

## **Attachment 5**

### **Pick-up and Drop-off Parking**

The congestion created by the morning and particularly afternoon peak time for pick-ups and drop-off has been observed. It is noted that the timing of the afternoon pickup is more condensed although during the afternoon pick-up time although the duration is not excessive.

Based on the travel survey data and the increase in students numbers it would be expected that the proposed development would result in an additional 61 morning drop-off trips between 8:00am and 9:30am from 115 to 176 and in the afternoon an additional 45 pick-up trips between 2:30pm and 4:00pm from 138 to 183. Whilst there has been congestion observed along Kingslangley Road it was orderly and did not continue for a significant duration after the end of school.

There are existing no parking areas along Kingslangley Road during the morning and afternoon peak times to facilitate pick-ups and drop-offs. The site is not as restricted as the southern campus. The students of this campus are within an older age bracket (years 2-6) where there is less reliance on parents walking them children to the front gate. As a result the turnover time for drop offs and pickups can be increased as the children are more independent. The footpath and wide grassed verges enable students to safely make their way to and from vehicles. There is also a pedestrian crossing adjacent the schools pedestrian entryway to assist in children crossing Kingslangley Road. There is limited opportunity to provide additional restricted parking areas given the location of Bus Stops and the portions of Kingslangley road that do not have safe access to a footpath.

The Applicant has proposed the implementation of a Green Travel Plan. A Green Travel Plan is a Travel Demand Management mechanism that seeks to encourage a shift from single occupant private vehicle trips and provide solutions for improving transport efficiencies. The intent of Green Travel Plans for schools is to encourage greater use of public transport, cycling and walking by both staff and students.

Given that the campus is for students within an older age bracket (years 2-6), there is a greater potential for students use public transport, walk or cycling to school in comparison to the K-1 students at the southern campus of the school. This was observed in the Travel Mode survey undertaken as a part of the Applicants Transport Impact Assessment which showed that up to 20% of students caught the bus to and from school whereas only 6% of students from the southern campus caught the bus.

In contrast a lesser proportion walked to school in comparison to the southern campus. The Traffic Impact Assessment surveyed the distance students travelled to school and found that there were a significant proportion of students that are driven to school despite living in close proximity. This highlights the need to implement travel demand measures to educate the population and encourage alternate modes of travel. A draft condition requiring the development and implementation of a Green Travel Plan has been recommended.