

St Catherine's Development Community Consultative Committee

Meeting No: 33

Date: Tuesday, 20 September 2022, 6:30pm – 8:00pm

Venue: St Catherine's School

Attendees	
<p>Community members Danny Caretti – Charing Cross Precinct, neighbouring resident Eric Kleinman</p>	<p>St Catherine's Warwick Smith Andrew Grech</p> <p>Waverley Council Mark Featherstone</p> <p>Independent Chair Professor Roberta Ryan</p> <p>Minute taker Georgia Peters</p>
<p>Apologies Kate Marshall Julie McAplin</p>	

Item	Description	Action
1	Welcome	
	RR welcomes everyone to the 33 rd St Catherine's CCC meeting.	
2	Apologies	
	KM and JM are apologies.	
3	Minutes and matters arising	
	<p>EK raises a question about the plans for Leichhardt Lane shown in the plans for the works on Macpherson St. EK is interested in a timeline for these works.</p> <p>AG sent through some information about plans for a tour via email ahead of the meeting. They have advertised in <i>The Beast</i> for people to be shown around the new facilities on the 29th October between 2-4pm. This advertisement also reminds people to use the email address and contact details as discussed in previous meetings.</p>	

	<p>WS says that the leak mentioned last meeting by EK has improved, but it has to be done through strata or Sydney Water.</p> <p>EK says they tried to go through Sydney Water but they got very little results from them.</p> <p>EK asks about the leaks in the middle of the building. He has seen water coming through in the middle of wall.</p> <p>WS says he didn't look at that and asks EK to send a photo.</p> <p>DC asked the Residents at the recent Charing Cross Precinct Meeting whether they would prefer letterbox or electronic notification of events happening at the school. The Precinct meeting agreed that they would prefer notification via email or website and not a letterbox drop.</p> <p>DC suggested that the school publish each terms events in <i>The Beast</i> as another way of notifying residents of what is going on at the school. The Precinct said they would like this, by consensus.</p>	<p>EK to send a photo of the leak to WS.</p>
4	School update – AG	
	<p>AG says that maintenance staff are now certified in traffic management and that the traffic controller has returned.</p> <p>AG notes that, in the operational transport management plan (OTMP), some of the roles have changed. There is an administration person now, which means that they will be able to provide some metrics in the meeting, such as usage of buses.</p> <p>AG also says that term 3 finishes on Wednesday 21 September. The last student day for term 4 is December 7.</p> <p>Regarding COVID protocols, everything is back to normal and staff are testing once a week. All activities are running.</p> <p>The current head of school will be here until the 31st December 2022. The new head starting on the 1st of January 2023. This is an interim appointment and they will be here for 2 years. They are expecting about the same number of students next year, around 1030-1035 students.</p>	
4.1	Summary of complaints received	
	<p>DC appreciates receiving the list of complaints ahead of the meeting. He notes that there is some information included in the metrics, such as behaviour of students, that should be edited out for the meeting.</p>	

	<p>DC emphasises that traffic controllers are not taking notice that cars are lining up in the no standing zones, particularly at the corner of Albion and Macpherson Streets, blocking traffic in the roundabout.</p> <p>DC appreciates this formal documentation of these complaints and says it signals they are being taken seriously</p>	
5	Update on the Traffic Survey – WS, BL	
	<p>BL provides an overview of the draft 2022 OTMP which was sent to members of the CCC ahead of the meeting.</p> <p>RR asks if there were any issues with the methodology.</p> <p>WS advised that responses to the staff and student surveys were requested prior to the Easter Vacation. The response rate was acceptable however the survey response period was extended by 2 weeks in term 2 in order to improve the general response rates.</p> <p>WS advised that the 2022 survey works also included some informal observations on driveways identified as informal drop off points and added a parking survey during some of the initial evening events undertaken in the new auditorium.</p> <p>WS advised that the 2021 OTMP acknowledged an anomaly with the junior school vehicle drop off numbers. The 2022 OTMP measured junior school drop off activity in Leichhardt Street over an extended period in an attempt to capture more accurate vehicle counts.</p> <p>BL turns to section 5, which refers to the online surveys run between 16 June and 4 August.</p> <ul style="list-style-type: none"> - Table 5 outlines the response rate. Staff response was 78%, last year was 53%. This is a significant increase - 76.4% response rate from students, in comparison to last year at 65%. <p>Table 6 outlines the staff travel results. There has been a reduction in the use of Public Transport (PT) and an increase in the use of private vehicles. This reduction of PT use is probably related to the COVID outbreak and reluctance to use PT.</p>	

<p>BL thinks that the increased carpark spaces added by the school would increase car use by staff.</p> <p>DC says that unfortunately despite more car spaces available on site there is not necessarily an equal increase in available street parking spaces because more people are driving to the school for work (for various reasons).</p> <p>AG says that the more you provide parking, the more people are going to drive.</p> <p>DC says that this shouldn't happen.</p> <p>DC doesn't think that the reduction in PT use has been entirely because COVID.</p> <p>BL says they don't know the long-term impacts of PT usage from COVID. That loss in the use of PT is of course going to be made up to some extent by the use of private vehicles.</p> <p>BL says it may take a few more years for that use of PT to normalize again.</p> <p>DC says they have received notification of a survey from Waverley Council to ask residents if they would like two-hour parking restrictions to come into force in the local area, this includes the streets around the school. If there are enough residents who want it, it will become reality. The Council is asking residents to vote for timed parking with a variety of options. DC says that if this gets through, teachers and school staff will find problems parking in the streets. DC says this area is probably the last local street area in this locality that has unlimited parking in the Streets.</p> <p>EK asks for the numbers of car usage, since they are only providing percentages.</p> <p>BL does provide the numbers from the traffic count they did on the street later on.</p> <p>DC says he has lived here for 42 years, and the pressure is increasing on available parking for local residents. If teachers continue to increasingly park on the streets, then it is inevitable that parking limits will be enforced.</p> <p>BL speaks to table 7.</p>	
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DC says that the increase in private vehicle use as measured in the 2021 and 2022 OTMP's should be a concern.

DC asks why afternoon use is different to morning use. BL says that usually parents are on the way to work, so they can drop students off - but they cannot always be picked up with similar concentration, since school finish times don't align with work finish times, and students often attend after school activities.

WS adds that in the afternoon, this is dispersed because of things like afternoon activities, whereas morning traffic is concentrated.

Regarding Table 9, WS says that the weekend numbers seem to be fairly high irrespective of whether this is during the school term or holidays.

BL says that Figure 11 shows a holiday period – there is a significant drop off between the critical peak periods.

WS notes that weekends are the same as during the week and that there are more cars on the road during the weekend.

DC suggests that since there is a lot of rain, people are using their cars more and AG notes that people are still working from home.

BL notes a significant drop in traffic during the Easter break.

DC asks for clarification on the 'AM Peak (8-9am) Turning Counts during School Term' figure. DC says the diagram is confusing because it does not reflect the actual layout of the local roads.

EK points out the 22 people doing a U-turn at the Macpherson and Leichhardt roundabout in an hour as unusual.

BL explains that, from page 49 onwards, the diagrams are trying to show the difference between the vehicle behaviours and frequency during the school period and the holiday period.

	<p>EK says that he finds that the problem is the circling the roundabout when people can't find a spot at the drop-off bay – he has noticed that these roundabouts get quite busy.</p> <p>DC says he hopes that once the crossing is moved, there will be less roundabout U-turns and line ups; there will be less of a need to circle.</p> <p>WS confirms that there will be a reduction, except for those who are circling back to go to work in the City.</p> <p>DC says that they noticed Waverley College students being dropped in the stretch on Bronte Rd – it is not only St Catherine's kids. Have you been able to get specifics on this?</p> <p>DC asks if Albion St West is an official drop off zone.</p> <p>BL says yes, because there is a no parking zone during school hours.</p> <p>WS says that these numbers have never been in a summary report, but have been included in the previous full OTMP reports (re Table 15).</p> <p>DC says that there is a parking sign out the front of a driveway on Albion Street West that makes it seem like you can stop your car for pick ups blocking the driveway as you wait for students to leave the School on West Albion St.</p> <p>DC says that one sign says no standing toward the bus zone, with a sign that permits standing, right next to where a driveway is.</p> <p>BL says that legally you can idle in your car for 2 minutes out the front of this driveway. BL says that though this is the case legally, they often linger more than that.</p> <p>DC has witnessed people unable to leave or enter their driveways because of this idling or parking for school pick-ups.</p> <p>DC highlights section 3.5.6 and asks about the names of the carparks. He asks if both carparks on Albion St are open for events.</p>	
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	<p>AG says that previously they had agreed that they would open St John's carpark every time they use Dame Joan building.</p> <p>BL says that the report contains an illustration of what each carpark is called, and where it is located.</p> <p>AG says they have a system being developed to indicate to drivers on the street whether the DJSC and PAC carparks are full. They are just getting this system procured and installed. It is a requirement of consent that you cannot turn right into this carpark. BL thinks that the condition of consent requires some 'no right turn' signage. AG adds that there will be no barrier in the middle of the road.</p> <p>DC: when the traffic is banked up, if you try and turn right into the RPAC building there will be a huge delay. DC says that people are illegally turning right. You can physically cross a double white line to get into a property but the conditions of consent for the development forbids it.</p> <p>DC asks about the future travel strategies outline in section 7.1? He asks about their carpooling initiative?</p> <p>AG says that the carpooling strategy hasn't been successful.</p> <p>AG notes there is a lot of competition for staff to get on-site car spots.</p> <p>DC believes there is a trend upwards in car driving. Accordingly, a strategy needs to be designed by the school to achieve the objectives in section 7.1.</p> <p>AG says that the most achievable strategy is putting students on private buses because the parents are attracted to these services. All of the improvement they have seen has come from this.</p> <p>AG says that how staff get to work will be the hardest to change since more people come from outside of the area, and because of a general industry teacher shortage at present.</p> <p>AG does not know how to resolve this right now while also addressing the staff shortage.</p>	
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	<p>AG confirms that the school assists students in getting opal cards for PT.</p> <p>AG says that the public buses are full by the time they get to the school bus stop, which is why people don't catch PT to School.</p> <p>AG says that the local member has been doing surveys about the use of the buses.</p> <p>DC asks if it is faster to come to school on the private bus?</p> <p>AG says yes, it is probably more direct.</p> <p>EK says that it probably doesn't help how much they've changed the public bus routes.</p> <p>AG notes that the 400 bus service has been changed. It used to be an express that stopped at St Cath's but now it stops at all stops from the Airport.</p> <p>AG says that those parents who work from home now are probably more likely to drop off their kids.</p> <p>AG says regarding active travel that it has not been safe in the past to travel to the school via cycling, but with the dedicated cycleway coming up from Queens Park, he hopes this will improve safety. He also says that since students are using the Aquatic Centre for sport, which has showers etc, he is hoping that older students will be incentivised to actively travel to school.</p> <p>AG says they are going to move to the encouragement of people actively cycling to the campus. There are 100 new spaces for bikes on-site provided within the new PAC.</p> <p>DC asks for clarification on section 6.2.</p> <p>DC asks (re p. 63) why Traffix didn't mention the drop offs in Leichhardt Street in the last OTMP which were very different to the current count in this year's OTMP.</p> <p>BL says that there was some sort of error in the data from last year. BL says they picked up an extra hour than what was previously included because the results seemed wrong.</p> <p>WS adds that this difference has been noted in the report.</p>	
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	<p>DC asks how junior kids are getting home if there is marked drop in pick-ups.</p> <p>WS says there is a combination of sport, programs (such as netball) and afterschool care.</p> <p>AG says that afterschool care runs until 6, which is not captured in the data.</p> <p>DC points out that in the conclusion of the Traffix report (p. 85) it reads: “that the target for no private vehicle net increase from 2014 has been met and non-private vehicle mode shares have been utilised by students at the school. This will enable the future potential expansion of the school to 2030 as planned.” This is the wrong language to use. DC says that it should read: “if the school continues to achieve these objectives then then they will be able to expand” as opposed to “this will enable the future expansion...”.</p> <p>WS says the survey indicates that the School has achieved what is required under the conditions of the DA. They need to work on whether cycling is more viable, as well as considering the impact of timed parking and lobbying for increases to public bus capacity.</p> <p>WS says that there will always be work to do. The focus that the School needs to take is ensuring that a larger number of people are using alternatives to private vehicles.</p> <p>AG says that the conclusion on pages 94-5 talk about the data and what they are observing for next steps. This is what they look to when they assess whether or not the school has met their requirements. Once assessed that requirements are met; the student headcount can increase according to the development consent.</p> <p>WS says that maybe in the 2022 OTMP there should be a clause to address the fact that there will be ongoing efforts to reduce the use of private vehicles. In the short-term the School is performing where it needs to be, but in the long-term they will need to focus on further mode shift measures so that the school can increase student population in line with the consent.</p> <p>BL takes back this feedback, makes final adjustments to the 2022 OTMP and then it will be issued to the Department.</p>	
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6	Macpherson Street crossing design – WS	
	<p>WS says that the latest meeting was this morning with Richard Crookes, Sandrick, Council and DPIE. They are finetuning design but, in general, it has been approved. The works are starting soon and notification should go out tomorrow or on Friday. They require a 5–7-day notice before construction happens. There is a 3-week net program on Macpherson St if everything goes well.</p> <p>They start work on the North half of the street first, then the South half. After this, they will work on Leichhardt Lane.</p> <p>They are focusing on Macpherson St first during the school holidays – maximizing this time with minimal traffic.</p> <p>Civil and Scape do a lot of work for Waverley Council and they are being contracted for this work.</p> <p>DC asks if there is an update on what is happening next with the school’s master plan projects.</p> <p>WS says that preliminary work is being done on Stage 2 with the Jane Barker Hall site on Albion Street. They are putting together a brief for architecture. Some logistics and facility requirements have changed since the first brief which was completed 7 years ago.</p> <p>AG says that the school is currently investigating a new DA concerning signage around the school. They are working with Waverley Council about what is required for a DA. Gates are being refreshed with a new school emblem.</p> <p>EK raises that community members have noticed that the window blinds to the pool aren’t being closed in the evening.</p> <p>DC notes this has been picked up in the complaints summary.</p> <p>WS says that when the Mcpherson St crossing moves, the traffic controllers will monitor a larger section of the road. By the end of the four weeks of construction, the crossing will be removed.</p>	
7	Next meeting	
	Tuesday 15 November, 6:30 – 8pm.	