



Community and Stakeholder Engagement Report

Manly Village Public School – School Zone Pedestrian Safety Upgrade

Impact level: Four

Consultation period: Wed 14 April – Wed 12 May 2021

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1. Summary

This report outlines the community and stakeholder engagement conducted as part of the Manly Village School Zone Pedestrian Safety project conducted from 14 April 2021 to 12 May 2021.

The feedback collected during consultation indicated a high level of support for the proposal.

Other noted comments requested Council liaise directly with Transport for NSW (TfNSW) to address lighting, signage and power supply and considered the widening of existing path as part of this project.

1.1 Key outcomes

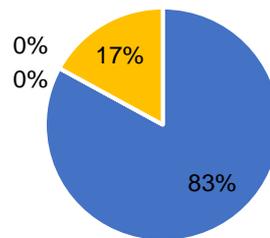


Total comments received

5



Do you support the proposed upgrades to the pedestrian crossings on Darley Road and Victoria Parade Manly?



- Yes
- No
- Unsure
- Prefer not to say



Key feedback themes

- Signage and line markings
- Lighting
- Safety improvements

1.2 How we engaged



Have Your Say Project Page

Visitors: 81

Visits: 125

Av. time onsite: 1m



Print media and collateral

Letter drop: Manly and Manly East 2095

Distribution: 100

Site signs: Yes

Number: 4



Electronic direct mail
(EDM)

Community Engagement (fortnightly)
newsletter: 6 editions

Stakeholder email: 3

Distribution: 20,000
subscribers

2 Background

This report outlines the community and stakeholder engagement conducted as part of the proposed improvements to pedestrian safety within school zones at Manly Village School.

As part of the *Federal Stimulus - School Infrastructure Program*, Council has secured funding for pedestrian improvements around 32 local schools to improve safety for school children and their families. These works will be carried out in three key stages over the next 18 months.

3 Engagement objectives

- Provide accessible information so community and stakeholders can participate in a meaningful way.
- Identify community and stakeholder concerns, local knowledge and values.

4 Engagement approach

Community and stakeholder engagement for the Manly Village School Zone Pedestrian Safety project was conducted over a four week period, from Wednesday 14 April 2021 to Wednesday 12 May 2021, and consisted of online consultation via Council's Your Say platform.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017).

A project page was established on our have your say platform with information provided in an accessible and easy to read format.

The project was primarily promoted through our regular email newsletter (EDM) channels.

Feedback was captured through an online comment form embedded onto the have your say project page. The form included a question that directly asked respondents for their level of support on the proposal.

An open-field comments box provided community members a space to explain or elaborate on their support, not support or neutral sentiment as well as any other feedback they wished to contribute.

5 Findings

Table 1: Feedback that requested specific changes to the proposal/draft

Theme	What we heard	Council response
Signage and line markings	Remove zig-zag line marking before crossings. Consider installation of additional signage.	All signage and road marking will be consistent with Australian Standard.
Lighting	Requests to liaise with Ausgrid on power supply and the replacement of sodium lighting with V category LED lighting on Darley Road and Victoria Parade.	Ausgrid will be consulted in relation to any lighting amendments.
Safety improvements	Requests have been received to improve pedestrian safety for school children through the inclusion of: <ul style="list-style-type: none"> • automation of pedestrian crossing buttons • programming pedestrian traffic signals • upgrade to signage and signalling 	Currently the scope of works does not consider upgrading this intersection to traffic signals. Additionally, traffic signals are not under Council's delegation - Transport for NSW deals with all traffic signals across the state.

Appendix 1 Verbatim community and stakeholder responses*

Number	Comment/submission
1	<p><i>Dear Northern Beaches Council, Please see attached pdf. Thanks [REDACTED]</i></p> <p>Submission Improving pedestrian safety near Manly Village Public School by upgrading the existing crossings on Darley Road and Victoria Parade. Firstly, I like to thank the council for considering making the two crossings level with the footpath allowing everybody better access to these crossings, especially when it is raining. Elderly pedestrians with walkers, parents with prams and people using wheelchairs find it especially difficult to use crossings with ramps. When it rains, usually have to wade through ankle-deep water, or children try and jump across the puddle, not looking for approaching vehicles. Is it possible to consider the following?</p> <ol style="list-style-type: none"> 1. Install TGSI at the beginning of the crossings 2. Remove zig-zag line marking before crossings 3. Consider installing 2x W6-2 signs 4. Do not install speed hump signs only 1 x 25km/h sign under LHS R3-1 sign 5. Ask Ausgrid to replace sodium light with V category LED with a longer arm on Victoria Pde 6. Ask Ausgrid to replace sodium light with V category LED on light Darley Road 7. Ask Ausgrid to make sure the lights are connected to general power, not streetlight circuit 8. Make sure all signage is more than 600mm away from the kerb 9. Build wider pram ramps around schools, shops and areas of high pedestrian activity 10. At crossing Across Victoria Pde install 'Give Way To Cyclist' signs on opposite R3-1 sign 11. At surrounding crossings, improve signage and signalling for the safety of school children <ol style="list-style-type: none"> 1. Ask TfNSW to automate pedestrian crossing buttons at all traffic signals in Manly Village 2. Ask TfNSW to install PCT at signalised crossings without vehicle conflict in Manly Village 3. Ask TfNSW to program traffic signal 0622 to rest on the pedestrian green man 4. Remove all W6-1 signs and 'Children Crossing' signs and replace them with W6-2 if required <ol style="list-style-type: none"> 1. Install TGSI at the point visually impaired pedestrians need to be warned that they are about walk out onto the road. 2. More than twenty years ago, councils only installed zig-zag markings at dangerous crossings that could not be removed as part of major crossing safety upgrades. After that date, if zigzag markings were required, then that meant the crossing was dangerous and must not be installed at that location. 3. Install 2x W6-2 signs that are the new fluorescent yellow-green more than 50m before crossing on Victoria with arrows in the direction of crossing <ol style="list-style-type: none"> 1. Consider not installing W6-2 signs on Daley Rd as the crossing is visible to approaching vehicles. 4. As per Australian Standards AS1742.13-2009 4.3.4, speed hump signs must not be installed at raised pedestrian crossings. Place 25km/h sign under LHS R3-1 sign will be consistent with all other raised crossings in NSW. 5. The existing lighting is old sodium lighting and would significantly enhance safety at the crossing by installing a new vehicle grade V LED light. Ask Ausgrid to install an extended arm that will place the light directly over the crossing. 6. The existing lighting is old sodium lighting and would significantly enhance safety at the crossing by installing a new vehicle grade V LED light. 7. Old, dilapidated streetlight circuits sometimes do not work for months, meaning that the few lights that remain on these circuits do not work. If pedestrian crossing lights are connected to these circuits, the crossings may be plunged into darkness for months. Ask Ausgrid to systematically remove the old circuits from all power poles and move all street lights to the general power circuit within the LGA. 8. Place stems 1m away from the kerb. By placing all signage to RMS standards of the edge of the sign more than 600mm away from the kerb means that these new signs will

*Personal details have been redacted where possible. Spelling and grammatical errors have been amended only where misinterpretation or offence may be caused.

be less likely to be impacted and damaged by heavy vehicles and then be able to warn approaching drivers and save the council hundreds of thousands of dollars in ongoing maintenance costs in the LGA. 9. If any other ramps need to be upgraded around the school, consider making them wider than the minimum width of 1.2m as ramps will be used by many people going to the local shops and school. The minimum should be only considered when multiple objects can not allow a wider ramp. Consider more than 2m wide to let people walk across the road together instead of in a single file that holds up traffic trying to pass through the intersection. Consider all ramps in LGA to be more than 2m wide. 10. Install R1-2A 'Give Way' with a supplementary plate 'To Cyclist' white background with black letters under it and an R3-1 pedestrian sign under the RHS stem, similar to the picture below. An R3-1 with a 25 km/h sign under R3-1 sign on LHS stem. 11. I understand that this is not part of the project, but could the following be considered to improve pedestrian safety in the surrounding area around Manly Village Public School, especially for school children racing to and from school every day. 1. Automating the pedestrian push buttons at all traffic signals so that people do not need to press the buttons but do not continuously cycle the signals. Ask TfNSW to 'Auto Switch' all push buttons so when a vehicle trips the corresponding vehicle loop, the pedestrian crossing also goes green. Due to Covid-19, many pedestrians are not pressing the button, and all other pedestrians arriving think that the first person has pressed the button. This will not slow down vehicle flow but will improve traffic flow as when a button is not pushed, some signals only go green for vehicles for 3 seconds. 2. Install PCT (Pedestrian Countdown Timers) at four crossings that do not have vehicle conflict. The crossings are the two across the East and West Esplanade at Manly Wharf, The Corso at Darley Rd and The Corso at North Steyne. This will allow pedestrians to identify which crossings do not have vehicle conflict and the time remaining to run across the road. This would be good during summer with massive crowds going to and from Manly Beach to the ferry. 3. Currently, the pedestrian signal 1862 at The Corso and North Steyne rest on the pedestrian crossing all day and night. This means that the pedestrian man is always green. When a vehicle approaches the signals and trips the vehicle loop, the vehicle signals immediately go green after a short clearance time. Pedestrians never need to press the button, and the majority of the time, when they turn up to the crossing do not need to wait. The vehicle light will stay green until all the vehicles queuing have got through the signals. The signals 0622 at the corner of The Corso and Darley Rd would also benefit significantly from this simple programming change that will allow the large number of school children using this crossing to get across and go to school every day safely. 4. Many signs around Manly Village Public School are W6-1A and W8-22A, which must only be used at type 1 or type 2 school crossings, not zebra crossings. Could the sign on Victoria Pde between Darley Rd and East Esplanade heading west be replaced with a W6-2A sign as the crossing signs are behind the large Norfolk pines.

	 <p data-bbox="464 882 959 1014">Stems are 1m away from edge so signs are less likely to be damaged by passing heavy vehicles</p> <p data-bbox="1023 786 1450 1111">Sutherland Council Give way sign RHS stem Have a white with black lettering supplementary plate not a yellow sign ' To Cyclist' under 25km/h sign under LHS R3-1 sign No speed hump sign</p>
2	<p><i>Victoria parade crossing.</i></p> <p><i>If the bike path was located on the western side of the pedestrian crossing, it would decrease the incidence of bike / pedestrian interactions substantially. With the current plan bikes will need to ride past and behind and likely through pedestrians waiting to cross.</i></p>
3	<p><i>Yes, please. If the cycle paths could be widened, that'd also be great.</i></p>

Document administration	
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