## **McCarrs Creek Road Church Point**





06 March 2024

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# northern beaches council





Gold Coast Suite 26, 58 Riverwalk Avenue Robina QLD 4226	Brisbane Level 2, 428 Upper Edward Street Spring Hill QLD 4000	Studio 203, 3 Gladstone Street Newtown NSW 2042
W: www.bitziosconsulting.com.au	E:	

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#### **Document Issue History**

Report File Name	Prepared	Reviewed	Issued	Date	Issued to
P5737.003R McCarrs Creek Road Church Point RSA Report (Updated Design)				06/03/2024	Email:



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# **1.** INTRODUCTION

#### 1.1 Overview

Bitzios Consulting has been engaged by Northern Beaches Council (Council) to undertake a Road Safety Assessment (RSA) to address road safety concerns on the existing road conditions along sections of McCarrs Creek Road and Pittwater Road, Church Point NSW 2105. The overall intent of the RSA is to identify and treat high risk safety hazards and deficiencies in the study area on a priority basis. As part of the assessment process, the RSA will consider the road safety concerns which have been raised by Council, the local community and other users of Church Point.

An initial road safety assessment was previously undertaken in July 2022. Northern Beaches Council updated the design layout based on the previous comments provided by Bitzios Consulting and other considerations including cost effectiveness. Bitzios Consulting was recommissioned in February 2024 to review the updated design layouts and identify any potential road safety issues. This report summarises the outcomes of the recent site visit and design assessment in terms of potential road safety issues associated with the updated layout.



The study area is shown in Figure 1.1.

Figure 1.1: Study Area Location



# 2. PUBLIC SUBMISSIONS

#### 2.1 Overview

Council had received a set of comments from the local community as part of the Church Point Precinct Upgrade. These comments include requests for traffic and safety improvements within the Church Point Precinct to address safety issues, such as:

- Insufficient pedestrian facilities
- Poor sightline conditions
- Speeding and insufficient traffic calming treatments
- Parking control.

#### 2.2 Community Submissions

A consolidated list of the community's feedback from public engagement in 2022 is provided in Table 2.1. These have been taken into consideration again for the new design while undertaking the updated road safety assessment.

Item Number	Description
1	Concerns regarding sightlines for vehicles exiting the multiple access driveway serving properties Nos. 1-23 McCarrs Creek Road.
2	Safety concerns for pedestrians crossing McCarrs Creek Road near the steps connecting to Quarter Sessions Road. POM includes proposals for a raised pedestrian crossing connecting to the Pasadena.
3	Parking in Church Point is limited and there is a high demand for on-street parking from visitors and residents living on Scotland Island and Western Foreshore.
4	There is a lack of footpath and pedestrian facilities along McCarrs Creek Road.
5	The area is a popular cycle route which creates issues with vehicles and people who cycle on the road.
6	There are concerns about traffic speeds along McCarrs Creek Road however the installation of a number of traffic calming devices west of No.55 has reduced instances of hooning which has been a problem for residents in the past.

#### Table 2.1: Community Submissions



# 3. EXISTING CONDITIONS

#### 3.1 Road Network

The key streets within the study area are all regional roads with available kerbside  $90^{\circ}$  parking along retail premises. There is also a connecting roadway to access Nos. 3 – 23 McCarrs Creek Road from McCarrs Creek Road and Pittwater Road. Characteristics and features of the key streets are summarised in Table 3.1. These details were confirmed during site visits on Thursday 11<sup>th</sup> July 2022 and 22<sup>nd</sup> February 2024.

#### Table 3.1: Existing Road Network

Road Name	Number of Lanes (Bidirectional)	Speed Limit (km/h)	Features
McCarrs Creek Road	2	40	<ul> <li>High Pedestrian Activity Area</li> <li>Access to the two-storey off-street carpark</li> </ul>
Pittwater Road 2		50	<ul> <li>Two bus stops, one on each side of the roadway</li> <li>Access to the off-street Church Point Reserve Carpark</li> </ul>

#### 3.2 Crash Analysis

The NSW Speed Zoning Guidelines recommend a minimum of five years of crash data for a statistical crash analysis. For this assessment, updated crash data for a 5-year period between 2018 and 2022 was sourced from Council and TfNSW.

Between 2018-2022, four (4) crashes were recorded within the study area along the frontages of the retail premises and within the off-street car park. Details and location of the recorded crashes are illustrated in Figure 3.1.



Figure 3.1: Crash Map Diagram



### 3.3 Site Investigation

Two day-time site visits at the study area were undertaken on 11<sup>th</sup> July 2022 and 22<sup>nd</sup> February 2024 as part of the Road Safety Assessment. During the second inspection, the following key points were noted:

- The weather was sunny with dry surface condition
- Low traffic demand was observed along the road corridor
- Few cyclists were observed along the road corridor
- Pedestrians observed travelling between parked vehicles and the retail premises and crossing McCarrs Creek Road in front of retail premises
- Poor sight distances, narrow road width at the bend of McCarrs Creek Road and Pittwater Road with some eastbound drivers cutting the corner over the bend
- Faded delineation along McCarrs Creek Road has been renewed since the last site visit.

Figure 3.2 illustrates the McCarrs Creek Road and Pittwater Road corridor.



Figure 3.2: Site Photo – McCarrs Creek Road and Pittwater Road Corridor (Looking East)



# 4. ROAD SAFETY ASSESSMENT PROCESS

### 4.1 Definition, Objectives and Benefits

A formal process of a Road Safety Audit has been followed for this Road Safety Assessment. However, this document should be read as a Road Safety Assessment.

Austroads Part 6 defines a road safety audit as: "a formal, robust technical assessment of road safety risks associated with road transport projects". An RSA can also consider existing infrastructure.

The key elements of an RSA are:

- A formal process and not an informal check
- An independent process
- To be carried out by someone with appropriate experience and training
- To be restricted to identifying transport safety issues.

The objectives of an RSA are to:

- Identify any safety deficiencies of the proposed design, layout and road furniture which are not consistent with the road's function or use
- Identify potential safety problems for road users and others affected by a road project
- Ensure that measures to eliminate or reduce the problems are considered fully.

The benefits of conducting an RSA include that the:

- Likelihood of accidents on the road network can be reduced
- Severity of accidents can be reduced.

Importantly, the RSA was carried out generally in accordance with Austroads Part 6 and Austroads Part 6A requirements

#### 4.2 Methodology

The auditor assessed the existing road environment by undertaking a site visit to observe:

- Undertake a daytime inspection of the study area to identify any potential safety risks, including photographs where applicable
- Review of public submissions in relation to prevailing traffic safety issues
- Identify potential remedial actions to address safety risks identified
- Prepare a concise report to document key findings and recommendations from the RSA.
- The current road and traffic environment
- Interaction of pedestrian and vehicles in the current situation.

The potential road safety issues and risks associated with both the current road environment and the proposed detailed design arrangements at this location were identified and assessed in Section 5.3.

#### 4.3 Audit Team

The RSA was undertaken by the following team member:

Alex Grey: Accredited NSW Road Safety Auditor (Level 3)



### 4.4 Risk Assessment

The issues identified have been prioritised based on AustRoads Standard risk assessment, a combination of frequency of the accident by the severity of the accident.

This is illustrated in Table 4.1, sourced from AustRoads Part 6A.

#### Table 4.1: Risk Matrix

Diek Metrix		Frequency				
KISK Mau	n <b>x</b>	Improbable Occasional Probable			Frequent	
-	Catastrophic	High	Intolerable	Intolerable	Intolerable	
Severity	Serious	Medium	High	Intolerable	Intolerable	
	Minor	Low	Medium	High	Intolerable	
200.000	Limited	Low	Low	Medium	High	

Table 4.2 outlines the suggested treatment approach for each risk level, sourced from *AustRoads Part 6A*.

#### Table 4.2: Suggested Treatment Approach

Risk	Definition
Intolerable	Must be corrected
High	Should be corrected or the risk significantly reduced, even if the treatment cost is high
Medium Should be corrected or the risk significantly reduced if the treatment cost is moderate	
Low	Should be corrected or the risk reduced if the treatment cost is low



# 5. ROAD SAFETY ASSESSMENT

### 5.1 Overview

The section summarises the safety issues identified during the site inspection and the review of the latest detailed design drawings. The key findings are outlined in Section 5.2 followed by a table of specific issues in Section 5.3.

### 5.2 Key Assessment Findings

A summary of the key findings in association with the proposed detailed design are provided below:

- Lack of pedestrian crossing facilities (Existing Situation)
- 'Pinch Point' over the bend
- Missing Wheel Stops at angled on-street parking spaces in the proposed design.

#### 5.3 Road Safety Assessment Findings

The safety issues identified are detailed in Table 5.1.



### Table 5.1: Road Safety Assessment Findings

Item	Issue	Risk	Site Illustration	Recommendation
1	Pedestrians were observed crossing the road with no pedestrian crossing facility to protect them during the site inspection. A couple of pedestrian crashes have been recorded at this location. The risk of collisions involving pedestrians is exacerbated by the presence of stopped buses blocking sightlines to crossing pedestrians.	Intolerable	<image/>	A pedestrian refuge has been proposed in the design to provide a safer pedestrian crossing desire line to/from the bus stop. The proposed bus stop design should provide sufficient distance from the proposed crossing to ensure that sightlines to pedestrians wouldn't be obscured by stopped buses.
2	Poor sightlines at the McCarrs Creek Road / Pittwater Road bend, and McCarrs Creek Access Road. This increases the risk of traffic incidents due to vehicles travelling at speed with insufficient visibility. This is reflected in the existing crash history of collisions with pedestrians.	High	<image/>	<ul> <li>Provide Side Road Junction on Curve – Inside (W2-10) sign to warn drivers of the side road at bend.</li> <li>W2-10-R for eastbound vehicles</li> <li>W2-10-L for westbound vehicles</li> <li>Provide traffic calming devices to slow vehicle travel speed at the bend.</li> </ul>



Item	Issue	Risk	Site Illustration	Recommendation
3	Some parked vehicles along the northern edge of McCarrs Creek Road were observed reversing to access westbound lane. This increases the risk of colliding with eastbound/westbound motorists	Medium		Delineate Edge linemarking to separate laneway and parking area. Provide Caution Parked Cars (W5-247) sign for eastbound vehicles approaching towards the bend.















Item	Issue	Risk	Site Illustration	Recommendation
7	No wheel stops are proposed in the detailed design. Vehicles may collide with pedestrians on the footpath.	Low	EXISTING CONCEALED ISIN TO NEW LOCATION	Add wheel stops to the design in accordance with AS2890.1:2004







## 6. CONCLUSION

This Road Safety Assessment was carried out in accordance with the procedures specified in Austroads *Part 6A*.

Review of the relevant documentation has identified issues that are expected to impact traffic and transport related safety. However, it is important to note that no guarantee is made that every issue was identified.

Importantly, if all the possible remedial measures identified in this report were implemented, there is no guarantee that the transport network would be 'safe'. Rather, it is expected that these measures would only improve safety.

**Bitzios Consulting** Principal Traffic Engineer / Transport Planner Accredited Level 3 Road Safety Auditor





## Appendix A: Detailed Design Plans

























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2	CONCEPT DESIGN (REVISED)	PT	GS	PT	PT	06/02/24
1	CONCEPT DESIGN (REVISED)	PT	GS	PT	PT	29/11/23
ISSUE	DESCRIPTION	DESIGN	DRAWN	VER'D	APP'D	DATE



CO-ORDINATE SYSTEM

AUSTRALIAN HEIGHT DATUM

HEIGHT DATUM

M.G.A.

ALL DIMENSIONS TO BE VERIFIED ON SITE BEFORE MAI ANY SHOP DRAWINGS OR COMMENCING ANY WORK. DRAWING NOT TO BE USED FOR CONSTRUCTION UNLES THE COPYRIGHT OF THIS DRAW NG REMAINS WITH LT



PROJECT PEDESTRIA McCARRS CF PITTWAT

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