan is shown in **Figure 3**.

Figure 3: Site Plan

3. Traffic Management on Frontage Streets

3.1. Existing Road Layout and Hierarchy

The layout and hierarchy of the existing local road network according to the Main Roads WA *Road Information Mapping System* is shown in **Figure 4**.

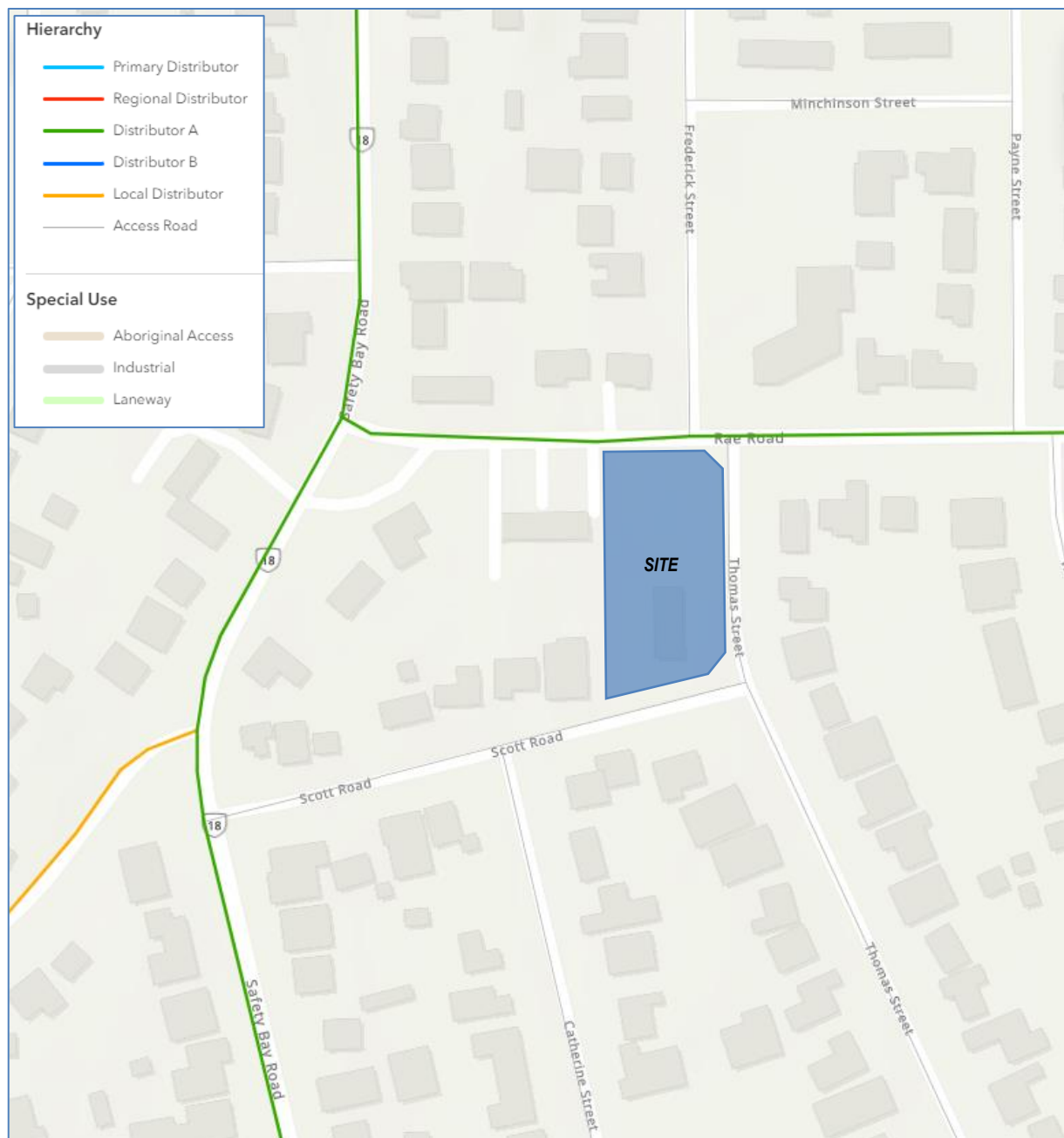


Figure 4: Existing Road Network Hierarchy

3.2. Speed Limits

The existing speed limits are shown in **Figure 5**.

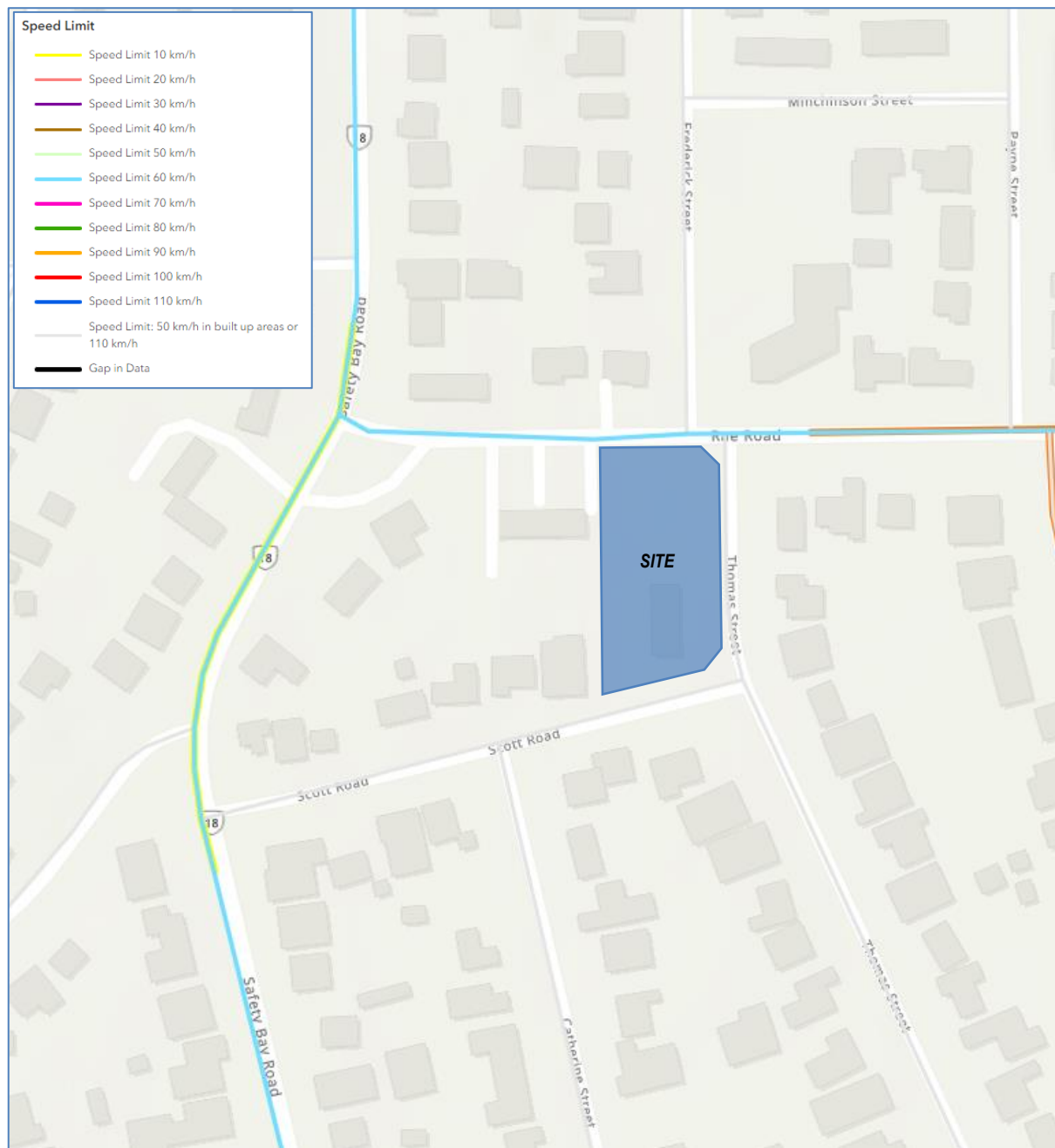


Figure 5: Existing Speed Limits

4. Vehicle Access and Parking

4.1. Vehicle Access

Vehicle access to the site is proposed via new crossover on Scott Road as shown in **Figure 6**.

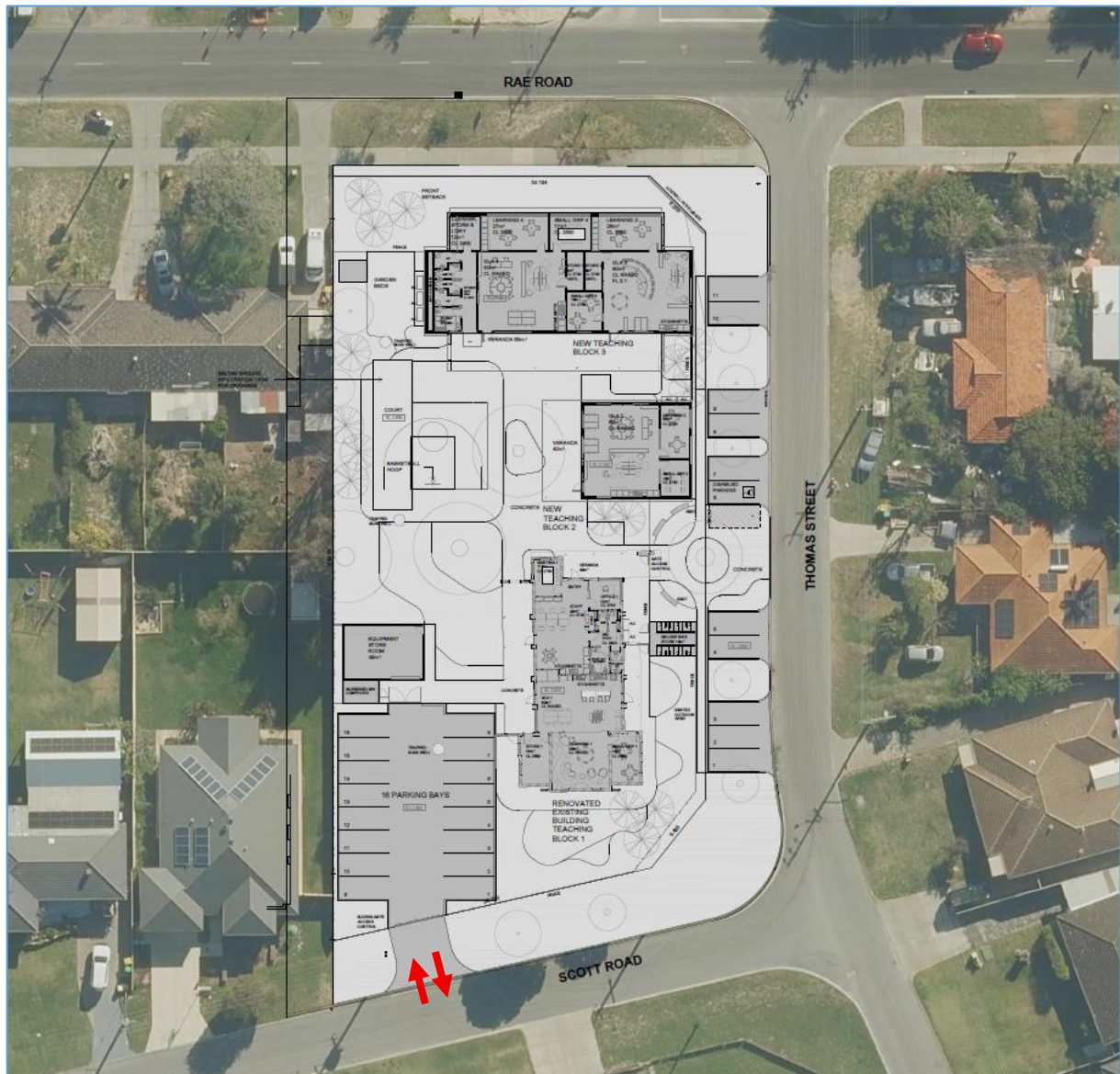


Figure 6: Vehicle Access Arrangement

4.2. Vehicle Sight Distance

Sight distance requirements from vehicle exit points are defined in Figure 3.2 of AS2890.1 as shown in **Figure 7**.

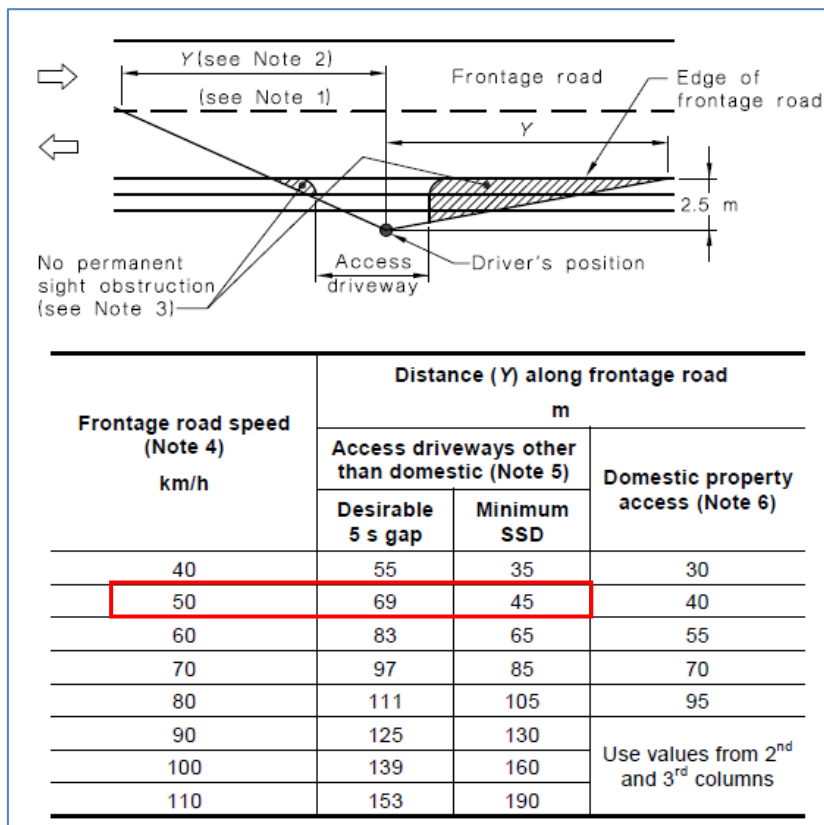


Figure 7: Sight Distance Requirements

Based on the 50 km/h speed limit on Scott Road, the minimum required stopping sight distance is 45m. As shown in **Figure 8**, the minimum sight distance is achieved in both directions.

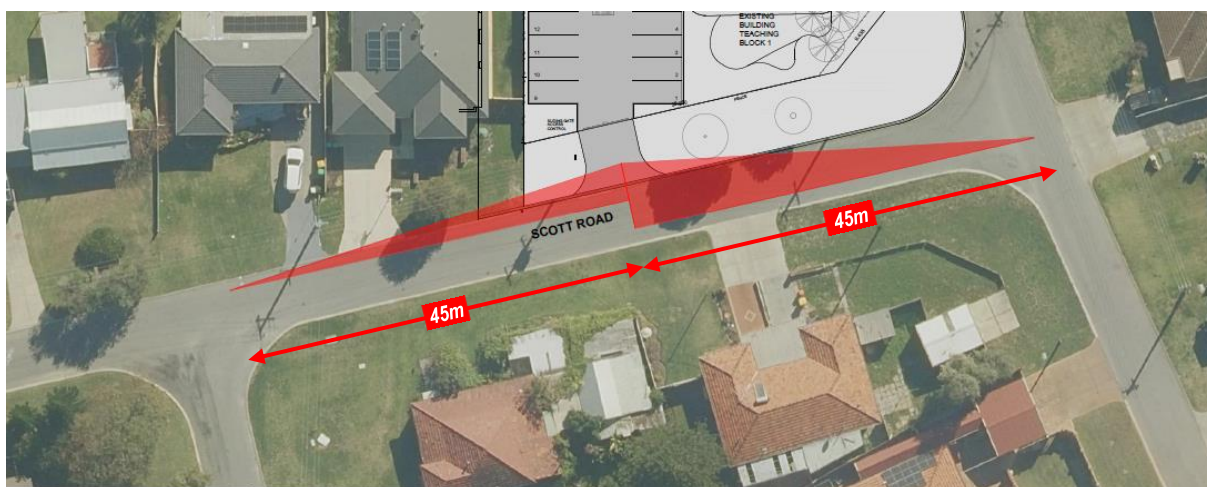


Figure 8: Sight Distance Check

4.3. Parking Requirements

The minimum parking requirements for educational establishments are outlined in the City of Rockingham Town Planning Scheme No. 2 (TPS2). The parking requirements are calculated in **Table 1**. The requirements have been calculated based on the maximum number of staff and students at any given time.

Table 1: Car Parking Calculation – TPS2

Land Use	Minimum Requirement	Quantum	Required Bays
Educational Establishment (High Schools)	1 bay per staff member	18 staff	18 staff bays
	7 pick-up / set-down bays per 100 students	50 students	4 pick-up / set-down bays

As shown above, the minimum requirement is 18 staff bays and 4 pick-up/set-down bays. The proposal provides a total of 27 car bays, comprising 16 on-site bays and 11 street embayment bays along the Thomas Street school frontage, exceeding the calculated requirement.

The proposed parking provision is considered adequate to meet the school's expected demand.

4.4. Parking Design

The parking layout for off-street parking will need to comply with the requirements of Australian Standard AS2890.1, while on-street parking will need to comply with Australian Standard AS2890.5. The user class will depend on the purpose of the bay as detailed in **Figure 9** and **Figure 10**.

9

AS/NZS 2890.1:2004

TABLE 1.1

CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES

User class	Required door opening	Required aisle width	Examples of uses (Note 1)
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day parking)
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only, otherwise as for User Class 1	Residential, domestic and employee parking
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short-term city and town centre parking, parking stations, hospital and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres
4	Size requirements are specified in AS/NZS 2890.6 (Note 2)		Parking for people with disabilities

Figure 9: Classification of Parking Facilities

Table 3.2 — Classification of on-street angle parking facilities

Class	Typical uses
Low	Generally all-day parking, e.g. commuter parking
Medium	Generally more than 2 h parking but less than a full day, e.g. town centre, sports facility, airport visitor parking
High	Generally short-term parking, including areas where children and goods are frequently loaded into vehicles, e.g. at shopping centres
Accessible	Parking spaces for people with disabilities (see also Clause 4.5)

Figure 10: Classification of On-street Parking Facilities

Staff parking (long-term parking) would be classified as User Class 1A. Parents / Visitors parking (Short term parking) would most likely be classified as a High User Class.

A summary of the AS2890.1 and AS2890.5 parking requirements are detailed in **Table 2**.

Table 2: AS2890.1 Car Parking Compliance

Dimension	Requirement	Proposed
90 degree parking – Class 1 – Long Term Parking (Staff)		
Car Bay Width	2.4m	2.5m
Car Bay Length	5.4m	5.4m
Parking Aisle Width	5.8m	6.0m
90 degree parking – On- street Parking - Short Term Parking (Parents and Visitors)		
Car Bay Width	2.6m	2.5m
Car Bay Length	10.8m	12.9m

As shown, the proposed parking layout complies with the minimum requirements of AS2890.1 and AS289.5, except for the on-street parking bays, which should ideally be widened to 2.6m to enable high turnover parking. It is recommended that this minor shortfall be addressed during detailed design, with consideration given to achieving the appropriate bay widths for the intended high turnover pick-up/drop-off function.

4.5. Provision for Service Vehicles

The proposed bin store is located immediately north of the car parking area at the south-western end of the site. Waste is proposed to be collected from the kerbside along Scott Road and so waste vehicles do not need to enter the site.

5. Traffic Volumes

5.1. Traffic Generation

The WAPC Guidelines recommends that school traffic generation is based upon data from the Perth and Regions Travel Survey (PARTS) surveys which indicate around 65% to 70% of primary school children are driven to school, with an average occupancy of around 1.4 to 1.5 children per car. This equates to approximately 0.5 inbound vehicle trips and 0.5 outbound vehicle trips per child during each peak hour. For secondary schools, the PARTS data indicates that the proportion driven to school is generally slightly lower but it is suggested that the primary school rate is used for all schools.

The trip generation potential of the school population is summarised in **Table 3**.

Table 3: Traffic Generation

Item	Quantum
Students	50
Peak Hour Traffic Generation Rate	1 trip per student (0.5 in / 0.5 out)
Peak Hour Trips	50 (25 in / 25 out)

As shown, the school is predicted to generate 50 additional vehicle movements during each peak hour.

According to the WAPC TIA guidelines, an increase of between 10 to 100 peak hour vehicles is considered to have a low to moderate impact and is generally deemed acceptable without requiring detailed capacity analysis.

The estimated 50 vehicles per hour is around the middle of this range and so the development traffic will have a low to moderate impact and can be accommodated within the existing capacity of the road network.

6. Pedestrian and Cyclist Access

6.1. Accessibility

The existing pedestrian and cycling network in the vicinity of the site is reasonably well established, consistent with the established residential nature of the surrounding area. There is an existing footpath along the Rae Road frontage, while there are no footpaths along the Thomas Street and Scott Road frontages.

Pedestrian access to the site is proposed via Thomas Street and the on-site car parking area as shown in **Figure 11**. As the development is not a standard school with a local intake area, the demand for walking and cycling is expected to be low and the provision of additional infrastructure is not warranted.

Overall, the existing and proposed pedestrian access arrangements are considered adequate to facilitate pedestrian and cyclist access to the site and surrounding areas.

It is recommended that, as part of the detailed design, pedestrian connectivity between the proposed Thomas Street access and the existing footpath network along Rae Road be investigated and provided where practicable, to ensure a continuous pedestrian connection to the site.



Figure 11: Pedestrian Access

6.2. Bicycle Parking

As noted in the previous section, the demand for cycling is expected to be relatively low for the proposed school. However, consideration should be given to provision of some bicycle parking to encourage cycling where possible. The minimum requirements for education developments as outlined in the City's Planning Policy 3.3.14 *Bicycle Parking and End-of-trip Facilities* (PP3.3.14) are 0.3 spaces per student and staff. Based on the maximum 50 students and 18 staff, the minimum bicycle parking requirement is 20 spaces.

The proposed development includes 16 bicycle parking spaces, resulting in a shortfall of 4 spaces.

Considering the likely low usage, it is recommended that 16 bicycle parking spaces be provided initially, with usage monitored after occupation and additional spaces provided if required based on demand.

7. Public Transport Access

The only public transport services currently operating within the vicinity of the site is Transperth bus route 551 which operates between Rockingham Station and Penguin Road via Watts Road. The closest stops are on Safety Bay, approximately 230m walking distance of the site.

The existing available public transport services are considered to be adequate to meet the demand for these services.

8. Site Specific Issues and Safety Issues

8.1. Crash History

The crash history of the adjacent road network was obtained from the MRWA Reporting Centre. The search included the adjacent sections of Rae Road, Scott Road and Thomas Street. A summary of the recorded incidents over the five-year period from January 2021 to December 2025 is shown in **Figure 12**.

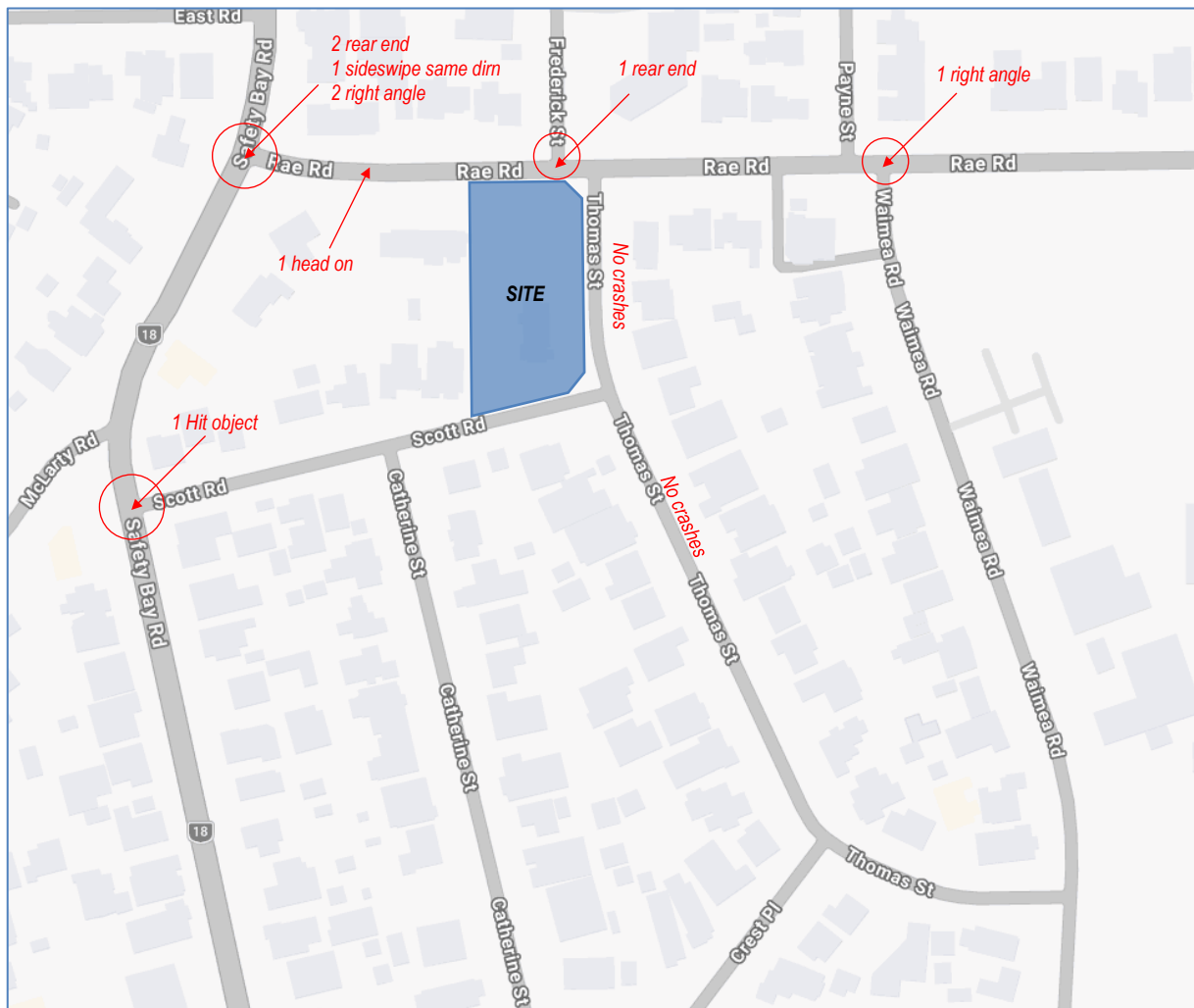


Figure 12: Crash History January 2021 to December 2025

The crash history is low and does not appear to indicate a major safety issue with the road network. The proposed development will generate low to moderate volume of additional traffic and there is no indication that the development itself will increase the risk of crashes unacceptably.

8.2. School Zone Speed Limit

The client has advised that the standard 40km/h school zone speed limits have not been implemented at any of the existing schools due to the low demand for walking and cycling to these types of schools. On this basis, the provision of a school zone speed limited is unlikely to be required but may need confirmation from the City of Rockingham.

9. Conclusion

This Transport Impact Statement for the proposed school at 1-3 Thomas Street in Safety Bay concluded the following:

- Vehicle access to the site is proposed via new crossover on Scott Road.
- The minimum required sight distance is achieved at the proposed vehicle access.
- The minimum car parking requirement is 18 staff bays and 4 pick-up/set-down bays. The proposal provides a total of 27 car bays, comprising 16 on-site bays and 11 street embayment bays along the Thomas Street school frontage, which exceeds the calculated requirement and is considered adequate to meet the school's expected demand.
- The proposed parking layout complies with the minimum requirements of AS2890.1 and AS289.5, except for the on-street parking bays, which are approximately 100mm short of the required width. It is recommended that this minor shortfall be addressed during detailed design, with consideration given to achieving the appropriate bay widths for the intended high turnover pick-up/drop-off function.
- Waste is proposed to be collected from the kerbside along Scott Road and so waste vehicles do not need to enter the site.
- The school is predicted to generate 50 additional vehicle movements during each peak hour. The development traffic will have a low to moderate impact and can be accommodated within the existing capacity of the road network.
- The existing pedestrian and cycling network in the vicinity of the site is reasonably well established, consistent with the established residential nature of the surrounding area. Pedestrian access to the site is proposed via Thomas Street and the on-site car parking area. As the development is not a standard school with a local intake area, the demand for walking and cycling is expected to be low and the provision of additional infrastructure is not warranted.
- It is recommended that, as part of the detailed design, pedestrian connectivity between the proposed Thomas Street access and the existing footpath network along Rae Road be investigated and provided where practicable, to ensure a continuous pedestrian connection to the site.
- Based on the maximum 50 students and 18 staff, the minimum bicycle parking requirement is 20 spaces.
- The proposed development includes 16 bicycle parking spaces, resulting in a shortfall of 4 spaces. Considering the likely low usage, it is recommended that 16 bicycle parking spaces be provided initially, with usage monitored after occupation and additional spaces provided if required based on demand.
- The existing available public transport services are considered to be adequate to meet the demand.
- The crash history on the adjacent road network is low and does not appear to indicate a major safety issue. The proposed development will generate low to moderate volume of additional traffic and there is no indication that the development itself will increase the risk of crashes unacceptably.

- The client has advised that the standard 40km/h school zone speed limits have not been implemented at any of the existing schools due to the very low demand for walking and cycling to these types of schools. On this basis, the provision of a school zone speed limited is unlikely to be required but may need confirmation from the City of Rockingham.