

## St Catherine's Development Community Consultative Committee

**Meeting No:** 38

**Date:** Tuesday, 19 September 2023, 6:30pm – 8:00pm

**Venue:** St Catherine's School and Zoom.

<b>Attendees</b>	
<p><b>Community members</b>                      Danny Caretti (DC)                      Eric Kleinman (EK)                      Kate Marshall (KM)</p> <p><b>Waverley Council</b>                      Nikolaos Zervos (NZ)</p>	<p><b>St Catherine's</b>                      Andrew Grech (AG)                      Ben McCloghry (BM)                      Warwick Smith (WS)</p> <p><b>Traffix</b>                      Ben Liddell (BL)</p> <p><b>Independent Chair</b>                      Professor Roberta Ryan (RR)</p> <p><b>Minute taker</b>                      Isa Crossland Stone (ICS)</p>
<p><b>Apologies</b>                      Gerry Braddon (GB) – notes with questions and comments were emailed.                      Julie McAlpin (JM)</p>	

<b>Item</b>	<b>Description</b>	<b>Action</b>
1	Welcome and introductions	
	RR introduces herself to the group.	
	BM introduces himself to the group; he is the Head of Community Relations at St Catherine's School. He will be attending the meeting regularly alongside AG.	
2	Apologies	
	RR notes that GB, at the last minute, was unable to join the meeting. He is marked as an apology.	
3	Minutes and matters arising	
	<p><b>1. AG to provide an update regarding the mature plants on the school border wall, which were expected to have reached higher heights but are slow-growing.</b></p>	

<p>AG says that they will investigate having this done. There is no reason for the school not to do it. It is simply a matter of scheduling the works, and he imagines that this will happen around the Christmas holiday time.</p> <p>DP asks if they are planning to replace the existing ones.</p> <p>AG says yes, most likely that will be the plan. The school has a gardener/landscaper who can take on this project.</p> <p><b>2. AG to investigate the possibility of setting up sandwich boards for Macpherson Street traffic control.</b></p> <p>AG updates that the sandwich boards are up.</p> <p>RR asks if they have been a helpful addition.</p> <p>AG says that they have seemed to help on the whole. Things have been generally smooth running and there have been fewer complaints. There are still some issues with parents who are slow or tend to loiter in the area on their phones, but it is the school's responsibility to deal with those compliance issues through communication with the community.</p> <p>RR asks if the community members have noticed an improvement in connection with the sandwich boards.</p> <p>DC says yes, he has noticed that drivers are now moving forward down the drop off lane because the gate at the top of Macpherson Street is not open, and parents are dropping their children near the second entrance at the RPAC.</p> <p>However, DC notes that he has not seen sandwich boards on Macpherson Street. Has only seen them on Leichhardt Street. These ones on Leichardt Street have various signage regarding restrictions on Leichardt Lane, etc.</p> <p>AG was not aware that they were not on Macpherson Street. He says that there were designated sandwich boards for that area. He will follow up.</p> <p>DC says that there are serious traffic congestion issues on Macpherson Street because of the congestion at the</p>	<p>AG to ensure that the school places sandwich boards on Macpherson Street as well as Leichardt Street.</p>
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	<p>roundabout at the intersection of Macpherson Street and Leichhardt Street</p> <p>The roundabout at Leichardt Street and Macpherson Street was gridlocked yesterday. A car was parked at the beginning of the drop off area at the Junior School on Leichhardt Street which prevented the traffic flow went up to investigate this issue and saw that two students were helping junior school students out of cars, one at a time, and did not have any authority to get the parked car moved, which may have been a parent’s car</p> <p>DC notes that the two students did not seem to be senior students. There was no traffic warden present. DC feels that it is unreasonable to have the young girls in charge of managing the Junior School drop off area on Leichhardt Street</p> <p>DC adds that the usual traffic controller was seen blowing leaves on Macpherson Street at the time, rather than overseeing the Drop off zone. Two teachers were standing at the school gate greeting students but were not assisting the students with getting students out of the cars faster.</p> <p>AG clarifies that this person blowing leaves was the landscaper. AG says that there is a permanent traffic warden at the school who should be present at this area. AG will ensure that this warden is actively present here.</p> <p><b>3. AG to update the CCC offline regarding the timing of tree replacement on Macpherson Street.</b></p> <p>AG says that the trees have now been planted. The four trees that have been cut down have now been replaced.</p> <p><b>4. NZ to provide the petitioners a comprehensive update on the progress on the operation plan for compliance on and around Macpherson Street.</b></p> <p>NZ says that he has not yet done this, as he has been on leave for the last 2 months. He will progress with these updates following this meeting.</p>	<p>AG to ensure that the School’s traffic warden is present to oversee and assist the designated students’ helping of the car line flow.</p>
4	School update – AG	
	AG updates that the School Holidays are due to start at the end of this current week.	

	<p>The Year 12 students will finish up classes at the end of this week and will be beginning their exams in Term 4.</p> <p>AG says that they have strong enrolments for 2024, so they are expecting to reach their enrolment cap.</p>	
4.1	<p>Summary of complaints received - AG</p> <p>AG says that he has not got the complaints register currently but he can bring it to the next meeting. AG says that from memory. There was a complaint about students standing on private property beside the Albion Street bus stop. This issue was addressed by the supervising teachers.</p>	
5	<p>Council Presentation</p> <p><b>Council presents on the following matters:</b></p> <ul style="list-style-type: none"> <li>- <b>Plans for a potential pedestrian crossing relocation on Leichardt Street.</b></li> </ul> <p>NZ says that currently the Council design team is currently drafting some plans. NZ anticipates that these plans will be ready to present to the CCC at the next meeting. When there is a consensus amongst the CCC regarding these options and on the matters, they are targeting, they will be able to progress by submitting the plans to the Traffic Committee.</p> <p>NZ says that these matters include formalizing the painted roundabout to prevent cars from queuing around the Macpherson Street roundabout.</p> <p>They will be introducing a pedestrian island refuge at the Macpherson Street roundabout to support safe pedestrian crossing.</p> <ul style="list-style-type: none"> <li>- <b>Macpherson Street traffic management strategies (with visuals).</b></li> </ul> <p>NZ says that this strategy, including visuals, will be presented as part of the presentation discussed above.</p> <ul style="list-style-type: none"> <li>- <b>Update based on members' proposed time changes for School Zones.</b></li> </ul>	

NZ says that the school has made it clear that there is a bit of a buffer with timing at School.

NZ will only progress on changing the zones, as per the signs, if the community feel that this would be beneficial to managing the parking issues.

EK says that his concern is that the school will not be controlling traffic or overseeing traffic flows outside of the School Zone hours. He does not want the school to reduce the times that they are policing the traffic based on a reduction of School Zone hours.

AG says that the change of the zone would not change the time that the traffic warden is policing the area. The traffic warden currently only goes out to patrol at 3:10 when the students are released, until 4pm. This standard would remain.

EK says that a key issue he has noticed is parent traffic and parents blocking Leichardt Lane, specifically, outside the existing School Zone hours. At 5pm yesterday, EK says that he was essentially locked in Leichardt Lane due to an influx of parent car congestion.

AG says that this would have been due to an after-school sporting practice event.

NZ says that there are no pick-up/drop-off zones that are formalized around the School at all times. AG says that it would not make sense to have them, as there would be a lot of time in-between School Zone hours in which these spaces would be unused, which would upset the community.

DC notes that St Catherine's School has different school holiday dates from public schools, and from some of the surrounding private schools.

DC knows of some residents who have been booked during St Catherine's School holidays, on days that are not part of the State School Holidays. KM says that this has happened to her, personally.

	<p>DC says that the Waverley Council rangers should be briefed on the St Catherine’s school holiday dates to ensure that this does not happen and residents can park in empty parking spots without fear of being booked.</p> <p>NZ will follow up at Council to see that this happens.</p> <p>RR asks what the consensus is. Would the group like to reduce the School Zone or not?</p> <p>The group agrees that they would like to reduce the School hours.</p> <p>AG will contact NZ offline tomorrow, Wednesday 20th (CCing RR) to note the new School Zone hours.</p> <p>NZ says that the Council will take this matter out to the community more broadly to gauge attitudes to the change.</p>	<p>NZ to make a note at the Council that the parking rangers be briefed on ST Catherine’s School Holiday dates in order to avoid incorrect booking of parked cars.</p> <p>NZ to oversee the Council’s communication to the broader Waverley community about a potential reduction in School Zone hours.</p>
6	Review of the 2024 OTMP – BL	
	<p>BL runs through the draft OTMP with the group.</p> <p>DC says that he has found is that the OTMP does not contain enough reporting about the activity and opinions of the CCC (for example, regarding illegal parking). It does not seem that what the group has been discussing in these meetings is included in this report, which makes DC feel as though these discussions are not as effective as they could be.</p> <p>WS acknowledges that is excludes some of the CCC’s discussions and concerns <i>surrounding</i> the OTMP.</p> <p>However, WS notes that the objective of the OTMP is to measure traffic movements and the number of private vehicles. The issues that DC is raising may not need to be included in the OTMO, but rather in a different, associated report.</p> <p>NZ says that it seems that the scope of the report had changed over its life. The OTMP should probably be changed to reflect this, and perhaps this should involve</p>	

<p>including an analysis of the CCC's activity and perspectives surrounding the OTMP's content.</p> <p>DC agrees. He notes that the OTMP's reporting content should change because the CCC is active and the community is interested in traffic issues around the school.</p> <p>WS agrees that all of this is important, but he is just not clear of where it should be recorded.</p> <p>EK says that it seems that they need to be capturing information about parking spots in the OTMP. There seems to be a gap in the reporting here, and this is a matter that really impacts the community. With the population of the school growing, this will likely persist as an issue.</p> <p>RR agrees. She says that the first matter here is adding the issues raised by the CCC into the OTMP. She suggests that they could be best published as an appendix to the OTMP in the form of a table which records the issues raised and suggestions made.</p> <p>WS says that previously, the OTMP report was for the planning stage. As the School is moving into the operations phase of this development, it is reasonable to include a section focused on ongoing operations issues, such as parking. This is in line with this year's new condition, which makes clear that the CCC's perspectives and review of the document is a key part of the finalizing process.</p> <p>NZ confirms that he would be comfortable with the CCC review being documented post-OTMP. This Condition is a new one, and therefore this is the first year that they would have to make this addition.</p> <p>DC feels that this record should be added a section of the OTMP. The group discusses the options and ultimately agrees that the CCC's review can be documented as a supplementary letter alongside the OTMP.</p> <p>RR asks if the Council reviews the OTMP document as a consent authority.</p> <p>WS says that they do a review as a CCC mechanism, but not really as a consent authority.</p> <p>WS says that they have agreed with the community on the annual timing of the OTMP progression.</p>	
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	<p>KM asks if the student cap is currently 1050.</p> <p>WS says that the 2023 cap is 1090, as stated in the report. The School is currently under the cap, and there are 1060 students.</p> <p>RR would like to decide with the group at what point in time are the review points drawn out from the minutes to form a report.</p> <p>WS says that the report should summarise the issues raised by the CCC and the actions taken in response, the report will be submitted before the OTMP is drafted next year. This allows time for the review document to evolve according to the CCC's discussions.</p> <p>DC says that the community feels criteria should change. For example, Net 0 Emissions goal should be included in the report to measure carbon emissions. DC notes that the current ARUP baseline was written in 2014, and should be updated</p> <p>WS suggests that these should be added to the short report on the CCC's review.</p> <p>RR returns to the discussion of the report.</p> <p>KM asks further about Part A of Section F. She is not sure about the link between the traffic efficiency and road upgrades.</p> <p>WS says that he understands Section F3 as saying that if the target of private vehicle reduction is not met, then the school must introduce measures to increase traffic efficiency and meet the targets.</p> <p>KM says that this makes sense. She asks if the Council is obliged to be involved in this.</p> <p>NZ says that Council's obligation is to support the school to meet its requirements according to the DA, or to consult with the School if it is not able to meet them.</p> <p>DC notes that the number of students catching the Little Bay bus has decreased, while the others have begun increasing. Last year, Little Bay bus had a 20-student average. This year it is a 15-student average. Is it because</p>	
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	<p>fewer students re coming from this area or is it because more of those students are driving?</p> <p>AG and BL are not sure. There is no clear reason. The school tends to move the bus capacity to meet the most demand, and AG assumes that changing demographics and transport needs have caused a variation here.</p> <p>KM asks if they school is planning to add more busses – it seems that they are quite high capacity.</p> <p>DC suggests that the school will have to increase the size of the buses to meet the increasing demand.</p> <p>BL discusses Table 5 of the OTMP, which discusses the numbers of student and staff. He notes that there has been an increase in survey participation.</p> <p>DC asks if the increase in survey numbers has influenced the survey result.</p> <p>BL says not really. The participation statistics this year and last were relatively similar and the data was too, whereas 2021 had much lower participation and weaker results.</p> <p>WS notes that the school did a good job of encouraging survey participation.</p> <p>NZ note that the Year 12 survey participation is quite low, but it is likely that that year group would have some of the most important information to contribute (especially since many of them will be driving to school).</p> <p>AG agrees. He explains that the lower participation of year 12s was due in large part to the survey coinciding with timing of HSC trials.</p> <p>BL discusses Table 6 which details staff travel mode splits. He notes that higher levels of staff taking private vehicles, and much lower levels are taking public transport. The OTMP discusses possible reasons for this, which include a suggestion that people are less likely to take public transport post-Covid.</p> <p>DC says that this post-Covid explanation is unacceptable and not realistic, as many other things have gone back to</p>	
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normal and the report shows that more students are taking public transport obviously with the approval of parents.

AG believes that there are a few contributing elements. Aside from Covid fear, he says that like most organisations in the area, the school is increasingly employing people who live further away from the school location, and for whom public transport is not an efficient option.

AH confirms that the School's carpark is at capacity.

DC says that among other reasons, teachers should be taking busses for environmental purposes.

DC says that since the addition of extra spaces in the car park for teachers, more teachers are now using on street parking. More spaces in the car park have encouraged more staff to drive and park on the street.

He suggests that the school had the opportunity to build a 200 space car park that would've allowed staff to park. He believes that eventually there will be a resident only parking scheme in the area and there will no longer be any long term street parking.

NZ shares that the Council is planning to do a review of the resident parking across this area. All residents will be surveyed on whether they would like a resident parking scheme, which would impact the availability of parking for teachers.

KM asks whether there is a formal requirement for provided parking spaces at the school. Do the surrounding schools have a standard number of parking spaces? Would it be possible to lobby the MP or the Transport Department to provide additional busses to the local and School routes?

WS believes that in State Schools, there are no formal requirements for parking space numbers.

DC suggests that in order to avoid parking issues and traffic congestion, teachers and students who drive to school should consider parking at East Gate or Bondi Junction and taking a bus to the campus from there.

BL discusses Section 4.2.2, which shows student transport Modal Splits in the AM time.

	<p>DC ask if all students are allowed to cycle to school, and how many students do.</p> <p>AG says that senior school students (7-12) are allowed to cycle. Currently, there are only a handful who cycle to school.</p> <p>DC asks, if the Council worked on improving the bicycle park and routes, would the School be able to encourage the students to ride to school?</p> <p>AG says yes, potentially.</p> <p>BL discusses the map on Page 31, which shows the four intersections surrounding the school site.</p> <p>DC references a comment on Page 32, which says that traffic surrounding the school has lowered. This is explained in the report by the argument that more people are working from home. DC suggests that the report should also include the reason that people are much more aware of climate change and are taking more public transport over the option of driving. This attitude is growing in the area.</p> <p>DC notes that the Council seems to be aiming to reduce personal vehicles in the area.</p> <p>NZ agrees that this is true. The Council is putting various measures into place, including parking restrictions. AG says that the school has signed up with the Council's Net Zero initiative, and therefore agreed to work towards a Net 0 emissions goal.</p> <p>DC says this is good. He suggests that the School should include this goal as part of their encouragement to their community members to use public transport.</p> <p>DC adds this should be included in the OTMP table. It should be commented that drivers are reducing partially as a reflection of the school's commitment to the Waverley Council's Net Zero program.</p> <p>KM asks if BL has any insights in why traffic seems to increase during school holiday periods.</p>	
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	<p>WS says that even during School Holidays, there is more traffic on the weekends than the working week. AG suggests that in the school holidays, residents are more likely to take their cars as the roads are much clearer.</p> <p>DC notes that Charing Cross is going to be doing a major road upgrade in 2024. The Bronte Road shopping strip road will be narrower, and the footpath will be widened.</p> <p>NZ says that the lanes will be reduced by 0.8m on each side. Albion Street will still be able to have busses.</p> <p>WS asks if the street parking will be reduced. DC says that they will only be reducing it by 2 car spaces.</p> <p>NZ notes that as a result of these works, traffic flows will likely reduce.</p> <p>NZ says that the works will likely begin by April 2024.</p> <p>WS asks the group for views on timing of the OTMP, given these works. WS suggests, and the group agrees, that it would be better to keep the timing of the OTMP at its regular time in order to pick up changes clearly.</p> <p>DC refers to Page 56, which shows the pick-up data is low for students from the Junior school in the afternoons, given the large drop off in the mornings. Why is this?</p> <p>BL says that he is not sure. When he observed the area, there were only 12 vehicles picking up primary students. Perhaps there were after school activities for the primary school kids.</p> <p>AG says that there are generally activities for the primary school students, as well as after school care. Therefore, many students are picked up after 4:30pm.</p> <p>EK says that this is the key issue that is not represented in the OTMP. The after-hours primary school pick up rush is significant.</p> <p>NZ asks what the community members would think about installing a pick-up-drop-off-zone (PUDO) separate from the School Zone to operate beyond the School's operational hours. It may only involve 1-2 parking spots. It could be in operation 24/7, or could have time restrictions on operation, if the community would like.</p>	
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DC notes that there is a new PUDO at the Robin Hood Hotel to allow Uber pick-ups and drop-offs. It has made a positive difference.

DC feels that the installation of a PUDO near the school for after-hours is a good idea. It would be good to have one each at Leichardt Street and Macpherson Street.

KM says that there has been a lot of community concern about students who are exiting the aquatic center to go home. Students often run out onto the road and the pick-up process is very haphazard. KM says that there have been many complaints, as residents have struggled to drive out of their driveways during these times. She wonders if the school can develop a better system of funneling the students out.

AG has not heard of any recent complaints. He says that the aquatic centre is used by students not only of the school but other members of the community, which makes it a complex area to manage.

KM says that it has been an issue and expects it to become a bigger issue in summer.

NZ suggests that the placement of a PUDO would alleviate this issue.

DC and EK suggest that the school adds a PUDO next to the carpark.

AG says that they looked into it when they were developing construction plans at the school. They considered that it might cause issues with pedestrian safety.

NZ refers to Table 16 on Page 55. He notes that there are only 5 pick-ups at the Albion Street East, whereas there were 60 drop offs in the morning at that spot. Why is this?

WS suggests that the school busses are taking up this area.

AG says that the busses are gone by 3:30pm, so this is an unlikely explanation.

The group agrees that it is not clear to him why this is the case.

<p>BL discusses the map at Page 58, which shows the parking capacity for event nights.</p> <p>DC asks about the purpose of this mapping/survey. Should they now be comparing it year-by-year to see if there is an increase?</p> <p>BL says that it would be a bit tricky to compare year-by-year.</p> <p>WS says that the DA conditions talk about parking being available on events nights, in order to minimise inconvenience to the neighbours. They could compare between each year to see if there was any spare parking capacity.</p> <p>DC says that this is another reason to install a PUDO, to allow for people to get Uber or Taxis on event nights.</p> <p>WS says that the data has been taken for the last 2 years at the same time of year, for the school musical in Week 2 of Term 2.</p> <p>EK asks if there is any encouragement by the school to promote public transport use/carpooling, etc. on these event nights.</p> <p>AG says that there would be reminders to the parents to be respectful about car parking and to consider public transport options.</p> <p>DC shares some comments from GB, who is an apology. GB says, regarding Pages 59-61, Figures 34-37, that the numbers and figures seem to be quite similar. How can they be assumed to be exact?</p> <p>BL says that there are multiple people who record these numbers in 1-hour blocks over a 4-hour period. These records include the number of vehicles parked on each street and note these numbers, from which a table such as this one is produced.</p> <p>WS says that the number of car spaces is finite.</p> <p>BL confirms that there is a total of available spaces is 760 in the School Zone.</p>	<p>NZ to follow up the possibility of installing a PUDO near the School for use out of School hours.</p>
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<p>DC shares GB’s comments about Page 62. GB asks where the 5% reduction target was derived from, and notes that no rewards or disincentives are mentioned.</p> <p>BL says that this target is part of the 2030 ‘no net increase’. It is a floating target, which will be assessed every few years to ensure that the School reaches the conditions of the DA in order to keep increasing their enrolment caps.</p> <p>DC shares GB’s question about Figures 14, 15, 20 and 21. GB suggests that people are using the roundabout as a turning circle, which is adding to the number of cars that are recorded as travelling this area.</p> <p>BL says this is potentially true.</p> <p>NZ notes that in his observation of the site, he did not notice any parents’ cars doing laps of Macpherson Street.</p> <p>Having concluded discussions about the OTMP, it seems that against the 2014 benchmark, there has not been an increase in private vehicle trips.</p> <p>WS says that on the basis that private vehicle trips have not increased, the updated OTMP will be added to the school’s website.</p> <p>WS will provide a formal letter application to the Secretary of Planning, summarising the OTMP and its having met the objectives, with an application to increase the 2024 enrolment cap based on these results.</p> <p>WS will also draft a document discussing the CCC’s review of the OTMP and its agenda for the next 12 months before the next OTMP. This document will include the details that are recorded in the CCC meeting minutes for 2023 and can be a running log of the CCC’s evolving discussion.</p> <p>WS will draft this letter and will circulate it to the CCC offline for their approval before submission.</p> <p>DC asks if the Council needs to review the OTMP before it goes ahead.</p> <p>NZ says no. If they can conduct a peer review of the OTMP and make suggestions --- these can be added to the running list recorded by the CCC.</p>	<p>WS to oversee the publication of the updated OTMP to the School website.</p> <p>WS to oversee the submission of the updated OTMP to the Secretary of Planning.</p> <p>WS to draft a document for the Secretary of Planning, discussing the CCC’s review and suggestions about the OTMP. WS will circulate this letter to the CCC offline, and the CCC will discuss it at the next meeting.</p>
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7	All other business	
	<p>KM says that she has been asked to pass on concerns of the community members re gridlock traffic around the school, which was mentioned by DC earlier.</p> <p>Today, for example, one of KM's neighbours was not able to exit her driveway on her way to her job in aged care.</p> <p>KM, on behalf of the community, requests that the Council take a closer look at what is going on here, She would like the Council traffic rangers to be more present in the area.</p> <p>NZ will pass this information on to the Council rangers. They do have an active program for managing infringements in this location.</p>	
8	Next Meeting	
	<p>RR suggests <b>Tuesday, 7 November</b> as the next meeting date.</p> <p>Group agrees.</p> <p>The group will aim to discuss and finalise the report that WS is planning to write regarding the CCC's review of the OTMP.</p>	



