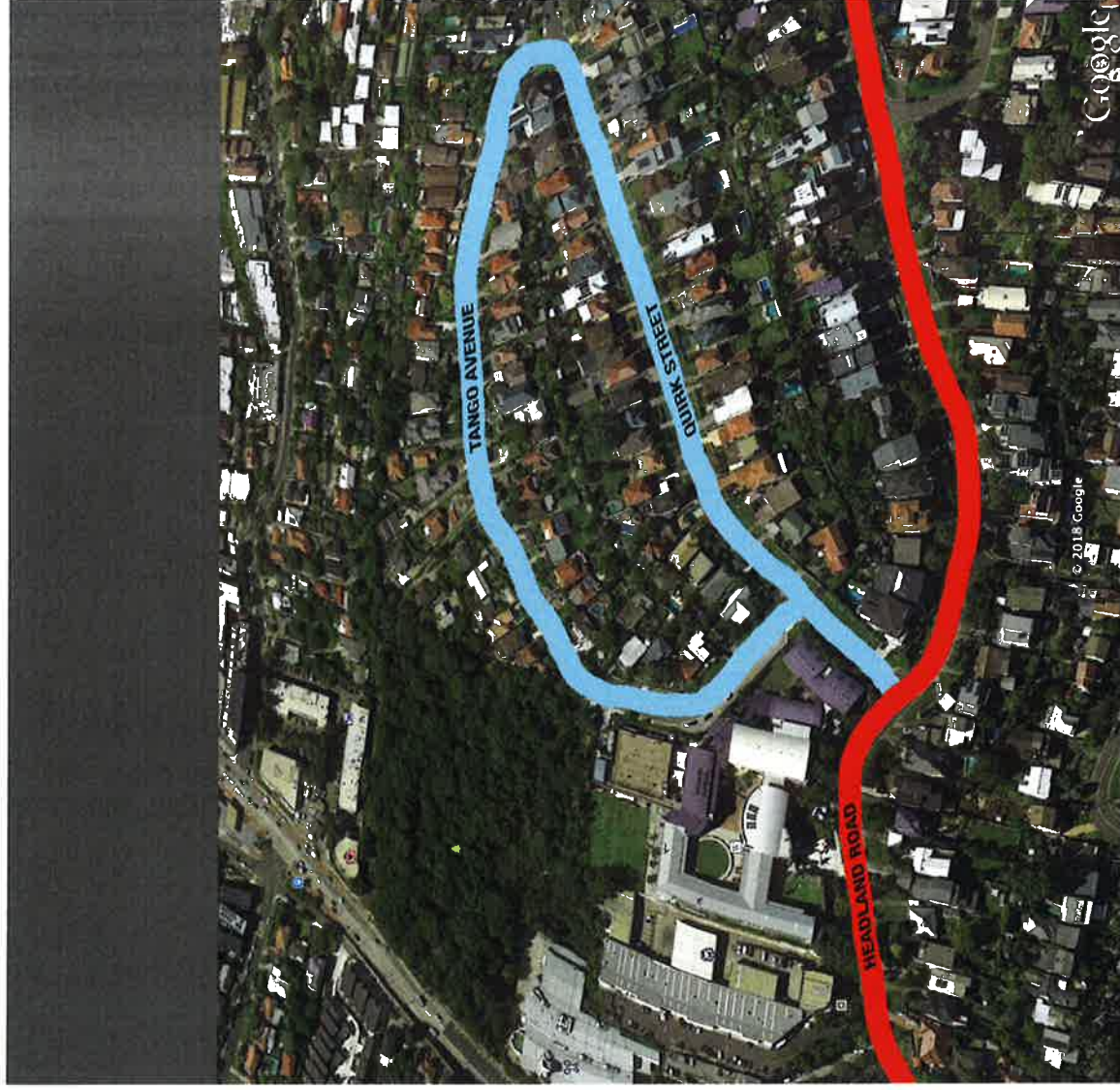


St Luke's Grammar School:

**Resident
submissions
and evidence
for rejecting
any increses
in student
numbers.**



A proposal for Northern Beaches Council, 30 January 2019

Australian Curriculum, Assessment and Reporting Authority (ACARA)

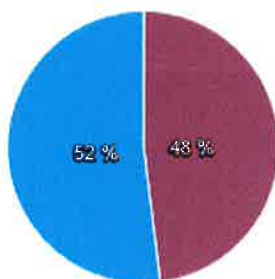
St Luke's Grammar School Dee Why Campus

Students

2017

Total enrolments:
1106

Boys 578
Girls 528



School facts

School sector	Non-government
School type	Combined
Year range	K-12
Location	Major Cities

School staff

Teaching staff	106
Full-time equivalent teaching staff	95.1
Non-teaching staff	52
Full-time equivalent non-teaching staff	39.2

Source (ACARA): <https://www.myschool.edu.au/school/43996>

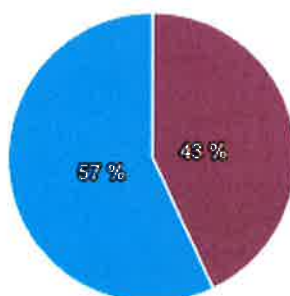
Northern Beaches Secondary College Manly Campus

Students

2017

Total enrolments: 789

Boys 451
Girls 338



School facts

School sector	Government
School type	Secondary
Year range	7-12
Location	Major Cities

School staff

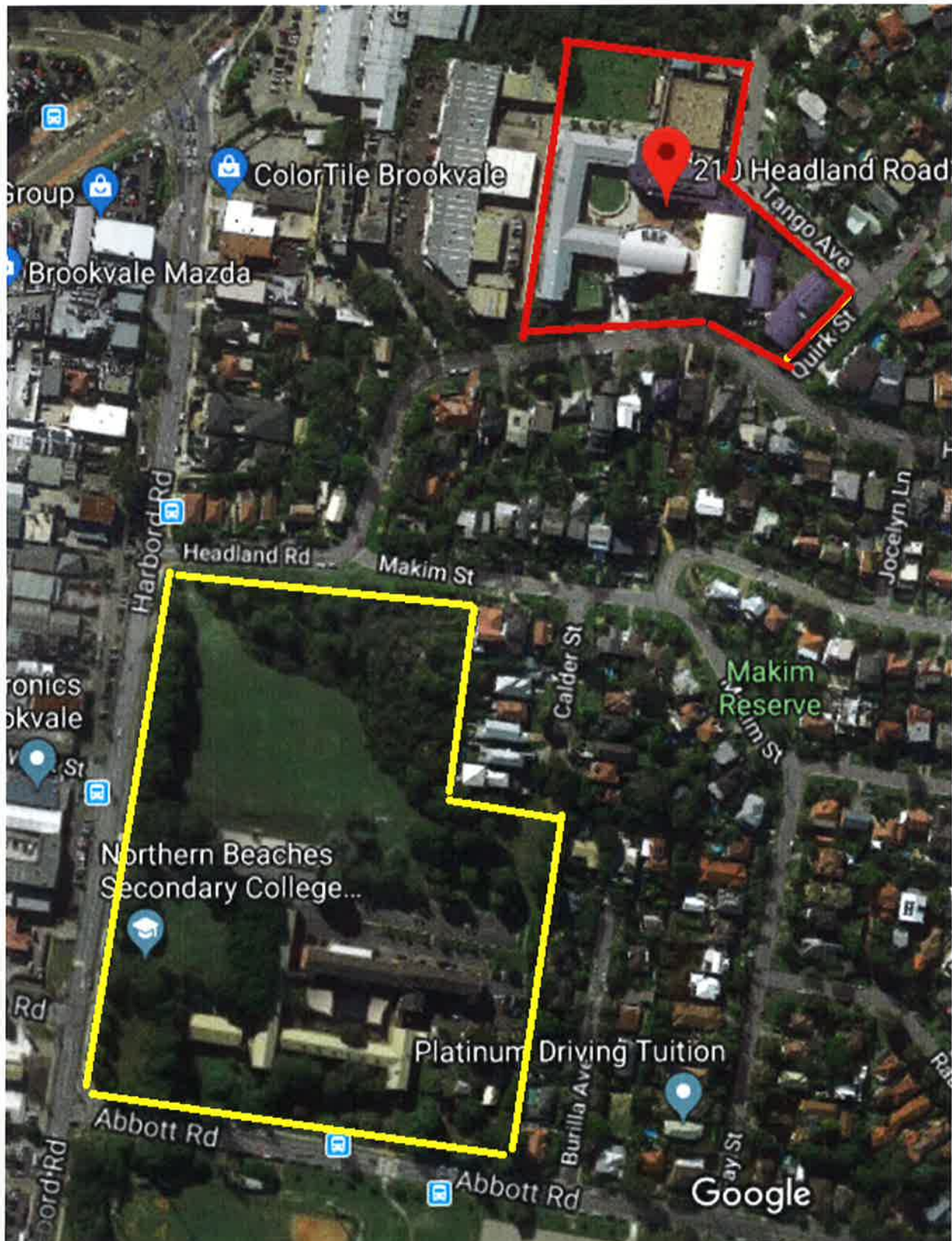
Teaching staff	54
Full-time equivalent teaching staff	57.9
Non-teaching staff	13
Full-time equivalent non-teaching staff	10.1

Source (ACARA): <https://www.myschool.edu.au/school/41349/profile/2017>

Local School Comparison

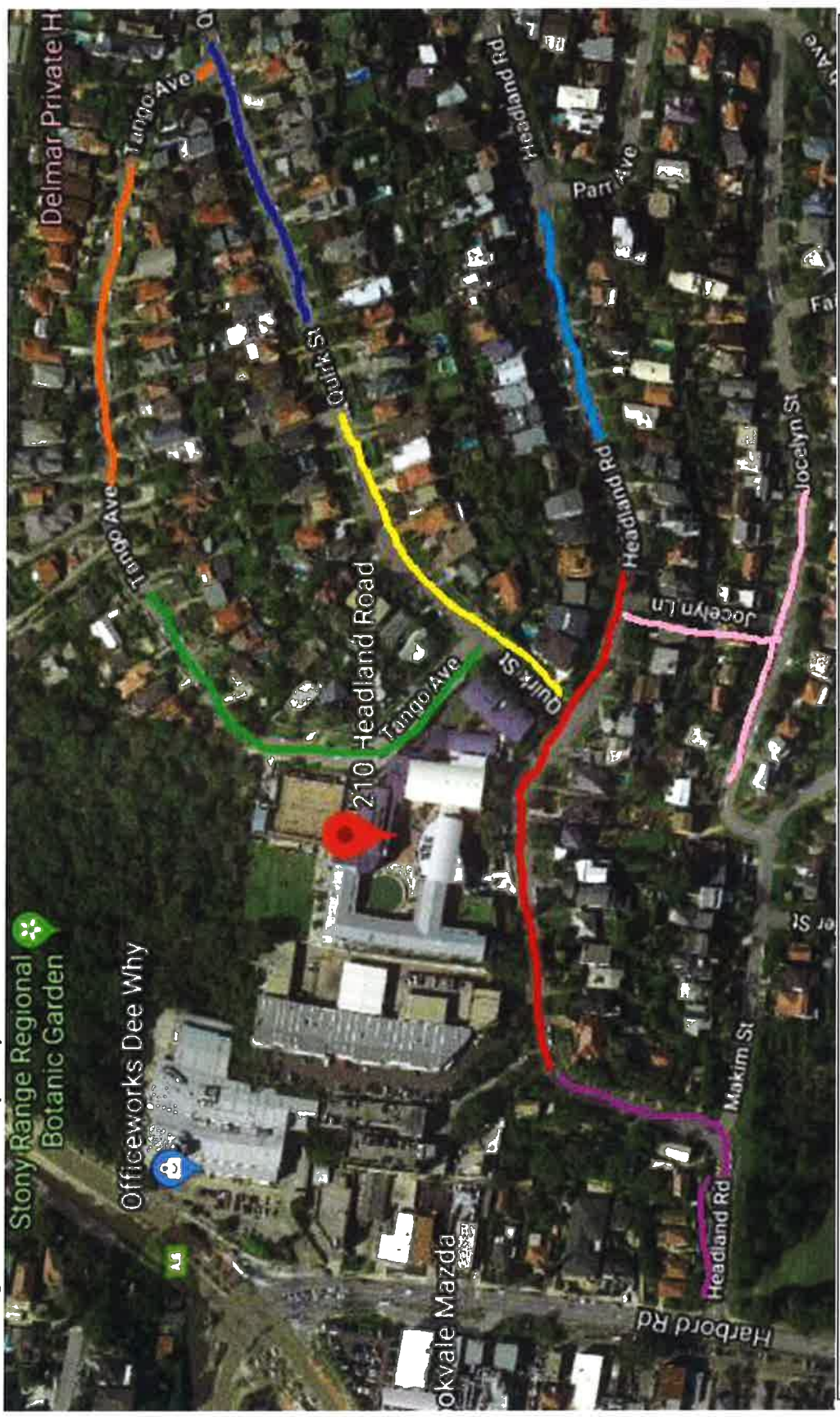
St Luke's Grammar School Dee Why (K-12) AND **Northern Beaches Secondary College Manly Campus** (7-12)

St Luke's is half the size of NBSC, yet houses up to 300 more students as per ACARA records and wants to increase more students in a limited space, with limited play area on a local road system unable to cope with the current demand



8 x Local Resident 'Zones' affected by St Luke's Grammar School

- The following document outlines specific ZONES as part of the local road system linked to St Luke's Grammar School and the significant impact on the surrounding streets and consequently on the local residents.



Zone 1: Headland Road	Zone 2: Headland Road (school boundary)
Zone 3: Headland Road	Zone 4: Jocelyn Lane/Street
Zone 5: Quirk Street (school boundary)	Zone 6: Quirk Street
Zone 7: Tango Avenue (School boundary)	Zone 8: Tango Avenue

Zone 2: Headland Road (school boundary) – ISSUES

Supportive evidence The school traffic report states: Page 22 1. Objectives of the Traffic Management Plan • 1.4 Safety of children arriving to and departing from the School. • 1.8 Minimisation of inconvenience to local residents both during normal school days and for "special events" at the School. Page 22 – Traffic Management Plan • 2.2 Buses in Headland Road afternoon departures. There are 2 staff members rostered to supervise student activities during departures at the Headland Road bus stop. Buses depart from the designated bus bays from approximately 3.25 pm to 3.40 pm. Students are to wait within areas specified by the staff member and are called forward as buses arrive. Students are to move in line onto the designated bus under supervision. These statements are False (refer to photographic evidence)	Evidence shows school traffic report 2018 to be incorrect – <u>buses do NOT utilise the designated bus bays</u>, children are ushered across the congested Headland Road to board a State Bus that is parked in a No Stopping Zone, on a blind corner whilst obstructing neighbours drives. This is overseen by the School Principle and Snr Staff Members  The above images clearly detail State buses picking up children, under the supervision of the School Principle and Snr School Staff, within a no Stopping Zone on the road opposite the designated bus bay (across the busy Headland Road) and blocking the drives of No.199 and 201 Headland Road
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Supportive evidence

The school traffic report states:

- **Page 15 & 16** – The new drop-off/pick-up arrangements have now been operating for 2 school terms and have proved to be very successful. The new arrangements have significantly increased the pick-up/set-down capacity of the “Drop and Go” zone in Tango Avenue, to the point where congestion in Headland Road has now been completely eliminated.

This statement is False (refer to photographic evidence)

Evidence shows school traffic report 2018 to be incorrect – extensive traffic queues form in both directions from the Headland Road/Quirk Street intersection during both the morning and afternoon school drop off periods



The above images clearly confirm that congestion in Headland Road has NOT been completely eliminated, the images detail vehicles overtaking queueing school traffic, across double white lines at speed and close proximity to school pupils. In this example the student is walking along the grass verge adjacent to no. 197 Headland Road

Supportive evidence	The school traffic report states in numerous areas: Page 15 & 16 – 2.5 Drop off/pick up zone in Headland Road; A drop off pick up zone is provided in Headland Road to the south of the site access driveway which has the capacity of 5 cars. The arrival and departure of students via the Headland Road drop off/pick up zone is encouraged to be used parents /carers. This statement is False (refer to photographic evidence)
	Evidence shows school traffic report 2018 to be incorrect – parent, carers and students regularly park in the No Stopping Zones across from the designated Headland Road Drop Off/Pick Up Zone    The above images clearly detail that parents, carers and students utilise the No Stopping Zone outside no. 199, 201 and 2013 Headland Road to enable Drop Off and Pick Up. This stretch of road is preceded by a blind corner and is an extremely dangerous place for vehicles to stop and younger pupils to dash across the road unassisted

ST LUKE'S GRAMMAR SCHOOL TRAFFIC AND PARKING ASSESSMENT REPORT

ACCURACY ISSUES

Supportive evidence	On page 15 of the school traffic report details existing parking restrictions The detail is incorrect as the report has failed to detail a number of critical parking restrictions Evidence shows the school traffic and parking report 2018 to be inaccurate – critical No Stopping Zones have been omitted directly adjacent to the school on Headland Road	 The above image from the Traffic Management Plan excludes two critical No Stopping Zones (marked RED). I haven't been able to check all of the detailed data but for such a simple detail to be missed questions the validity of the of the report
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Zone 2: Headland Road – ISSUES

Supportive evidence Point 2.5 Varga Report notes capacity for 5 cars, When was this formally designated a Kiss and Drop Zone? Residents are not aware of this. This Zone was rejected in 2009 by Sydney Buses due to traffic safety concerns of merging traffic.	Red X's show Current No Stopping and Kiss and Drop areas, as can be seen very limited Resident or other parking is available in this area.  To remove any more day long parking for Resident visitor's or trades as conditioned in Traffic Engineer referral Report 28/8/18 Signage and Line marking- External
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Zone 2: Headland Road – ISSUES

Supportive evidence Varga Traffic Management Plan 10 July 2018 states, “page 7 The new arrangements have significantly increased the pick-up/set-down capacity of the Drop and Go zone in Tango Ave, to the point where congestion in Headland Rd has now been completely eliminated” This untrue with much photographic evidence confirming this is NOT the case.	The Following photos confirm Parents turning right into Quirk St from Headland hinder traffic flow in Headland by awaiting break in kiss and drop queue , with through traffic overtaking in a dangerous manner regularly. Kiss and Drop queue turning left from Headland into Quirk st also block through traffic causing vehicles to overtake on their right into the path of oncoming traffic. A photograph of a street intersection. A green circle is drawn around a blue car that is stopped at a red traffic light. The car is positioned in the left lane of the road. In the background, there are trees and a building. The date and time '13 September 3:11 am' are visible in the top right corner of the photo.
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Example: Danger caused by excessive traffic on the local road system every weekday of school term

Zone 2: Headland Road – ISSUES

Supportive evidence Evidence re Headland Road traffic congestion contrary to Varga Report stating congestion has been completely eliminated.	
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Zone 2: Headland Road – ISSUES

Supportive evidence

More Dangerous road behaviour by Truck driver in this case who proceeded then to pass stationary traffic on the right hand side and followed by another vehicle. As previous photos show.



Example: Danger caused by excessive traffic on the local road system every weekday of school term

Zone 2: Headland Road – ISSUES

Supportive evidence	
	Traffic congestion causing St Lukes bus to pass on left hand side of stationary traffic. 

Example: Danger caused by excessive traffic on the local road system every weekday of school term

Zone 2: Headland Road – ISSUES

Supportive evidence

The picture says it all, as white car has been passed by school bus and another vehicle blocking the intersection.



Zone 2: Headland Road – ISSUES

Supportive evidence

Car queuing down past school hall in Headland rd to turn left into Quirk.



Zone 2: Headland Road – ISSUES

13

Supportive evidence	
	Car overtaking on the right over double white lines past kiss and drop queue into oncoming traffic in Headland Rd 

Example: Danger caused by excessive traffic on the local road system every weekday of school term

13

ISSUE - Traffic and Parking Assessment Report 10/7/2018 - Page 6

"Dr John Roseth further noted that while agreeing to the consent conditions on which council and the applicant agreed he would have agreed to the original number asked for He notes it is there for unreasonable to reduce the student numbers which the applicant has originally applied for on the grounds of traffic and parking" ..

We as residents do not agree regarding this rationale as parking is a real issue but no matter how anyone looks at this area it is a low-rise residential area with unchanged road, water and other services infrastructure for 40 plus years. The area has changed and developed with Dee why apartment levels growing at an extraordinary rate beyond infrastructure capacities. Headland and Quirk Sts were busy local streets but with growth of Dee Why have become a "Rat Run" to escape the gridlock of Dee Why/Pittwater Rd.

To add additional traffic via increase in Student/Teacher numbers will further concerns of safety in the area.

P Platers.

Original DA consent for the school hall capped the number of P Platers to be 18 and this condition has never been met by the School. On observation and evidence offered by residents this is not being adhered to and any increase in student numbers will only worsen this element.

Proposed Development

Varga Traffic Report states no change in staff numbers as additional students will be accommodated on an in-fill basis but recent school advertising states that Junior School placement at the Dee Why and Bayview Campus guarantees a year 7 place at St Lukes Dee Why. We find this difficult to believe. Varga Traffic and Nolan Environmental Reports both state there is not to be any changes to buildings which is now clearly a falsehood as at this stage Junior school has been demolished with substantial development to be completed.

Zone 2: Headland Road (School Boundary) – ISSUES:

- Safety is paramount for local residents, road users, students and school staff.
- As it stands the issue of traffic congestion and parking is causing problems for residents and road users alike.
- Any increase in student numbers will cause 'real dangers' and inconvenience for all stakeholders.

Supportive evidence	RESPONSE:
<u>The school traffic report states:</u> Page 6 –2.3 . Proposed Development 'MOD2017/0071 approved an increase in the student enrolments from 884 students to 992 students, although the application had sought an increased enrolment up to 1092 students. The Planning Panel's <i>Determination of Statement of Reasons</i> included the following statement in this regard: Dr John Roseth said that 'the school provides more parking than the vast majority of schools in NSW'.	The point that the school has more parking than any other school in NSW is irrelevant as road conditions for all schools will vary. In the Case of St Luke's School the three roads (Headland, Quirk and Tango) that border the school form part of a local road system only, not equipped to service the existing amount of traffic on school days caused by parents dropping off children, P-platers parking on our roads (most often irresponsibly) and general traffic, much of which is using Headland Road as a rat-run. <u>Traffic rarely adheres to the speed limit.</u> <u>Any increase in student numbers will greatly exacerbate this issue.</u> Page 8 (3.0) states: 'Headland Road, Quirk Street and Tango Avenue are all local, unclassified roads which are primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted on both sides of all three roads. Headland Road performs the function of a collector road, connecting the local residential area to the higher-order classified RMS road network.' Exactly, the point. Headland Road is used as a 'collector road', and therefore already takes an enormous amount of traffic. The chaos caused by school traffic and parking in conjunction with non-school traffic is obvious. Any increase in student numbers will make an already bad situation for residents even worse. Parking should not be allowed on any part of the south side of Headland Road.

Supportive evidence

The school traffic report states:

Page 7 -2.3 Proposed Development

"The new drop-off/pick-up arrangements have now been operating for 2 school terms and have proved to be very successful.

The new arrangements have significantly increased the pick-up/set-down capacity of the "Drop and Go" zone in Tango Avenue, to the point where congestion in Headland Road has now been completely eliminated. ???

This statement is False
(refer to photographic evidence)

Response:

Example: Dangers caused by excessive traffic on the local road system every weekday of school term

Evidence shows school traffic report 2018 to be incorrect – extensive traffic queues form in both directions along Headland Road during both the morning and afternoon school drop off periods.

This view is taken from my car on my driveway in 209 Headland Road, shows parked cars on either side of the driveway and both sides of the road. This clearly shows the danger of trying to exit.

There is no way we can ever turn right out of own driveway. We always have to turn left (if we can get out at all given traffic moving at speed and cars parked to the immediate right of our driveway) and take a long detour if we want to get back to either Griffin Road or Quirk Street.



Supportive evidence

The school traffic report states in numerous areas:

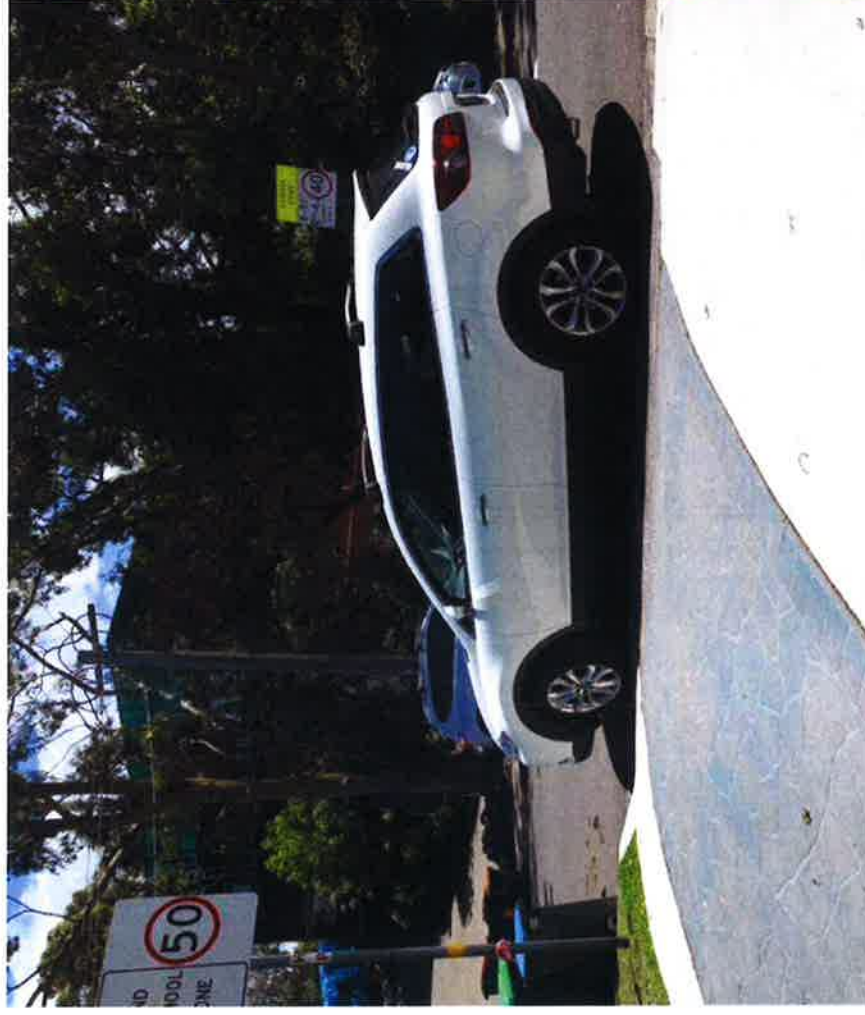
- Page 15 & 16 – 2.5 The arrival and departure of students via the Headland Road drop off/pick up zone is encouraged to be used parents /carers.

This statement is False (refer to photographic evidence on different days)



Response:

Very many parents drop off children in Headland Road using our driveways and pulling over in No Stopping zones. The below images clearly confirm parking infringements in Headland Road – intruding parking over driveway edge and a parent's car parked, minus its driver, parked across my driveway at 209 Headland Road.



Supportive evidence	Page 7 –2.3 Proposed Development <i>"The new drop-off/pick-up arrangements have now been operating for 2 school terms and have proved to be very successful. The new arrangements have significantly increased the pick-up/set-down capacity of the "Drop and Go" zone in Tango Avenue, to the point where congestion in Headland Road has now been completely eliminated."</i> Response: Evidence shows school traffic report 2018 to be incorrect – extensive traffic queues form in both directions along Headland Road during both the morning and afternoon school drop off periods. The image below clearly shows congestion outside 209 Headland Road, and highlights the impossibility of us exiting or entering our own driveway due to excessive traffic and parked cars on a regular daily basis.  This statement is utterly False (refer to photographic evidence on this and following pages) which occurs on a daily basis
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Supportive evidence Page 25 Appendix A TRAFFIC MANAGEMENT PLAN 3.3.5 Parents of students driving to school and parking on the surrounding public streets must: (a) give details of the registration no. and student name to the Business Manager by email or letter; (b) Request the students not to park in Tango Avenue. <u>(Reason: safety and neighbours' amenity)</u> Point (b) is False and the school cannot and does not try to enforce.	RESPONSE to Page 25: This image below is one example that clearly shows the surrounding roads are clear of p-plate student parking on Headland Road during school holidays - despite school officials claiming that their traffic and P-Platers are not the issue. 
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Supportive evidence

Page 15 of the St Lukes Traffic Report details existing parking restrictions:

A No Stopping zone should be in place from where they exist at the brow of the hill opposite Quirk Street all the way down to 207 Headland Road due to complete lack of visibility and strong danger of traffic accidents.

RESPONSE

The stretch of road between 207 and 211 Headland Road is preceded by a hill and blind corner and is an extremely dangerous place for vehicles to stop and park.

ST LUKES TRAFFIC REPORT ACCURACY ISSUES

Evidence shows the St Lukes Traffic Report is inaccurate – a critical No Stopping Zone has been omitted located directly across from the school within a particularly dangerous, busy and blind corner stretch of Headland Road. A No Stopping Zone should be extended to 211 Headland Road due to 'blind access' from driveways from oncoming traffic from both directions.



The above image from the Traffic Management Plan excludes a critical No Stopping Zone (marked RED). For such a simple detail to be missed from a critical document further questions the validity of the report

Zone 2: Headland Road (School Boundary) – ISSUES

Supportive evidence The Report states: Page 5 In 2012 the school increased the amount of off-street car parking provided on the site from 57 spaces to 139 spaces with the construction of a multi-storey car parking structure located in Tango Avenue. The new car park more than <i>doubled</i> the amount of car parking provided on the site, <i>without</i> any change to student or staff numbers.	Regardless of the additional parking provided on school grounds, it is clearly insufficient as many p-plated cars regularly park on Headland Road, Quirk Street & Tango Avenue. As evidenced by the photo this “No Stopping” zone on the eastern side of 222 Headland Road is regularly used by students and parents dropping off/picking up before & after school. 
--	--

Supportive evidence

The Report states:

Page 7

The new arrangements have significantly increased the pick-up/set-down capacity of the "Drop and Go" zone in Tango Avenue, to the point where congestion in Headland Road has now been completely eliminated.

Absolute rubbish.

We cannot exit our driveway with safety between 8.00 to 8.30 am & between 3.00 to 3.30 pm because of the congestion and parents "zooming" down Headland Road exceeding the 40 kmh speed limit. Often they will cross to the wrong side of the road rather than stopping to let us back out.



This is a typical morning of traffic turning from Headland Road into Quirk Street. Cars are backed down Headland Road causing congestion and making it impossible for us to exit our driveway to head east on Headland Road. We are forced to make a very long detour to get onto Pittwater Road to head north.

Supportive evidence	
The Report states: Page 7 The projected increase in traffic activity of an additional 26 vph dropping-off students in the AM peak, and an additional 15 vph picking-up students in the PM peak is minimal, and will clearly not have any unacceptable traffic implications in terms of road network capacity.	Only two words for this statement: ABSOLUTE RUBBISH. Come and observe any day during term time and you will see the lie of this statement.

Supportive evidence

Just another couple of examples of a daily occurrence of parking in the "No Stopping" zone outside 222 Headland Road. All these photos were taken during school pick up time, i.e between 2.45 to 3.30 pm.

Supportive evidence

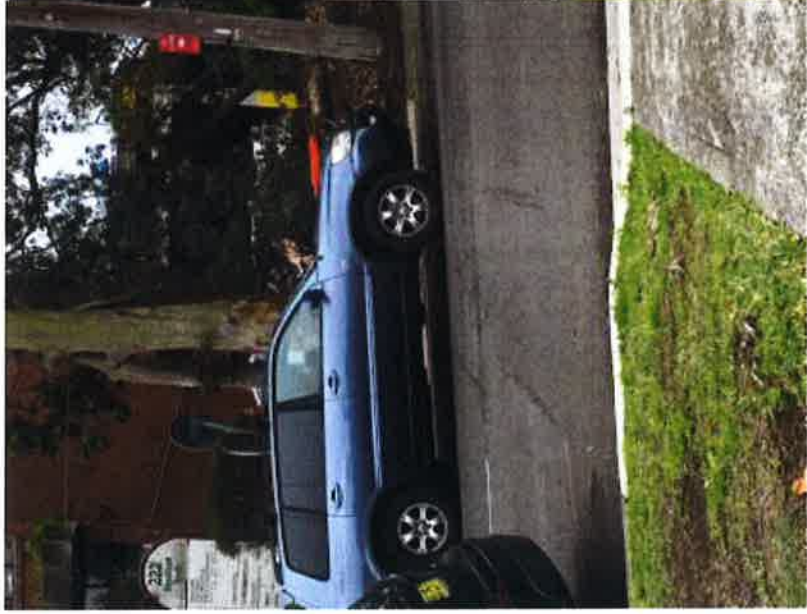
The Report states:

Page 22

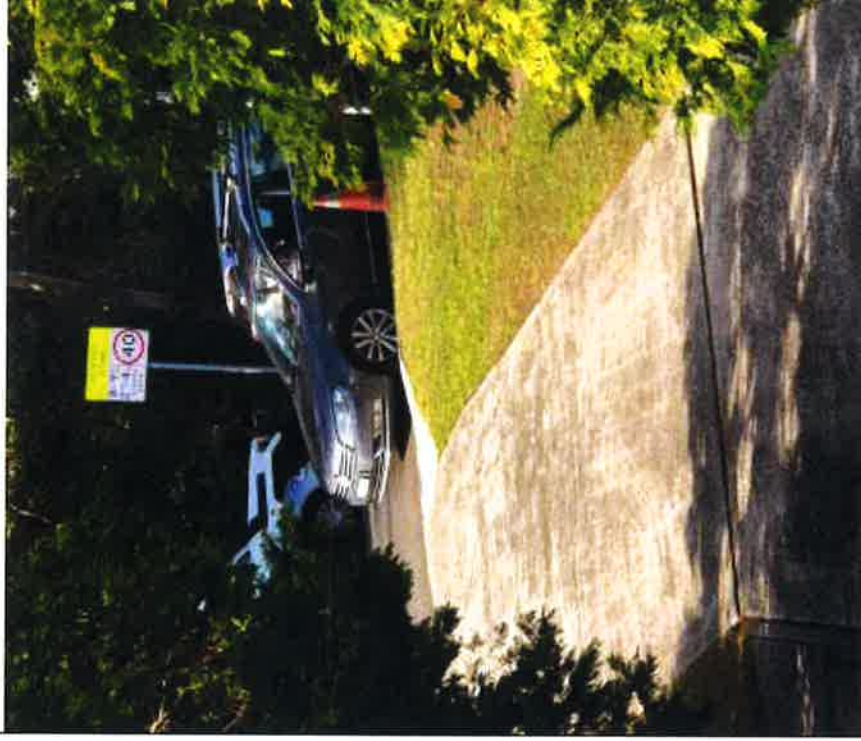
Parents, and any students eligible to drive to School, are to be made aware that they are subject to the same parking restrictions and road safety rules as every member of the public, and those rules can be enforced by Warringham Council's Traffic Wardens and the NSW Police.

This woman is a repeat offender – just about every day.

So parents supposedly obey all traffic rules and regulations when it comes to dropping off/picking up their children. **NOT TRUE.** Photographic evidence proves they do not obey the road rules, let alone "No Stopping" signs from the top side of the driveway of 222 Headland Road down to 226 Headland Road. Parents are consistently stopping and sitting in their cars in this zone. Why isn't the Ranger patrolling at these times of day.



Supportive evidence



This car is parked illegally over our driveway, 211 Headland Rd. This space is not a legal sized space but the Council refuses to install a "No Parking/Stopping" sign. Try getting out of the driveway when a car is parked there illegally – impossible.

Supportive evidence

The Principal claims that the P-Plate drivers parked in the street are not associated with the school. What utter rubbish. The photos show that not one p-plater is parked in the street during the school holidays. Headland Road is clear.

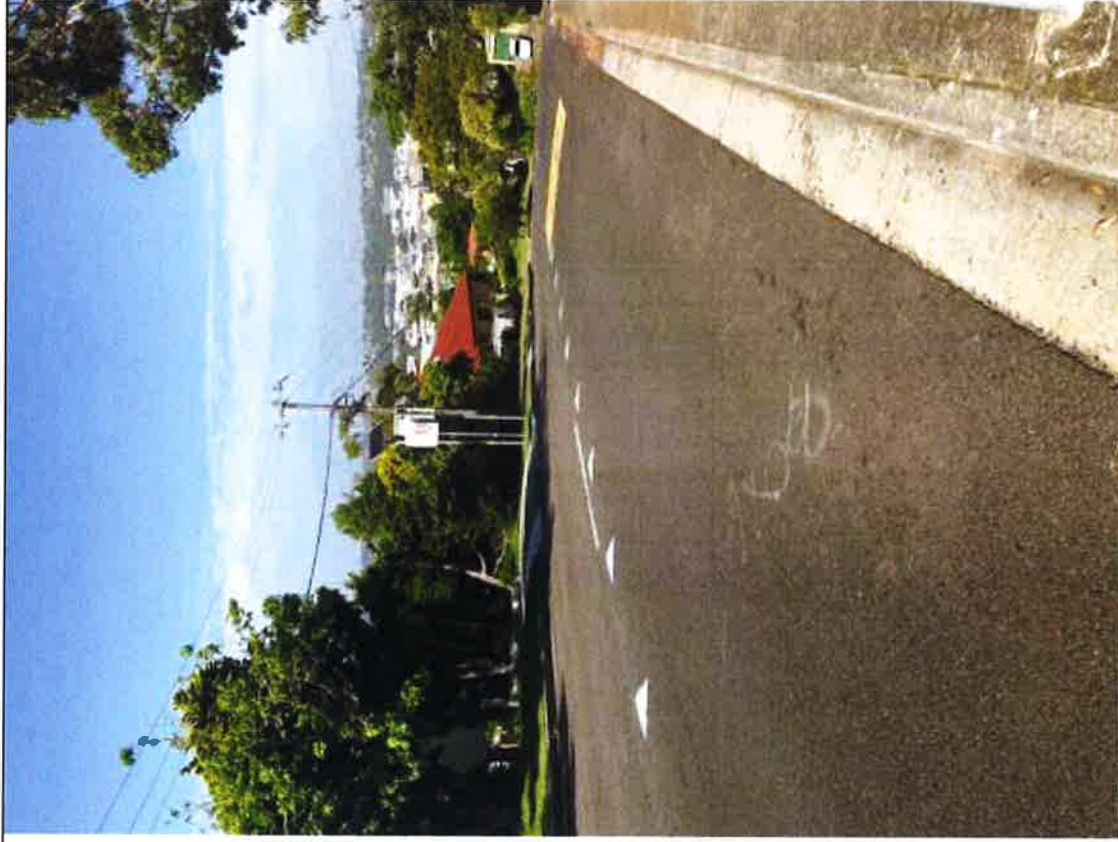
These photos were taken on Wednesday, 16 January 2019 just after 8.00 am.



Supportive evidence

The Principal claims that the p-Plate drivers parked in the street are not associated with the school. What utter rubbish. The photos show that not one p-plater is parked in the street during the school holidays. Headland Road is clear.

These photos were taken on Wednesday, 16 January 2019 just after 8.00 am.



Zone 7: Tango Avenue (school boundary) - ISSUES

Supportive evidence	In the report commissioned by the school titled: <i>"Proposed Increase in Student Numbers - St Luke's Grammar School - Headland Road, Dee Why TRAFFIC AND PARKING ASSESSMENT REPORT - 10 July 2018 - Ref 18145"</i> ... this report does not provide a clear reflection of what is occurring each school day, which I will aim to outline below. <u>On page 7 (and p.15) of the report it states:</u> - Significantly, the school no longer allows parents to park their car in Tango Avenue, get out of the car and go into the school to collect their child/children. (This is a false statement being presented in this report)... Comment: - whilst the report states the school 'no longer' allows parents to park their car on tango Ave - this report <u>is incorrect</u> and not the case as shown in picture above as just one example occurring daily (noted - Monday 29/10/18) - In addition, in this photo (circled in yellow) that parents are also parking in "No Parking" Zone - circled in picture in Yellow, also beyond the drop off zone on Tango Ave.... - In number 2 (above) it also creates a flow of traffic into the middle of the road, without cause of traffic of local residents travelling in the opposite direction, becoming extremely dangerous 
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Supportive evidence

Resident Response (photo):
In addition, I further note on Monday 29/10/18 that within a period of a few minutes additional cars parking further up Tango Ave (approx. 200m from school) as their own drop off points.

Comment:

- (i) parents driving past school drop off zone and along Tango Ave to Park (not following school traffic management guidelines)
- (ii) parents driving in opposite direction along Tango Ave and stopping before the school to perform a u-turn and park.



- Issue 1: Parent parked partially across driveway (white car pictured).
- Issue 2: Dark car parked across driveway in full (right photo).
- Issue 3: There are two further elements here:**The schools traffic management report also states: (2.4.1 and 2.4.2) that:** when departing drivers must continue in the same direction along Tango Avenue. U-turns are not permitted."

Supportive evidence

The second point to the schools traffic management report (2.4.1 and 2.4.2) which states that: "when departing drivers must continue in the same direction along Tango Avenue. U-turns are not permitted."

Comment:

1: Below are 2 photos of 2 x parents cars within 60-seconds of each other performing u-turns and thus not being managed by the school as per the traffic management plan. They are dropping the student off, and doing a u-turn into a driveway before heading off in opposite direction against school traffic guidelines which are not being managed by the school on a regular daily basis



Zone 8: Tango Avenue - ISSUES

This statement is false. Below are a number of photos as evidence demonstrating this report is false

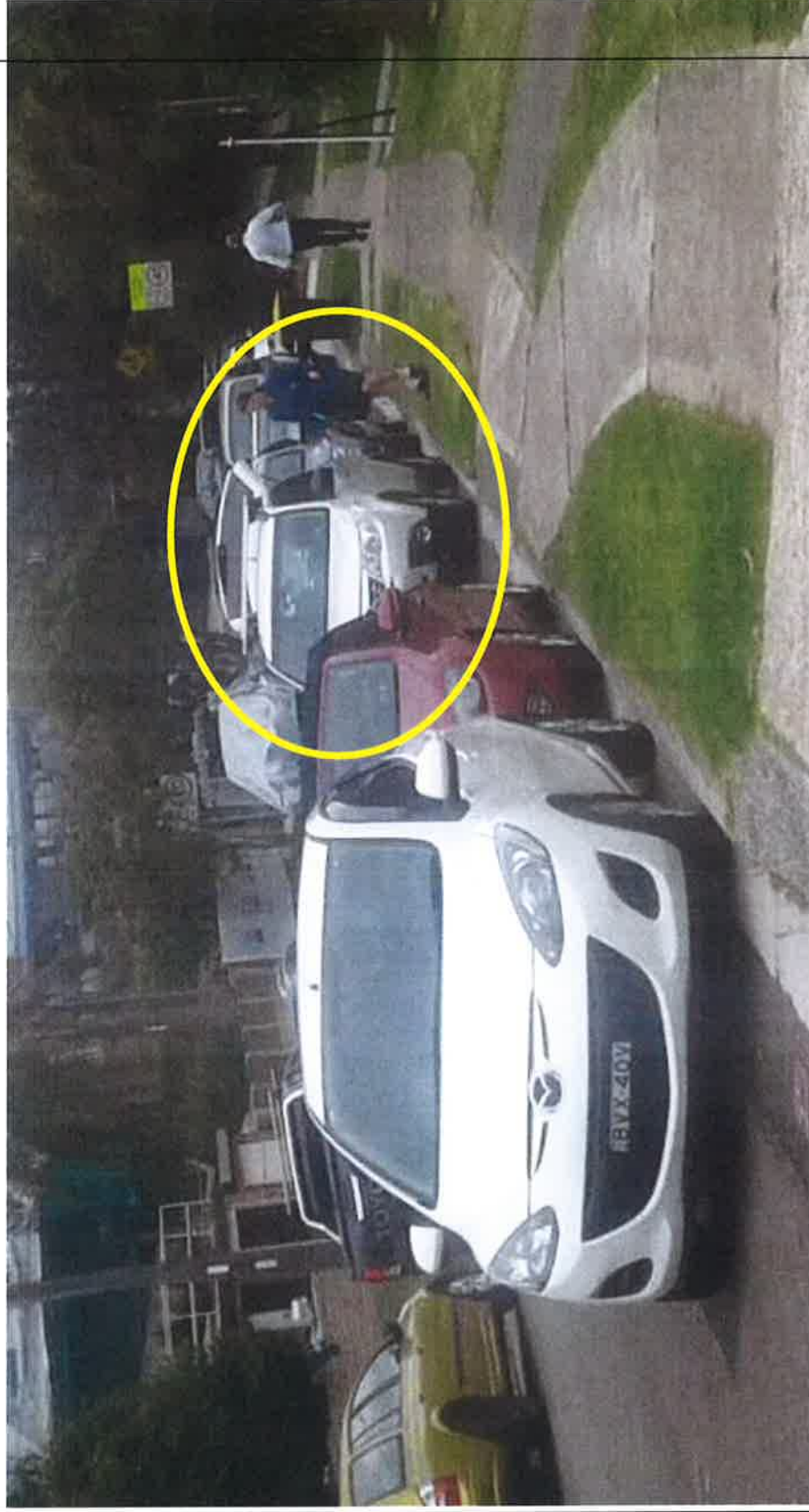
Supportive evidence	
On page 7 (and p.15) TRAFFIC AND PARKING ASSESSMENT REPORT - 10 July 2018 by Varga for St Luke's Grammar School - Ref 18145" it states: Significantly, the school no longer allows parents to park their car in Tango Avenue, get out of the car and go into the school to collect their child/children.	Comment: Not only is this against the school traffic management guidelines – it is DANGEROUS – as you can see by parents outside of cars 100m-300metres from the school, with students on both sides of road on Tango Ave in spots they are not meant to park (due to being an established pick-up/drop-off zone at the school). You also have parents come in the opposition direction down Tango Ave and park so they seemingly can avoid the pick-up zone and create a dangerous region – example shown with one parent who parked further up Tango Ave walking down the street (on left side of photo) – all with total disregard of the local community 

Supportive evidence

Statement by School –
“Significantly, the school no longer allows parents to park their car in Tango Avenue, get out of the car and go into the school to collect their child/children.”

Comment:

This statement is FALSE with a number of examples of parents parking along Tango Ave, avoiding the allocated pick-up/drop-off zone. These pictures 100-300metres from the school boundary to demonstrate the issues residents face each school day on the local road system



Supportive evidence

Statement by School –
“Significantly, the school no longer allows parents to park their car in Tango Avenue, get out of the car and go into the school to collect their child/children.”

Comment: Not



Supportive evidence	
	Statement by School – “Significantly, the school no longer allows parents to park their car in Tango Avenue, get out of the car and go into the school to collect their child/children.” Comment: Parents not adhering to traffic management guideline and school not enforcing Tango Ave also becomes a one-way road with parents screaming down the centre of the road creating a dangerous environment for local residents 

Supportive evidence

Comment: Additional examples on different days in 2018



Supportive evidence

Local residents
having to pull car off
road to
accommodate
school traffic who
create one lane
down the centre of
Tango Ave

Comment:

How does this reflect Clause 1.8 of the Traffic Management Plan?.. which states:

1.8 Minimisation of inconvenience to local residents both during normal school days and for "special events" at the School.



Photographic Evidence of non-compliance of the Traffic Management Plan and conditions set by Council:

Monday, 5 November 2018:

Parents are not using the pick-up zone in the afternoons as proposed by the school. This part of road is normally empty of parked traffic. Instead parents not following school policies and traffic management plan crowd Tango Avenue at earlier times, 100-300metres beyond the school's pick-up/drop-off zone, on either side of Tango Ave between house numbers 2 up to 42 Tango Ave - either:

- (1) Parked and waiting for their child
- (2) Parked and walk up to school
- (3) Park across driveways waiting.
- (4) Noting - these cars do not display any student name in their windows. The above photo demonstrates (1 & 2 occurring).

To further add to this issue mentioned above a number of parents are driving in the opposite direction (against flow of set traffic) of the pick-up zone along Tango Ave and performing a u-turn to park and wait – further demonstrated in pictures below:





2 of 2

Student waiting for parent 300m from school. Parent driving in opposite direction to school traffic flow, then doing a u-turn into resident driveway to pick up student (as shown)

Prime example of 2 x parents' cars (dark grey cars circled) parked across driveway outside numbers 28 and 30 Tango Avenue Monday 5/11/18 - waiting to pick up their children. This being approximately 300-400metres from the school. For further clarity, the **silver BMW** also pictured in the above photo is also pictured below demonstrating that parents drive along Tango Ave in the opposite direction to the pick-up zone flow and perform a u-turn on Tango Ave (pictured below) and then park 200-300m from the school and wait to pick-up their child. Once again, none of these parents display students name in their window of car



Note: Example of parent **performing u-turn** on Tango avenue, which at this time of day increases risk of accidents occurring due to extensive traffic flow. This same practice by parents occurs right along Tango Ave.

Students from the secondary school meant to be picked up on Headland Road are walking to this point going against the traffic management plan and school guidelines



During this afternoon period alone (sample) over 14 cars were noted as parked along Tango Avenue beyond the school, **not using the pick-up zone** as directed by the school - being a combination of both junior and senior students being picked-up.

In addition, add cars coming in the opposite direction to flow of drop-off zone traffic and performing u-turns (and parking) and it becomes extremely dangerous for local residents, especially as there are not footpaths to use beyond number 20 Tango Ave.

Zone 8: Tango Avenue - ISSUES

40

Supportive evidence	
The school traffic report states: Page 3 Introduction On 8 March 2018 the Sydney North Planning Panel granted approval to modification of Condition Number 3 of DA2011/0446. MOD2017/0071 approved an increase in the student enrolments from 884 students to 992 students, although the application had sought an increased enrolment up to 1092 students. An increase to 1092 was rejected less than 12 months ago, yet the school is not accepting of the previous decision.	Comment: St Luke's Grammar School (the school) previously sought approval to increase student numbers to 1092, but it was declined in March 2018. The school has now again sought to increase student numbers to 1092, without any real improvement or reduction in the level of traffic in the surrounding streets being Tango Avenue, Quirk Street and Headland Road. This does not demonstrate a responsibility for the safety or convenience of local road users in the community, including their own students and parents. This application is not aligned to the school's Christian or Community values that the school prides itself on. The school appears only focused on increasing revenue, estimated to be around \$2m pa, should the increase in 100 students be approved.

Page 10 3. TRAFFIC ASSESSMENT Road Hierarchy Headland Road, Quirk Street and Tango Avenue are all local, unclassified roads which are primarily used to provide <u>vehicular and pedestrian access to frontage properties</u>. Kerbside parking is generally permitted on both sides of all three roads. Headland Road performs the function of a <i>collector road</i>, connecting the local residential area to the <i>higher-order</i> classified RMS road network.	Comment: The traffic assessment report itself states that "Quirk Street and Tango Avenue are all local, unclassified roads, primarily used to provide vehicular and pedestrian access to frontage properties. These are not roads designed for the high level of traffic created by the school. Any further increase in student numbers will only make the current safety and traffic congestion issues worse. In addition, over recent years there has been an increase in the level of traffic in Quirk Street and Headland Road, due to motorists trying to avoid heavy traffic in Dee Why. FACT: Tango Avenue, Quirk Street and Headland Road are not designed to safely cater for the level of traffic currently generated by the school, despite attempts to implement traffic management plans. The roads have now passed their capacity on school days. No further increase in student numbers or structural development should be allowed.
Page 17 As noted in the foregoing, the school has now successfully implemented its new drop-off/pick-up arrangements in the "Drop and Go" zone in Tango Avenue to ensure a much more efficient use of this area. Fact: This has not been successful and has created more issues in Tango Avenue	Comment This has created a continuous stream of traffic in Tango Avenue during the morning and afternoon school start and finishing times, making it dangerous for parents and associated toddlers etc. who are dropping off or picking children up from the school, as well as for residents and the general public. It is also impossible for residents to safely pull out of their driveways, particularly as parents are often driving too fast for the conditions. This risk of serious accident will only increase with 100 additional students. Refer photos of traffic congestion in Quirk Street and Headland Road on following pages of this document.

Page 18:

The new arrangements have significantly increased the pick-up/set-down capacity of the "Drop and Go" zone in Tango Avenue, to the point where congestion in Headland Road has now been completely eliminated.

This statement is false, refer photographic evidence.

Comment

This statement is false. Congestion is Quirk Street, Headland Road and Tango Avenue occurs every school day, both in the morning and afternoon. This creates a risk of accidents for other road users who become frustrated with the traffic jams in local unclassified residential roads. Refer 2 photos below of cars queued in Quirk Street and also around from Headland Road on the afternoon of 22nd October 2018. Also, please note red car with **P Plates** parked close to the corner.





Page 17:

Significantly, the school no longer allows parents to park their car in Tango Avenue, get out of the car and go into the school to collect their child/children.

This statement is false and cannot be enforced by the school, refer photographic evidence.

Comment

This statement is false. Parents park their cars in Tango Avenue to drop off and collect their children every school morning and afternoon. This creates a risk of vehicle and pedestrian accidents. Vehicles parked in Tango Avenue have often been hit by cars driven by students and parents.

Also on what authority does the school have to not allow parents to park their car in Tango Avenue get out of the car and go into the school to collect their child/children.

Refer photo of a child getting into parent's car in Tango Avenue on 7th November 2018. The car was also parked in a No Parking spot.



Page 25 Appendix A TRAFFIC MANAGEMENT PLAN 3.3.5 Parents of students driving to school and parking on the surrounding public streets must: (a) give details of the registration no. and student name to the Business Manager by email or letter; (b) Request the students not to park in Tango Avenue. (Reason: safety and neighbours' amenity) Point (b) is False and the school cannot and does not try to enforce.	Comment Point (b) is false and is not enforced or monitored by the school. Students regularly park in Tango Avenue. The students can easily be identified as St Lukes students, as they are in St Lukes School Uniform school uniform. Students will sometimes remove P Plates from their cars before going into school. This situation becomes worse throughout the school year peaking towards the end of Term 3, as students gradually gain their Driver's Licences.
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