

St Catherine's Development Community Consultative Committee

Meeting No: 36

Date: Wednesday 10 May 2023, 5:30-6:30pm

Venue: Online – Zoom

Attendees	
Community members Danny Caretti (DC) Eric Kleiman (EK) Kate Marshall (KM)	St Catherine's Andrew Grech (AG) Warwick Smith (WS) Waverley Council Nikolaos Zervos (NZ) Independent Chair Professor Roberta Ryan (RR) Minute taker Isa Crossland Stone (ICS)
Apologies Julie McAplin (JM)	

Item	Description	Action
1	Welcome and apologies	
	<p>RR welcomes all attendees to the meeting.</p> <p>RR introduces NZ to the regular attendees; NZ is the Executive Manager of Infrastructure Services at Waverley Council.</p> <p>On behalf of the committee, RR thanks NZ for his attendance of this urgent meeting at very short notice.</p> <p>RR welcomes everyone to introduce themselves for the benefit of NZ.</p> <p>All attendees make their introductions.</p>	
2	Matters arising	
	<p>CCC to discuss the petition that was presented by the residents around Macpherson St at the Waverley Council meeting on May 2, 2023.</p> <p>RR explains that this urgent meeting was called to discuss the petition that was presented before the Traffic Committee of the Waverley Council on May 2, 2023.</p> <p>The CCC is meeting this evening to discuss some of the issues raised in that petition.</p> <p>RR invites DC, who brought the petition to the attention of the group, to begin.</p> <p>DC explains that he attended the Waverley Council meeting on account of an unrelated issue. He heard part of the petition in question at the end of the Council meeting and considered it an urgent matter to raise with the CCC.</p> <p>DC explains that the petition is concerned with the 'kiss-and-go' drop-off area, and the lack of unlimited parking available to residents around Macpherson St.</p> <p>For context, DC explains that the crossing was moved down the road to increase the overall length of the car line and enable parent traffic to travel further East down Macpherson Street for student drop-offs, therefore minimizing congestion at the roundabout.</p>	

	<p>DC believes there were some street parking spaces sacrificed in order to extend the drop-off zone down Macpherson St for the aforementioned purposes.</p> <p>DC says that he has observed that many parents are dropping students off close to the gate at the corner of Albion Street and Macpherson Street, so that students have less distance to walk to the school grounds.</p> <p>DC recalls that in the Conditions of Consent (CoC) for the St Catherine’s development, it is stated that if the relocation of the crossing was ineffective at reducing traffic, the OTMP must explore the closure of the Westernmost Gate on Macpherson Street to encourage use of the full length of the drop-off/pick-up zone. DC adds that by his observations, the school does not have any permanent traffic wardens encouraging this downward traffic flow.</p> <p>DC adds that by his observations, the school does not have any permanent traffic wardens encouraging this downward traffic flow.</p> <p>DC says that he believes that the primary community frustration is due to the fact that there is a large amount of visibly unutilized space which was once space for parking, while the issue of congestion at the Albion Street roundabout remains an issue.</p> <p>DC wonders what modifications can be made according to the conditions of approval, and he wonders what the view of the Council is.</p> <p>RR thanks DC and asks AG to address the concerns of the petition and the lack of warden presence from the perspective of the School.</p> <p>AG says that under the CoC the school is required to have a traffic controller. AG says that the School does have a vested traffic controller, but he works at various positions around the perimeter of the school, so may not be at every carline or point on the perimeter every day.</p>	<p>(Note – This is the wording from the condition E.3).</p>
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AG says that based both on the petition and the community communication this week, the School will have a second traffic warden monitoring the area and encouraging traffic flow.

AG notes that this issue was raised at an earlier CCC meeting. The suggestion at that time was, as in the CoC, to close the top gate in order to force students to walk either pack around Albion Street or to use the Performing Arts and Aquatic Centre (PAC) entrance which is closer to the end point of the car line, so that parents would drive all the way down. This suggested measure has not been used yet, while the School monitors current arrangements.

AG also notes that a key concern in the petition related to 3 car spaces that, due to belonging to a School Zone, are now time-restricted.

WS confirms that these restrictions span the timeframes of 8am-9:15am and 2:45pm-4:15pm.

AG says that since these 3 spaces are required for the drop-off/pick-up line during the specified timeframes, it is not clear how best to address the community's frustrations regarding additional unrestricted parking spots.

WS adds that the final configuration of car spaces in the School development resulted in 1 additional street car space to be provided on the South side of Macpherson Street

Prior to the development, the 3 car spaces on the North side were not included in the school drop-off zone.

They have since become part of the zone and supplemented by this additional space.

RR asks EK for his input as a resident of the area.

EK says that for him, Leichhardt Street is the most problematic area.

EK notes that often the Leichhardt Street drop-of zone is used by parents outside the specified hours. Some parents wait in their cars, using the restricted car spaces.

EK also notes that some parents tend to loiter or park in the 'no standing' spot further up the street. This is a safety hazard for residents turning into Leichardt Street from Leichardt Lane.

EK says that he has noticed that a lack of warden presence at these areas.

RR thanks EK and welcomes KM to offer her perspective,

KM agrees with EK.

Parents can often be seen well ahead of the specified drop-off/pick-up time, sitting in their either in the drop-off zone or in 'no stopping' areas.

KM recalls recently seeing a parent parked in a 'no stopping' zone with their hazard lights on, chatting to some teachers at 4:45pm.

KM expresses frustration at the lack of traffic warden presence to prevent these violations.

RR thanks KM and invites NZ to respond to these community member accounts from a Council perspective.

NZ says that what he is hearing today aligns with the information Council has been made aware of previously. NZ notes the absence of the Council's compliance team at this meeting and clarifies that he is unable to speak on their behalf.

NZ says that when infringements have been issued previously by the council to parents queuing around the roundabout, there was significant controversy. NZ notes that there are limits to the degree of infringements that can be enacted before the issue becomes major.

NZ notes that Sunil Kushor (SK), who is the new Executive Compliance Manager at the Waverley Council, will be focusing on these issue as he works to bring order to an historically challenging role.

The issue of compliance aside, NZ turns to the matter of the Macpherson Street crossing which was moved down the street.

<p>NZ acknowledges that the community has always expressed opposition to this move. NZ says that post-implementation of that crossing, there have been instances of vandalism of the new signage to try to maintain the unrestricted parking lost to the drop off zone.</p> <p>RR says that she and NZ spoke earlier in the week to discuss this meeting and the role of the CCC more broadly. RR expressed to NZ the importance of having ongoing Council representation at the CCCs. RR shares that NZ is in the process of identifying a member of the compliance team at the council to join him as a regular attendee of the CCC meetings.</p> <p>DC notes that the petition asks for a reduction in the amount of kiss-and-go parking. DC asks NZ if this reduction is a possibility, given that the petition has been approved by the State Government.</p> <p>NZ says that it depends on how the School progresses with an operation plan. NZ confirms that the Council has the final say on signage. NZ says that his advice within the initial Council report was that the post-implementation period should be seen through, and if at the end of this period the community was not content, the Council would implement changes based on consultation with both the school and community.</p> <p>NZ says that his preference would be to work collaboratively with the CCC and the School to identify solutions within the 2-year post-implementation period.</p> <p>DC asks whether this will be communicated to the petitioners.</p> <p>NZ says it will. In accepting the petition, the Council agreed to refer its content to the CCC. Subsequently, the Council will report back to the petitioners what actions arise out of these discussions.</p> <p>KM asks NZ about how the Council plans to consult the community. What form would that take?</p>	<p>NZ to identify a member of the Council compliance team to be a regular attendee at these CCC meetings.</p>
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	<p>NZ says that generally, for issues relating to parking the Council does individualized letterbox drops to all residents.</p> <p>In larger-scale matters such as this one, community members are also invited to participate in a discussion forum.</p> <p>This discussion is captured in a report, which is then presented to the Council.</p> <p>KM believes that given the frustration of the community on these issues, this matter is rather time sensitive. The community should be consulted sooner rather than later.</p> <p>NZ agrees. Following the upcoming CCC meeting (scheduled for July 6), NZ will plan to return to the petitioners with an update on the Council's collaboration with the CCC to resolve the issues at hand. This update will include an overview of the updated operation plan.</p> <p>RR notes that the issue is largely a behavioral problem. Parents need to be encouraged to change their behaviour, and it seems that there should be a more consistent traffic controller presence to encourage proper use of the full drop-off line.</p> <p>AG says that he believes that warden presence might have little effect on changing behaviour. AG believes that the more effective strategy would be to close the gate closest to the Western roundabout. This will force the students who are dropped off at that upper point to walk around to the Albion St entrance, or to walk down to the PAC entrance of the school.</p> <p>AG believes that this will encourage a stronger behavioral change, as students will ask their parents to drop them off closer to the accessible entrance and therefore the current congestion at the roundabout will dissipate.</p> <p>AG adds that in the longer term, the school could consider installing shrubbery in the 'no-stopping' zones in order to prevent congestion.</p> <p>This strategy might also be possible on Leichhardt Street near Leichhardt Lane, but the School would work</p>	<p>Following the CCC meeting on July 6, NZ will provide petitioners a comprehensive update on where the matters raised in the petition stand, and an overview of the operation plan.</p>
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<p>with Council on this to review safety implications of any measures to be implemented.</p> <p>AG will follow up within the School regarding the short-term strategy of closing the gate. He will update the CCC on the school's plans here within the next few days following this meeting.</p> <p>DC asks about the proposed gate closure. It would likely have to be permanent in order to make lasting behavioral change. Perhaps it would be a better idea to erect some fencing along the road to prevent cars.</p> <p>AG says this would have to be discussed with the Council, given it is Council property. There are safety issues to consider; for example, pedestrians crossing the road from the Southern side would be prevented safe access to the footpath.</p> <p>NZ says that a fence in the no-stopping zone would not be problematic, but it would not resolve the issue. The problem of the parents stopping at the beginning of the kiss-and-ride, causing a backing up of traffic. The aim needs to be to make sure all cars are travelling to the end of the kiss-and-ride before children get out.</p> <p>NZ refers to the drop-off zone at St. Clare's School on Carrington Road. This drop-off queue is run very efficiently by traffic wardens, who ensure that all cars drive to the end of the queue before stopping. While St. Clare's is dealing with fewer cars, it is a good reference point.</p> <p>NZ says that the combination of gate closures and strict traffic control is effective for creating behavioral change.</p> <p>RR notes the importance of effectively communicating the gate closure to parents.</p> <p>RR asks for AG's response to NZ's advice.</p> <p>AG says that they currently have someone there.</p> <p>NZ says that the key is to have someone permanently there, at least for the foreseeable future, as well as the gate closure.</p>	<p>AG to update the CCC members on the school's decision regarding the closure of the gate closest to the roundabout.</p>
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AG says that he will reiterate this with the school community as well as with the traffic wardens.

RR asks AG if he believes that parents will respond to these measures.

AG says that many parents would likely only be responsive to being fined by a ranger. Students' asking their parents to move closer to the accessible gate is likely to be the most effective incentive.

NZ asks what percentage of students walk up Albion Street, as opposed to using the Macpherson Street entrance.

AG says that it depends where they are on campus. Most senior students have their classes at the top of the campus and would prefer to enter via Albion Street.

NZ says that those students would likely prefer to be dropped off close to Albion Street. If there is a large number of students entering via that entrance, which is towards the top of Macpherson Street, the closure of the entrance near the roundabout may not be all that effective.

AG agrees, but he says that given how few options the school has for dealing with this issue, it is worth trying.

NZ agrees.

NZ asks about the school's communication. Has the school actively communicated to parents how the kiss-and-ride should function?

AG says yes. The school has communicated to parents on this issue at the start of every term, as well as throughout it when complaints arise.

NZ makes a recommendation of temporary bollards with tape across areas of the footpath which the school does not want parents to be using for drop-off.

AG says that he will bring this to the School to consider. He notes that the school's traffic controllers are certified.

	<p>NZ clarifies for blocking off the footpath, there would be no need for official traffic control plans. NZ would be in support of the school's use of bollards and tape on the footpath. NZ offers to put this in writing, if necessary.</p> <p>DC refers back to NZ's discussion of St. Clare's school. DC drives past that campus every day and is familiar with the 'kiss-and-go' area. DC says that they use A-frame signage to encourage parents to park forward. The traffic management is very strict at that site. DC suggests that the St. Catherine's wardens would do well to take up a similarly authoritative approach.</p> <p>EK says that the bollards and tape is a good idea. It would be a physical obstruction to children alighting from their parents' cars in the wrong places.</p> <p>RR invites WS for his thoughts, reflecting on the CoC. WS says that it is in everybody's best interests to optimise the use of the 19 car spaces involved in the 'kiss-and-ride' area during the peak times.</p> <p>WS adds that he has seen construction sites which set up witches hats with poles between them, functioning as a temporary barrier.</p> <p>Nonetheless, for hours outside of the drop-off/pick-up times, the use of these barriers could cause safety issues for residents trying to exit their cars and easily accessing the adjacent footpath.</p> <p>On this account, WS suggests that any temporary barrier that is considered should be made very easy to set up and pack up before and after these hours.</p> <p>WS suggests that the school enact a trial period for any barrier strategies.</p> <p>RR asks NZ for his observations of other areas around the school, and what other infrastructure or management strategies he would suggest.</p> <p>RR asks NZ if he could meet with AG and any relevant residents to discuss options.</p>	<p>AG to arrange a meeting and school site-assessment with NZ</p>
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	<p>NZ says that he is happy to do so. AG will arrange this on-site meeting.</p> <p>NZ says that the Council will aim to have the area be as self-enforcing as possible. Council enforcement should be a last resort, and should not be relied on until it is necessary.</p> <p>NZ says that he will speak to SK at the Council about what compliance strategies is might explore at this stage.</p> <p>RR invites any further comments.</p> <p>DC stresses the importance of communicating with the petitioners in good time so that they feel as though the CCC and the Council are being responsive.</p> <p>NZ says that he will be in communication with the petitioners after this meeting.</p> <p>RR notes that these minutes are minuted, and that all members will be provided a draft copy of these minutes for review before publication.</p> <p>NZ asks about the turnaround of the minutes.</p> <p>RR confirms it is a 2-week turnaround.</p> <p>NZ says that he will wait for the minutes to be published before he responds to the community to provide a brief of the meeting’s progress. He will then be able to direct the petitioners to the St Catherine’s School website to read these minutes.</p> <p>DC notes to NZ that historically, the lack of a council representative on this CCC has been an issue. Given that the OTMP to review provides a lot of statistics, it will be important to have council presence at the meetings in order to interpret this information clearly.</p> <p>NZ notes that there has been a good deal of change at the council recently, and that going forward NZ (and a member of the compliance team) will step in as a longer-term presence.</p>	<p>and any other interested community CCC members.</p> <p>NZ to speak to Sunil Kushor (SK) about possible compliance strategies at this stage.</p> <p>NZ to communicate an update to the petitioners following the publication of these minutes.</p>
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	<p>KM notes that she will likely be absent for the next meeting on July 6.</p> <p>KM asks RR to confirm that the additional members who have been referred to the CCC are in train and will be joining in good time.</p> <p>RR confirms that they are in train.</p>	
9	Meeting close and next meeting	
	<p>RR thanks everyone for their attendance at this last-minute meeting and encourages all members to bring forward any issues in the weeks ahead of the next meeting.</p> <p>RR reminds attendees that urgent issues such as tonight's item can be addressed urgently both inside and outside of a meeting forum.</p> <p>RR wishes all attendees well.</p>	