

25 March to 11 April 2024 - PUBLIC CONSULTATION - Peats Ferry Road with Hyacinth Street, Asquith - Proposed Changes to Parking Restrictions						
F2014/00571-003						
TRIM	ROLE	SUBMISSION	COUNCIL'S RESPONSE	SUPPORT	SUPPORT WITH OTHER SUGGESTIONS	OBJECT
D08833706	REFERRAL COMMENTS - Transport Provider - Bus - CDC NSW	No Objection	Comments noted.	1		
D08850299	REFERRAL COMMENTS - NSW Police	No Objection	Comments noted.	1		
D08854888	REFERRAL COMMENTS - Transport for NSW	TfNSW has reviewed the proposed changes and has no objections or concerns regarding these.	Comments noted.	1		
D08852836	OWNER OCCUPIER	Just do it. Not worth wasting everyone's time going through the red tape.	Comments noted.	1		
D08854274	OWNER OCCUPIER	Finally something is being done at that junction of Hyacinth St and PF Road. It has become too crowded and narrow due to the parking on both sides. It would be even better to push back further the left No Stopping sign to align to the relocated right NS sign. And perhaps bring back the double solid line as well.	Comments noted. Council would like to retain as many on-street parking spaces as possible for the community. The double barrier line will be trimmed back around 25 metres, to the location of no parking sign at eastern side of Hyacinth Street.		1	
D08854384	OWNER OCCUPIER	At the next junction, where Bouvardia meets Peats Ferry Road the "no stopping" sign on the right hand side, outside unit block 325-331 need to be move further back from the junction as cars and truck parked right at the sign obscure the view of oncoming traffic if you are turning right into Peats Ferry Road. Also on the left hand side (same junction, same position) there is a black and amber arrow sign which obscures the view of oncoming traffic from the left hand side. If you could adjust these two signs it would make the junction safer.	No in the scope of this proposal. Council will investigate no stopping sign locations at the intersection of Bouvardia Street with Peats Ferry Road.		1	
D08855011	OWNER OCCUPIER	Why we do not have enough parking in the first place, we are havening more and more units and no wear to park, what are people to do, not everyone can catch public transport to work.	Council has been assessing all proposed residential development to ensure they provide sufficient off-street parking spaces according to Hornsby Development Control Plan. The extension of the No Stopping zone in Hyacinth Street is required to ensure safety of pedestrians using the refuge, also some parking will be restored in Peats Ferry Road to offset any loss.			1
D08855469	OWNER OCCUPIER	Great idea. Please do it and make it safer for everyone. Please also look at this issue at the T intersection at the end of Victory Street in Asquith at the Baldwin Street end and extend the no stopping areas as new residents at the town house complex and school students are parking too close to where the roads meet so you can't see traffic coming down Baldwin in both directions and literally have to go halfway into the intersection to be able to see safely. At least a 10 metre no stopping would be greatly appreciated as it is getting very dangerous particularly with the increase in numbers at the schools and increase in housing around that intersection	No in the scope of this proposal. Council will investigate no stopping sign locations at the intersection of Victory Street with Baldwin Avenue.		1	
D08856250	OWNER OCCUPIER	The entry of Hyacinth street is pretty much blocked because of the cars parked, No stopping sign for 50 mts and 1P or 2P till 7 hyacinth street will really help in commuting, reducing the congestion and improve safety. At night the drive ways are not sighted because of the car parked on the kerb. The street lighting between 4,6 Hyacinth street is very poor. Safety is compromised. Providing lights will improve safety.	Council would like to retain as many on-street parking spaces as possible for the community. Excessively removing parking spaces will encourage vehicle speeding in a local street and is not supported by Council. Street lighting will be assessed by Council and upgrade if warranted.		1	
D08859780	OWNER OCCUPIER	I support the proposed changes, however, the scope of work does not address the high risk in the immediate area at the intersection of Bouvardia Street and Peats Ferry Road, being the inadequate sight distance to the south (or right) for drivers turning right out of Bouvardia Street. At present, the sight distance is reduced by legally parked vehicles, sometimes vans or, recently, a full-sized bus from Barker College. At night, one has to look for light from oncoming traffic underneath the parked cars. A driver has to move into the intersection to improve the view of oncoming traffic before committing to the turn onto Peats Ferry Road. I suggest that the No Stopping zone on Peats Ferry Road to the south of Bouvardia Street be extended by at least 2 car lengths. In addition, I this extended no stopping area could be marked as a painted traffic island as people often think that the white line designating the each of the carriageway is marking the parking area and ignore No Stopping signs.	No stopping area on Peats Ferry Road south of Bouvardia Street is around 10 metres and complies with Australia Road Rules. Excessively removing parking spaces will encourage vehicle speeding in a local street and is not supported by Council.		1	
D08866194	OWNER OCCUPIER	This change does not allow sufficient space for traffic to pass each other along Hyacinth St. In reality the distance change is just over one / two car space, which is not adequate to allow safe ingress / egress of traffic. If a fire truck were required to enter Hyacinth St in its current or proposed change it would be impacted by this parking. There is a pedestrian island and a solid white line - which means cars cannot pass onto the other side of the road - which they have to with cars allowed to park in that location currently. The extension to the existing "No Stopping" zone in Hyacinth Street should be 50m long on the approach to Peats Ferry Road.	On street parking in local streets is a valuable asset. The proposal seeks to regulate the parking on the approach to the existing pedestrian refuge to provide adequate sight lines in accordance with Transport for NSW regulations. Excessively removing parking spaces will encourage vehicle speeding in a local street and is not supported by Council. The double barrier line will be trimmed back around 25 metres, to the location of no parking sign at eastern side of Hyacinth Street. A review of crash data at the location shows that there are no reported crashes in the past 5 years. Hyacinth Street performs safely.		1	
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