

Claremont College Resident Consultative Committee Meeting No 2

Wednesday 28 March at Randwick Room, Randwick Council Building, Frances St Randwick

Meeting Notes

Item 1 – Attendance and apologies

Apologies:

- Barbara Dougan, resident (10 Heath Street)
- Bernard Roberts, resident (13/32 Coogee Bay Road)
- Nick Kiossoglu, resident (20 Dolphin Street)
- Raymond Bowles, resident (15 Queen St)

Attendees:

Claremont College

- Doug Thomas (DT) Principal
- Lulu Mitchell (LM) Administration Manager

Claremont College Parents and Friends Association

- Lisa Lillis (LL)
- Damien Chee (DC)
- Theresa Fearn (TF)

Residents

- Paul Freeman (PF) (17 Chatham St)
- Wolfgang Babeck (WB) (3 Dolphin St)
- Allan Carle (AC) Dolphin Street

Randwick City Council

- Tony Lehmann (TL), Manager Integrated Transport
- Heidi Leadley (HL), Community Road Safety Officer

NSW Police

- Traffic Sergeant Grayson Withers (SW)

Chairperson

- Stuart McDonald (SM)

Item 2 – Local Traffic Sergeant

- SW outlined 2 possible options for the management traffic congestion/vehicle queuing in Dolphin Street due to parent afternoon pick-up from approximately 3pm onwards:
 - Remove left side kerbside parking for hours 2.30-4.00pm on school days; or

- Retain unrestricted kerbside parking and accept congestion for a period of each school day afternoon.
- SW acknowledged that there may be other measures that the school or the Council may put in place to assist in managing the traffic impacts and clarified that he was only providing an opinion regarding management options for the Dolphin Street queuing.
- SW further advised as follows:
 - Based on his observations, the extent of queuing along Dolphin Street extends for approximately 20-25 minutes
 - He doesn't consider that the existing circumstances, with periods of vehicles queuing in Dolphin Street creates a problem for emergency vehicle access
 - Drivers sitting in the stationary vehicles in queued traffic are not committing a traffic offence; it is not considered to be "stopping" in the carriageway
 - Drivers stopping for more than 2 minutes in a "no parking" zone are committing a traffic offence and can be booked
 - Drivers double parking are committing an offence
- DT outlined that, since the first Committee Meeting and the discussion that occurred with residents at that time, the school has extended the staggered afternoon pick-up time. There are now 3 times that parents are asked to attend: 3.00pm; 3.10pm; and 3.20pm. This has assisted in managing the arrival and congestion of vehicles, with the queuing period being approximately 15 minutes.
- WB advised that the period of queuing in Dolphin Street, as observed by SW and advised by DT is different to the details provided by TL at the first meeting, being in the order of 35 minutes.
- TF and LL advised that the reduced period of queuing is a result of the school initiatives:
 - Staggered pick-up
 - Management of parent behaviour by the school – forcing parents to move on and circulate if their child is not ready – rather than stopping and waiting and contributing to a back-up of vehicles
 - School P&F and the Principal have communicated to parents that their driving behaviour is causing avoidable impacts on the surrounding streets
- DT invited SW to again attend one afternoon to reinforce that drivers cannot parking in the "no parking" zone.
- WB raised a question regarding the behaviour of some parents who park legally at the kerb but stay in the vehicle and keep the engine running – is this an offence?
- SW advised that keeping the engine running while legally parked is not an offence.
- AC raised a question regarding the behaviour of some parents who park across driveways and stay in their vehicle while they wait for their child.
- SW advised that parking across a driveway is an offence for which an infringement notice can be issued. SW further advised that the Police do not have authority to tow an offending vehicle out of the driveway.
- DT advised that the school will notify parents not to park across driveways, even if engine is running.

Item 3 – Traffic management brainstorming

- HL outlined that there are 35 schools in the Randwick local government area, with management of school traffic a major and ongoing issue for the Council and community, particularly the safety of children and the behaviour of parents/vehicles.
- DT advised that the school doesn't want to see kerbside afternoon parking restrictions introduced in Dolphin Street as he recognises the inconvenience for residents in the street.
- SM sought agreement from the attendees that the option of kerbside parking restrictions in Dolphin Street not be pursued, as all had agreed it is not a preferred option. There was no clear resolution of this matter. The residents in attendance confirmed that they do not support the measure. DT wanted the measure recorded as an option, despite not supporting the option.
- DT would like to see consideration of Judge Lane being an alternative route to Dolphin Street – vehicles could use Judge Lane to pick-up.
- WB expressed concern that this may impact on Heath Street residents, with queuing affecting access into and out of Heath Street. Heath Street residents would need to be consulted, noting that there are none in attendance.
- DT suggested that if Judge Lane is the alternative route to Dolphin Street then the school could consider having a "set-down" area in the school grounds in the building undercroft located facing the southern side of the lane.
- DT also reaffirmed the school's position that they would like Judge Lane to be closed to through-traffic 8am-3pm on school days. The closure would be for vehicles but would still be open for pedestrians. This would achieve child safety which is the school's principal concern.
- LL and TF appealed to the members of the Committee to agree that child safety is the principal issue and this could be achieved with the desired closure during school hours.
- WB expressed the opinion that safety has been achieved as a result of the traffic management measures put in place by the Council; from the residents point of view the safety concerns have been addressed and the wider issues of the school traffic impacts are matters now for the Committee to discuss.
- TL clarified that the recent road safety audit of Judge Lane was for the purpose of determining necessary refinements of the traffic management measures installed by the Council: matters like signage or lighting, and was not for the purpose of determining whether or not road closure should occur. There are some minor matters to be addressed as a result of the audit.
- WB indicated that the resident's preference is for the lane to remain open but maybe a compromise would be to close it for 2.30-3.30pm for school pick up.
- DT advised that the school is seeking dual objectives: closure 8am-3pm to ensure child safety; opening at 3pm for school pick-up. The use of Judge Lane for pick-up does not require closure 8am-3pm.
- WB raised closure perhaps for 8am-10am and 2pm-4pm rather than the whole of 8am-3pm. Again reiterated that it may be the Heath Street residents most affected.
- DT advised that this would not be acceptable to the school.
- TL raised the possible trial closure for a period, with monitoring to determine success. The criteria for assessment would need to be considered and discussed but a trail period may assist in understanding the impacts, both positive and negative. Perhaps two trail periods over 2 terms with agreed measures.

- PF indicated that any trial period should not include installation of permanent structures otherwise it will appear that the decision has been made.
- TL provided some visual examples of the type of swing gates used elsewhere in Sydney.
- WB, PF and AC agreed that they would refer the concept of a trial closure to their resident colleagues and report back to the Committee. Also agreed that they would provide information on the traffic management measures taken and proposed by the school. To report back to the next Committee meeting scheduled for 2 May.
- SM and TL to provide a draft summary of the proposal to WB, PF and AC. To be distributed week of 2 April, with feedback to SM week of 9 April and distribution by WB 18 April.

Item 4-Future meeting agenda

- SM confirmed draft agenda to be distributed 23 April, with request for feedback/inclusions 26 April.

Item 5 – Next Meeting

- 6pm Wednesday 2 May

The meeting closed at approximately 9pm.

Notes:

The Agenda for meeting 2 included

- Committee Objectives
- Committee Governance

These items were not discussed due to the lengthy discussion of Items 2 and 3.