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# Community and Stakeholder Engagement Report

## McCarrs Creek Road - Road Safety Upgrade

Consultation period: 3 June to 1 July 2024

Stage 2 of 2

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# 1. Summary

This report outlines the outcomes of community and stakeholder engagement as part of the exhibition of the proposed concept plans for the McCarrs Creek Road - Road Safety Upgrade project conducted between 3 June to 1 July 2024.




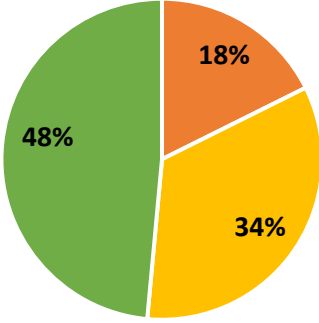

The proposed McCarrs Creek Road - Road Safety Upgrade project has received majority support from the community, with over half of respondents in support of the concept plans either fully or with modifications. This indicates a general alignment with the project's safety and accessibility goals.

Key findings from the community feedback include:




- the community strongly supports improved infrastructure for walking and biking, including pedestrian crossings and secure bike parking
- while many welcome traffic calming measures, there are mixed opinions on the design of speed humps, with strong support for a reduced speed limit and innovative ideas to encourage slower driving
- parking is a significant concern due to potential reductions in spaces, with calls for maintaining efficient drop-off zones and increasing short-term parking options
- community feedback highlights flooding issues and a need for comprehensive drainage solutions, particularly around the bus stop and Quarter Sessions Road
- there are important operational needs regarding delivery access and waste management, including calls for designated loading zones and areas for waste bins
- requests for improved visibility and safety measures, including better lighting and vegetation management.

While the community generally supports creating a safer neighbourhood, the feedback highlights the project's complexity and the importance of balancing diverse needs. Moving forward, careful consideration of parking, drainage, commercial access, and specific safety issues will be crucial in refining the plans while preserving the area's character and functionality. This engagement process has provided valuable insights that will guide the project's development to better serve the diverse needs of the Church Point community.



## 1.1. Key outcomes

 Total unique responses	<b>74</b>	
 How responses were received	Your Say – Survey Written responses (email)	Completions: 68 Number received: 7 <sup>1</sup>
 Online sentiment question: Do you support the proposed concept plans?	<div style="text-align: center;">  <p> <span style="color: orange;">■</span> No  <span style="color: yellow;">■</span> Yes  <span style="color: green;">■</span> Yes, with changes                 </p> <p>Total responses = 68</p> </div>	
 Feedback themes	<ul style="list-style-type: none"> <li>• Safer options for walking and bike riding</li> <li>• Traffic calming and speed reduction</li> <li>• Parking solutions</li> </ul>	<ul style="list-style-type: none"> <li>• Drainage and stormwater management</li> <li>• Commercial vehicle access</li> <li>• Waste management</li> <li>• Safety and visibility</li> </ul>

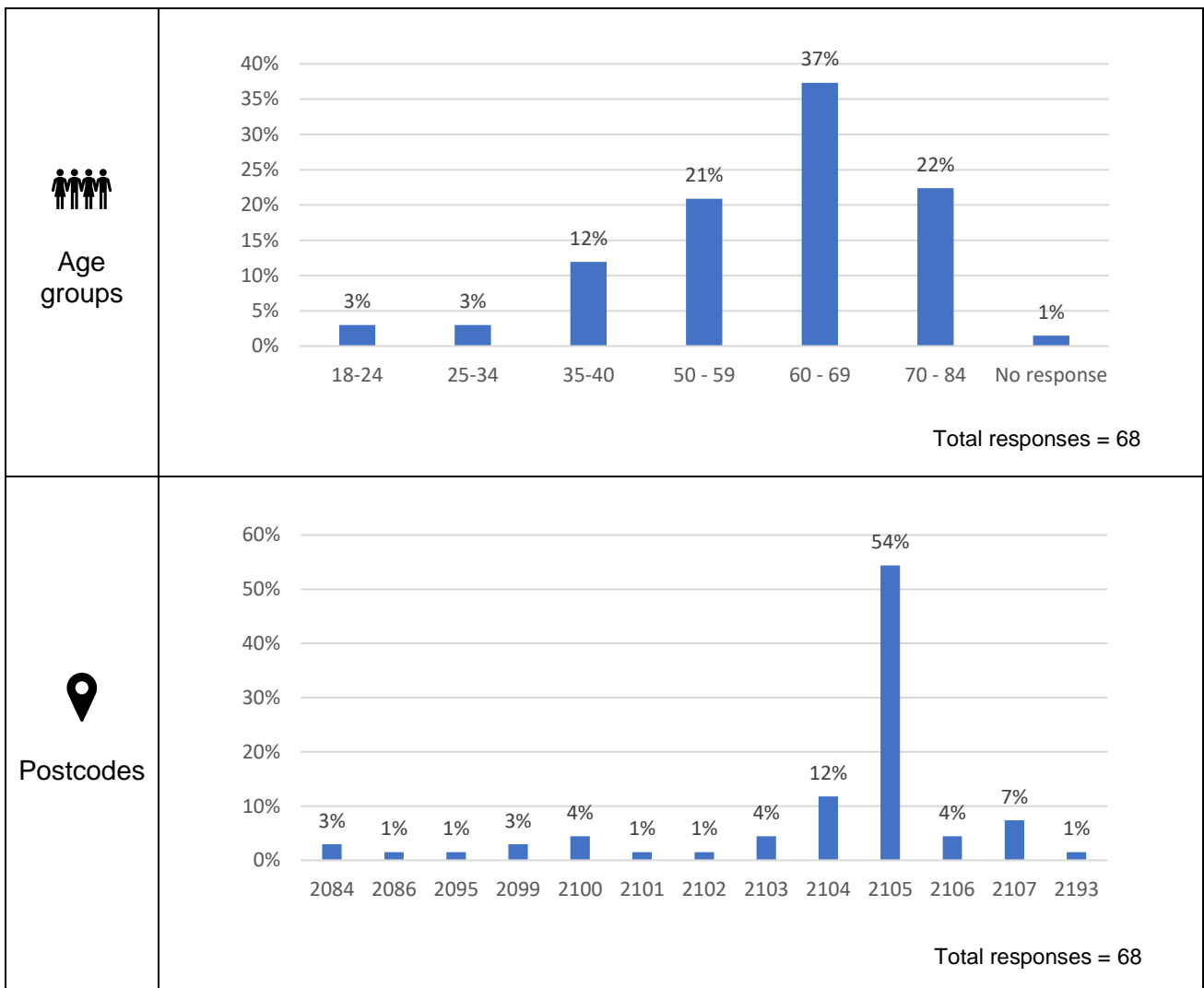
## 1.2. How we engaged

 Have Your Say: visitation stats	Visitors: 1,562	Visits: 1,944	Average time onsite: 1mins 34secs
 Print media and collateral	Letterbox drop: 2105 consultation open Letterbox drop: 2105 McCarrs Creek Road residents on-site inspection invitation Site signs used: 4		Distribution: 81 Distribution: 14
 Community Engagement (fortnightly) newsletter: 2 editions			Distribution: 23,000

<sup>1</sup> One respondent emailed in addition to making a Your Say – Survey submission.

Electronic direct mail (EDM)	Council (weekly) e-News: 1 edition	Distribution: 61,500
 Face-to-face sessions	McCarrs Creek Road residents (On-site meeting and discussion)	Approx. 12 attendees
 Key stakeholder engagement	Keolis Downer (Email) URM (Email) Aesthetics Advisory Committee (Email) Pittwater High School (Email)	Distribution: 1 Distribution: 1 Distribution: 1 Distribution: 1

### 1.3. Who responded<sup>2</sup>



<sup>2</sup> Demographic data was gathered by request only. The data represented only includes those respondents who provided this detail. No demographic data was captured for respondents who contributed feedback in writing.

## 2. Background

We are improving the public space around the Church Point shops to make our streets safer for everyone, as part of the Church Point Precinct Masterplan.

The proposed road safety upgrade follows the successful completion of Stage One of the Masterplan, which included the construction of a new car park, cargo wharf, and an extension of the boardwalk. Enhancements to Thomas Stephens Reserve near the Ferry Wharf will start following these road safety upgrades.

McCarrs Creek Road and Pittwater Road are busy places where many people walk, bike, and drive. The upcoming road safety improvements aim to make these streets easier for everyone to use. This will include better footpaths and crossings, dedicated bike lanes, and measures to slow down traffic, creating a safer environment for both Church Point residents and visitors.

The proposed design has been reviewed by an independent traffic engineer, and a detailed Road Safety Assessment Report has been completed.

## 3. Engagement objectives

Community and stakeholder engagement aimed to:

- build community and stakeholder awareness of participation activities
- identify community and stakeholder concerns, local knowledge and values
- provide accessible information so community and stakeholders can participate in a meaningful way
- communicate to community and stakeholders how their input was incorporated into the planning and decision making process.

## 4. Engagement approach

Community and stakeholder engagement for the McCarrs Creek Road - Road Safety Upgrade project was conducted between 3 June and 1 July 2024, and consisted of a series of activities that provided opportunities for community and stakeholders to contribute.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Strategy](#) (2022).

A Your Say project page was established with information provided in an accessible and easy to read format.

Key stakeholders, resident groups and local residents received notification letters requesting feedback on the proposed road safety upgrade.

The project was primarily promoted through our regular email newsletter (EDM), media channels and signage at the location to reach local residents and those frequenting the area.

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 proposed concept plans for the road safety upgrade.

Residents of McCarrs Creek Road received a notification letter inviting them to join the Project Manager and Design Engineer on site to talk through the concept plans based on their level of impact and to maximise community involvement.

We also invited comment through email and in writing.

## 5. Findings

The feedback received during consultation indicated more than half of respondents were in support of the proposed road safety upgrade outright or with some changes.

### **Safer options for walking and bike riding**

Safety emerged as a primary concern, with strong community support for improved infrastructure for people walking and bike riding. Many called for bike-friendly speed bumps, dedicated bike lanes, and secure bike parking facilities.

For people walking, there was significant demand to upgrade the proposed refuges to full a pedestrian crossing, particularly near the bus stop. The Quarter Sessions Road stairway and its intersection with the shared user access driveway connecting to McCarrs Creek Road drew attention, with calls to enhance the design to make walking through the neighbourhood more accessible and safer.

### **Traffic calming and speed reduction**

The proposed traffic calming measures received varied feedback. While many welcomed safety improvements, some questioned the quantity and design of speed humps. There was strong backing for a reduced speed limit of 30-40 km/h, including innovative suggestions like establishing a distinctive "Church Point Community Precinct" to naturally encourage slower speeds.

### **Parking solutions**

Parking emerged as a critical concern, with particular focus on the proposed reduction in spaces, given the area's popularity and offshore residents' needs. The community emphasised the importance of maintaining efficient drop-off and pick-up zones near ferry services, while calling for increased short-term parking options to manage peak demand.

### **Drainage and stormwater management**

Several respondents highlighted flooding and drainage challenges, particularly around the bus stop and along Pittwater Road. The community sought comprehensive solutions, including addressing the Quarter Sessions Road open drain and enhancing existing drainage capacity. Some raised concerns about stormwater impacts on local Aboriginal middens.

### **Commercial vehicle access and waste management**

The community identified key operational considerations including delivery vehicle access and waste management. Specific concerns included the need for designated loading zones, improved large vehicle access, and dedicated areas for residential waste bins and collection.

## Safety and visibility

Feedback highlighted the need for enhanced street lighting, particularly around crossing points, and addressing blind spots and poor sight lines. Suggestions included strategic lighting improvements and vegetation management to boost visibility.

## General support

There was broad appreciation for the upgrade's goals of enhancing safety while preserving the area's natural character. The community particularly valued the focus on maintaining trees and improving accessibility for elderly residents and those with mobility needs.

In summary, while the community broadly supports improving Church Point's safety and accessibility, the feedback reveals the project's complexity and the need to balance diverse community interests. As we move forward, we'll carefully consider the key issues raised including parking, drainage, commercial access, and safety concerns, while preserving the area's unique character and functionality.

**Table 1: Issues, change requests and other considerations**

Theme	Issues, change requests and other considerations raised	Council's response
Safer options for bike riders	<p>Requests for safer speed humps and dedicated cycling lanes</p> <p>Concerns about existing speed humps being dangerous for bike riders</p> <p>Suggestions for secure bike parking and consultation with local bike riders</p>	<p>The type of speed humps are to be investigated to ensure they are suitable for bike riders.</p> <p>Secure bike parking is part of the Thomas Stephen Reserve Landscape design.</p>
Safer options for people walking	<p>General support for improved streets that are accessible for all</p> <p>Requests for pedestrian crossings instead of refuges, especially near the bus stop</p> <p>Concerns about safety risks at the junction of Quarter Sessions Road stairway and the shared user access driveway connecting to McCarrs Creek Road.</p>	<p>Installing a pedestrian crossing instead of a pedestrian refuge was investigated further with the road traffic designer, however, to replace with a pedestrian crossing would involve removing up to 4 car spaces alongside the crossing which deemed this option unviable and a refuge to be the better option.</p> <p>There will be a landing at the end of the stairs with fencing to stop people stepping directly onto the shared user access driveway connecting to McCarrs Creek Road. People walking will have to walk parallel to the driveway before the fencing stops and allows them to cross to the new footpath.</p>

Theme	Issues, change requests and other considerations raised	Council's response
Traffic calming and speed reduction	<p>Mixed opinions on new speed humps</p> <p>Suggestions for lowering speed limits to 30-40 km/h</p> <p>Proposals for creating a "Church Point Community Precinct" with distinct visual cues</p>	<p>The type of speed humps are to be investigated to ensure they are suitable for bike riders.</p> <p>Lowering speed limits to 30 km/hr instead of the current 40 km/h is not an option as this section of roadway doesn't meet the technical requirements to become a 30 km/hr zone.</p>
Parking solutions	<p>Worries about reduction in parking spaces</p> <p>Requests for more short-term parking, especially for offshore residents</p> <p>Need for better parking solutions during peak periods</p>	<p>There is a total of one space, next to the existing amenities that will be lost in the new design. We will review the design in an attempt to maintain the lost space in this parking area.</p> <p>Unfortunately, there is no space for any additional parking in this area.</p>
Drainage and stormwater management	<p>Multiple reports of drainage issues and flooding problems</p> <p>Requests for improved stormwater management, especially near the bus stop area</p> <p>Concerns about potential impacts on Aboriginal middens</p>	<p>We will be upgrading the kerb and gutter and constructing a number of stormwater pits along this section of Pittwater Road which will see improvements to the drainage and flooding issues along the roadway.</p> <p>Throughout this process, we also inspected the drainage system from Quarter Sessions Road Reserve. We have included further investigations to this drainage system into our Stormwater forward works program. The investigation will consider any potential impacts to the Aboriginal middens within the reserve. These investigation works are outside of the McCarrs Creek Road Safety Upgrade Project scope of works.</p>
Commercial vehicle access	Operational considerations with delivery truck parking and manoeuvring	The existing loading zone parking will be maintained in the new design.



Theme	Issues, change requests and other considerations raised	Council's response
	<p>Concerns about narrow road width and turning spaces for large vehicles</p> <p>Need for designated loading zones</p>	<p>To expand the existing loading zone or introduce an additional loading zone, it would be necessary to remove several current parking spaces, which is likely to be met with resistance from the community.</p>
Waste management	<p>Dedicated areas for residential waste bins and collection</p> <p>Concerns about garbage truck access and manoeuvring</p>	<p>Residents will be able to place their garbage bins at the same location as is currently used.</p> <p>The revised road design will include a slightly expanded area in this location to ensure ongoing access to the garbage bins.</p>
Safety and visibility	<p>Requests for improved street lighting</p> <p>Addressing blind spots and poor sight lines in certain areas</p> <p>Suggestions for trimming vegetation in the vicinity to improve visibility</p>	<p>Any additional lighting will be confirmed in the final designs however at this stage no additional lighting is planned.</p> <p>Vegetation and trees in the road corridor will be trimmed to improve sight lines.</p>

**Table 2: Questions raised and Council's answers**

During the consultation period, Council received a number of questions either through direct contact or within feedback received.

Question raised in feedback	Council's answer
Can you please ensure that speed bumps are safe for cyclists?	The type of speed humps proposed are to be investigated to ensure they are suitable for bike riders.
Layout Plan 3 shows two Speed Humps east of Thomas Stephens Reserve but does not identify the residential address number on Pittwater Road. What residences are affected by new Speed Humps?	<p>The thresholds are located to the West of the driveway to property number 2195 Pittwater Road and to the West of the driveway to property number 2189 Pittwater Road.</p> <p>Drawing number 23-013C-006 shows the property driveways and threshold locations but not the house numbers.</p>
Layout Plan 2 shows the new Concrete Footpath outside the Pasadena which	<p>At this location cars can enter the Church Point carpark.</p> <p>A kerb ramp has been installed from the footpath outside the Pasadena onto the asphalt road, and a car space has been</p>

<b>Question raised in feedback</b>	<b>Council's answer</b>
then connects with a similar Concrete Ramp at Amenities Block. The space in between appears to allow motor vehicle access to the Church Point Reserve Car Park but does not indicate if vehicle traffic is controlled to allow Pedestrian access between concrete paths?	removed to facilitate this change. Additionally, a kerb ramp has been added to provide access from the asphalt road to the new pedestrian footpath extension, which leads to the amenities building and the bus stop.  Vehicle traffic will remain unregulated; however, the new design includes a designated safe crossing area for people walking.
Are Motor Vehicles travelling west able to legally turn right from Pittwater Road into dedicated Parking Spaces outside the Pasadena?	Yes, the final designs will depict the central road markings as dashed, facilitating crossing for access to parking in front of the Pasadena.
Why were the edges not lowered/removed so that cyclists could ride safely around?	The type of speed humps proposed are to be investigated to ensure they are suitable for bike riders.  The existing road is not wide enough to install speed humps with lowered or reduced sides.
Amenities block needs an urgent upgrade, is this a separate project?	Upgrades to the existing amenities block are not part of this project and will be reviewed by the Council's Building Assets Team.
Are cars driving from Mona Vale & Bayview going to be able to pull into park outside Pasadena in those parking bays?	Yes, the final designs will depict the central road markings as dashed, facilitating crossing for access to parking in front of the Pasadena.
Have you considered the placement of resident bins and how does this work with garbage truck manoeuvrability and simultaneous access?	Residents will be able to place their garbage bins at the same location as is currently used.  The new road design will have a slightly larger area here allowing for the ongoing access to the garbage bins.
It is unclear on Layout 1 what the road does on the west end of the area, is it proposed to redo yet again the seawall?	The temporary concrete barriers will be removed and replaced with concrete kerb to match the existing kerb leading from the cargo wharf.  There are no works to the seawall at the Western end of the project.
Can you advise where all the stormwater collected in the pits will be draining to?	The stormwater discharges to an outlet located at the North-Eastern boundary of the Church Point Reserve Carpark.
Have CPAAG and previous Council recommendations for materials been considered? What is	The small blockwork wall will be sandstone clad or similar to suit the Thomas Stephen Reserve Landscape design. Details will be confirmed in the final design drawings prior to works commencing,

Question raised in feedback	Council's answer
treatment for block work retaining wall?	which will be discussed with the Church Point Aesthetics Advisory Group (AAG).
Can RTA pedestrian rails be simplified to better integrate into the precinct?	The final detail of the handrails will be confirmed in the final design drawings prior to works commencing, which will be discussed with the AAG.
<p>The pinch point on the Council Rd accessing 3 to 21a corner shows 2.9 metre width. NSW Fire and Rescue stipulates 4.5 metre minimum and RFS vehicles 3 to 3.5 metres, curve dependent, access. Argument that stated width includes vehicle doors opening is noted BUT what if the fire is at the pinch point? Has NBC gained sign off on the Plan from All Services?</p>	<p>Layout Plan 1 shows the narrowest point to be 3.2m and at this point there is a 1.2m wide footpath alongside the road, providing 4.4m access for emergency vehicles.</p> <p>If there was a fire at the narrowest point, then a fire truck would stop before the fire for its own safety. 8m East of the narrowest point the road is 3.5m wide with a 2.3m wide footpath, providing 5.8m for emergency vehicles.</p> <p>According to part 7.3 Constricted Access - Fire Safety Guideline, a minimum width of 3.2m access is required.</p> <p>This location is a pinch point that is not next to dwellings so a fire truck would only drive through this section and not stop at this location.</p> <p>If a fire brigade vehicle is attending the houses off the shared user access driveway, then they would use the nearest hydrants at No. 5 &amp; 7. This location is about 120 m away.</p>
We would like a list and location for materials to ensure they are in keeping within the materials palette established for the Church Point precinct with the AAG and Council.	The retaining wall and pedestrian fencing details will be confirmed on the final design drawings prior to works commencing, which will be discussed with the AAG.
Can raised footpath be deleted and access along front of cars remain as is with new bollards as per the loading area at commuter wharf.	There will be a paved footpath in front of the Pasadena to match the new paving planned to be used in the Thomas Stephen Reserve Landscape design.

## Appendix 1 Verbatim community and stakeholder responses

Click on the link below:

<https://eservices.northernbeaches.nsw.gov.au/ePlanning/live/Common/Output/Document.aspx?t=webdoc&id=iLR0tmDL3jsV0A60ki4OEg==>

<b>Document administration</b>	
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Notes	Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.