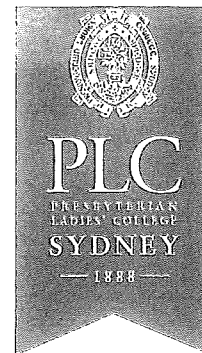


31 October 2016

Cr J Faker  
Mayor, Burwood Council  
P O Box 240  
BURWOOD NSW 2134



Dear Mr Faker

In many different areas of our work as an educational institution we have really enjoyed the productive working relationship with Burwood Council. We consistently reflect positively on the relative speed of processes, capacity of your staff and shared good will. I want to commence this letter by recognising these very important components of our relationship.

A school has a certain jurisdiction and set of areas of responsibility. A Council has a separate set. They overlap often in areas of interest yet not so often in areas of authority.

Thus, when it comes to an issue like traffic in the vicinity of the College we have an intense interest but no real power. We have no power to alter roads or traffic signs and no power to punitively respond to driver actions. We do have full influence over what happens on our site and we are able to encourage a positive culture in regard to traffic around the College.

In response to your recent letter I am both grateful and disappointed.

I am grateful because I believe it is a document which canvasses the full range of issues that should be undertaken in such a study. It uses data and reasoning to consider the option PLC Sydney put before the Council Committee. It references the authorities that are stakeholders.

I am disappointed because the conclusion of the report places the entire responsibility for change back on the College, and the suggestions made are all unworkable or ill-advised.

In each of my discussions with you and the officers of the Council I have sought to articulate that I am not a traffic expert. Thus I do not consider our proposal to be necessarily the best solution. We have consulted with traffic experts but we recognise that it is a tricky business. There are many factors to consider.

Over the past six years PLC Sydney has engaged with Burwood council on three occasions regarding traffic matters. On each occasion no real beneficial change has resulted.

- Our first interaction was a couple of years ago after a child was knocked over by a car. We sought to purchase the road or have traffic altered. The result was 'no changes' with commendation of our pick-up system.
- Our second discussion occurred in Term 2, 2016. We held a meeting on Meta Street asking for assistance from Burwood and Ashfield professional staff. A number of issues were discussed. We have had no feedback.



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- Our third interaction occurred after Burwood Council decided to 'blitz' PLC Sydney traffic wardens, without giving notice. Your latest report was published on 26 October 2016. Again the response is 'no change' with the onus being put on the College to manage issues alone.

I note that in the most recent interaction Burwood Council has suggested three changes the school could undertake:

- **Expansion of the pick-up and drop-off zone in PLC Sydney Roundabout**  
All decisions are about balancing various 'goods'. We could not consider this option because the impact on the open space for young people would be impacted significantly. Importantly, even if we did wish to pursue this option, it would be in direct conflict with the heritage listing of the entire roundabout zone and the adjacent gardens and buildings. We would not be allowed to follow through with the changes.

I know that Burwood highly values heritage listing and I suggest that if we did seek this option you and others would rightly oppose it.

- **The use of the porte cochere at Evandale**  
I did look into this option as part of my analysis of the traffic issue. It has considerable risks and provides little, if any, benefit:
  - a. The porte cochere would require significant widening to accommodate:
    - i) stationary vehicles
    - ii) a lane for exiting vehicles and
    - iii) space for children to gather safely
 Even at the maximum the area for children to gather is terribly inadequate and would compromise safety.
  - b. The proximity to the main corridor of Evandale of the porte cochere would mean this option would create unacceptable crowding and risk.
  - c. The porte cochere is not actually a solution. 'No Stopping' signs line boundary Street. Our parents would not be permitted to queue and we would not solve the issue.
- **The construction of a new zone on Young Street**  
This is an unusual suggestion in that it opens up another area for exiting the College. I note that buses enter and exit here on a daily basis and that this move would place traffic on Young Street right across the road from Croydon Public School. I am surprised that it is being considered. My immediate question is why this option is superior to the Boundary Street option. Surely traffic on Young Street would be problematic if both PLC Sydney and Croydon Public School were active there. Surely Croydon Public School would oppose it.

John, I know you have a challenging role and that a significant aspect is trying to keep various groups onside. I respect that. Yet, the sum total of this analysis is again the status quo. Burwood Rangers will continue to attend PLC Sydney and nothing else will happen. Your answer is to direct us to act alone.

It is unequivocally the case that the population of this area is increasing and yet the overall management of traffic is unable to keep up with the change. The principal of Croydon Public School told me she expects an extra 200 students in the next few years. I empathise with your circumstances but I also urge you to take the opportunity to look at traffic management with a clear vision. We have been through three reviews of issues around the school and on each occasion I have read what I regard to be a political response: the status quo keeps constituents at least neutral. Burwood Council won't act.

I would like to suggest one small change that might make a significant difference.

If we could have the 'No Right Turn' sign removed on Boundary Street, we could allow cars to exit both right and left from the school. This would reduce the size of the queue on Boundary Street heading west. It would speed up our pick-up and be much safer for our girls.

1. Speed

- Currently cars all turn left.
- The crossing stops many vehicles. This is of course exactly how it should be, but it stops the operation of the pick-up. If some cars turned right it would speed up the pick-up.
- The queues on Boundary Street go back as far as Croydon Road on some days. If cars could turn right, the queue would be diminished.

2. Safety

- Unnecessarily making people turn left creates a level of frustration. In particular when they are made to wait in a long queue. We do our absolute best to moderate this and people are generally very responsible. When a simple solution such as turning right towards their home is not permitted, they find it difficult to see Burwood Council as reasonable. This frustration has been evident from motorists and our parents. There is anger in our parent body about the punitive approach taken by Burwood Council.

I understand that removal of a 'No Right Turn' sign might be beyond your jurisdiction. I ask you to support the College in our quest to have the sign removed. It is a small action, but it could be a big help. I ask for your support. It would be atleast something from this process.

I do not believe this will address all of the issues that we need to own as partners and seek to address together, but I do believe it will provide some assistance.

I look forward to further discussions.

Yours truly



Dr Paul Burgis  
Principal