



East Perth Primary School

SCHOOL TRANSPORT ACCESS AND MANAGEMENT PLAN



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1. INTRODUCTION

1.1 Overview

This School Transport and Access Management Plan (STAMP) has been prepared by Flyt in support of a proposed development of the East Perth Primary School (EPPS). The site is within the City of Perth (CoP) and, as indicated by the South West Aboriginal Land and Sea Council website, sits within the Whadjuk Region of the Noongar boodja (country).

The site has frontage to Waterloo Crescent to the north, Horatio Street to the west and Nelson Crescent to the south. The school administration block of the school will front Horatio Street. The location of the EPPS in East Perth is shown in Figure 1.

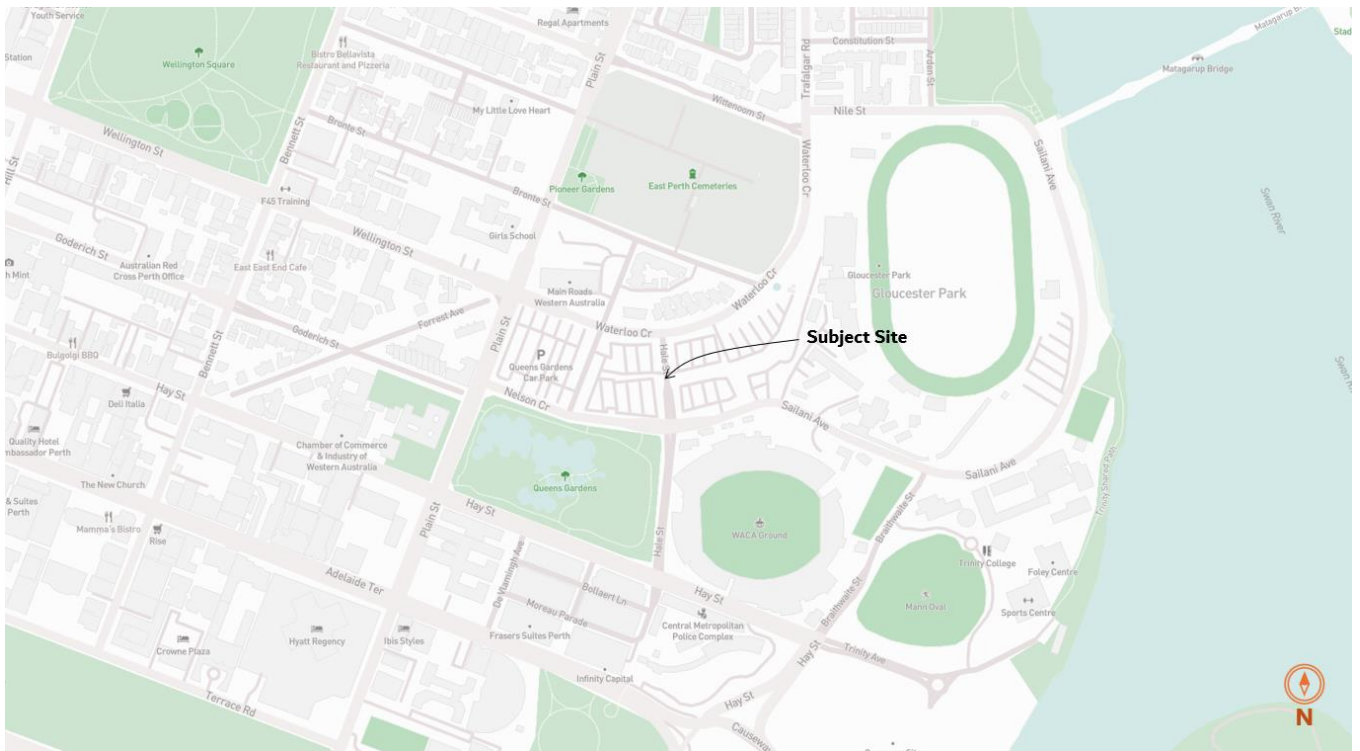


Figure 1 Location of EPPS in East Perth (source: Planwisely)

The more immediate location of EPPS is shown in Figure 2 with the aerial image of the surrounding street network shown in Figure 3. The aerial also shows the extent of the school site and the land uses adjacent to the site.



Figure 2 Site location (source: Planwisely)

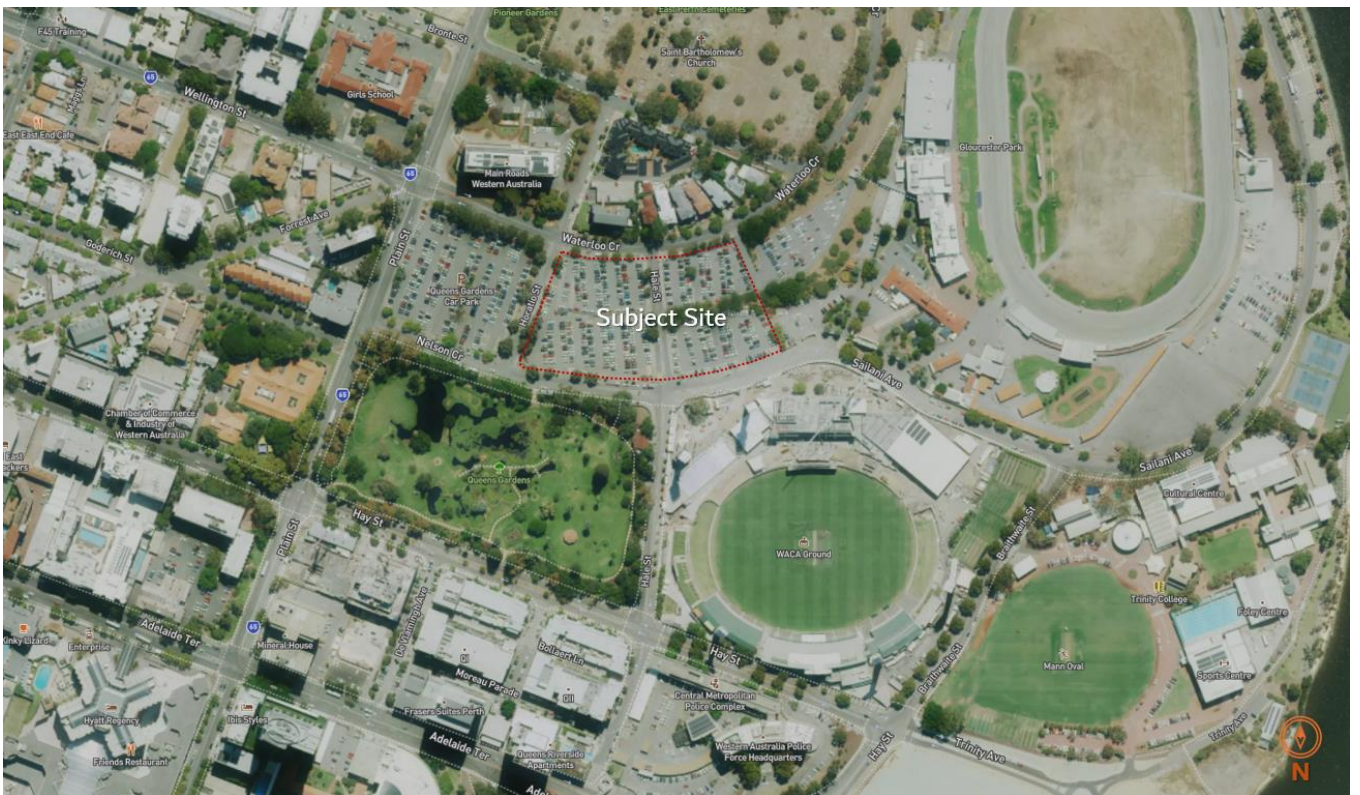


Figure 3 Site aerial (source: Metromap)

1.2 Report Structure

The report is structured as required by the Department of Housing and Works (DoHW) Statutory Planning and Asset Policy team School Transport and Access Management Plan (STAMP) checklist with the following sections included in the STAMP (including checklist tables per section and a full checklist in section 14):

- Background
- Stakeholder Engagement
- School Environment
- Pedestrian Accessibility
- Bicycle and Scooter Accessibility
- School Bus Servicing
- Drop off and Pick Up Facilities
- Parking
- Public Transport
- Travel Demand Management
- Shared Travel and Parking
- Active Travel Programs and Activities
- Summary and Recommendations.

1.3 East Perth Primary School

EPPS will be a new school delivered by the DoHW. As set out on the Department of Education (DoE) website, the overall development will see the opening of the school in 2029:

“The development of the new school is an exciting initiative that will greatly benefit local families and support the community into the future.

We will build a new public primary school in East Perth to grow the East Perth community while reducing enrolment pressure at Highgate Primary School. It will serve families living in East Perth, Northbridge and Perth's central business district for years to come.

The school will open for Term 1 2029 for Kindergarten to Year 6 students.

Future students will enjoy modern facilities that support teaching and learning. It will have a unique vertical design that is purpose-built to meet the needs of all students and maximise the location's potential with its proximity to Queens Gardens, the WA Cricket Association (WACA) ground and the river.

There will be state-of-the-art learning areas and spaces for play in a design that is accessible for all students. With opportunities beyond traditional functions and shared-use facilities, it's set to become 'more than a school' and a hub of the community.

The project includes:

- *the construction of a vertical school of up to 4 storeys to accommodate 600 students*
- *grass and composite playing fields*
- *a sports hall*
- *outdoor learning areas and terraces.*

The new primary school is part of the state government's plan to build a more vibrant City of Perth.

Accordingly, this STAMP covers details that are available at the time of the submission of the Development Application (DA) for the site (plans are included in Appendix A of this STAMP) and will be updated and revised as the delivery and operational planning of the site progresses. Specifically, it would be expected that the operational recommendations set out in the STAMP will be compiled and available prior to opening in 2029.

1.4 East Perth Primary School Transport Plan

In addition to the completion of this STAMP, the site has been subject to significant stakeholder engagement and planning prior to the submission of the DA. This has been guided through the development of the East Perth Primary School Transport Plan. Where practical, information from the plan has been replicated in this STAMP, including recommendations. The first recommendation in the EPPS Transport Plan is:

"DoHW develop a STAMP for EPPS to be completed at completion of detailed design and made available in first revision format to the school Principal one year prior to opening. STAMP to then be revised six months after opening".

The Transport Plan was developed in conjunction with key Government and Agency stakeholders involved within the project, being:

- City of Perth (CoP)
- Department of Housing and Works (DoHW) (formally Department of Finance (DoF) responsibility)
- Department of Education (DoE)
- Department of Transport and Major Infrastructure (DTMI),
- Transperth / Public Transport Authority (PTA)
- Main Roads WA (MRWA)

- DevelopmentWA (DevWA)
- Western Australian Police (WAPOL).

The scope of work was discussed with stakeholders at the Project Transport Working Group in early 2025, with the broad scope points covering:

- General background context review to supplement work already done through the Project Definition Plan process and by the DoE / DoHW in site planning
- Engagement with key stakeholders to assist in framing the Plan
- Drafting and finalisation of the Plan
- Outcomes of the Plan being delivered (including through this STAMP).

The staging of the Plan development is shown in broad terms in Figure 4, with the feasibility and concept development stage to follow.

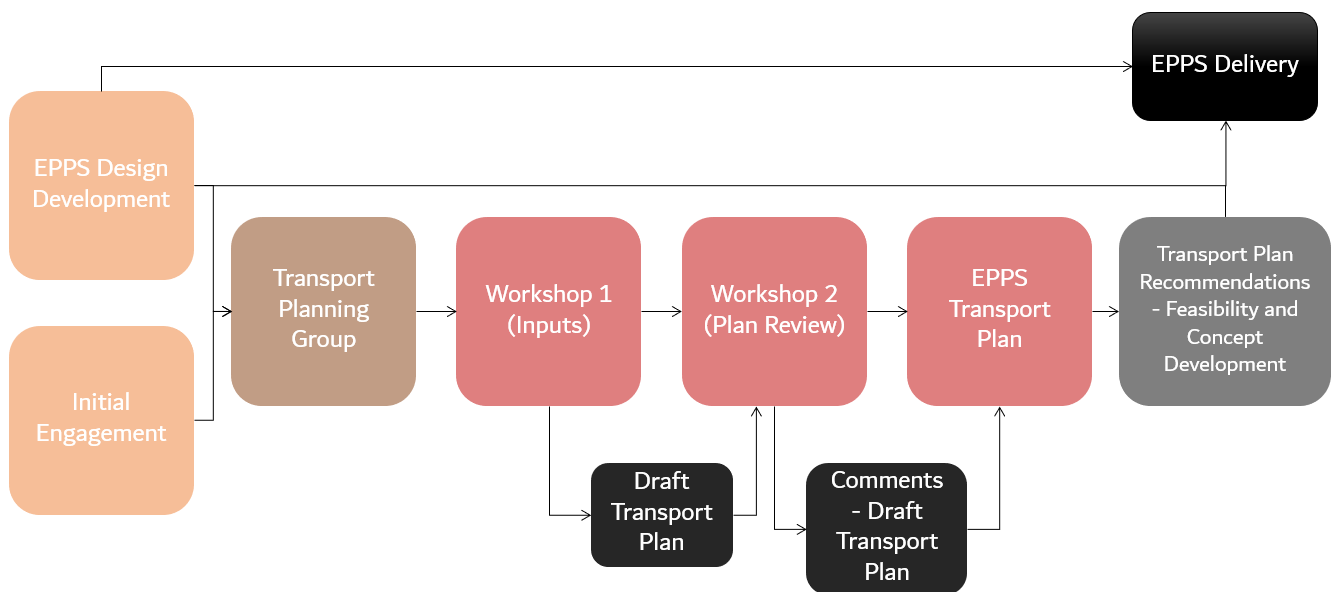


Figure 4 Plan development process

2. BACKGROUND INFORMATION

2.1 Site, Manager and Location

EPPS is located on Horatio Street and is proposed to open in 2029. The Local Government Authority (LGA) is the City of Perth (CoP). The principal of the school at the time of the STAMP completed for the Development Application was not appointed, with the appropriate details in this part of the STAMP to be completed when available.

2.2 STAMP Checklist – Section 1

Background	Comments
Place name	✓ East Perth Primary School
Project Manager/ Applicant	✓ Susan Cowling Manager Planning – Statutory Planning Customer Experience & Strategy Department of Housing and Works Djookanup, 16 Parkland Road, Osborne Park WA 6017
Development location and context	✓ Horatio Street, East Perth. Map reference: https://maps.app.goo.gl/HJ3shexfp5o6WrKV9

3. STAKEHOLDER ENGAGEMENT

3.1 School Engagement

Given no operational staff are in place, no engagement with the school occurred. For the development of the EPPS Transport Plan, engagement was extensive with stakeholders set out in section 1.4. The contact details for the Principal at EPPS will be filled in this section of the STAMP:

Name
Email
Phone

3.2 Local Authority Engagement

The CoP is the LGA for EPPS school site. Engagement was undertaken during the drafting of the EPPS Transport Plan, with feedback provided through City Officers responsible for planning, transport and engineering being:

- Maria Cooke
- Amanda Mannolini
- Dwight Kostusik

3.3 PTA and DTMI Engagement

As set out above, both the DTMI and PTA were extensively engaged with in the development of the EPPS Transport Plan. It would be expected that engagement would continue over the next three years prior to the opening of the site on a range of issues.

3.4 STAMP Checklist – Section 2

Stakeholder engagement	Comments
Consultation with the Local Government (planning division, engineering division, ranger services).	✓ The CoP was engaged with during the completion of the EPPS Transport Plan. Continued engagement required on range of issues associated with Transport Plan.
Consultation with school Principal.	✓ No Principal in place at EPPS.
Consultation with school community - students, staff, parents and carers.	✓ No engagement possible for Draft STAMP.
Consultation with local community (neighbouring properties, properties on surrounding streets).	✓ Engage with if required through development processes.
Consultation with Public Transport Authority and/or Department of Transport	✓ Both PTA and DTMI were extensively involved in the development of the EPPS Transport Plan, with those recommendations feeding through into this STAMP.

4. SCHOOL ENVIRONMENT

4.1 School Size, Capacity and Intake Area

The known potential numbers for students and staff are set out in Table 1. These are indicative and subject to further alteration and refinement. Updates should be included in subsequent versions of this STAMP.

Table 1 EPPS existing and future staff and student numbers

Size of the school for existing student enrolments:	600
Size of the school for estimated future enrolments:	884
Existing staff numbers (Estimated for 2029)	97
Existing staff numbers (FTE)	
Future expected staff numbers	
Future expected staff numbers	
Existing Classroom Numbers	24
Future Classroom Numbers	24

Although still yet to be formalised, the indicative intake boundary for EPPS covers the majority of Central Perth and East Perth, as shown in Figure 5.

The proposed intake boundary generally is bordered by:

- The CoP boundary to the north which extends along the alignment of the Graham Farmer Freeway
- The Swan River to the east and south
- The alignment of the Mitchell Freeway to the west.

The proposed intake boundary does not extend into the Town of Victoria Park (Burswood Peninsula) or the City of Vincent. At present, the Burswood Peninsula is within the intake boundary for Lathlain Primary School and the proposed EPPS intake boundary is currently covered by Highgate Primary School.



Figure 5 Indicative EPPS intake boundary (source: Planwisely)

4.2 Location Context

The site area to be developed for the EPPS is shown in Figure 6. At present, the site is used as an at-grade car park and also has the northern section of Hale Street from Nelson Crescent to Waterloo Crescent running through the middle of it. There are isolated trees in the site. Adjacent land uses include:

- Queens Gardens and the Western Australian Cricket Association (WACA) ground to the south
- Gloucester Park and associated parking to the east accessed off both Nelson and Waterloo Crescents
- The western portion of the Queens Gardens Car Park to the west of Horatio Street
- Main Roads WA office building (Don Aitken Centre) and residential land uses to the north that front Waterloo Crescent.

The site has street frontage with footpaths on three sides – Waterloo Crescent to the north, Horatio Street to the west and Nelson Crescent to the south. Along Nelson Crescent adjacent to the middle of the site there is an existing intersection with Hale Street that connects through to Hay Street. To the east past Gloucester Park, Nelson Crescent becomes Sailani Avenue.

The site has an exceptional level difference from the southern to northern sides, with over 11m difference on the eastern boundary and a 13% fall from Waterloo Crescent to Nelson Crescent on the western, Horatio Street boundary. This is illustrated in the view along the current Hale Street alignment shown in Figure 7. From a transport perspective, this has specific implications for accessibility to and through the site.



Figure 6 Location of EPPS site (source: Metromap)

The wider area around East Perth is a mix of existing residential and commercial development alongside Parks and Gardens, sporting grounds and facilities, other educational facilities and the East Perth Cemetery which is a block north of the school off Bronte Street. The wider area in aerial form is shown in Figure 8.

The site is within the Riverside project area which is under planning control of DevelopmentWA. The existing Queens Gardens car park site sits within the Hillside precinct which is shown in Figure 9. Within the DevelopmentWA Central Perth Redevelopment Scheme, the Hillside Precinct contemplated Community, Entertainment and Retail land uses and had Commercial and Residential land uses preferred. Given the school and supporting development is a Community use, the proposed outcome fits in with the broad planning guidance.



Figure 7 Existing Hale Street alignment looking north from Nelson Crescent (source: Google)



Figure 8 Wider area context aerial for EPPS (source: Metromap)

RIVERSIDE PROJECT AREA MAP

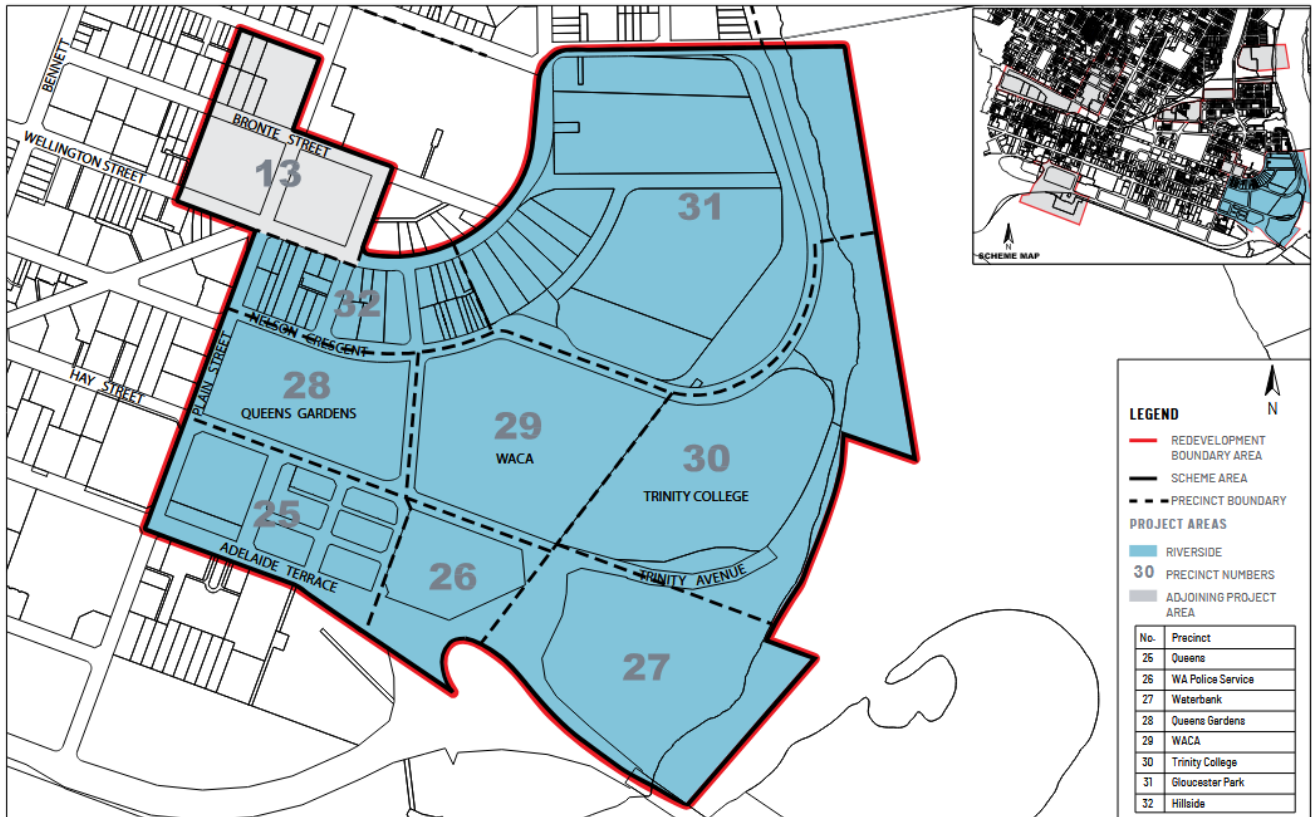


Figure 9 DevelopmentWA precincts and project areas (source: DevelopmentWA)

For the surrounding area the existing residential land uses to the north will remain largely unchanged, with redevelopment of the Girls School site to the north-west of the EPPS site contemplating residential and commercial redevelopment. No redevelopment propositions have been considered for the remaining Queens Gardens car park. Redevelopment plans had been considered for Gloucester Park but they have not been realised.

To the south of the site, the WACA ground is undertaking a redevelopment of the facilities associated with the site. The overall development application layout for the site is shown in Figure 10. Adjacent to the EPPS site, entrance to the aquatic area was recessed from Nelson Crescent, as shown in Figure 11. There were no works associated with the project in either Hale Road or Nelson Crescent / Sailani Avenue.

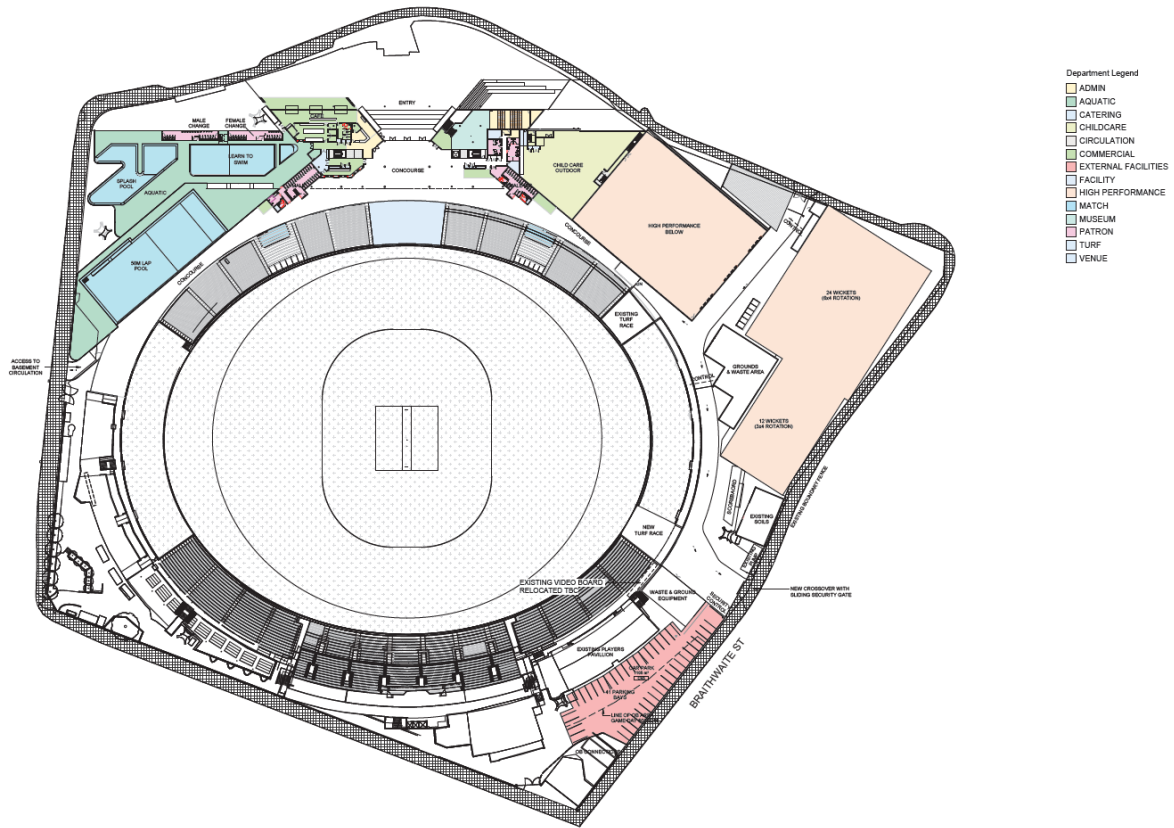


Figure 10 Overall redevelopment plan for WACA (source: WACA)

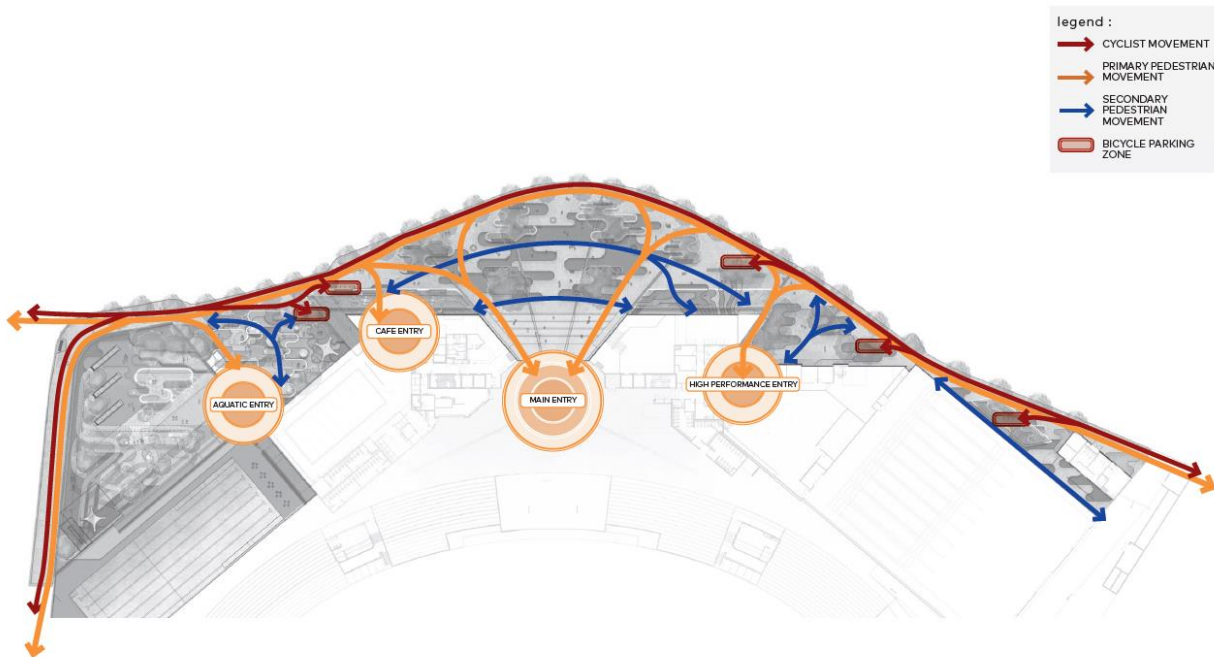


Figure 11 Access points and movements - WACA aquatic centre site (source: WACA)

4.3 Population and Dwellings

To understand the underlying population and dwelling characteristics of the indicative intake boundary, and make general assumptions around where students may come from, information was taken from id.com which provides Census data and forecast data for small areas. These areas tied in with CoP precinct areas for Central and East Perth. The information extracted was:

- Figure 12 - Dwelling stock per precinct – this indicates the potential for dwellings from which students may have as an origin point
- Figure 13 - Number of primary school children per precinct in 2026 – this indicates where the current spread of children aged between 4 and 12 live who, if they were attending a state or public Primary School, would likely be attending Highgate Primary School given they are living within that intake boundary
- Figure 14 - Number of primary school children per precinct in 2036 – this forecast provides an indication of where students aged between 4 and 12 would be living five years+ after the EPPS site was opened. This provides an understanding of any growth and where future origin points for trips would be.

From this information, the area adjacent to EPPS around East Perth and Claisebrook Cove has the highest number of dwellings and children aged between 4-12. Although some of this data is a forecast, and most likely doesn't include the attraction of additional community facilities such as the WACA which will improve liveability in the area, the general existing patterns of development and population spread in the intake area suggests that there will be localised student demand more adjacent to EPPS than further away.

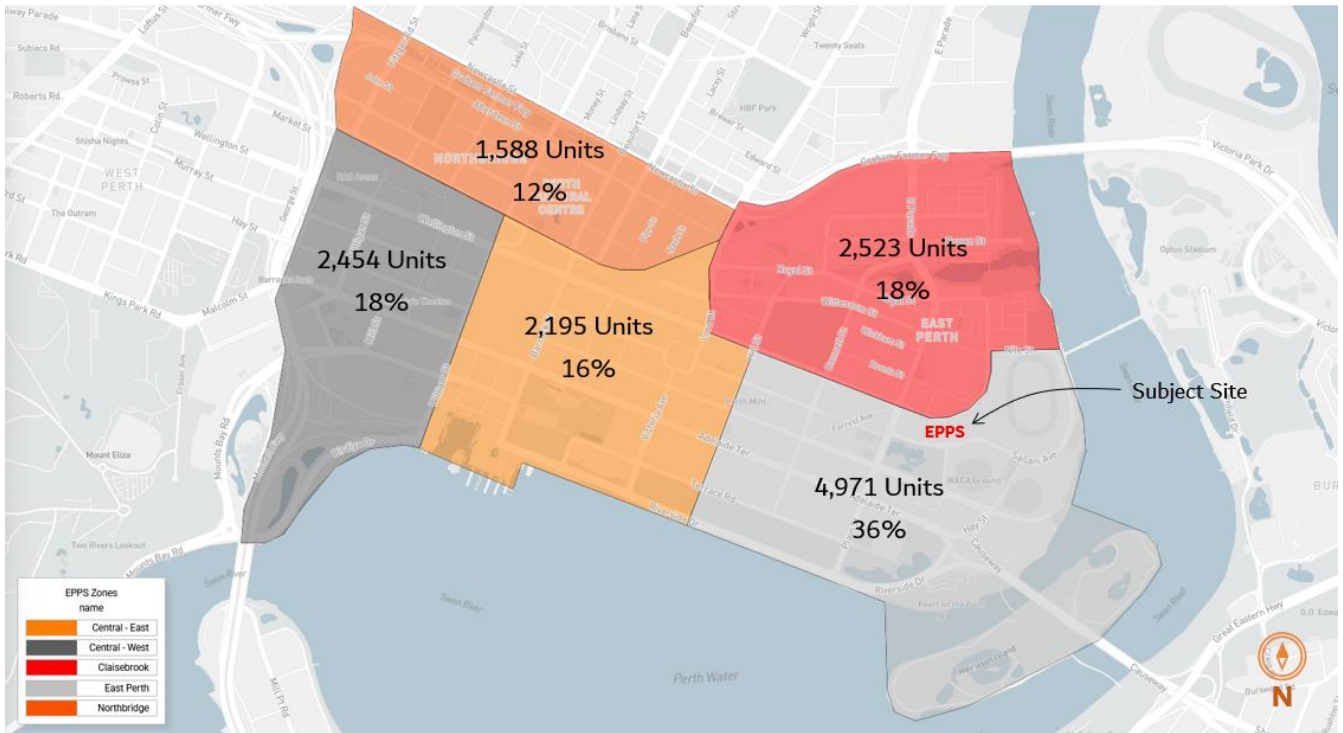


Figure 12 Dwelling stock per CoP precinct - 2021 (source: id.com)

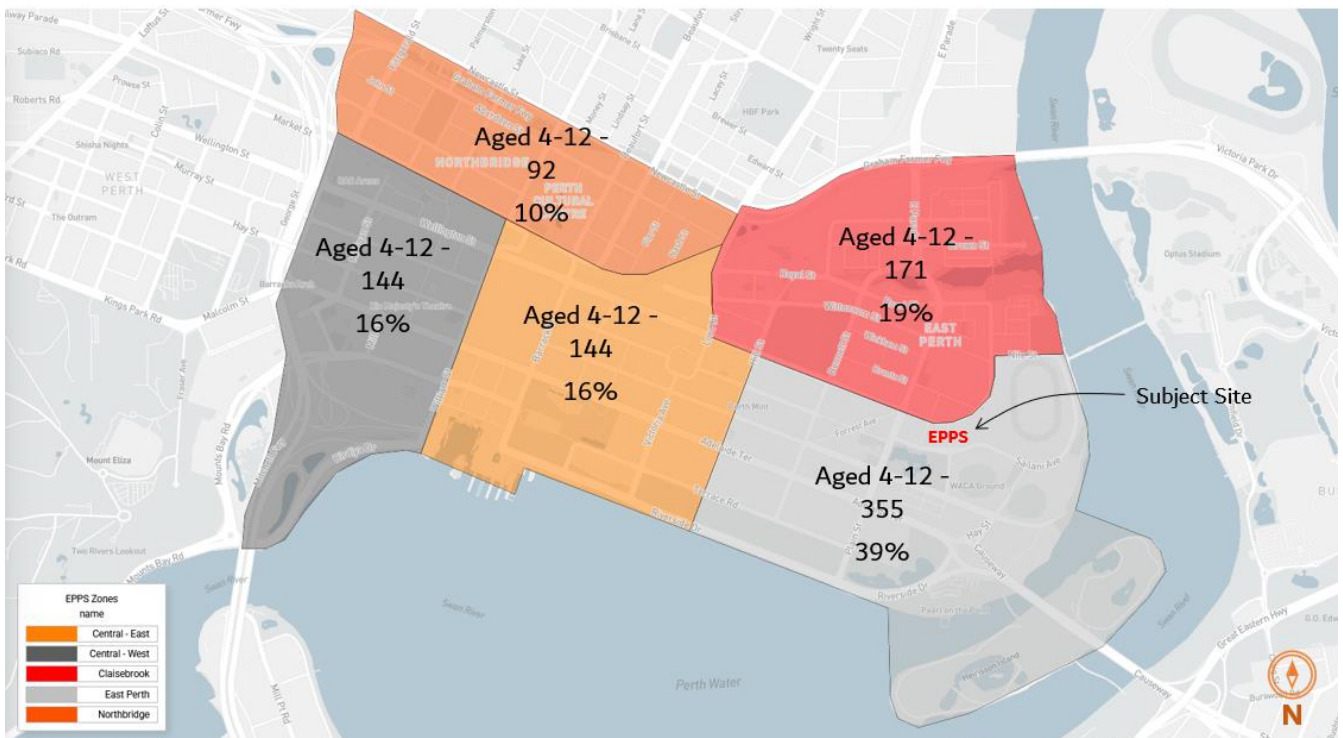


Figure 13 Number of Primary School aged children (4-12) per CoP precinct in 2026 (source: id.com)

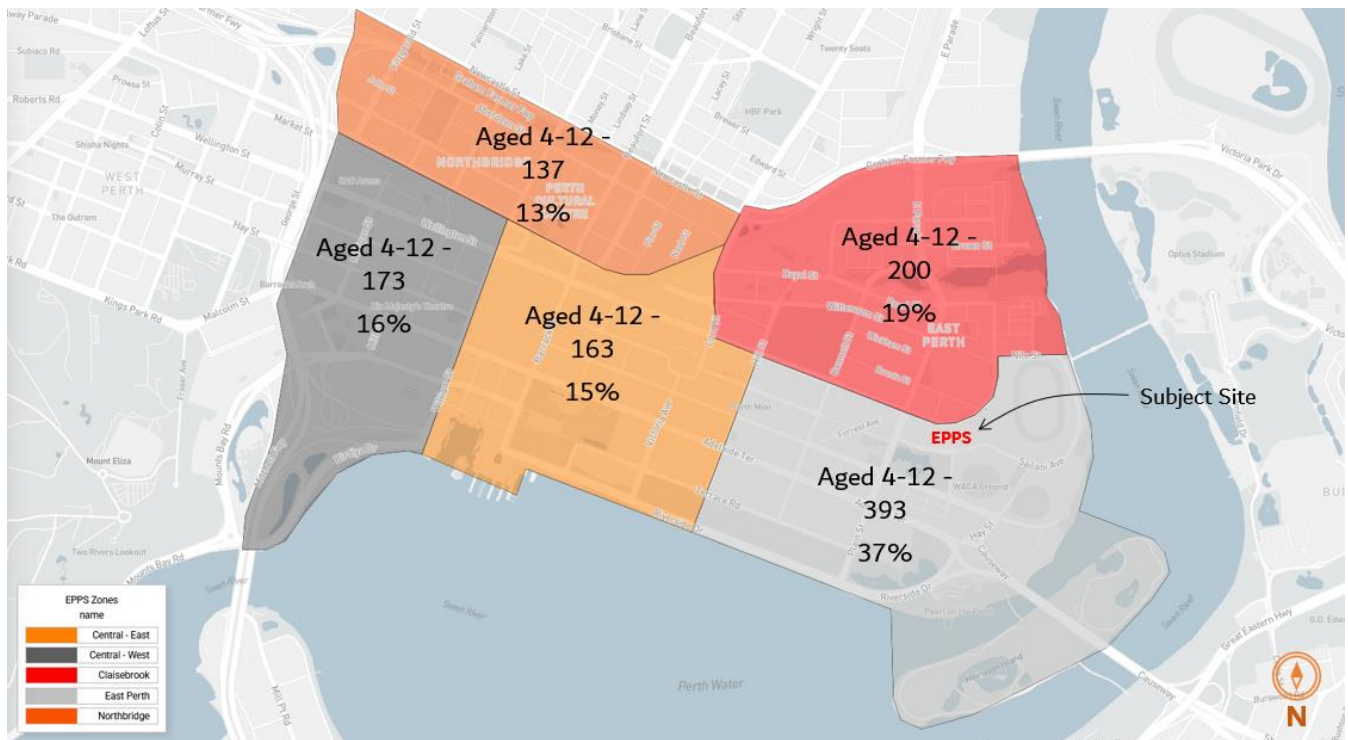


Figure 14 of Primary School aged children (4-12) per CoP precinct in 2036 (source: id.com)

4.4 Transport Network – Adjacent to EPPS

EPPS is located within an inner city context and therefore the surrounding transport network is highly developed. The immediate land use surrounds have been described in the previous section however the transport network adjacent to the school consists of:

- Street network controlled and managed by the CoP
- Traffic management and signalised intersections controlled by the CoP and Main Roads WA
- Parking, both on and off-street managed by the CoP and other bodies
- Footpaths and pedestrian paths controlled and managed by the CoP
- Bus routes managed by Transperth and bus stop facilities managed by the CoP
- Cycle network infrastructure managed by the CoP or Main Roads WA.

The local street network hierarchy, as classified by Main Roads WA, is set out in Figure 15. Both Waterloo Crescent and Nelson Crescent (including Sailani Avenue) are Local Distributor Roads and Plain Street is a Distributor A road. Hale Street (south of Nelson Crescent) and Horatio Avenue are local Access Roads.

All roads and streets in the areas around the EPPS site are generally within a 20m road reserve, no matter what their classification is. Nelson Crescent and Sailani Avenue tend to have an irregular reserve area past EPPS and to the east, with parts of Queens Gardens within the road reserve area.



Figure 15 Surrounding road hierarchy (source: Main Roads WA)

Although the general reserve widths for the street network are consistent near the EPPS site (with the exception of Adelaide Terrace which has a wider reserve area of over 25m), the general mid-block carriageway widths of streets and roads vary significantly, as shown in Figure 16. Adjacent to EPPS, most carriageway widths, which includes the kerb to kerb area that accommodates on-street parking, are over 10m in width and few have any pedestrian refuge or priority.

The only street carriageway width with more contemporary widths is Braithwaite Street adjacent to the Waterbank development site that has a two-way single lane in each direction width of 7m with embayed parking on the western side.

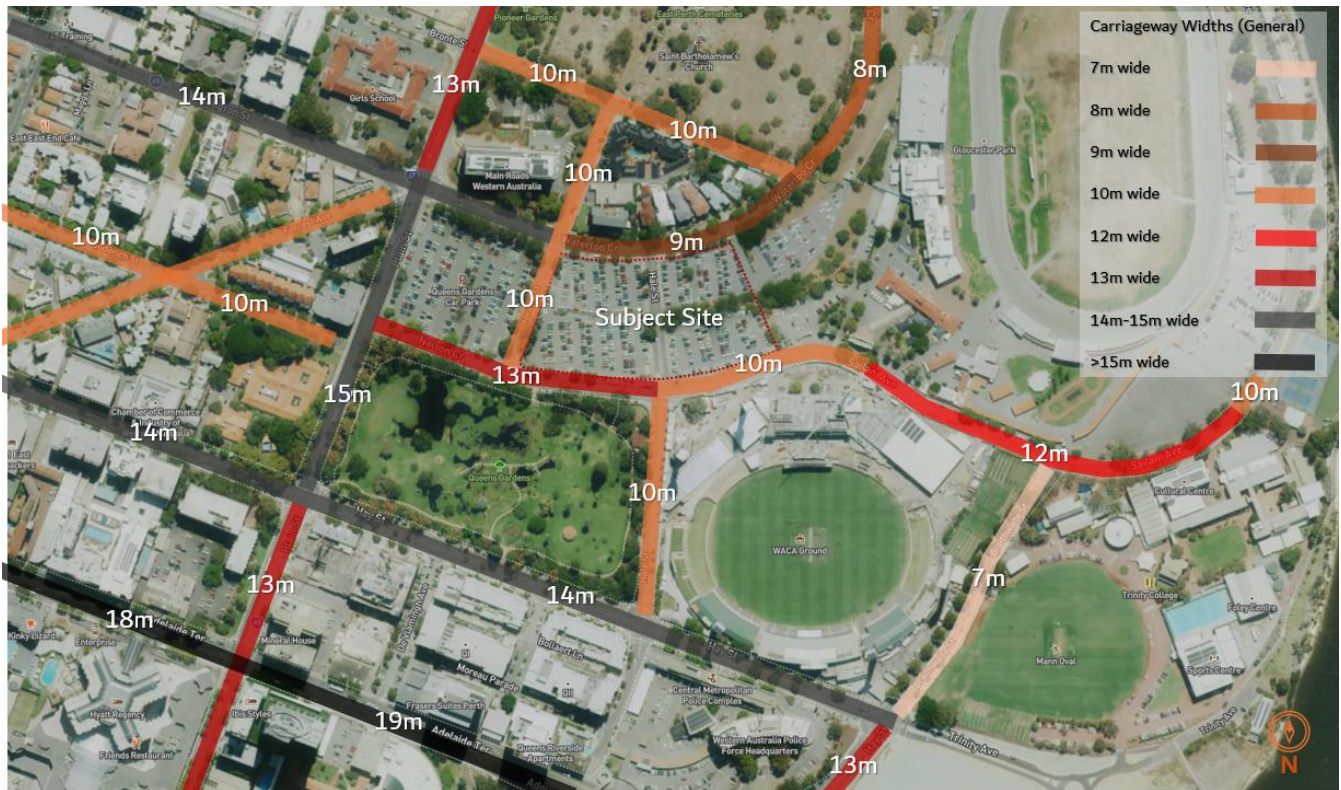


Figure 16 General mid-block indicative carriageway widths (source: Metromap)

These widths have implications for both pedestrian movements and ability to manage traffic speeds. Figure 17 shows the existing “safe” pedestrian crossing points in the area which consist of pedestrian controls at traffic signals, one zebra crossing point on the left-hand turn lane from Plain Street into Wellington Street and a series of pram ramps and median breaks which offer refuge for pedestrians crossing street or road corridors. All arms of all traffic signal intersections in the area have a pedestrian signal.

Traffic management in the area is reflective of an inner city location, with traffic signalled intersections at most four-way intersections in the area as shown on Figure 18. The majority of lower order street intersections are give-way controlled T-intersections, with intersecting streets along Plain Street (Bronte Street and Nelson Crescent) having stop sign controls.

On-street parking around the site is controlled by the CoP, with allocations of on-street space shown in Figure 19. There are on-street bays available on Nelson Crescent and Waterloo Crescent but none on Horatio Street. On-street bays are general paid and time managed, with some resident permit bays along both Horatio Street north of Waterloo Crescent and on Bronte Street.



Figure 17 Pedestrian crossing points on the street network (source: Metromap)



Figure 18 Traffic management controls on local network (source: Metromap)



Figure 19 On-street parking bays near EPPS site (source: Planwisely)

All streets within the immediate area have pedestrian footpath facilities on both sides of the reserve with the exception of Horatio Street north of Waterloo Crescent, where there is no footpath adjoining the frontage of Main Roads WA, and on the northern side of Bronte Street adjacent to East Perth Cemetery. Footpaths range in quality and dimensions, ranging from standard 1.5m wide concrete paths along a number of streets through to paths that are 3-4m wide along sections of Hay Street and around Queens Gardens.

For existing cycling infrastructure, there are no dedicated facilities or shared paths that adjoin the EPPS site. Along the Hay Street section between Braithwaite Street and Plain Street there are marked on-street unprotected lanes in each direction. The existing shared path network around the Swan River and along major transport corridors are accessible to the east and south of the site however this would involve a number of street crossings.

Strategically, the DTMI has established the Long Term Cycle Network (LTCN) with proposed corridors near EPPS set out in Figure 20. These include using Waterloo Crescent through to Forrest Avenue as a local route and Nelson Crescent through to Goderich Street as a secondary route. Both would connect through to primary routes on the Swan River and Nile Street / Wittenoom Street to the north.

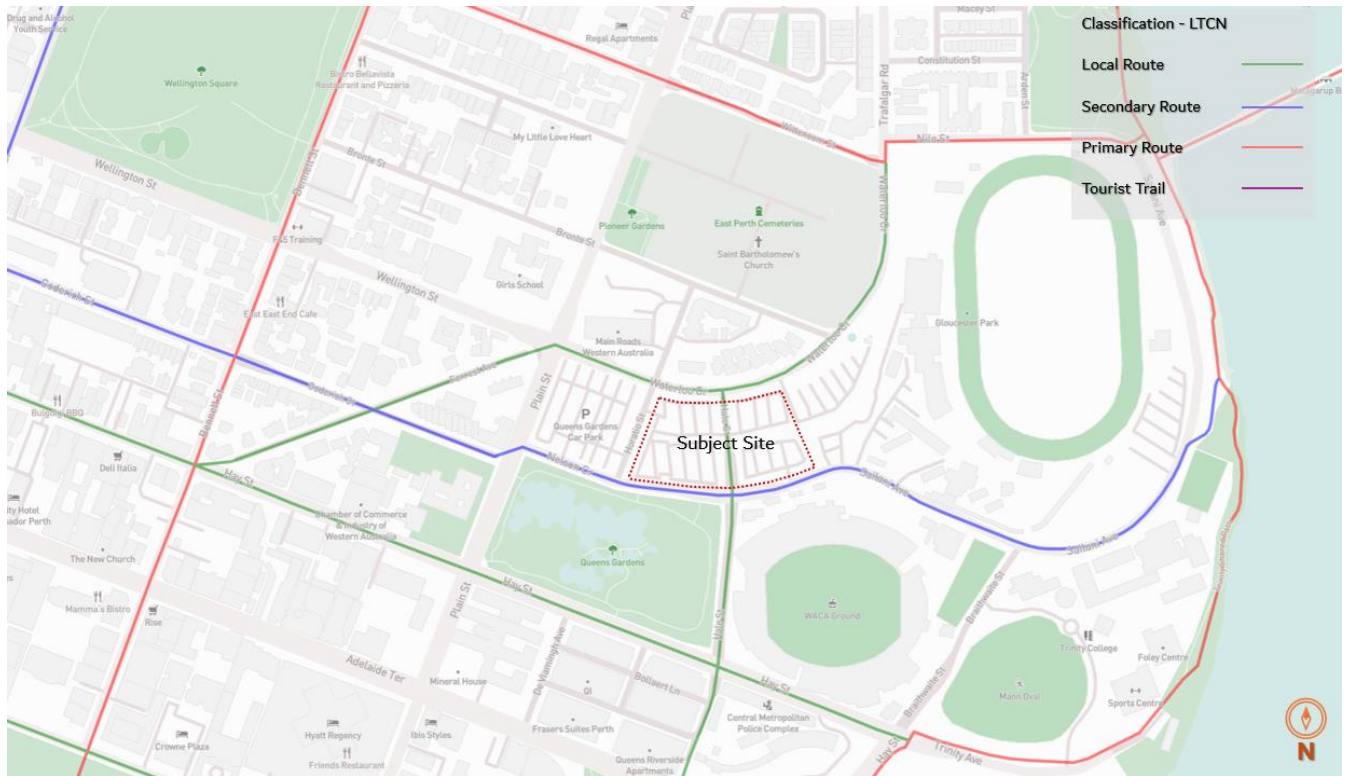


Figure 20 Long Term Cycle Network classifications (source: Planwisely)

The CoP has a separate infrastructure classification for bicycle routes that is less extensive and less connected than the LTCN. Primary routes along the Swan River reserve are the same and the intent for a corridor along Bennett Street is also prominent.

The CoP plan, as shown in Figure 21, has a cycle facility nominated along Nelson Crescent into Goderich Street as well, with the type of facility not nominated. Both cycle maps show a connection between Nelson Crescent and Goderich Street at the intersection of Plain Street.

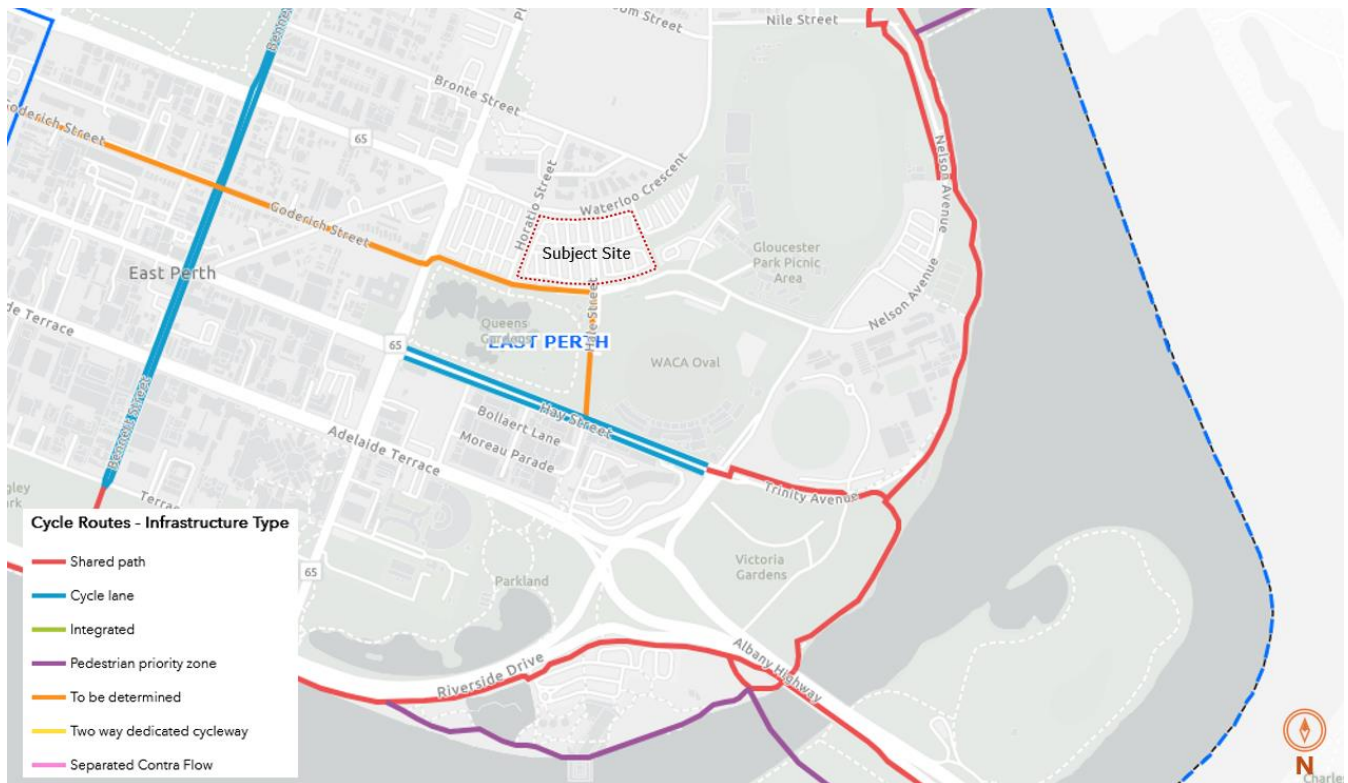


Figure 21 City of Perth cycling infrastructure type map (source: CoP)

4.5 Transport Network – Intake Area

The wider transport network throughout the indicative intake area is highly defined. The vast majority of streets in the network have footpaths on both sides of the street reserve, with additional connections through parklands and reserves such as Queens Gardens. The grid network of Central Perth provides east-west and north-south connectivity to the area and cater for significant public and active transport networks. The key road routes leading to the EPPS site, all of which are major distributor road corridors, are:

- Wellington Street, which extends from the west of the intake area through to EPPS
- Plain Street, which extends from the Swan River foreshore to the south through to the northern boundary of the intake area and the Graham Farmer Freeway reserve. This corridor provides a connection for residential areas in East Perth and around Claisebrook Cove
- Hay Street, with the eastern section extending from Barrack Street through to Queens Gardens
- Adelaide Terrace which runs parallel to Hay Street and houses a significant volume of residential dwellings.



Figure 22 Wider road network hierarchy (source: Planwisely)

In addition to the major road corridors for public transport and private vehicle movements, other more local connections would also be key in accessing EPPS such as Waterloo Crescent, Goderich Street, Horatio Street and Nelson Crescent / Sailani Avenue. For cycling routes, the LTCN and CoP networks are shown in Figure 23 and Figure 24.

The provision of higher quality primary connections through Central Perth is a feature of the overall network however the PSP mostly provide connections near the EPPS site rather than directly to and from it. Given the fact that the site is an at-grade car park at the moment that is not unexpected.

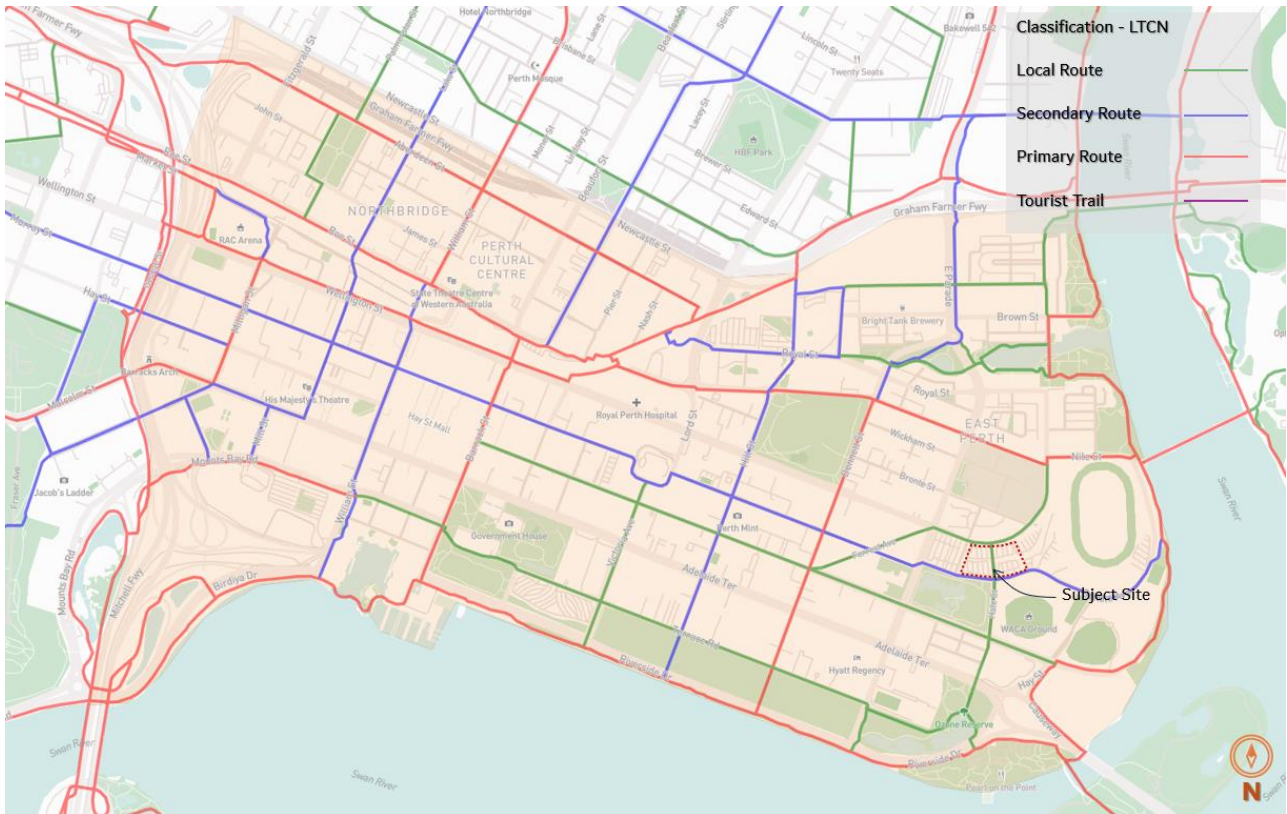


Figure 23 Long Term Cycle Network - intake area (source: Planwisely)

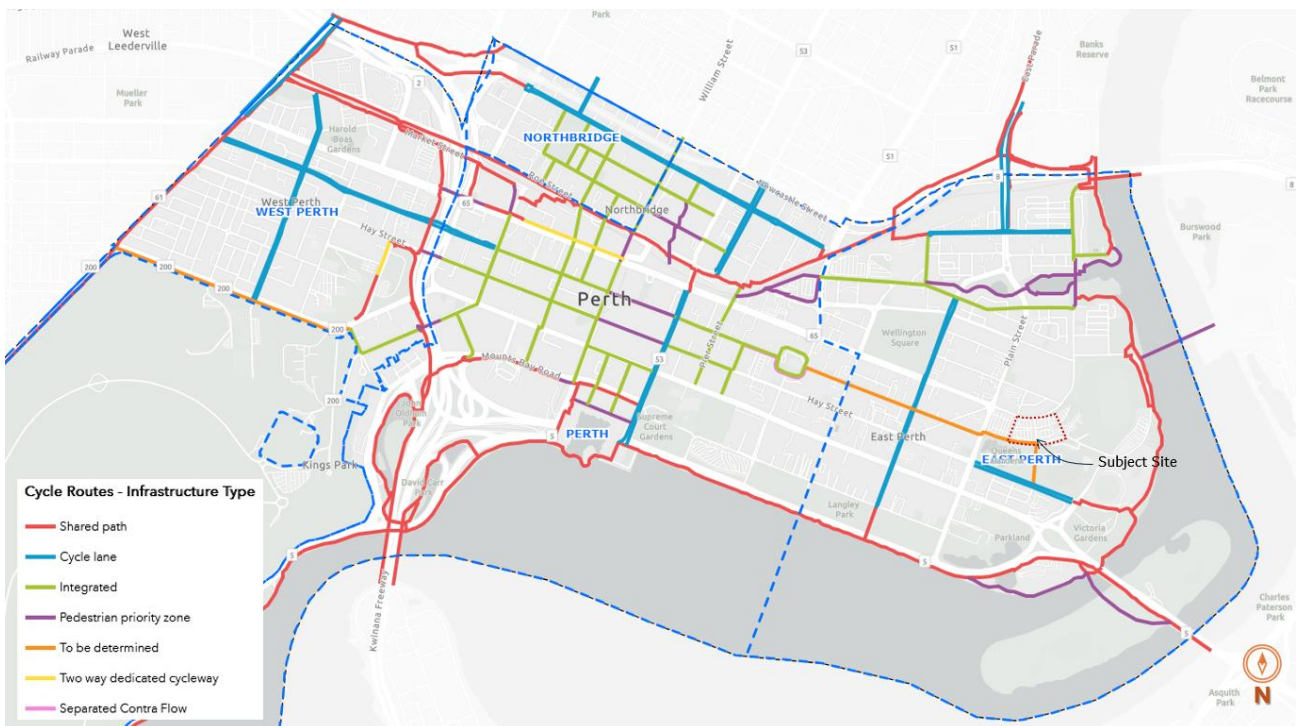


Figure 24 City of Perth cycling infrastructure type map – intake area (source: CoP)

The longer term strategic network proposition, from both the DTMI and CoP, highlights the importance of an east-west connection along Nelson Crescent and over Plain Street through to Goderich Street and Hay Street.

For public transport connections, the wider intake area is well supported by bus connections – either from origin points to and from the EPPS site, from connections at stations to and from EPPS and also connections through Central Perth to and from EPPS. Of particular note is the ability of the existing CAT bus network to provide connectivity with access to two routes – the Yellow and Red CAT buses, as shown in Figure 25. These routes provide the following connections:

- Red CAT – extends through the centre of the catchment area, including residential locations on both Hay and Murray Street around the western and eastern parts of the intake area. The Red CAT then extends through to Nile Street in East Perth and back. This CAT bus would be rerouted around the site given that it presently runs northbound along Hale Road which would be closed to facilitate the EPPS development. The Red CAT also connects with Perth Underground and Perth Stations for staff travel
- Yellow CAT – extends from Claisebrook Station and residential area around Claisebrook Cove to the north and stops directly adjacent to the EPPS site on Waterloo Crescent. The route then passes along the Wellington Street corridor and provides transfer opportunities at Perth Underground and Perth Stations for staff travel. Residential areas at the eastern end of the catchment area off Wellington Street would also be serviced by the Yellow CAT.

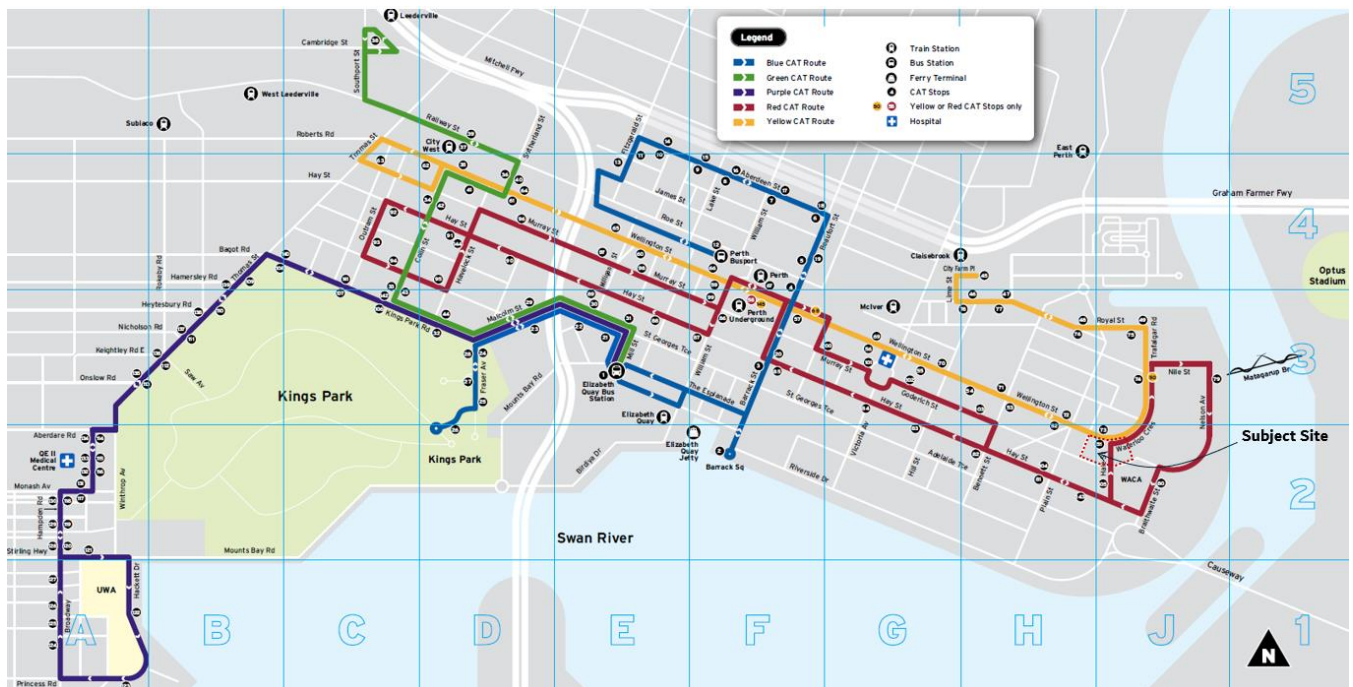


Figure 25 CAT bus network (source: Transperth)

In addition to the CAT buses, the wider network connections provided by bus routes that run past or terminate at stops near the EPPS site is significant, as shown in Figure 26.

Bus routes 38, 220 and 960 all service stops on Wellington Street near the intersection of Plain Street as well as a northbound stop on Plain Street opposite Queens Gardens. Routes 111 and 160 terminate on Hale Street to the south of the EPPS site whilst the southern entrance of EPPS is within 400m of bus stops on Adelaide Terrace that is the major east-west bus corridor through Central Perth and East Perth.

In addition to public transport services, there is a significant volume of commercial on-street or off-street parking proximate to the site. Within a ten minute walking catchment, there are an estimated 922 on-street bays and over 2,400 long stay off-street public bays which does not include the 360+ residual at-grade bays which are remaining in Queens Gardens Car Park to the west of EPPS.



Figure 26 Public transport network in Central Perth and intake boundary (source: Planwisely)

4.6 School Access Points

The school site will have four main pedestrian access points and two crossovers for vehicle movements at locations shown in Figure 27. The main pedestrian access points are off Waterloo Crescent and Nelson Crescent, which have also designed to allow the site to be accessed by the general public after school hours.

There is limited visitor parking on site accessed off Nelson Crescent. Service access uses the Horatio Street crossover into an undercroft service location.

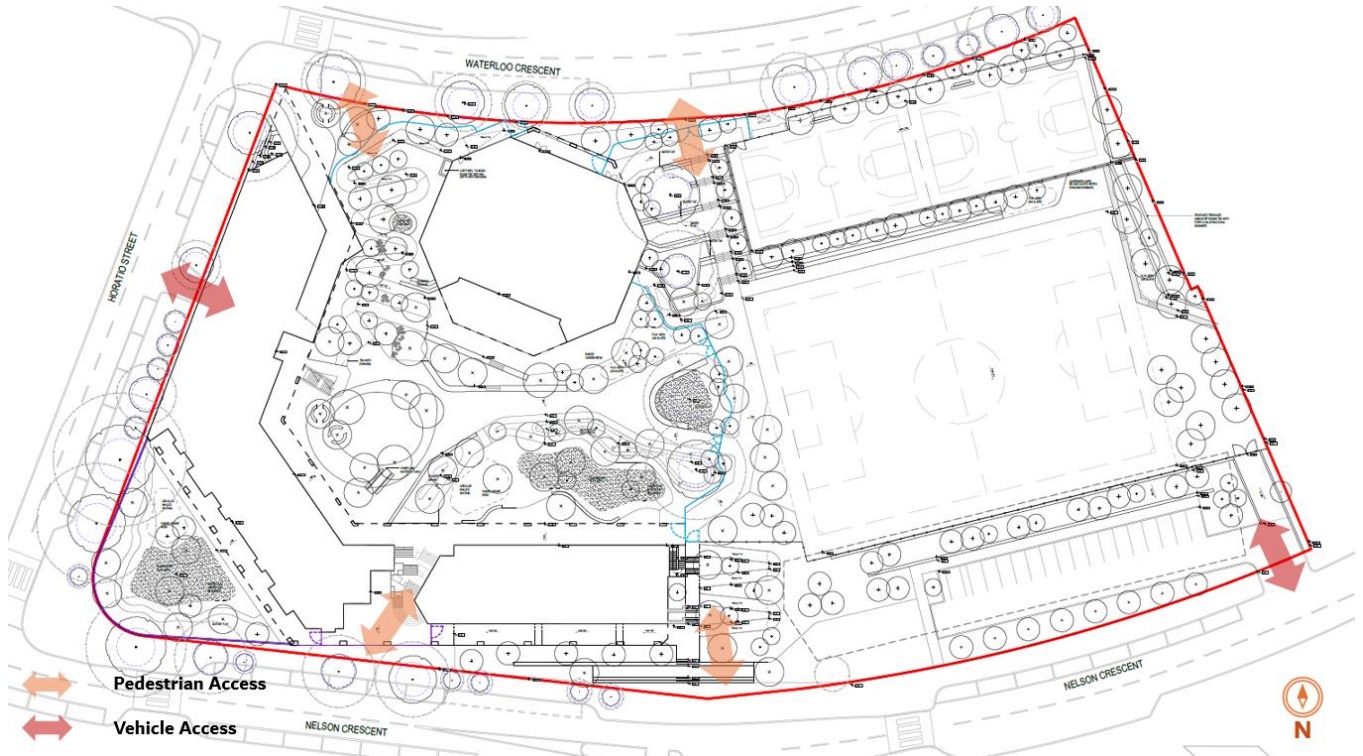


Figure 27 School access points (source: UDLA)

4.7 STAMP Checklist – Section 3

Understanding the school environment	Comments
<p>Size of the school (current/ future student enrolments and staff numbers) and location of key buildings.</p> <p>This should be based on the maximum capacity of the school inclusive of modular classrooms.</p>	<p>✓ EPPS planned for 600 students with maximum planning level of 884. Numbers to be refined as delivery progresses.</p>
<p>School catchment area.</p>	<p>✓ Indicative intake map included. To be confirmed by DoE prior to operation of site</p>
<p>Trip distribution considerations and travel routes (number of current enrolments and staff who walk, ride, drive or catch the bus to and from the school).</p>	<p>✓ Included extensive analysis included which has been extracted from Transport Plan.</p>
<p>Location and the nature of the roads fronting the school site plus 100 metres beyond this point (existing and future road hierarchy, location of main connector routes).</p>	<p>✓ Included extensive analysis included which has been extracted from Transport Plan.</p>
<p>Location and nature of school access points (accessibility from different locations/ directions).</p>	<p>✓ Location points mapped.</p>

5. PEDESTRIAN ACCESSIBILITY

5.1 EPPS Walkable Catchment

EPPS has access to a local footpath network that generally follows the local street network. There are paths that connect through Queens Gardens, along the Swan River foreshore and through Moort-ak Waadiny / Wellington Square. Although there is a ridge line through the site, there is a 360 degree catchment area for walking trips.

To inform this STAMP, two separate calculations for a 10 minute catchment for walking trips were completed – one from an access point on Waterloo Crescent (Figure 28) and one from Nelson Crescent (Figure 29). Although these catchments would reflect an adult walking pace, both catchments extend through from the Swan River to the south (and parts of Terrace Road), East Perth / Claisebrook Cover to the north and along the major east-west street network to access residential properties along Wellington, Hay and Murray Streets.

Using the Census 2021 outputs within the accessibility mapping tool, the population within these 10 minute walking catchments is around 7,000 people. Although the profile is not broken down, based on the population forecasts and dwelling volumes, the 10 minute walking catchments would cater for a significant number of children of primary school age both now and within the forecast year of 2036.



Figure 28 10 minute walking accessibility - Waterloo Crescent (source: Planwisely)



Figure 30 Key pedestrian corridors to and from EPPS (source: Planwisely)



Figure 31 Goderich Street near Plain Street looking east towards site (source: Google)



Figure 32 Intersection of Wellington Street and Plain Street (source: Google)

From the north, Plain Street and Waterloo Crescent are the main corridors for pedestrian movements. For Plain Street, there is a ridge line between Royal Street and Bronte Street that would be challenging for some pedestrians and active transport trips however it provides the most direct route for side streets off Plain Street such as Wittenoom Street and Wickham Street. The existing footpath on the eastern side of Plain Street is poor as it sits on the back of kerb adjacent to fast moving traffic lanes, as seen in Figure 33.

There are alternative corridors for trips starting or ending in the Claisebrook Cove area, most notably the Waterloo Crescent corridor. The footpath on the southern side of the reserve would provide direct access to the EPPS gates and is largely shaded and set back from the carriageway as seen in Figure 34. The footpath on the northern side connects directly into residential dwellings that front Waterloo Crescent.

A longer, flatter route could also be used via the Swan River PSP and Sailani Avenue however this would add on extra distance to trips. This corridor would be viable for active transport trips.



Figure 33 Plain Street looking south towards Bronte Street (source: Google)



Figure 34 Waterloo Crescent looking west towards EPPS site (source: Google)

From the south, there are access routes for pedestrians which connect along the grid network via Hale Street or Plain Street. The Hale Street connection, as shown in Figure 35, has a wide shaded path on the western side and links into a signalised intersection with pedestrian signals at Hay Street. This corridor will link directly into the access points of EPPS along Nelson Crescent.



Figure 35 Hale Street looking north towards EPPS site (source: Google)

Via Plain Street, which links further south to Terrace Road and a significant number of residential dwellings fronting Langley park, the pedestrian route can either use the shaded footpath on the eastern side of the reserve (as shown in part in Figure 36) or enter into Queens Gardens via the gates at the intersection of Hay Street. The route through Queens Gardens is also available mid-block from the south at gates around 115m west of the intersection of Hale Street. These gates, as seen in Figure 37 would allow students and carers to use a route that is safer away from vehicles and connect into a proposed raised crossing point adjacent to the southern gates of EPPS on Nelson Crescent.

Within Queens Gardens, there are paved paths and also informal routes that could be taken although they are susceptible to waterlogging.



Figure 36 Plain Street corridor from Hay Street looking north, with gates to Queens Gardens (source: Google)



Figure 37 Gate access for Queens Gardens on Hay Street (source: Google)

5.3 Pedestrian Access Recommendations

Within the EPPS Transport Plan, there were a range of recommendations made relating to the wider pedestrian network. These are:

- Stakeholders support and progress the development of a dedicated, priority crossing of Plain Street at the intersection of Nelson Crescent to include the Goderich Street arm prior to the opening of EPPS. Stakeholders through the TWG to undertake relevant technical analysis of crossing options but to include facilities that, at a minimum, provide a dedicated crossing form that provides a meaningful and safe route for students, parents and carers as well as for residents to access new community facilities being developed in East Perth. This route would also provide a form of linkage for the proposed cycling corridor along Goderich Street / Nelson Crescent / Sailani Avenue.
- CoP review form and alignment of connection along Goderich Street, including potential for crossing treatment at Forrest Avenue to maintain priority for through movements of pedestrians and bicyclists.
- Main Roads WA review all signal timing parameters for pedestrian phases during morning peak and post school period to ensure that existing signalised intersections provide the appropriate and safe levels of phase times to support movements of parents / carers and younger students. Main Roads WA examine all crossing points at signals for safety elements within a 1km radius of site access and prioritise any alterations or changes to intersections for pedestrian priority.
- CoP audit or review existing footpaths and pedestrian crossings along key routes to the school (400-metre radius from the school entry points or a 10-minute walking catchment) for broken or inappropriate paths, poor infrastructure, trip hazards and ramps non-compliant with relevant standards.
- Footpaths around the site be configured to be as wide as practical and compliant with relevant accessibility standards, with recessed footpath areas into the site at main access points on boundaries to cater for spill out of students and parents / carers during drop off or pick up times. Median build out locations include additional shade trees and landscaping elements which tie in with EPPS.
- Development of permanent, prioritised crossings of streets around EPPS including Horatio Street, Nelson Crescent and Waterloo Crescent. These sites would be located at pedestrian desire lines and be comprised of either zebra crossings with carriageway width reduced with kerb build outs or wombat crossings to provide continuous priority movement for pedestrians in the area. CoP and Main Roads WA to investigate location options which may include:
 - > Horatio Street at intersection of Nelson Crescent providing east-west connectivity
 - > Across Nelson Crescent at Queens Gardens and to the east of Hale Road adjacent to the community facilities and pool entrance at the WACA

- Across Waterloo Crescent to provide for access to Bus Stop 16944.
- Reduction in width of carriageway for Horatio Street north and south of Waterloo Crescent to include reduced kerb radii, compliant footpath connections and pram ramps so as to minimise crossing distance for trips to and from public transport and wider network connections.
- Around the immediate street interface, CoP undertake review of any gaps between existing or new trees, posts, poles, lighting infrastructure and bus stop infrastructure and install low level obstructions or street furniture to impede any potential verge parking or use of verge for informal parking.
- Relocate existing pram ramp at eastern side of site given that site access crossover will be located on the northern side of the carriageway. Move to east.

5.4 STAMP Checklist – Section 4

Pedestrian accessibility	Comments
<p>Identified walkable catchment area for the school site.</p>	<p>✓ Walking catchment determined through proposed intake boundary assessment and GIS mapping of 10 minute walk catchment either side of EPPS campus.</p>
<p>Location, condition and suitability of safe pedestrian travel routes and pedestrian crossways within the walkable catchment area.</p> <p>Outline any identified barriers to pedestrian accessibility on the travel routes.</p>	<p>✓ Catchment area mapped and reviewed during on-site observations / using aerial mapping. Potential barriers and issues discussed with stakeholders during development of Transport Plan.</p>
<p>Location and condition of pedestrian access points across the school site.</p>	<p>✓ Mapped and reviewed on-site. Access points from Waterloo and Nelson Crescents proposed.</p>
<p>Outline recommendations to improve safety or accessibility of pedestrian travel paths and crossings (infrastructure upgrades, such as missing footpath or pram ramps, improved pedestrian crossing, or provision of school crossing guard).</p>	<p>✓ Recommendations provided and included in STAMP as extracted from EPPS Transport Plan.</p>
<p>Assessment of interactions between pedestrians, cyclists and vehicles.</p>	<p>✓ Not applicable – discussion on safety and proposed recommendations facilitated through EPPS Transport Plan. Vehicle crossovers into site minimised to remove potential conflict points and kept to eastern boundary of site along Nelson Crescent.</p>

6. BICYCLE AND SCOOTER ACCESSIBILITY

6.1 Bicycle and Scooter Access Points and Storage

The bicycle and scooter access points to the school are the same as those set out for pedestrians on Figure 27.

There are two separate secured, undercover bicycle and scooter storage areas proposed at EPPS as shown in Figure 38 and Figure 39. The nominal capacity of storage in these areas will meet the consultants brief requirements for a minimum of 150 spaces for bicycles and scooters between them.

Both sites have been designed to have direct access to the surrounding path network without having to move bicycles or scooters through the grounds. The areas would be fully secure and undercover given they are incorporated as part of the school built form in the same manner in which secured racks are provided at other similar sites like Bob Hawke College.

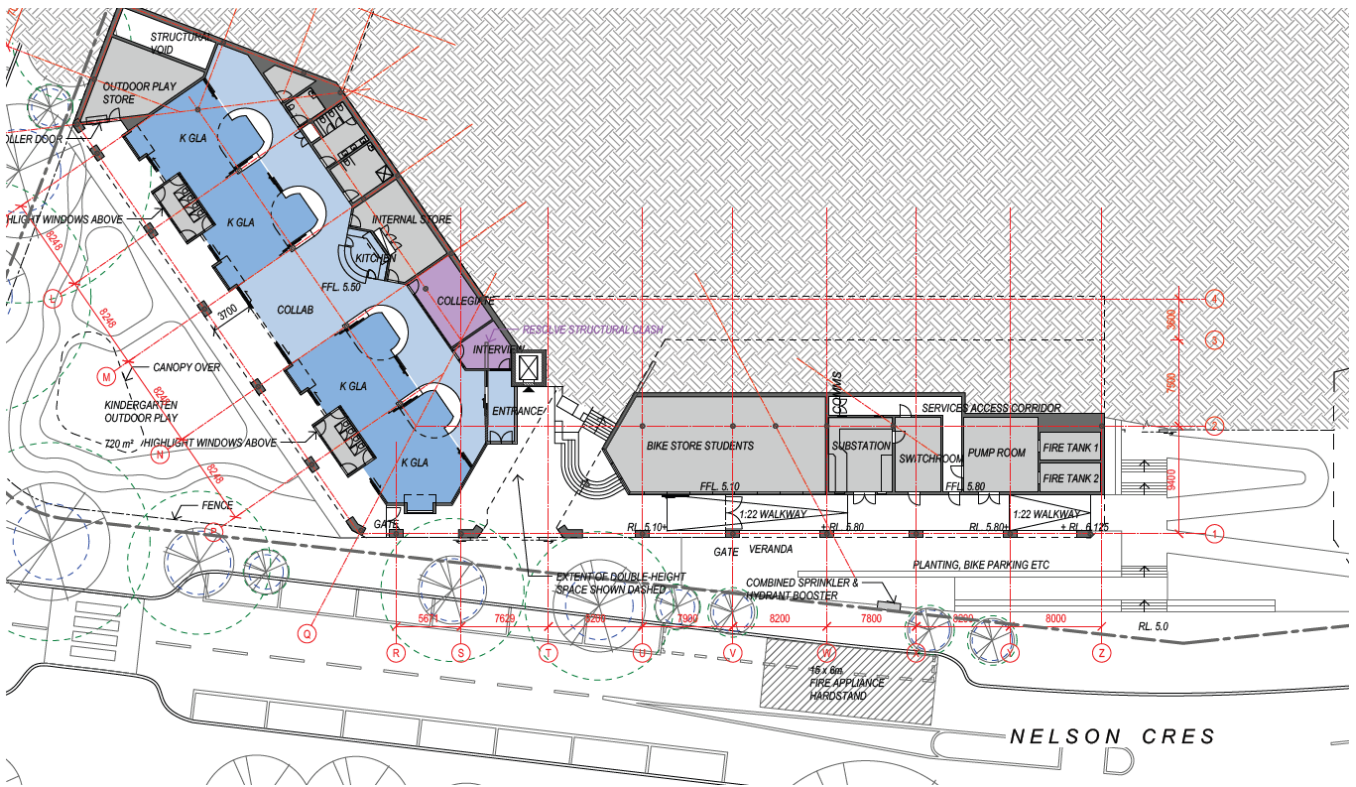


Figure 38 Bicycle and scooter storage area off Nelson Crescent (source: EIW/ARM)

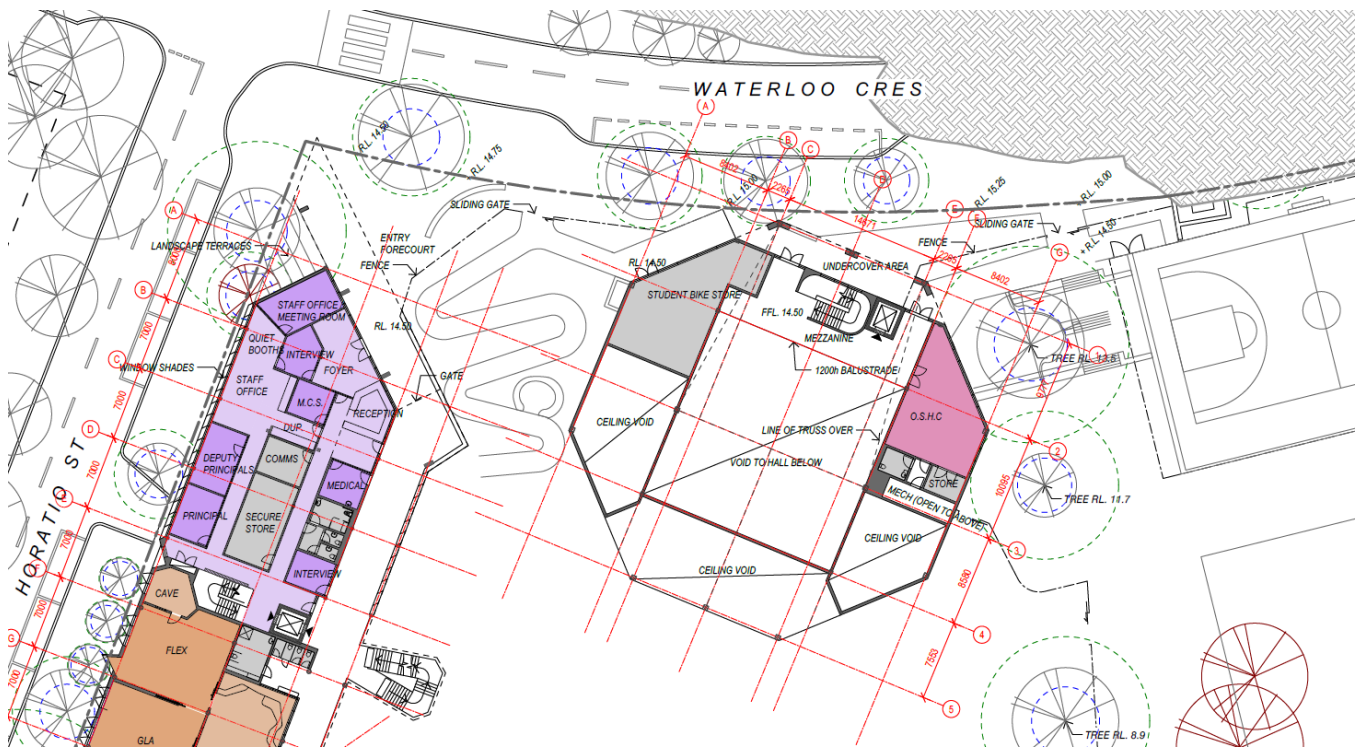


Figure 39 Bicycle and scooter storage area off Horatio Street (source: EIW/ARM)

6.2 Bicycle and Scooter Routes to School

The 10 minute cycling catchment from the Waterloo Crescent corner of the EPPS site is shown in Figure 40. For the indicative intake boundary, the 10 minute catchment covers all of East Perth as well as most of Central Perth and Northbridge. The largest residential area that is not covered by the 10 minute catchment would be the western half of Northbridge.

As with the walking catchment, this area is measured using an adult as the basis for riding speed and routes. Notwithstanding those factors the fact that all of East Perth, and development around Claisebrook Cove, is covered by this accessibility isochrone means that localised trips on bicycle or scooter for students of all ages and abilities would be within an easy or manageable travel time.



Figure 40 10 minute cycling accessibility - Waterloo Crescent (source: Planwisely)

6.3 Existing Bicycle / Scooter Usage

This section would be completed as part of an update to the STAMP.

6.4 End of Trip Facilities

End of trip facilities are provided for staff off the crossover entrance via Horatio Street. There are six showers spread over two change rooms and a secured, covered bike storage area for staff to use that is separate to students storage areas. The location and layout of the End of Trip facilities is shown in Figure 41 .



Figure 41 Location of staff EoT facilities at EPPS (source: EIW/ARM)

6.5 Bicycle Requirements

The level of storage required for the site will be provided as per the requirements of the Primary School brief.

6.6 Bicycle and Scooter Access Recommendations

The recommendations made for the pedestrian network would also accommodate active transport trips to and from EPPS. In addition, specific recommendations that were made in the EPPS Transport Plan relating to active transport modes were:

- DTMI examine any implications for LTCN plans based on proposed infrastructure.
- The school implement Bike Education course for Year 4s or Year 5s as a mandatory excursion each year within the Your Move program. Staff continue to be involved in WestCycle's Teacher Accreditation Course: Cycling on an annual basis if possible.
- DTMI and CoP deliver a dedicated bicyclist and active transport connection from the Swan River path along the Nelson Crescent corridor to provide a link to the wider primary shared path network.

- Design shared path connection past EPPS to tie into school precinct and facilitate active transport trips directly to and from site.

In addition to these recommendations, adequate visitor racks for bicycles should be provided on each frontage near the student facilities to allow carers to ride with students. This should also accommodate cargo bikes or areas at end of row which can provide for cargo bikes to be parked.

6.7 STAMP Checklist – Section 5

Bicycle/ scooter accessibility	Comments
Location of bicycle/scooter access points around the school site.	✓ Location visited. Access points same as pedestrian points.
Location and condition of bicycle/ scooter routes within the school catchment area. Outline any identified barriers to cycling/ scooting to and from the school from within the catchment area (i.e. have appropriate travel paths and crossing points been provided for cyclists/ scooters for continuous travel).	✓ Routes examined and mapped. Additional analysis provided through Transport Plan with recommendations on alterations to the local network to be pursued by the DTMI and CoP.
Location of bicycle bays/ storage areas and the suitability of these locations (i.e. are they near key entrance points).	✓ Location and types of facilities noted. Detailed design to cater for volume of parking required.
Number of bicycle bays/storage areas provided and the condition of these facilities (i.e. are the bays covered and secure). Outline if/how the bays are being utilised.	✓ As above. Both sites secured, internal parking.
Number of students/ teachers travelling via bicycle/scooter.	✓ To be examined upon opening.
Outline if adequate signposting is provided to inform bicycle/ scooter users of routes	✓ Recommendation on auditing.

within the school site, access points and location of bicycle storage.

Outline recommendations to improve safety or accessibility of cyclists/scooters (i.e. are more bays required, infrastructure requirements).

✓

Recommendations provided through Transport Plan. Additional recommendation of visitor racks being provided that also cater for cargo bikes.

This information could be linked to the schools involvement with the Department of Transport's 'Your Move' program and demand/ trends for active travel.

Outline provision of end of trip facilities and any recommendations for improvement.

✓

End of Trip facility at school including on-site showers for staff. Separate secured parking facility for staff.

7. SCHOOL BUS SERVICING

7.1 Location of Bus Drop Off / Pick Up

Planning for the location of bus stops adjacent to the EPPS site has been ongoing through the development of the EPPS Transport Plan and general site development works. At present, there are bus stops that are located on Waterloo and Nelson Crescent. These stops have been retained within the EPPS Transport Plan as shown in Figure 42. The final design and location of the stops and bays would be subject to detailed civil design processes.

The bus stop on Waterloo Crescent would be retained to provide for the Yellow CAT bus service and the bay on Nelson Crescent would be retained for school specific bus services (such as after school care buses or excursion buses) and also likely be used by Transperth out of school periods for dwelling purposes.

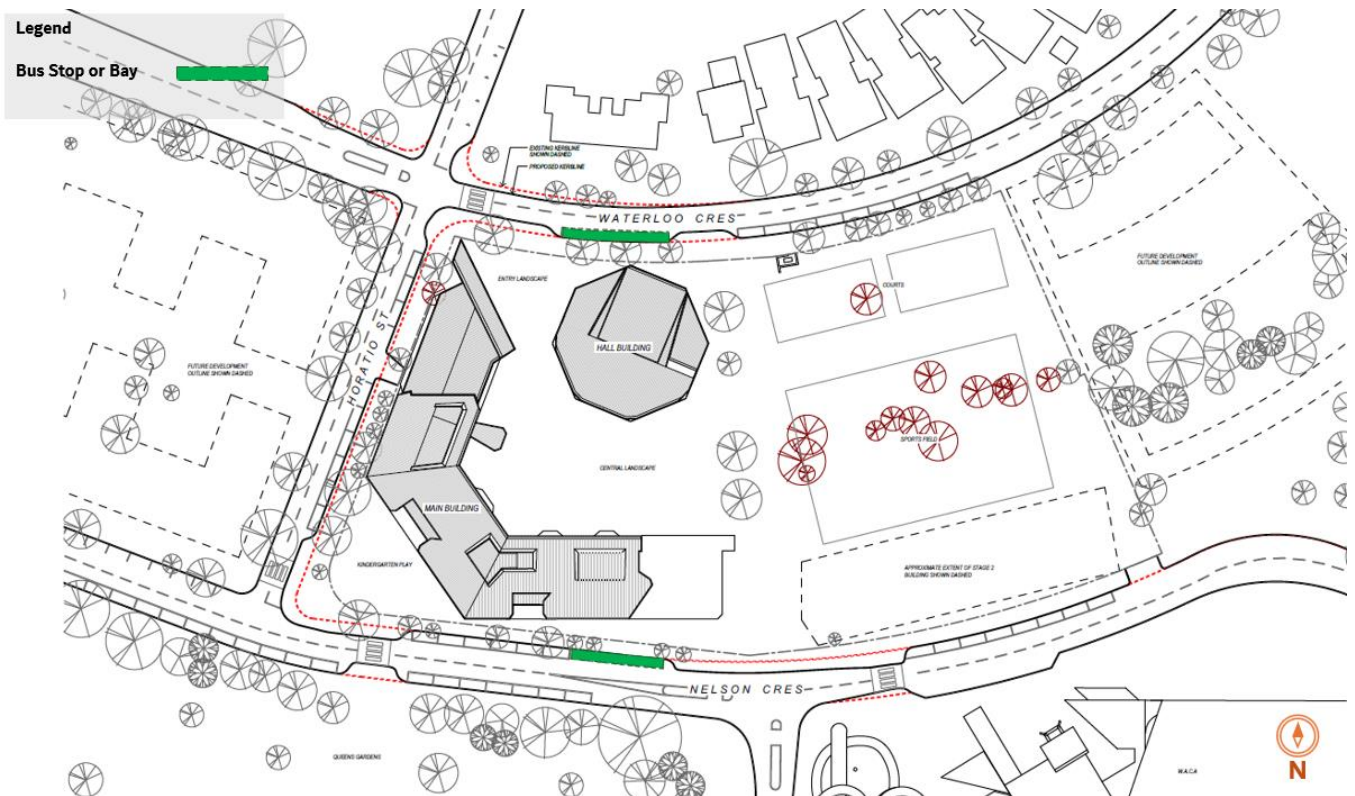


Figure 42 Proposed location of bus stop and bay adjacent to EPPS (source: EIW/ARM)

7.2 PTA Engagement

PTA have been involved extensively within the development of the EPPS Transport Plan as well as planning for the rerouting of the Red CAT bus due to the closure of Hale Street. The PTA and Transperth Service Planning

team will continue to be involved in the processes leading up to the opening of EPPS and specific recommendations were included in the EPPS Transport Plan relating to bus services and information.

7.3 STAMP Checklist – Section 6

School bus servicing	Comments
<p>Location of dedicated bus drop off and pick up areas on or around the school site and access routes to these services.</p> <p>If no staging areas are provided are any needed?</p> <p>Does consultation need to occur with the Local Government and/or Public Transport Authority to consider school bus servicing requirements.</p>	<p style="text-align: center;">✓</p> <p>Two bays directly adjacent to school site, one for CAT bus service and the other (on Nelson Crescent) for use by school bus movements.</p> <p>PTA and Transperth extensively involved in development of EPPS Transport Plan and will continue to be engaged with prior to opening of EPPS.</p>

8. DROP OFF AND PICK UP FACILITIES

8.1 Driving Accessibility

The 10 minute accessibility catchment for vehicle trips to EPPS at 8.00am on a weekday was examined in Planwisely and then validated through Google Maps directional travel calculator. This catchment area is shown in Figure 43. As with the 10 minute cycling catchment area, the majority of the indicative intake boundary is covered but the western portion of Northbridge is not and any properties within the western area of Central Perth are also outside the 10 minute catchment.

The fact that the accessibility catchment boundary of bicyclist and driving trips are similar highlights the efficiencies of inner city transport networks that don't involve private vehicle modes. The cycling connections to the north of EPPS and along the Swan River are uninterrupted whilst vehicle trips encounter large volumes of other vehicles competing for the same space and management of the network such as traffic signals and low speed limits.



Figure 43 10 minute driving accessibility – 8.00am weekdays - Nelson Crescent (source: Planwisely)

8.2 Drop Off and Pick Up Provision

Planning for the development of EPPS has been based on a combination of on and off-site vehicle bay provision that is more commensurate with the location and typology of the facility and is reflective of the ability for the majority of trips to and from the school to be accessed via means other than private vehicle. Unlike suburban footprint schools, provision of on-site parking has not been prioritised.

Planning for EPPS has indicated on-street parking and pick up / drop off areas on Waterloo Crescent, Horatio Street and Nelson Crescent catering for 32 bays. These bays would be managed through the COP, with the recommended approach being the same as employed at Trinity School where bays on Sailani Avenue are posted as 3P bays from 9am-2pm and then P5 bays between 8am and 9am and 2pm and 6pm Monday-Friday.

This provides the ability for those bays to be used outside of busier periods associated with school drop off and pick up. Bay locations are shown on Figure 44 with the on-site facility of 17 bays shown in Figure 45.

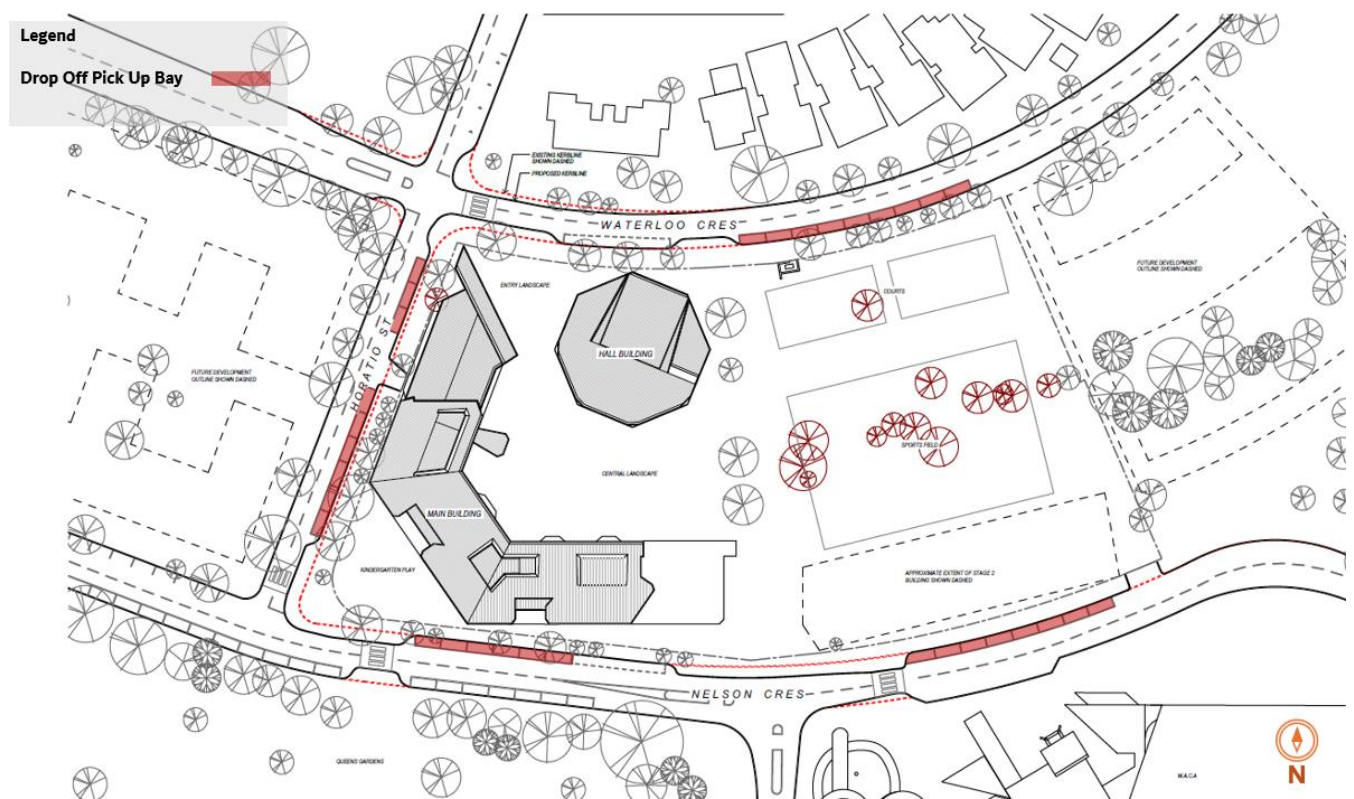


Figure 44 Location of proposed drop off and pick up facilities at EPPS (source: EIW/ARM)

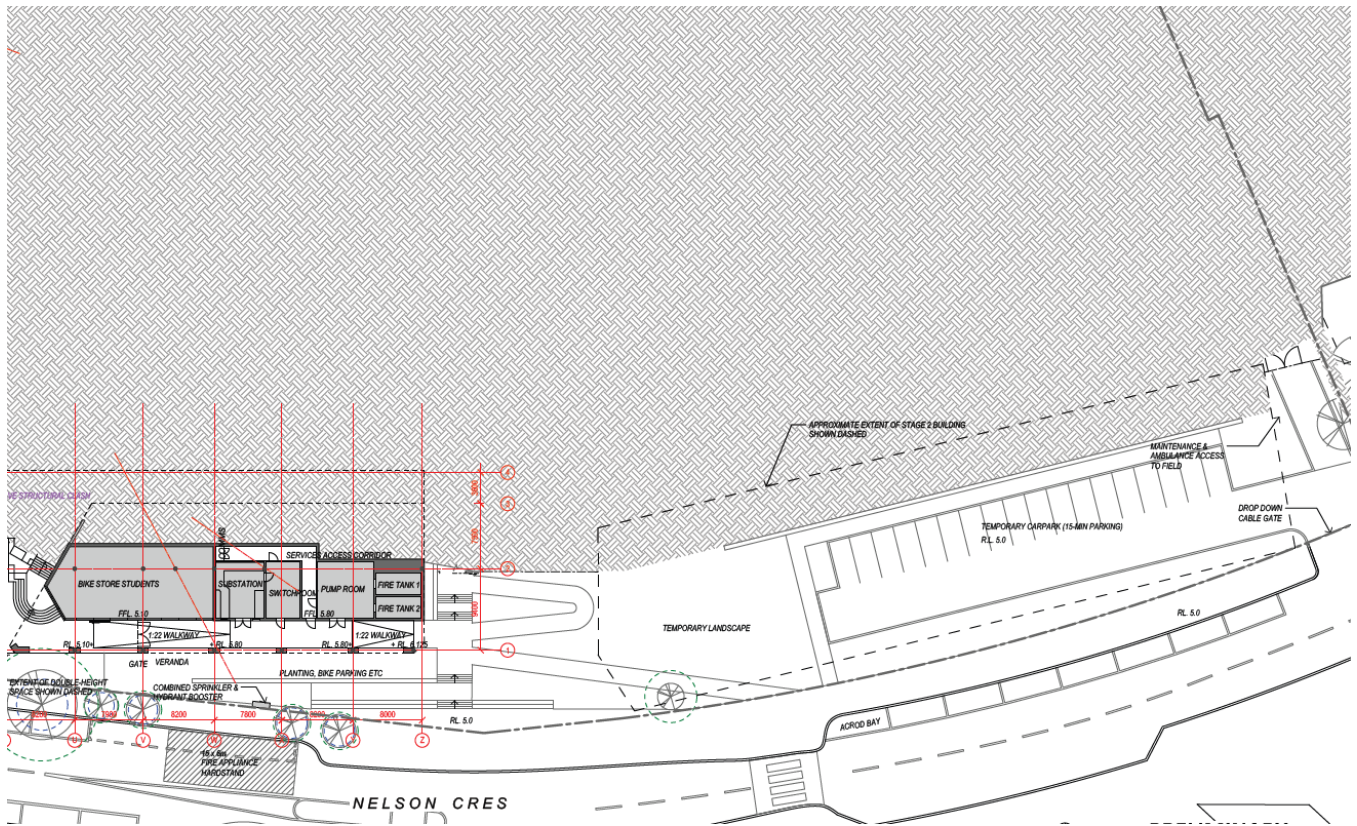


Figure 45 Parking area – Nelson Crescent (source: EIW/ARM)

8.3 Future Drop off and Pick Up Considerations

At EPPS there are several considerations that will impact the level, and location of drop off and pick up activity. These are:

- Success of measures to support travel demand management at the school
- Location of origin points for students and their ability to travel to and from the site by means other than private vehicles
- Surrounding network management and usage.

8.4 Crash Reporting

The Main Roads WA Crash Reporting database was examined for data over the past five years, as shown in Figure 46. Directly adjacent to the school there were a number of minor incidents but no significant patterns of consistent crashes at intersections or the street network near the site.

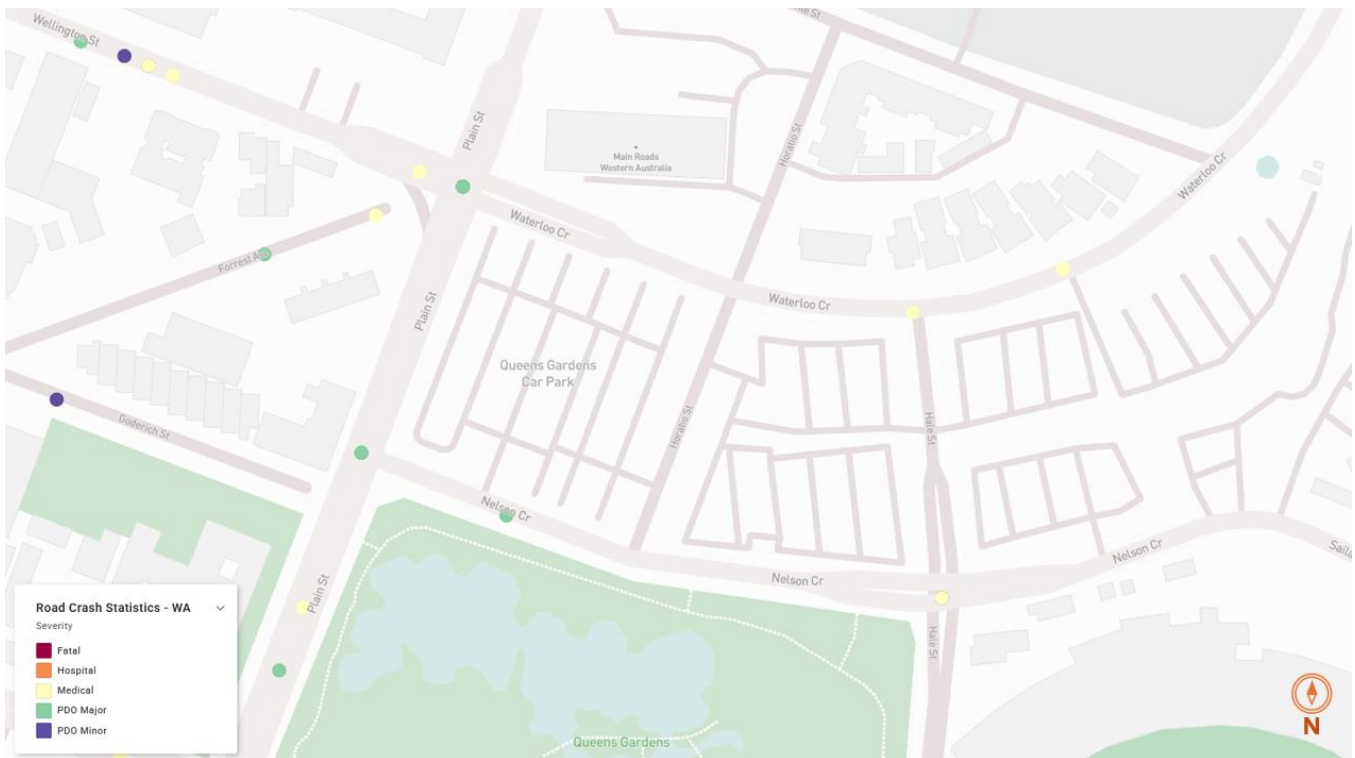


Figure 46 Crashes in the area around EPPS site (source: Planwisely/Main Roads WA)

8.5 Management Recommendations

Recommendations relating to parking and the drop off and pick up areas within the EPPS Transport Plan were:

- CoP review timing of all existing on-street bays in area to examine application of appropriate controls if possible.
- Provision of minimal on-site bays within EPPS, with bays to be managed by EPPS. One access point on Horatio Street and other off Nelson Crescent. All on-site bays to be subject to licensing approval (and potentially levies) under the Perth Parking Management Act, Regulations and Policy.
- Redesign Horatio Street between Waterloo Crescent and Nelson Crescent to have on-street bays in front of school (final number dependent on design). Current carriageway cross section is 10m wide, potential for 2 x 3.2m travel lanes and 2.5m parking bays with remaining 1.1m given to wider footpath on school side. Include recessed entrance locations in school site
- Provision of drop off and pick up bays on Waterloo Crescent to north of EPPS. Use of existing carriageway without requirement to widen. Provision of bays in this location will remove informal use or blocking of bus stop. Adjust lane markings on Waterloo Crescent to match and tie into existing bus stand layover bays to east. Incorporate other traffic management elements to assist in permanent speed management through corridor.

- Provision of on-street parking bays on northern side of Nelson Crescent to provide managed bays in location that would benefit adjacent community facilities as well as EPPS. Timed and managed bays according to CoP priorities.
- EPPS develop a management structure and policy for the control of vehicle movements in to and out of the on-site drop off area to be used by drivers. This should include management measures by staff, control structures and understanding of risk management for movements.
- EPPS develop a policy for the use of the bays on site off Horatio Street and provide to all staff prior to opening of school.

8.6 STAMP Checklist – Section 7

Drop off and pick up facilities		Comments
Outline the number of kiss and ride zones, and the number of car parking bays within those zones.	✓	Drop off and pick up zones discussed –three separate areas on street frontages.
Discuss how the kiss and ride zones are operating. The Principal and Local Government Ranger services can provide input into this. Have there been complaints received from local residents?	✓	Not applicable.
Undertake site visit(s) to see how the zone(s) operate during peak drop off and pick up times, notating those observations within the STAMP.	✓	Site visits undertaken as part of project development. No analysis of patterns available given changes proposed within EPPS planning.
Outline the management/ requirements of the zone that parents, and carers must follow to ensure the safety and efficiency of the zone during peak drop off and pick up times e.g. volunteer/ staff monitors/ parking warden program.	✓	To be provided by EPPS prior to opening.

9. PARKING

9.1 Car Parking Requirements

The provision of parking on-site has been determined through the Project Definition Plan process and analysis of a range of scenarios and options. The resultant level of parking on site being provided is 17 bays for visitors (as discussed in the previous section and shown in Figure 45) and a five bay facility next to the administration building off Horatio Street which includes an ACROD bay as shown in Figure 47.

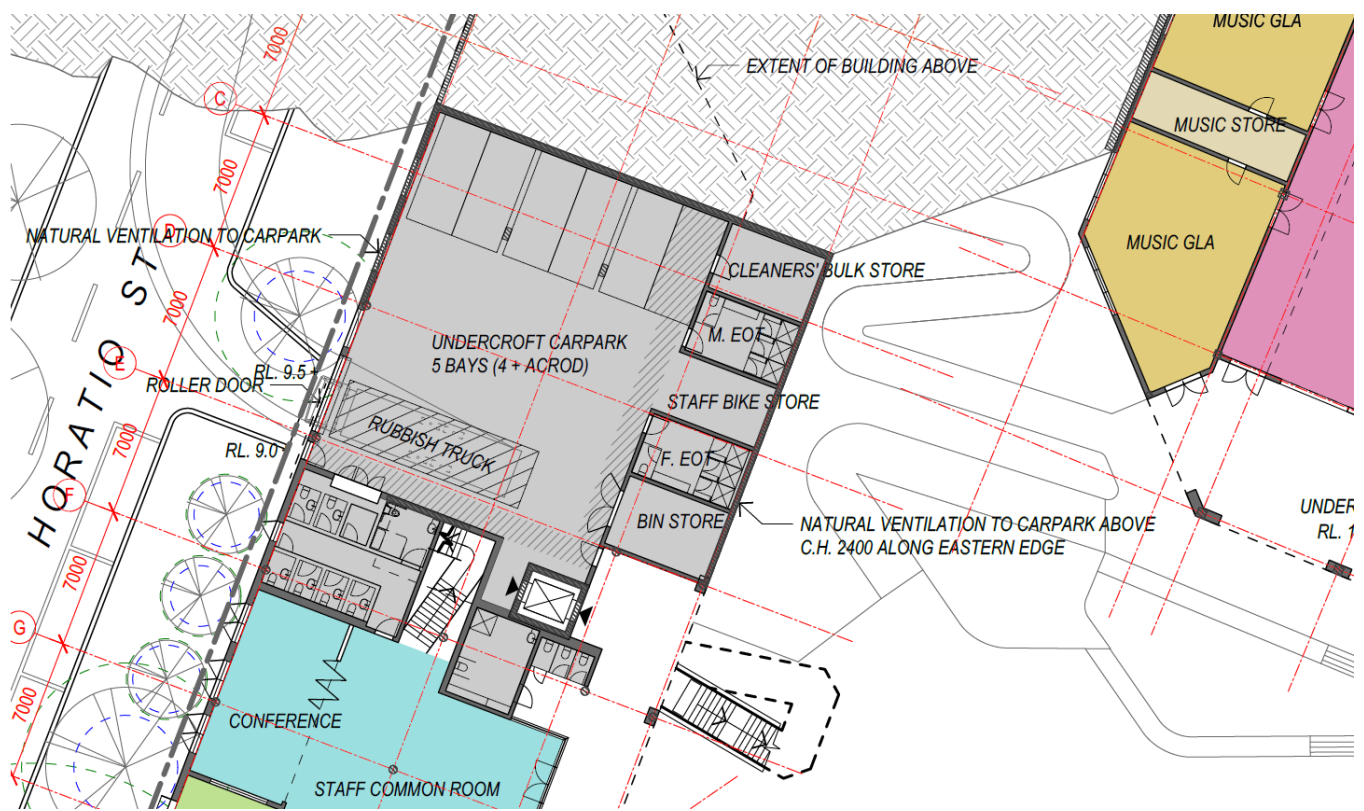


Figure 47 School administration parking bays off Horatio Street (source: EIW/ARM)

9.2 Existing Parking

There is no existing parking associated with the school. In relation to short stay parking proximate to EPPS, Figure 48 shows all of the on-street bays within a 10-minute walk of EPPS (Waterloo Street). This represents over 900 on-street bays alone, with the more immediate catchment having over 400 bays on-street.

These bays would also be subject to commercial use and competing demands from other land uses (such as Trinity College) however short stay trips could still be accommodated in these areas.



Figure 48 On-street bays within 10 minute walk catchment

For longer stay trips associated with staff driving to the site, the immediate area adjacent to the school site would be retained as off-street parking and there are a range of locations within the 10 minute walk as shown in Figure 49.

Based on research undertaken in 2024, these off-street parking locations (excluding the residential bays left at Queens Gardens) equate to over 1,500 long stay commuting bays within a ten minute walk of the site.



Figure 49 Off street paid parking locations

9.3 Servicing and Emergency Vehicle Access

Servicing is provided via the administration parking area off Horatio Street as shown in Figure 47. Discussions with the CoP through the process to develop a Waste Management Plan included provision of dimensions for a standard CoP vehicle. This was used in swept path analysis through design development which allowed testing of movements into the service area of the site.

The swept path analysis utilised to inform the Schematic Design for EPPS is shown in Figure 50. The movement of waste material and servicing of the site would be subject to the Waste Management Plan for EPPS as well as approval conditions. There would also be on-street servicing of the site related to short term deliveries or drop off of materials and equipment. These movements would use on-street bays which is common practice throughout Central Perth.

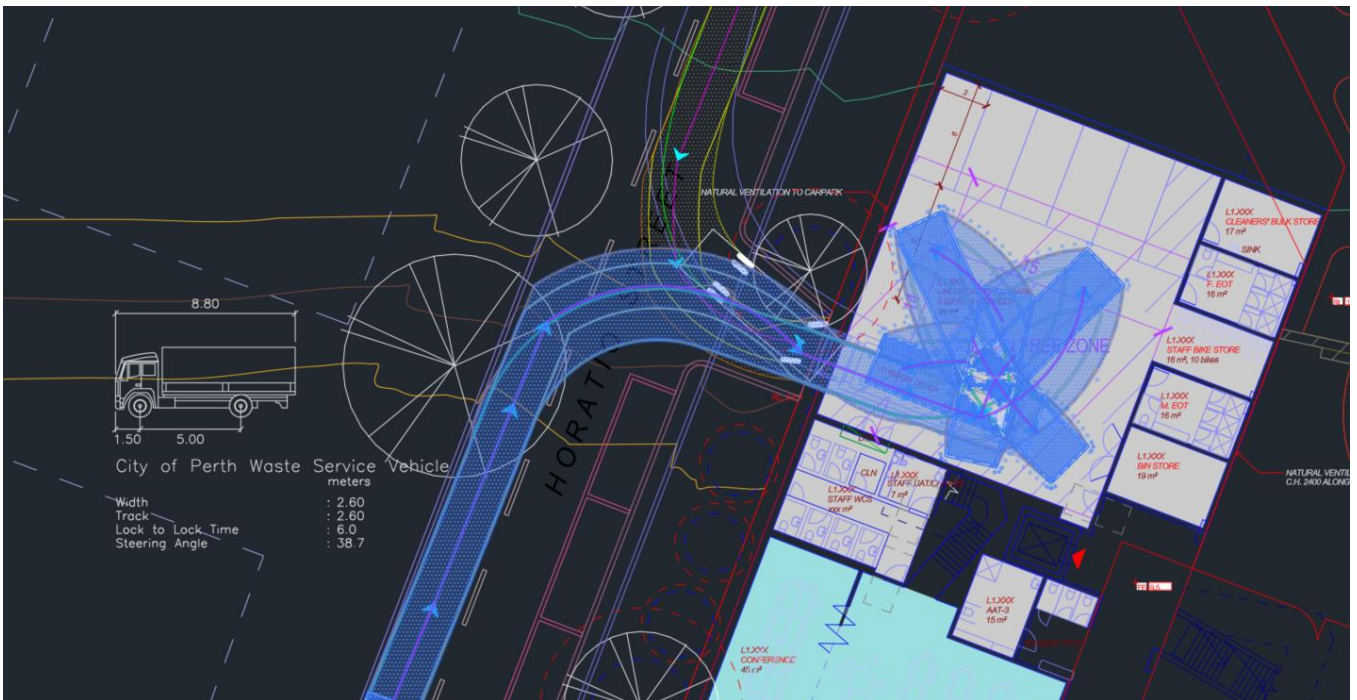


Figure 50 Swept path movement for CoP refuse vehicle (source: Flyt)

9.4 Parking Management

All bays on the surrounding network are managed and controlled by the CoP. Internal bays will be managed through EPPS, with access to the administration and service area managed through signposting and use of other measures such as barrier gates.

For the on-site parking, it is recommended that the visitor bay area be secured outside of drop off and pick up times and staff not park in the area. Exact details on on-site management would be refined with the EPPS management and DoE throughout the design development stage of the project.

9.5 Future Parking Provision

There is no provision for additional on-site parking at the EPPS site.

9.6 Parking Recommendations

Recommendations relating to parking and the drop off and pick up areas within the EPPS Transport Plan were:

- CoP review timing of all existing on-street bays in area to examine application of appropriate controls if possible.

- Provision of minimal on-site bays within EPPS, with bays to be managed by EPPS. One access point on Horatio Street and other off Nelson Crescent. All on-site bays to be subject to licensing approval (and potentially levies) under the Perth Parking Management Act, Regulations and Policy.
- Redesign Horatio Street between Waterloo Crescent and Nelson Crescent to have on-street bays in front of school (final number dependent on design). Current carriageway cross section is 10m wide, potential for 2 x 3.2m travel lanes and 2.5m parking bays with remaining 1.1m given to wider footpath on school side. Include recessed entrance locations in school site
- Provision of drop off and pick up bays on Waterloo Crescent to north of EPPS. Use of existing carriageway without requirement to widen. Provision of bays in this location will remove informal use or blocking of bus stop. Adjust lane markings on Waterloo Crescent to match and tie into existing bus stand layover bays to east. Incorporate other traffic management elements to assist in permanent speed management through corridor.
- Provision of on-street parking bays on northern side of Nelson Crescent to provide managed bays in location that would benefit adjacent community facilities as well as EPPS. Timed and managed bays according to CoP priorities.
- EPPS develop a management structure and policy for the control of vehicle movements in to and out of the on-site drop off area to be used by drivers. This should include management measures by staff, control structures and understanding of risk management for movements.
- EPPS develop a policy for the use of the bays on site off Horatio Street and provide to all staff prior to opening of school.

9.7 STAMP Checklist – Section 8

Parking		Comments
Outline the car parking requirements as required by the Primary School Brief or Secondary School Planning Guide.	✓	Requirements defined through the PDP process for EPPS.
Outline any Local Government car parking requirements.		Requirements defined through the PDP process for EPPS.
Identify the location, type and number of on-site parking bays, on-street embayments and off-street car parking availability.	✓	Identified and shown on images.

<p>Identify how many bays are designated for staff, visitors, students, staff or short-term drop off bays.</p>	<p>✓</p>	<p>Identified and shown on images.</p>
<p>Identify if the school has a permit policy for allocation of parking.</p>	<p>✓</p>	<p>No permit system.</p>
<p>Identify if the school has any parking restrictions on the school site or on surrounding streets.</p>	<p>✓</p>	<p>Area managed by CoP. Recommendations on timing included in Transport Plan</p>
<p>Identify any rules for parking area(s) and how are these communicated to parents and carers (i.e. illegal parking at intersections, school crossings, local residents driveways, unauthorised parking in dedicated staff parking areas).</p>	<p>✓</p>	<p>Not applicable for this stage of the STAMP.</p>
<p>Identify any parking area(s) provided for service (delivers, waste) and emergency vehicles and outline if there are adequate access paths (with sufficient design for larger vehicles) provided to these areas?</p>	<p>✓</p>	<p>Service vehicles discussed. Emergency services have full access to site through design development.</p>
<p>Undertake an assessment to identify any existing parking shortfall or additional capacity as a result of the proposal.</p>	<p>✓</p>	<p>Requirements defined through the PDP process for EPPS.</p>
<p>If there is a shortfall, provide recommendations and timeframes on how this is to be addressed (i.e. safety treatments, temporary car parking spaces and offsite car parking options).</p>		

10. PUBLIC TRANSPORT

10.1 Public Transport Accessibility

Given the nature of coverage for public transport services within Central Perth and East Perth, the level of accessibility by public transport services is expected to be high. To understand the reach of this catchment, a 20 minute trip starting at 8.00am on a weekday to the bus stop on the northern side of EPPS on Waterloo Crescent was used to examine the level of accessibility. The overall catchment is shown in Figure 51 and the indicative intake boundary area is shown in Figure 52.

Given that the public transport 20 minute accessibility isochrone extends beyond the indicative intake boundary, this shows that:

- Students and carers can access EPPS via public transport from any residential dwelling in the indicative intake area
- Staff have high levels of accessibility to the site via public transport, with the expectation that some of their trips may be longer than 20 minutes but no less convenient
- There is the potential for interchange with the urban passenger rail network given the results indicate trips on the rail network through to Daglish in the west, Glendalough in the north and Maylands to the east. Trips along the Armadale and Thornlie Lines would also be expected to show on this measurement when opened again
- Given the ease of accessibility, it would also mean that parents or carers would be able to drop their children at EPPS and then easily access employment, services and other facilities within Central Perth and beyond via public transport and not rely on a vehicle. This level of accessibility removes or reduces the need for a vehicle and will impact broader travel patterns in the City.

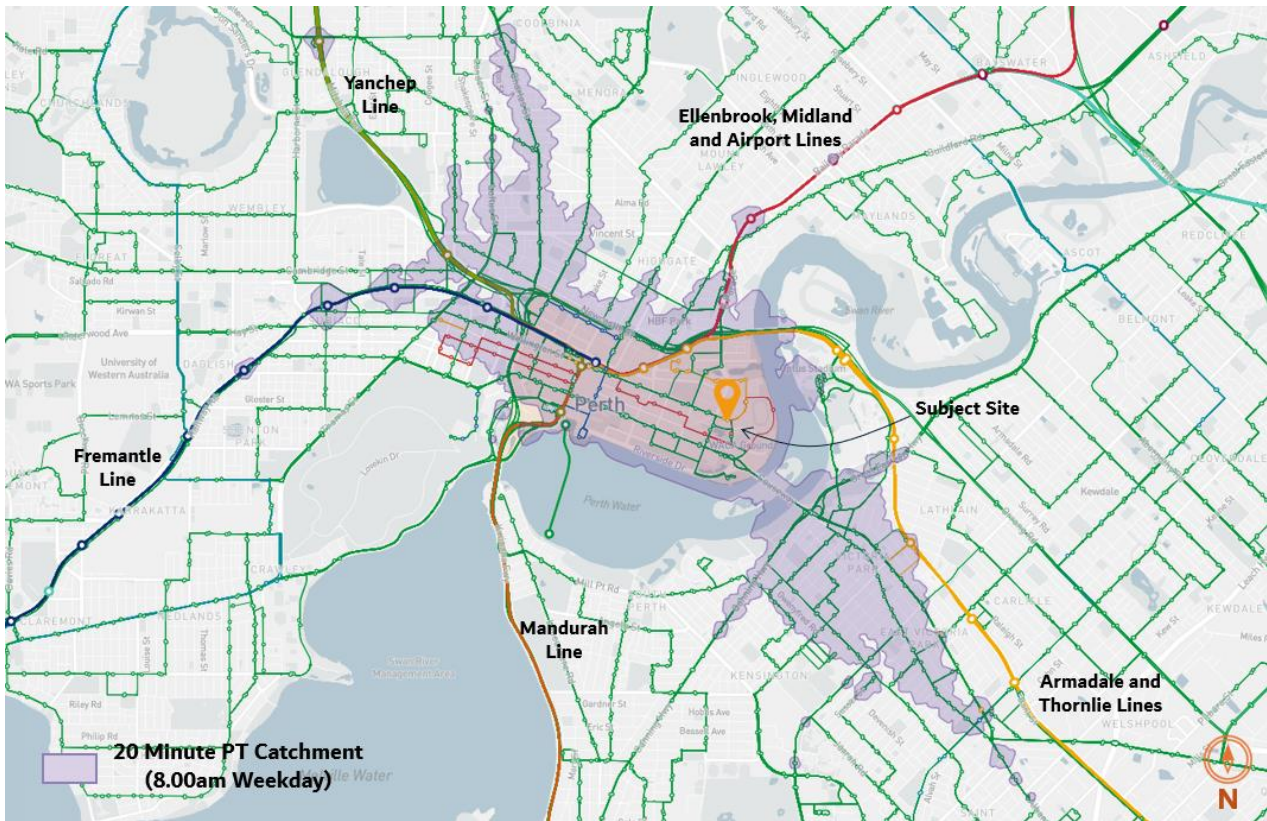


Figure 51 20 minute public transport accessibility - Waterloo Crescent (source: Planwisely)



Figure 52 20 minute public transport accessibility - Waterloo Crescent (source: Planwisely)

10.2 Public Transport Services

As noted in the STAMP, the location of bus stops adjacent to EPPS may be altered slightly, and the Red CAT service is also subject to diversion so the information in this section reflects the existing services and stop locations.

EPPS has access by a range of CAT and standard bus service routes, with high levels of accessibility as discussed in the previous section. The most proximate stops on Waterloo Crescent to the north of the site are dedicated Yellow CAT bus stops which connect EPPS with Claisebrook Cove and West Perth. The location of the two bus stops are shown in Figure 53 and Figure 54. It is recommended that these stops be renamed to be labelled as “East Perth Primary School” rather than Main Roads. CAT services run on 5-6 minute headways.

In addition to the Yellow CAT bus, there are bus stops on Wellington Street that provide access to the high frequency 960 bus service and 38 and 220 buses which run along Wellington Street, with the 960 extending to the western area of the intake boundary. The stops, shown in Figure 55 and Figure 56, are approximately 250m-260 walk from the forecourt area of EPPS on the corner of Horatio Street and Waterloo Crescent.

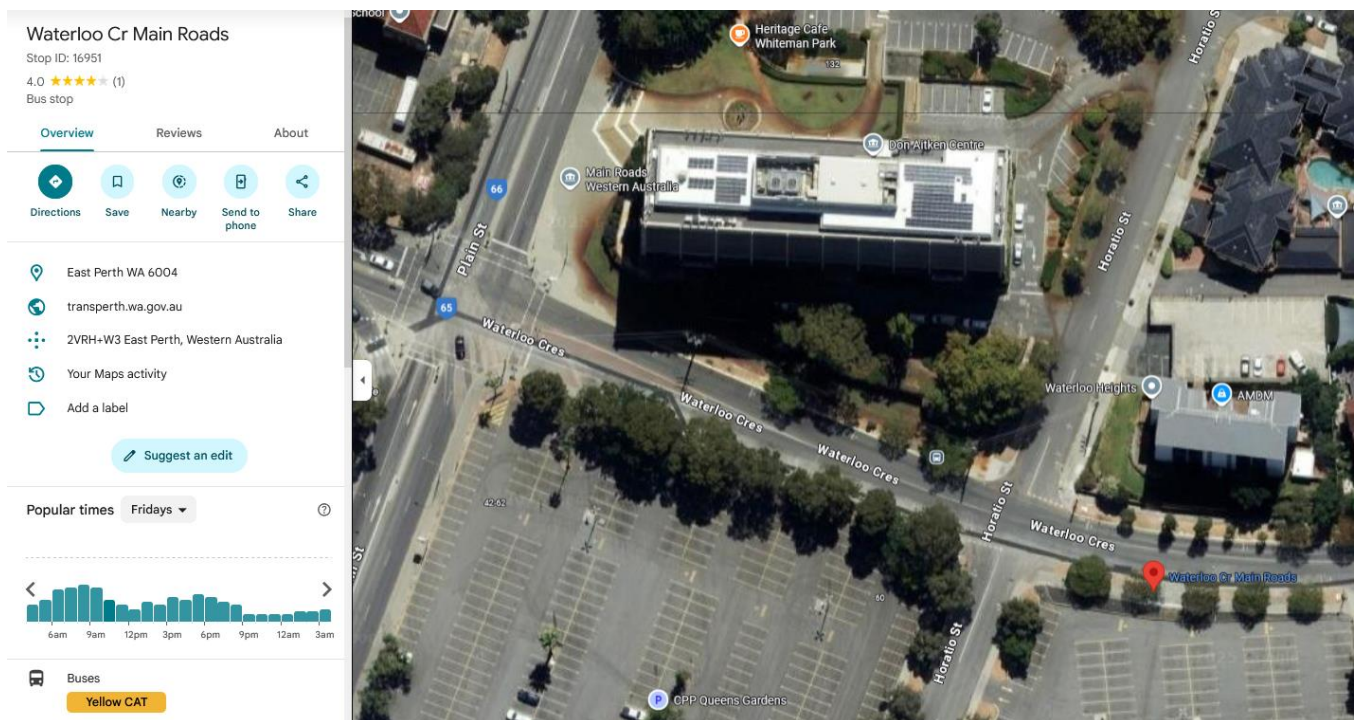


Figure 53 Stop ID 16951 (source: Google Maps)



Figure 54 Stop id 16944 (source: Google Maps)

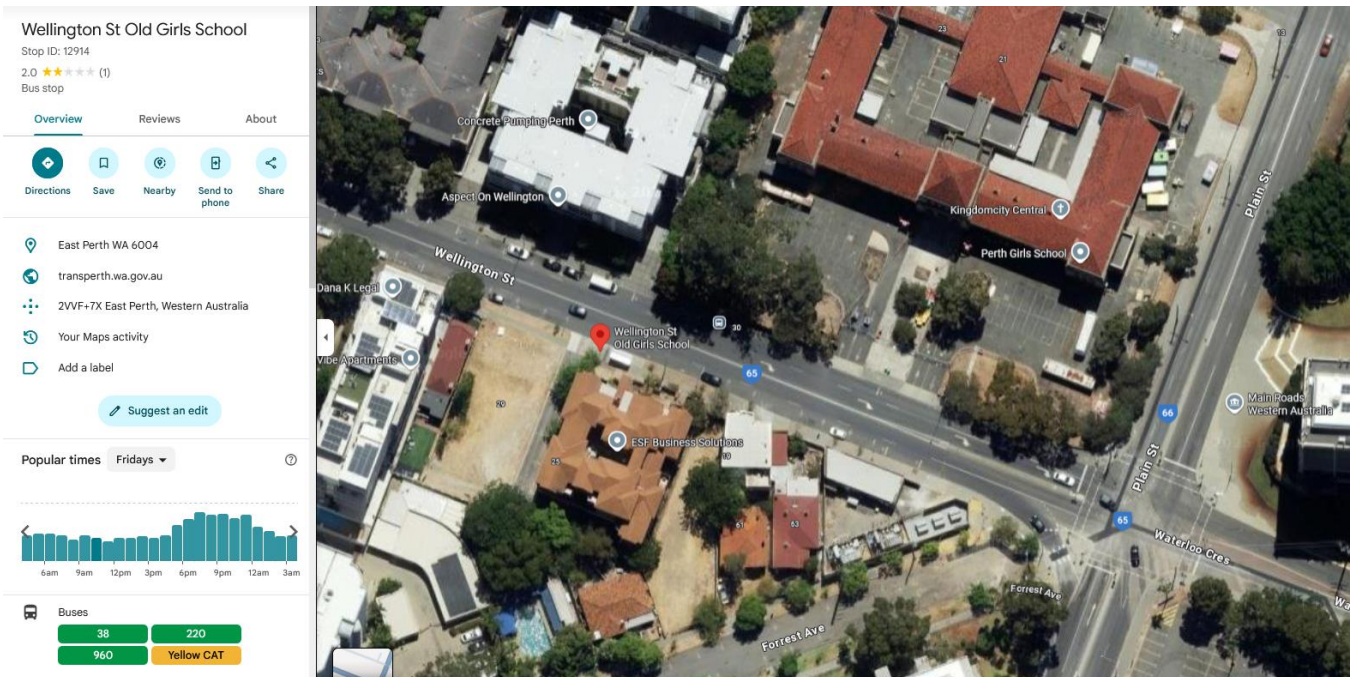


Figure 55 Stop id 12934 (source: Google Maps)

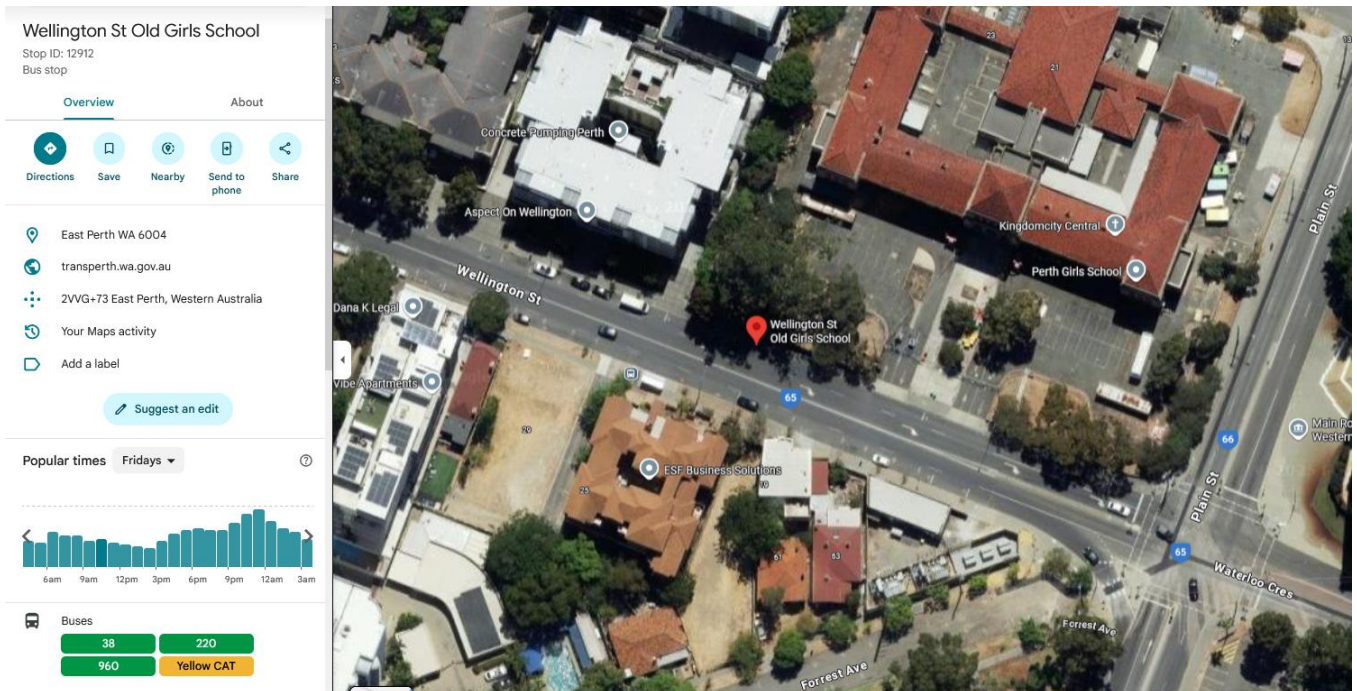


Figure 56 Stop id 12912 (source: Google Maps)

For trips to the south of the EPPS site and through Central Perth, bus stops for the Red CAT bus and regular 111 and 160 bus services are located on Hale Street and Hay Street to the south of EPPS. These are shown in Figure 57 and Figure 58 with the furthest stop being 330m away from the Nelson Crescent entrance.

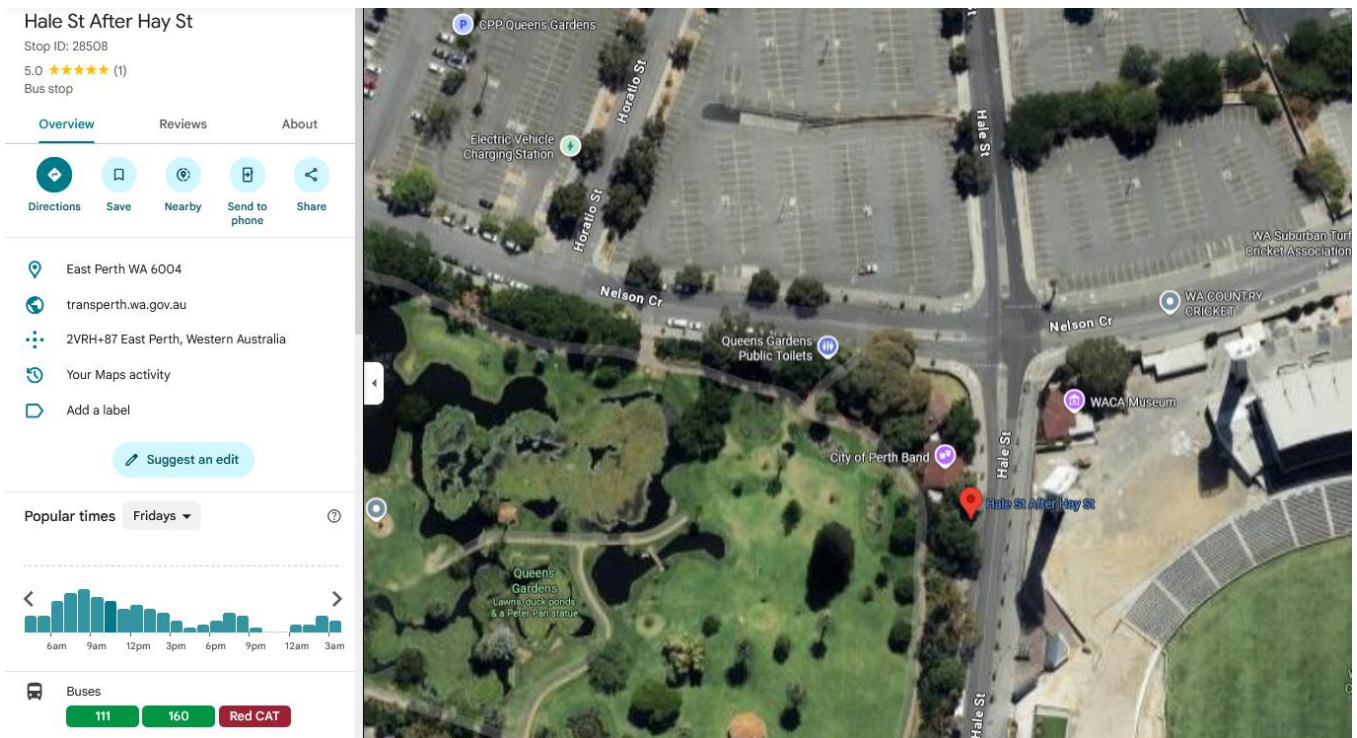


Figure 57 Stop id 28508 (source: Google Maps)

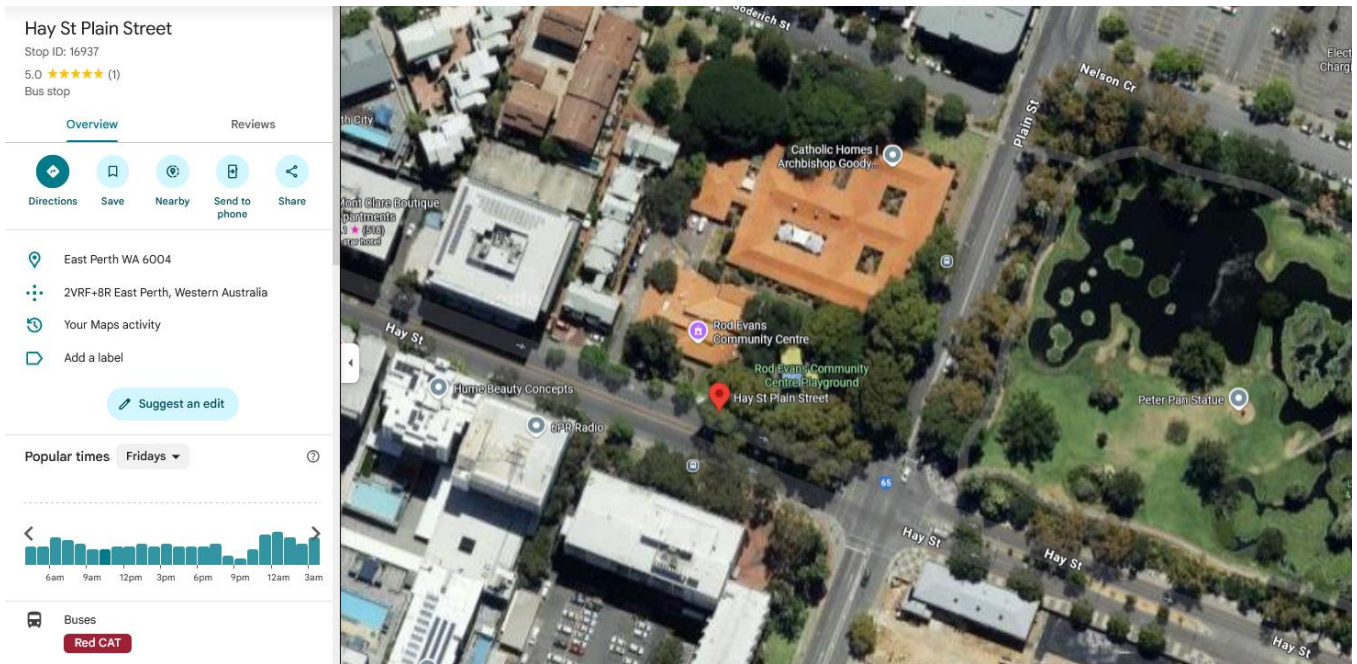


Figure 58 Stop id 16937 (source: Google Maps)

10.3 Bus Services

Discussion on school specific bus services were held with the development of the EPPS Transport Plan. Given the excellent accessibility afforded through the exiting bus services described above and in previous sections of the STAMP, the potential for an EPPS specific service to provide additional benefit beyond the current accessibility may be limited.

Some individual after school care providers may include a service as part of their offering however no EPPS specific services are being considered at this stage of the planning process.

10.4 STAMP Checklist – Section 9

Public transport		Comments
<p>Railway services - location of nearest train station (within 800 metres) and access routes to train station.</p>	✓	<p>Transfer via Yellow CAT to Claisebrook Station.</p>
<p>Public bus services - location of bus routes (for all bus routes passing within 400 metres of the site) and access routes to these services.</p>	✓	<p>Mapping, routes and bus stop locations provided.</p>
<p>Public bus servicing - location of bus drop off and pick up areas/ embayment's around the school site and access routes to these services.</p> <p>If no service areas are provided, are any needed?</p> <p>Does consultation need to occur with the Local Government and/or Public Transport Authority to consider bus servicing requirements or progress new services?</p>	✓	<p>Mapping, routes and bus stop locations provided.</p> <p>PTA and Transperth Service Planning team will continued to be engaged with as required during the Design Development and delivery stages of the EPPS project.</p>

11. TRAVEL DEMAND MANAGEMENT

11.1 Shared Travel and Parking

Within the EPPS Transport Plan, the following recommendation was made relating to staff travel:

“EPPS (through DoHW) develop a Travel Plan for staff prior to the recruitment of administration and teaching staff members at EPPS. The Travel Plan be provided to all potential staff who are considering employment to understand that there is no on-site parking for staff at EPPS. The Travel Plan use information from the EPPS Transport Plan and the STAMP to provide staff with relevant details. Plan to be updated as required”.

Within that plan, the potential for shared travel or car pooling could also be raised as a potential option. As noted previously in the STAMP, there will be no general parking for staff on site at EPPS, with a range of nearby commercial options in the immediate area.

11.2 School Pick Up and Drop Off Times

School hours are yet to be set, but would likely be based around a regular pattern of 8.40am – 3.00pm timeframe. Consideration should be given to staggering the times of school hours to take into account wider travel patterns and impacts of surrounding land uses.

11.3 Consolidation of Parking and Reciprocal Arrangements

DoHW have not supported consolidation or reciprocal parking for the site.

11.4 Local Authority Engagement

CoP staff have been heavily involved with the development of the EPPS Transport Plan which has included individual stakeholder engagement. They will continue to be heavily involved in the planning and approvals processes associated with both the site and changes proposed to the wider transport network in the EPPS Transport Plan.

11.5 STAMP Checklist – Section 10

Travel demand management		Comments
<p>Outline if the school has a carpooling scheme to reduce the demand for parking spaces. If so, what initiatives does the school use to promote carpooling and outline when the scheme was last reviewed.</p>	✓	To be examined through Staff Travel Plan.
<p>Outline if the school has a shared use parking arrangement with adjoining oval or community facilities.</p>	✓	None supported by DoHW.
<p>Outline if opportunities have been explored for consolidating car parking areas on the school site and adjoining land uses (open space sites or community facilities) to create a critical mass of bays that can be utilised by the school during school hours and by the community out of school hours and on weekends.</p>	✓	Parking on-site to be very limited.
<p>Outline if the school staggers pick-up and drop-off times.</p>	✓	Hours of operation not set.

12. ACTIVE TRAVEL PROGRAMS AND ACTIVITIES

12.1 Your Move

Implementation of travel demand management initiatives as part of the everyday operation of EPPS will be crucial to the success of minimising transport network impacts associated with the site. This is the case even prior to the opening of the school in 2029. As set out in the recommendations of the EPPS Transport Plan:

“DTMI to engage with EPPS administration and management one year prior to opening to establish the Your Move program within EPPS and provide guidance to the administration on finalising the documents above, as well as how to deliver travel demand management programs from school opening on. School set the highest possible level of achievement as an objective for Year 1 of operation and maintain that level”.

EPPS should be seen as an exemplar school from Day 1 and this will be assisted through a number of senior staff being provided with management assistance in implementing and overseeing the running of the Your Move initiatives at the school.

Aside from the infrastructure proposals set out in the EPPS Transport Plan, the following recommendations were made relating to travel demand management:

- EPPS (through DoHW) develop a Travel Plan for staff prior to the recruitment of administration and teaching staff members at EPPS. The Travel Plan be provided to all potential staff who are considering employment to understand that there is no on-site parking for staff at EPPS. The Travel Plan use information from the EPPS Transport Plan and the STAMP to provide staff with relevant details. Plan to be updated as required.
- EPPS to provide travel and transport information within a simplified “Travel Access Guide” format or include significant details within the Parents and Carers Information Booklet and make details available to parents and carers online and when they first engage with the school prior to opening. All new families to the school to be provided with a copy of the guide and make readily available within Administration.
- Transperth and DTMI to develop an EPPS specific information pamphlet showing bus routes, connections, school specific timed services and location of surrounding bus stops. Provide in a format that can be included on the school website.
- The school implement Bike Education course for Year 4s or Year 5s as a mandatory excursion each year within the Your Move program. Staff continue to be involved in WestCycle's Teacher Accreditation Course: Cycling on an annual basis if possible.
- To support development of EPPS as an exemplar school for travel demand, EPPS engage with other local schools in the Inner City network and collaborate to understand what local measures and support is

relevant to increasing the overall number of students walking, riding or scooting to school and how the approach of EPPS can be used to assist other sites.

- CoP or DTMI through Your Move consider either permanent or stencilled wayfinding elements for pedestrian network around East Perth.

Given the completion of the EPPS Transport Plan, it is also recommended that DTMI and the Your Move team establish a working group with EPPS in the year prior to opening to assist in setting up the programs required and support EPPS in developing the relevant material for students and staff. This could also involve the CoP and PTA / Transperth to address specific recommendations around the local street network and public transport.

12.2 Other Active Travel Programs

It is recommended that the school staff get involved in the West Cycle's Teacher Accreditation Course: Cycling on an annual basis if possible.

Given transport accounts for 20% of global CO² emissions, there is the opportunity for the school to promote direct responsibility of parents / carers and students in reducing their own emissions through the school sustainability program.

12.3 Visibility and Promotion of Documentation

Recommendations on this element are covered in section 12.1.

12.4 Active Transport Demand

The completion of a survey during the initial year of operation as part of the Your Move program is recommended to understand the volumes involved, as well as a benchmark for future. This could also be completed as part of the orientation to the school where parents and children are provided information on how to get to and from EPPS.

The school community should seek to encourage and support the Your Move program, with recommendations set out in the previous section. The key element to this is involvement of senior staff who are specifically tasked with maintaining the program and initiatives.

12.5 STAMP Checklist – Section 11

Active travel programs and activities		Comments
<p>Indicate whether the school is involved in the Department of Transport’s ‘Your Move’ program. If so, include the following information:</p> <ul style="list-style-type: none"> ○ Length of time the school has been a member. ○ How active is the school in this program. ○ If the school has purchased any infrastructure as a result of participation in the program. ○ Any other outcomes of involvement with the program. 	✓	Recommendation made for Your Move.
<p>Outline any other active transport travel programs or travel behaviour change activities on offer at the school (i.e. events to promote specific modes such as days when walking and cycling are promoted; Walk Safely to School Day; Walking School Bus; Bicycle Train; Park and Stride).</p>	✓	Recommendations made, initiatives to be developed through Your Move program.
<p>Outline any training the school has undertaken for safe pedestrian and cycling behaviour or curriculum activities to educate and involve children in development of a travel plan.</p>	✓	Recommendations made.
<p>Outline the visibility of travel information in school documentation and around the school site.</p> <ul style="list-style-type: none"> • Is there a travel policy in the prospectus? 	✓	Recommendations made.

-
- Does the school promote public transport route maps and timetables on noticeboards, flyers, emails or social media?
 - Does the school promote cycling and walking on noticeboards, flyers, emails or social media?
-

Outline how active travel and public transport is promoted to students and staff and if there is active encouragement.

✓

Recommendations made.

Explore promotion opportunities.

Outline if there is identified demand for active travel (i.e. include recommendations to promote more walking and cycling, such as installing more bicycle racks or end of trip facilities).

✓

Not applicable for this stage of the STAMP.

13. SUMMARY AND RECOMMENDATIONS

13.1 Summary

This School Transport and Access Management Plan (STAMP) has been prepared by Flyt in support of a proposed development of the East Perth Primary School (EPPS). The site is within the City of Perth (CoP) and, as indicated by the South West Aboriginal Land and Sea Council website, sits within the Whadjuk Region of the Noongar boodja (country).

The site has frontage to Waterloo Crescent to the north, Horatio Street to the west and Nelson Crescent to the south. The school administration block of the school will front Horatio Street.

The EPPS will be a new Primary School opening for Term 1, 2029. It will cater for Kindergarten to Year 6 and has an indicative intake of 600 students, with a maximum planned capacity of 883. The development of the EPPS plans have undergone significant iteration and engagement and this STAMP forms the basis for initial operational planning of the transport elements contributing to the function of the school.

It would be expected that the STAMP would be revised for the commencement of EPPS operations. A key input into the STAMP was the EPPS Transport Plan, a comprehensive exercise underpinned through the involvement of all key agencies and stakeholders being:

- City of Perth (CoP)
- Department of Housing and Works (DoHW) (formally Department of Finance (DoF) responsibility)
- Department of Education (DoE)
- Department of Transport and Major Infrastructure (DTMI),
- Transperth / Public Transport Authority (PTA)
- Main Roads WA (MRWA)
- DevelopmentWA (DevWA)
- Western Australian Police (WAPOL).

The EPPS Transport Plan looked at all elements of the transport network ranging from wider area strategies through to detailed interface treatments. The recommendations of that plan, threaded throughout this STAMP, will be acted on by these stakeholders between 2025 and 2029 to ensure safety of students and carers moving to and from the site. Those recommendations cover strategies and infrastructure changes all designed to support both EPPS but also improvements for the general network in the area.

The school is located in the eastern half of an intake area that covers Central Perth, Northbridge and East Perth. It has excellent accessibility by all modes and will be able to support a significant movement of students to and from the site by means other than private vehicles.

Parking will be limited on site and some on-street bays will be managed to provide some access. There will be minimal staff parking bays on site and 17 visitor bays located at the eastern end of the site. There will be two secured, undercover storage areas for bicycles and scooters and there are excellent staff End of Trip facilities incorporated into the design.

Overall, implementation of travel demand management initiatives as part of the everyday operation of EPPS will be crucial to the success of minimising transport network impacts associated with the site. This is the case even prior to the opening of the school in 2029. EPPS should be seen as an exemplar school from Day 1 and this will be assisted through a number of senior staff being provided with management assistance in implementing and overseeing the running of the Your Move initiatives at the school.

Given the completion of the EPPS Transport Plan, it is also recommended that DTMI and the Your Move team establish a working group with EPPS in the year prior to opening to assist in setting up the programs required and support EPPS in developing the relevant material for students and staff. This could also involve the CoP and PTA / Transperth to address specific recommendations around the local street network and public transport.

13.2 Recommendations

The recommendations included within the STAMP are those set out in the EPPS Transport Plan. Typically the STAMP would set out short and longer term recommendations however in this instance, the non-infrastructure based recommendations replicated in this version of the STAMP have been derived explicitly from the EPPS Transport Plan as well as additional recommendations made in the STAMP.

The timeframes for recommendations are all set as being 2026-2029 given the approvals process and time in place for implementation of EPPS Transport Plan recommendations by stakeholders.

13.2.1 Recommendations

No.	Recommendation	Timeframe
1	EPPS (through DoHW) develop a Travel Plan for staff prior to the recruitment of administration and teaching staff members at EPPS. The Travel Plan be provided to all potential staff who are considering employment to understand that there is no on-site parking for staff at EPPS. The Travel Plan use information from the EPPS Transport Plan and the STAMP to provide staff with relevant details. Plan to be updated as required.	2026-2029
2	EPPS to provide travel and transport information within a simplified “Travel Access Guide” format or include significant details within the Parents and Carers Information Booklet and make details available to parents and carers online and when they first engage with the school prior to opening. All new families to the school to be provided with a copy of the guide and make readily available within Administration.	2026-2029
3	DTMI to engage with EPPS administration and management one year prior to opening to establish the Your Move program within EPPS and provide guidance to the administration on finalising the documents above, as well as how to deliver travel demand management programs from school opening on. School set the highest possible level of achievement as an objective for Year 1 of operation and maintain that level.	2026-2029
4	Transperth and DTMI to develop an EPPS specific information pamphlet showing bus routes, connections, school specific timed services and location of surrounding bus stops. Provide in a format that can be included on the school website.	2026-2029
5	EPPS develop a policy for the use of the bays on site off Horatio Street and provide to all staff prior to opening of school.	2026-2029

6	EPPS develop a management structure and policy for the control of vehicle movements in to and out of the on-site drop off area to be used by drivers. This should include management measures by staff, control structures and understanding of risk management for movements.	2026-2029
7	DTMI examine any implications for LTCN plans based on proposed infrastructure.	2026-2029
8	DoE and EPPS engage with Main Roads WA Major Events Team, WACA, Gloucester Park and VenuesLive (Optus Stadium Operator) to understand any implications of event planning for EPPS. There may be instances where event management overlay on the street network may impact travel into and around EPPS resulting in some changes to access management. Developing a common approach with these bodies will assist in managing any impacts in the future.	
9	The school implement Bike Education course for Year 4s or Year 5s as a mandatory excursion each year within the Your Move program. Staff continue to be involved in WestCycle's Teacher Accreditation Course: Cycling on an annual basis if possible.	2026-2029
10	To support development of EPPS as an exemplar school for travel demand, EPPS engage with other local schools in the Inner City network and collaborate to understand what local measures and support is relevant to increasing the overall number of students walking, riding or scooting to school and how the approach of EPPS can be used to assist other sites.	2026-2029
11	Main Roads WA review all signal timing parameters for pedestrian phases during morning peak and post school period to ensure that existing signalised intersections provide the appropriate and safe levels of phase times to support movements of parents / carers and younger students. Main Roads WA examine all crossing points at signals for safety elements within a 1km radius of site access and prioritise any alterations or changes to intersections for pedestrian priority.	2026-2029
12	CoP review timing of all existing on-street bays in area to examine application of appropriate controls if possible.	2026-2029

13	<p>Development of EPPS facilitate transition to lower posted speed limits in area through number of potential options:</p> <ul style="list-style-type: none"> • CoP submit an application for an extension of the existing school speed zone to the east of EPPS through to Plain Street • Potential to extend the existing 40km/h speed zone within Central Perth to East Perth, including around EPPS • Potential trial 30km/h (as an alternative to 40km/h) speed zone to further reduce the risk of exposure to high volume traffic. 	2026-2029
14	<p>CoP or DTMI through Your Move consider either permanent or stencilled wayfinding elements for pedestrian network around East Perth.</p>	2026-2029
15	<p>Adequate visitor racks for bicycles should be provided on each frontage near the student facilities to allow carers to ride with students. This should also accommodate cargo bikes or areas at end of row which can provide for cargo bikes to be parked.</p>	2026-2029
16	<p>DTMI and the Your Move team establish a working group with EPPS in the year prior to opening to assist in setting up the programs required and support EPPS in developing the relevant material for students and staff. This could also involve the CoP and PTA / Transperth to address specific recommendations around the local street network and public transport.</p>	2026-2029
17	<p>Bus stops for CAT service on Waterloo Crescent be renamed to be labelled as “East Perth Primary School” rather than “Main Roads”</p>	2026-29

14. STAMP CHECKLIST

14.1 Checklist

All sections of the report which addressed the checklist required by the DoHW are set out in the following table for completeness.

Background	Comments
Place name	✓ East Perth Primary School
Project Manager/ Applicant	✓ Susan Cowling Manager Planning – Statutory Planning Customer Experience & Strategy Department of Housing and Works Djoekanup, 16 Parkland Road, Osborne Park WA 6017
Development location and context	✓ Horatio Street, East Perth. Map reference: https://maps.app.goo.gl/HJ3shexp5o6WrKV9

Stakeholder engagement	Comments
Consultation with the Local Government (planning division, engineering division, ranger services).	✓ The CoP was engaged with during the completion of the EPPS Transport Plan. Continued engagement required on range of issues associated with Transport Plan.
Consultation with school Principal.	✓ No Principal in place at EPPS.
Consultation with school community - students, staff, parents and carers.	✓ No engagement possible for Draft STAMP.
Consultation with local community (neighbouring properties, properties on surrounding streets).	✓ Engage with if required through development processes.
Consultation with Public Transport Authority and/or Department of Transport	✓ Both PTA and DTMI were extensively involved in the development of the EPPS Transport Plan, with those recommendations feeding through into this STAMP.

Understanding the school environment	Comments
<p>Size of the school (current/ future student enrolments and staff numbers) and location of key buildings.</p> <p>This should be based on the maximum capacity of the school inclusive of modular classrooms.</p>	<p>✓ EPPS planned for 600 students with maximum planning level of 884. Numbers to be refined as delivery progresses.</p>
<p>School catchment area.</p>	<p>✓ Indicative intake map included. To be confirmed by DoE prior to operation of site</p>
<p>Trip distribution considerations and travel routes (number of current enrolments and staff who walk, ride, drive or catch the bus to and from the school).</p>	<p>✓ Included extensive analysis included which has been extracted from Transport Plan.</p>
<p>Location and the nature of the roads fronting the school site plus 100 metres beyond this point (existing and future road hierarchy, location of main connector routes).</p>	<p>✓ Included extensive analysis included which has been extracted from Transport Plan.</p>
<p>Location and nature of school access points (accessibility from different locations/ directions).</p>	<p>✓ Location points mapped.</p>

Pedestrian accessibility	Comments
<p>Identified walkable catchment area for the school site.</p>	<p>✓ Walking catchment determined through proposed intake boundary assessment and GIS mapping of 10 minute walk catchment either side of EPPS campus.</p>
<p>Location, condition and suitability of safe pedestrian travel routes and pedestrian crossways within the walkable catchment area.</p> <p>Outline any identified barriers to pedestrian accessibility on the travel routes.</p>	<p>✓ Catchment area mapped and reviewed during on-site observations / using aerial mapping. Potential barriers and issues discussed with stakeholders during development of Transport Plan.</p>
<p>Location and condition of pedestrian access points across the school site.</p>	<p>✓ Mapped and reviewed on-site. Access points from Waterloo and Nelson Crescents proposed.</p>
<p>Outline recommendations to improve safety or accessibility of pedestrian travel paths and crossings (infrastructure upgrades, such as missing footpath or pram ramps, improved pedestrian crossing, or provision of school crossing guard).</p>	<p>✓ Recommendations provided and included in STAMP as extracted from EPPS Transport Plan.</p>
<p>Assessment of interactions between pedestrians, cyclists and vehicles.</p>	<p>✓ Not applicable – discussion on safety and proposed recommendations facilitated through EPPS Transport Plan. Vehicle crossovers into site minimised to remove potential conflict points and kept to eastern boundary of site along Nelson Crescent.</p>

Bicycle/ scooter accessibility	Comments
<p>Location of bicycle/scooter access points around the school site.</p>	<p>✓ Location visited. Access points same as pedestrian points.</p>
<p>Location and condition of bicycle/ scooter routes within the school catchment area.</p> <p>Outline any identified barriers to cycling/ scooting to and from the school from within the catchment area (i.e. have appropriate travel paths and crossing points been provided for cyclists/ scooters for continuous travel).</p>	<p>✓ Routes examined and mapped. Additional analysis provided through Transport Plan with recommendations on alterations to the local network to be pursued by the DTMI and CoP.</p>
<p>Location of bicycle bays/ storage areas and the suitability of these locations (i.e. are they near key entrance points).</p>	<p>✓ Location and types of facilities noted. Detailed design to cater for volume of parking required.</p>
<p>Number of bicycle bays/storage areas provided and the condition of these facilities (i.e. are the bays covered and secure).</p> <p>Outline if/how the bays are being utilised.</p>	<p>✓ As above. Both sites secured, internal parking.</p>
<p>Number of students/ teachers travelling via bicycle/scooter.</p>	<p>✓ To be examined upon opening.</p>
<p>Outline if adequate signposting is provided to inform bicycle/ scooter users of routes within the school site, access points and location of bicycle storage.</p>	<p>✓ Recommendation on auditing.</p>
<p>Outline recommendations to improve safety or accessibility of cyclists/scooters (i.e. are more bays required, infrastructure requirements).</p> <p>This information could be linked to the schools involvement with the Department</p>	<p>✓ Recommendations provided through Transport Plan. Additional recommendation of visitor racks being provided that also cater for cargo bikes.</p>

of Transport's 'Your Move' program and demand/ trends for active travel.

Outline provision of end of trip facilities and any recommendations for improvement.

✓

End of Trip facility at school including on-site showers for staff. Separate secured parking facility for staff.

School bus servicing	Comments
<p>Location of dedicated bus drop off and pick up areas on or around the school site and access routes to these services.</p> <p>If no staging areas are provided are any needed?</p> <p>Does consultation need to occur with the Local Government and/or Public Transport Authority to consider school bus servicing requirements.</p>	<p>✓</p> <p>Two bays directly adjacent to school site, one for CAT bus service and the other (on Nelson Crescent) for use by school bus movements.</p> <p>PTA and Transperth extensively involved in development of EPPS Transport Plan and will continue to be engaged with prior to opening of EPPS.</p>

Drop off and pick up facilities		Comments
<p>Outline the number of kiss and ride zones, and the number of car parking bays within those zones.</p>	<p>✓</p>	<p>Drop off and pick up zones discussed –three separate areas on street frontages.</p>
<p>Discuss how the kiss and ride zones are operating. The Principal and Local Government Ranger services can provide input into this. Have there been complaints received from local residents?</p>	<p>✓</p>	<p>Not applicable.</p>
<p>Undertake site visit(s) to see how the zone(s) operate during peak drop off and pick up times, notating those observations within the STAMP.</p>	<p>✓</p>	<p>Site visits undertaken as part of project development. No analysis of patterns available given changes proposed within EPPS planning.</p>
<p>Outline the management/ requirements of the zone that parents, and carers must follow to ensure the safety and efficiency of the zone during peak drop off and pick up times e.g. volunteer/ staff monitors/ parking warden program.</p>	<p>✓</p>	<p>To be provided by EPPS prior to opening.</p>

Parking		Comments
Outline the car parking requirements as required by the Primary School Brief or Secondary School Planning Guide.	✓	Requirements defined through the PDP process for EPPS.
Outline any Local Government car parking requirements.		Requirements defined through the PDP process for EPPS.
Identify the location, type and number of on-site parking bays, on-street embayments and off-street car parking availability.	✓	Identified and shown on images.
Identify how many bays are designated for staff, visitors, students, staff or short-term drop off bays.	✓	Identified and shown on images.
Identify if the school has a permit policy for allocation of parking.	✓	No permit system.
Identify if the school has any parking restrictions on the school site or on surrounding streets.	✓	Area managed by CoP. Recommendations on timing included in Transport Plan
Identify any rules for parking area(s) and how are these communicated to parents and carers (i.e. illegal parking at intersections, school crossings, local residents driveways, unauthorised parking in dedicated staff parking areas).	✓	Not applicable for this stage of the STAMP.
Identify any parking area(s) provided for service (delivers, waste) and emergency vehicles and outline if there are adequate access paths (with sufficient design for larger vehicles) provided to these areas?	✓	Service vehicles discussed. Emergency services have full access to site through design development.

<p>Undertake an assessment to identify any existing parking shortfall or additional capacity as a result of the proposal.</p>	✓	<p>Requirements defined through the PDP process for EPPS.</p>
<p>If there is a shortfall, provide recommendations and timeframes on how this is to be addressed (i.e. safety treatments, temporary car parking spaces and offsite car parking options).</p>		

Travel demand management	Comments	
<p>Outline if the school has a carpooling scheme to reduce the demand for parking spaces. If so, what initiatives does the school use to promote carpooling and outline when the scheme was last reviewed.</p>	✓	<p>To be examined through Staff Travel Plan.</p>
<p>Outline if the school has a shared use parking arrangement with adjoining oval or community facilities.</p>	✓	<p>None supported by DoHW.</p>
<p>Outline if opportunities have been explored for consolidating car parking areas on the school site and adjoining land uses (open space sites or community facilities) to create a critical mass of bays that can be utilised by the school during school hours and by the community out of school hours and on weekends.</p>	✓	<p>Parking on-site to be very limited.</p>
<p>Outline if the school staggers pick-up and drop-off times.</p>	✓	<p>Hours of operation not set.</p>

Active travel programs and activities		Comments
<p>Indicate whether the school is involved in the Department of Transport’s ‘Your Move’ program. If so, include the following information:</p> <ul style="list-style-type: none"> ○ Length of time the school has been a member. ○ How active is the school in this program. ○ If the school has purchased any infrastructure as a result of participation in the program. ○ Any other outcomes of involvement with the program. 	✓	Recommendation made for Your Move.
<p>Outline any other active transport travel programs or travel behaviour change activities on offer at the school (i.e. events to promote specific modes such as days when walking and cycling are promoted; Walk Safely to School Day; Walking School Bus; Bicycle Train; Park and Stride).</p>	✓	Recommendations made, initiatives to be developed through Your Move program.
<p>Outline any training the school has undertaken for safe pedestrian and cycling behaviour or curriculum activities to educate and involve children in development of a travel plan.</p>	✓	Recommendations made.
<p>Outline the visibility of travel information in school documentation and around the school site.</p> <ul style="list-style-type: none"> • Is there a travel policy in the prospectus? • Does the school promote public transport route maps and timetables on 	✓	Recommendations made.

noticeboards, flyers, emails or social media?

- **Does the school promote cycling and walking on noticeboards, flyers, emails or social media?**

Outline how active travel and public transport is promoted to students and staff and if there is active encouragement.

✓

Recommendations made.

Explore promotion opportunities.

Outline if there is identified demand for active travel (i.e. include recommendations to promote more walking and cycling, such as installing more bicycle racks or end of trip facilities).

✓

Not applicable for this stage of the STAMP.

15. APPENDIX A

Development Plans