



HORNSBY SHIRE LOCAL TRAFFIC COMMITTEE

MEMBER FOR HORNSBY – Mr Matt Kean MP
HORNSBY POLICE – Snr Const Narelle Tomich
EASTWOOD POLICE – Sgt Leonie Abberfield
TRANSPORT FOR NSW – Mr Zakaria Ahmad
COUNCILLOR MICHAEL HUTCHENCE – Council’s representative
THE MAYOR AND ALL COUNCILLORS – For your information
GENERAL MANAGER – For your information
DEPUTY GENERAL MANAGER INFRASTRUCTURE & MAJOR PROJECTS –
For your information
NSW FIRE SERVICE – For your information
NSW AMBULANCE SERVICE – For your information
TRANSDEV NSW BUS SERVICE – For your information
HILLSBUS SERVICE - For your information
NSW TAXI COUNCIL - For your information

Road: Peats Ferry Road Suburb: Asquith
Location: Between Old Berowra Road and Wattle Street
File Ref: F2014/00571-02 LTC No: 04/2021
Electorate: Hornsby
Google Map: <https://goo.gl/maps/fnR33JYGSjb36kxCA>
Subject: Proposed Stage 2 of Asquith Public Domain works
Date of Circulation: Wednesday 10 March 2021

REFERRAL OF TRAFFIC MATTER FOR COMMENT OR OBJECTION, IF ANY

SUMMARY

This report details the traffic implications of the proposed Stage 2 of Public Domain upgrade works including urban landscaping, road safety improvements, a shared bicycle and pedestrian path, traffic calming, adjustments to parking, bus stops and existing pedestrian crossing, along Peats Ferry Road, Asquith, between Old Berowra Road and Wattle Street.

SUBJECT

Hornsby Council has engaged consultant 'Oculus' to develop a proposal to improve the public domain along the Peats Ferry Road corridor in Asquith. The works consist of traffic calming, parking adjustments, construction of a shared bicycle and pedestrian path on the western side including upgrading of the existing refuge on Bouvardia Street and adjustments to bus stops to accommodate urban landscaping within the road reserve and new central median. The works are aimed at supporting the medium and high-density housing redevelopments between Old Berowra Road and Wattle Street in Asquith by providing tree canopy to shade the footpaths, shared path and roadway and deliver scale to the medium density housing.

Peats Ferry Road between Galston Road and Pacific Highway has a 60 km/hr speed limit and is classified as a regional road, under the care and control of Hornsby Council. Traffic counts obtained in February 2020 (prior to COVID-19 traffic impacts) indicate a weekday average total of 11,984 vehicles with the AM peak of 909 vehicles between 8am and 9am and PM peak of 1003 vehicles between 5pm and 6pm. The 85th percentile speed measured along the section of Peats Ferry Road between Hyacinth Street and Bouvardia Street was 40.7km/h.

Stage 1 of the project was considered by the Hornsby Local Traffic Committee in November 2020 in the LTC 36/2020 report consisting of the following:

1. Installation of 4 landscaped kerb blister islands between Bouvardia Street and Wattle Street in the eastbound carriageway.
2. Relocation of the bus stop on the north side of Peats Ferry Road just east of Bouvardia Street
3. Adjustments to the existing bus shelter at the bus stop on the south side of Peats Ferry Road in front of the BP Service Station.
4. Landscaping at the bus stop in front of Asquith Boys High.
5. Associated pavement delineation and traffic signs.

Stage 2 of the project is a continuation of Stage 1 and covers the section of Peats Ferry Road from Old Berowra Road to Wattle Street. The project includes:

1. Upgrade the existing footpath to a 2.5 m wide shared bicycle and pedestrian path on the western side of Peats Ferry Road from Old Berowra Road to Wattle Street, including associated line making and signposting. The area is ideally located a short distance to Hornsby and Asquith shopping and town centres, Asquith Boys High School, Hornsby TAFE College, businesses, Hornsby Mountain Bike Trail, railway and transport hubs. Many commuter and recreational on-road cyclists have been observed using Peats Ferry Road between Hornsby, Asquith and Hornsby Heights. The project is aimed to promote active transport and reduce traffic congestion in the area. Council encourages walking and cycling within the Shire where possible as part of Council's walking and cycling strategy.
2. Upgrade of the existing refuge islands on Hyacinth Street and Bouvardia Street to increase safety for cyclists and pedestrians.
3. Installation of 4 additional landscaped kerb blister islands between Hyacinth Street and Wattle Street in the southbound carriageway.
4. The installation of a landscaped central median with semi mountable kerb for north bound emergency vehicles.
5. Rationalisation and adjustments to bus stop locations. Upgrade bus stops to comply with the Disability Discrimination Act guidelines.
6. Adjustments to the current parking arrangements. Parking will be reduced from 95 car spaces to 58 car spaces on Peats Ferry Road, along the western side. Council has undertaken a parking study in the local area and found there is ample parking capacity in adjoining side streets, to cover the reduction of spaces which will accommodate median island and kerb blister landscaping.
7. The relocation and construction of a raised pedestrian crossing between Citrus Avenue and Lodge Street.
8. Associated pavement delineation and traffic signs.
9. A reduction of the speed limit from 60km/h to 50km/h is also proposed. As changes to speed limits fall outside Council's and LTC jurisdiction, this matter will be referred to Transport for NSW for investigation.

Drawings of the proposed changes are attached.

CONSULTATION

Public consultation for the proposal was undertaken over three weeks, between 15 May and 8 June 2020. Over 700 letters were posted to the residents of Peats Ferry Road, key stakeholders including Transport for NSW, State Transit Authority, Transdev bus company, NSW Police Ku-Ring-Gai Local Area Command, advertised in Asquith Boys High School newsletter and placed on exhibition on Council's website.

8 responses were received, 1 from Transdev Bus Company and 7 through the online survey or received via email. No responses were received which would warrant changes to the current design/proposal. Feedback received in relation to Stages 1 and 2 of the project is summarised below. Copies of submissions are available upon request:

General comment: Six out of eight responses supported the proposal with no changes.

Comment from Transdev NSW Bus company: We would be keen to rationalise stops on the route in the area, we agree that this stop with ID 207732, should be removed.

Response: The existing bus stop spacing along Peats Ferry Road is relatively short with some bus stops located within 200m of each other. Rationalisation of bus stops will reduce the traffic conflict occurring at bus stops, improve the transport operations and free up on-street parking.

Comment: The BP Service Station raised concerns regarding sightlines that will be obstructed by the landscaping near the bus stop but supported the rest of the project.

Response: Council has reviewed the landscape plans confirming that the proposed tree location complies with Australian Standards AS2890. Sight lines at driveways at the service station will remain appropriate.

Comment: Ausgrid raised concerns in relation to traffic flow during pole maintenance.

Response: Issues raised have been reviewed and the proposal complies with Australian Standards for lighting and road construction. Maintenance of Ausgrid assets on regional roads must be carried out under suitable traffic control.

Bicycle rider comment: I would like a designated bike lane between Asquith and Hornsby Town Centre, kerbed and separated from the car lanes.

Response: A separate kerbed bike lane was pursued as an option during the concept phase but was found to be unachievable within the constraints of the streetscape. A 2.5m wide shared path is included in the proposal on the northern footpath. This provides a cycle network through the site that is separated from the car movements. No change is recommended to the current proposal in response to the comment.

CONCLUSION

The submissions from received during the exhibition period have been addressed in the report. The responses from the community show general support for the traffic calming, road safety and urban improvements along Peats Ferry Road, Asquith. The relatively low operating speeds of Peats Ferry Road provide appropriate traffic environment for the proposed public domain works.

ATTACHMENTS

1. Peats Ferry Road - General layout, signage and delineation plans. (Plan No 180045-SK036 to SK-039), 4 pages.
2. Peats Ferry Road, Main Street Project, Landscape Plans, (Plan No HSC_PFR 02) 23 pages.

RECOMMENDATION THAT

1. The proposed Stage 2 of Peats Ferry Road, Asquith Public Domain improvement works including urban landscaping, road safety improvements, a shared bicycle and pedestrian path, traffic calming, adjustments to parking, bus stops and existing pedestrian crossing, along Peats Ferry Road, Asquith, between Old Berowra Road and Wattle Street be approved for construction in accordance with Plan No 180045-SK036 to SK-039.

Note for voting Local Traffic Committee members.

Under Transport for NSW 'Delegation of Functions to Regulate Traffic' (operation of local traffic committees) you are required to comment or indicate your acceptance or objection to the recommendation of this report. Your response must be submitted in writing within 14 days of the date of this notice.

Please send your response via return email for the item, or email trafficbranch@hornsby.nsw.gov.au.

For further information please contact Radek Zarzycki on 9847 6524.

Upon receipt of your comments the matter will be referred to Council for action.

Radek Zarzycki
Chairman



Issued Date: Wednesday, 10 March, 2021

Comments Close Date: Thursday, 25 March 2021, at 5:00pm