Traffic Impact Summary – NW Support School

Spreyton Primary School – Key Impacts

- Adjacent to proposed site – existing school traffic already established in Bay Drive and Mersey Main Rd network.
- Approx. 24 marked parking spaces on existing loop road.
- Generates 45–55 vehicle movements during pick-up/drop-off peaks.
- Minor overflow parking from Spreyton Primary School (<15 vehicles) regularly uses the existing eastern external car park, which functions as informal overflow parking for the school.
- Shared parking with new support school feasible due to aligned hours (8am–4pm).
- Total available existing *Off-site* parking at new Support School site ~130 spaces (90 east, 40 west).
- Total available new *On-site* provision: 8 spaces (including 4 accessible).
- Capacity sufficient for BOTH schools – estimated demand ~78 staff vehicles from support school. Primary school overflow currently using up to ~15 spaces (east car park).
- This results in approximately ~37 surplus parking spaces, even under peak combined demand conditions. (not including additional 8 spaces available on site)
- Parking demand from both schools occurs in short, offset peaks with staff and parent movements spread across different times.
- Existing parking supply can comfortably accommodate combined peak demand without overflow.
- Traffic peaks are short and contained – no material network impact.
- School crossing activity causes short queues but can improve turning opportunities.

Car Parking Summary (Key Figures)

- Planning requirement: 87 staff parking spaces.
- *On-site* provision: 8 spaces (including 4 accessible).
- *Off-site* provision: ~130 spaces across two existing sealed car parks. (east and west)
- Primary School: 24 spaces (loop road) + minor overflow to existing east car park (<15 vehicles).
- Estimated support school demand: ~78 spaces (based on 90% staff driving).
- Based on planning scheme requirement (not estimate demand) approximately ~28 surplus parking spaces available. Not including the 8 on-site parking spaces available which would anticipate as additional priority.
- Conclusion: Combined demand comfortably within available supply.
- No reliance on on-street parking expected.

Traffic & Road Network

- Traffic generation approx. 189 two-way trips in AM and PM peaks.
- Peak activity concentrated within short school periods.
- Road network (Mersey Main Rd, Devonport Rd, Bay Drive) has adequate capacity.
- Minimal impact to intersection performance.
- Right-turn from Bay Drive to Mersey Main Rd is the most constrained movement.
- Minor improvements recommended (40 km/h zone, sightlines, access clarity).

Access & Layout

- Existing Bay Drive access retained and upgraded for two-way flow.
- Separate bus and private vehicle drop-off zones provided.
- Internal design supports safe, low-speed vehicle movement.
- Pedestrian connections provided to external parking areas.