

Responses to Yallambee Rd MIST / Refuge Proposal

TRIM Ref	Resident Address / Organisation	Support	Object	Other issues	Summarised Comments	Response
D08399940	Ausgrid			1	Ausgrid wishes to bring to Council's attention the proximity of live 11kV and 415V power cables in the work area. Our records indicate approximately 0.7m cover over the cables. Where Council is proposing to alter the ground level the cover depth over the cables should be assessed and not be reduced below 0.7m. This may require relocation of cables. Please consider this in the design.	Council's Design and construction branch has confirmed that the path and kerb ramps will not impact on Ausgrid assets.
D08401281	Transdev NSW (bus operator)			1	Thank you for informing us about the proposed installation of pedestrian refuge at Yallambee Road, Berowra. Installation of a pedestrian refuge will make turning from Pacific Hwy into Yallambee Rd very difficult for our buses. There will not be enough clearance for our buses to turn left into Yallambee from Pacific Highway. In addition, we have two consecutive buses travelling along Yallambee road in the morning and in the afternoon with one starting the trip at the bus stop at the intersection. The new pedestrian refuge will prevent one bus from making turns while the other one is at the bus stop. We hope our comments regarding pedestrian refuge on Yallambee road will be considered.	Council has reviewed the submission and updated the plan as follows: Southern kerb return has been adjusted to improve manoeuvring. Kerb on the northern side of Yallambee Road has been adjusted accommodate bus pull in. Nose of the traffic island adjusted near intersection. Traffic island has been shifted. BB lines have been adjusted. Updated plan has been accepted by the bus operator.
D08412683	Protecting Your Suburban Environment Inc.	1			Support the refuge island and improvements in general. Concerned about the impact of the island on traffic turning right from Pacific Highway into Yallambee Road. The painted seagull island on Pacific Highway should be modified in consultation with Transport for NSW. The exhibited Council diagram (excerpt below) shows two trees to be removed and only three other trees in close proximity to the works for the ramp and footpath. However it can be seen from the Google Streetview image below, that there are far more trees in close proximity to the works. There are at least 10 trees. It appears that the Council diagram only includes the large trees. However, as Council's HDCP 1B.6.1 Tree Preservation (c) states "A tree is defined as a long lived woody perennial plant with one or relatively few main stems with the potential to grow to a height greater than 3 metres". Therefore all of the trees on the corner of Yallambee Rd and Pacific Hwy should be shown on the diagram. This is not just a pedantic criticism of Council's diagram. If all of the existing trees are not shown on the diagram, then there is the potential for contractors to 'mistakenly' remove them. An accurate diagram showing all trees must be provided, to ensure no more than two trees are removed.	Council has reviewed the swept paths at the intersection and amended the shape of the traffic island to improve the turn. Adjustment to the painted seagull island on Pacific Highway is not required. Council's tree management team have assessed the trees and advised that the trees are located directly under the powerlines and have been lopped many times resulting them being poorly formed for the species. The survey has been checked and all trees have been identified correctly. Revised design results in the removal of 3 trees. Offset planting scheme has been developed and will be implemented as part of the project. Tree type Banksia serrata (Old Man Banksia) as detailed on updated plan.
D08411542	Resident of Greenview Parade	1			This is an excellent idea, I have seen children who cross the road here.	Noted
D08408745	Resident of Yallambee Rd	1			In the plans you are keeping the original stop signs and adding a refuge island for safer crossing. In which I am happy for the project to go ahead if it keeps to the original plan and people safe. Crossing there on a peak hour can be a bit of a 'Mad Dash'. My concern is that if a set of traffic lights were to ever installed there without a 'second exit' from Berowra is that nobody will be able to exit the South end of Berowra in an efficient manner. Being able to jump out onto the median is a great advantage when traffic is busy going South bound.	Comments noted. There are no plans to signalise this intersection. Two traffic lanes have been provided to the approach to the Pacific Highway to improve traffic flow out of Yallambee Road.
D08407992	Berowra & district community association	1		1	We are in receipt of your dated 6 May 2022 regarding the proposed installation of a Pedestrian refuge at the intersection of Yallambee Road and the Pacific highway at Berowra. Following an on-site investigation and discussion with concerned locals we have formulated our comments on this proposal for your evaluation. Whilst there are some Safety Concerns with the current proposal we believe that it does have merit and is long overdue. Our comments including some Safety Concerns are addressed below:	Noted
D08407992	Berowra & district community association				1. In Yallambee road the arrows depicting Left Hand and Right Hand turn are an excellent proposal.	Noted
D08407992	Berowra & district community association				2. The STOP signs on Yallambee Road at the intersection are an excellent proposal.	Noted
D08407992 (continued)	Berowra & district community association				3. The installation of the NO STOPPING signs in front of 957 Pacific Highway is an excellent proposal, however it is recommended that the NO STOPPING signs also be placed on either side of Waratah Road to indicate that the NO STOPPING restriction apply along that stretch of the Pacific Highway.	Request for additional signposting on Pacific Highway will be referred to TfNSW.
D08407992 (continued)	Berowra & district community association				4. The installation of the Refuge of an approximate width of 1.2 metres is considered to be adequate for the students and commuters that currently use this intersection. It is a pity that the actual crossing in the Pedestrian refuge island itself, is not angled to the alignment of the road basically in a North -Westerly direction, to improve the flow of those persons crossing from one side of Yallambee road to the other. It would also mean that a pedestrian would then be looking toward the traffic that they are to cross in front of.	The refuge will be 2.0m wide. It is standard practice that the pedestrian refuge aligns perpendicular to the road on which it is located. Also, aligning pedestrian refuge with Yallambee Road ensures that pedestrians travel on the shortest path when crossing Yallambee Road.
D08407992 (continued)	Berowra & district community association				5. The extension of the Bus Stop on the Southern side of Yallambee Road is a god idea however it is recommended that the proposed concrete landing for the bus stop be extended to the traffic crossing emanating from the Service station as this will remove the maintenance on the small piece of verge that will exist with this proposal and provide additional area for commuters to access and egress for the bus.	Council provides landing pads in accordance with the bus stop guidelines. Retaining grass verge is standard practice for low-pedestrian activity areas. There are also environmental benefits of retaining grass on the nature strip wherever possible.
D08407992 (continued)	Berowra & district community association				1. The 'location' of the 'Elec Kiosk' appears to be in the incorrect location. It is actually in-line with the boundary fence of 957 Pacific Highway and not as shown on the 'Preliminary diagram attached to your letter. By measurement of its current location it is approximately only 2.2 metres from the gutter of Yallambee Road.	The location of the Kiosk has been verified to be correct.

D08407992 (continued)	Berowra & district community association				No matter where its actual location is it is strongly recommended that the location of the underground cabling needs to be resolved prior to the removal of land for the Retaining wall and the kerb ramp and footpath.	Underground utilities have been identified as part of the design process. All utilities have been shown on civil design drawings prepared from information supplied via the Dial Before You Dig process and from field investigations.
D08407992 (continued)	Berowra & district community association				2. The Bus Stop currently at the end of the footpath on the Yallambee Road side of 957 Pacific Highway, is to be removed from its current location and relocated further west along Yallambee Road. Its new location is shown to be on the slight curve of the road which will mean the rear of the bus will protrude more than normal into the traffic on Yallambee Road. Given that it will be approximately 25 metres from the intersection of Yallambee Road and Bambil Road, it will present a Safety Concern for motorist on both Yallambee Road and Bambil Road.	Kerb has been realigned / extended to accommodate the bus since the consultation. Civil design drawings show adjustment to kerb alignment to accommodate bus and allow vehicles to pass.
D08407992 (continued)	Berowra & district community association				It is assumed that the addition of the 'BUS ZONE' sign model RS-20(R), for safety reasons, it is recommended that it be mounted on the same post as the current NO STOPPING sign, model RS- 400(L) to 'prevent' stopping along that section of Yallambee Road.	Agreed. The Bus Zone sign will be relocated to the existing No Stopping sign.
D08407992 (continued)	Berowra & district community association				3. The Preliminary diagram shows that the current 'WATCH FOR "Bicycle pictogram"' sign, model F5-298-1 is to be replaced by a similar sign namely model G9-57. The current sign is narrower than the proposed sign. The proposed sign will be closer to the road and prone to being damaged by overhanging vehicles. Refer also to point 5 below.	All signs to be installed in accordance with AS1742 with provide suitable vertical and lateral clearances. Layout of signs on consultation plan is indicative only.
D08407992 (continued)	Berowra & district community association				4. With the proposal to move the 'END (50) AREA' sign further away for the edge of the road it will effectively be behind the 'Watch for bicycle sign' and shall be obscured by it. It is recommended that the END (50) AREA, sign be moved closer to the intersection of Yallambee road and the Pacific Highway, preferably following the proposed retaining wall.	Signs to be installed closer to intersection to ensure that they wont be obscured by other signage. The location of the sign will be verified on site before installation to ensure no obstruction.
D08407992 (continued)	Berowra & district community association				5. In addition to point 3 above it is noted that there is a proposal to fit a (50) sign with the END (50) AREA sign on the Northern side of the Yallambee Road. Given that it is the end of the 50 kmph area then is appears to be irrelevant on that side of the road and should be placed on the other side of the road.	Standard practice (TfNSW) is to only install "END" sign on left hand side or departure side of area. Additional 50 km/h sign is to be installed on southern side.
D08407992 (continued)	Berowra & district community association				6. With the addition of the Refuge on the Southern side of the existing centre line in Yallambee Road, it will reduce the lane width by approximately 30%. This will create a Safety Concern on two fronts namely motorists entering Yallambee Road when heading in a Northerly direction and for those motorists entering Yallambee Road when travelling in a Southerly direction.	Southwestern kerb return and the nose of the traffic island has been adjusted to accommodate all vehicles and swept turning paths have been check for clearances.
D08407992 (continued)	Berowra & district community association				When heading in a Northerly direction the left hand turn into Yallambee Road will be much tighter than currently exist. When travelling in a Southerly direction the right hand turn into Yallambee Road will be much tighter that currently exist with the added concern that the island in the middle of the Pacific highway will not line up with the new alignment of Southern roadway of Yallambee Road.	Southwestern kerb return and the nose of the traffic island has been adjusted to accommodate all vehicles and swept turning paths have been check for clearances.
D08407992 (continued)	Berowra & district community association				It is recommended that 'Road Change' warning signs be place on the Pacific Highway to warn motorist of the changes to Yallambee Road. It is also recommended that there be an 'adjustment' to the island on the Pacific Highway to 'align' it with the approach to Yallambee Road.	Temporary "CHANGED TRAFFIC CONDITIONS AHEAD" signs will be installed on all approaches to new works and to be kept for a familiarisation period of between 8 to 10 weeks following completion of works.
D08407992 (continued)	Berowra & district community association				7. It is recommended that the standard Refuge Island signs W6-1 &W8-25, be installed on the Pacific Highway prior to the entrance to the Service station along with a sign reading 'ON SIDE ROAD. This will provide a degree of warning for motorists wishing to turn left onto Yallambee Road.	Civil design drawings show this signage to be installed.
D08407992 (continued)	Berowra & district community association				8. The preliminary copy of the proposed Refuge islands shows the standard Refuge Island signs W6-1 &W8-25 are to be placed on Yallambee Road 67 metres to the west of the Refuge Islands. By measurement the location of the signs it shows them to be basically on the driveway of 2 Yallambee road and within the limits of the proposed relocation of the Bus stop.	The measurement shown on the consultation plan was indicative, actual sign will be installed on light pole west of driveway.
D08407992 (continued)	Berowra & district community association				Given the actual size of the two signs, they will impede pedestrian access along the current footpath and will probably overhang the road and be prone to being damaged by overhanging vehicles	All signs to be installed in accordance with AS1742 which to ensure adequate clearances.
D08407992 (continued)	Berowra & district community association				9. It is recommended that the height of the Refuge Island be increased from their 'standard' height to afford pedestrian using the Refuge a reduction in the risk of motorist riding up over the refuge island when they exit the Pacific Highway.	Inland is designed and will be constructed in accordance with TfNSW's Technical Direction for refuge islands TDT 2001/04b at 150mm height. Non standard height is not recommended.
D08407992 (continued)	Berowra & district community association				10. The preliminary copy shows that the electrical power pole will be located within the boundaries of the new footpath. It is strongly recommended that it be left outside the footpath to allow for it easily replaced at some time in the future.	Civil design drawings show revised footpath alignment that is clear of existing pole.
D08407992 (continued)	Berowra & district community association				The Intersection of Yallambee Road and Bambil Road also needs to be addressed with this proposed improvement. A recent change to the alignment of Yallambee Road was undertaken with the alignment being moved approximately 1 metre to the North. Road edge markings were painted on the road depicting the new island along with small traffic calming devices. Larger Speed calming devices were also fitted to the 'new' centreline of the road Yallambee Road, however those devices have been systematically removed and it is common knowledge that motorists continue to ignore the centreline and drive where they wish to. This is an on-going Safety Concern and needs to be addressed, sooner rather than later.	Not within this scope of works.
D08407992 (continued)	Berowra & district community association				It is recommended that along with the installation of the Pedestrian Refuge at the intersection of Yallambee road and the Pacific Highway, that more substantial safety measures be re-introduced at the intersection of Yallambee Road and Bambil Road.	Not within this scope of works.

D08407992 (continued)	Berowra & district community association				It is further recommended that consideration be given to the installation of a small 'Roundabout' at the intersection of Yallambee Road and Bambil Road to ensure the safe passage of vehicles through this intersection. It is also recommended that Acacia Road be extended approximately 20 metres to join the roundabout as this would benefit the current fact that motorists have to join Yallambee Road to exit to either the Pacific Highway and Bambil Road and to the local roads further South.	Not within this scope of works.
D08407804	Resident of Berowra				Being a resident of Berowra for the better part of 50 Years this upgrade is a great idea. After many years using this intersection, my only change to this proposed plan is to widen both the exiting turn lanes to greater than the planned 3.0m per lane. Due to the amount of heavy vehicles (especially busses) that exit out of this intersection that have a long overhang from the rear axle, I have seen & nearly wiped out by the turning heavy vehicle that has come up beside me whilst waiting for an opportunity to exit. Also, even though it is not on the plan the merging bay on the pacific highway south bound needs URGENT attention. Extending & widening.	The road geometry in Yallambee Road is constrained by existing utilities and property alignment, The proposed lane width allocation, 2m width of refuge and lanes are maximum possible. Larger vehicles (when turning) are permitted to occupy adjacent lanes. The Issue of merging lane on the Pacific Highway will be considered by TfNSW.
D08407799	Resident of Bambil Rd			1	I would like to express my concern at this proposal. This is already a difficult and dangerous intersection and I feel that a pedestrian refuge at this location will contribute to accidents, and make the intersection more dangerous than it already is, for both drivers and pedestrians. Among other things, it will slow down traffic turning left from the Pacific Highway in a location where vehicles behind the turning vehicle do not slow down when approaching. Any delay in that turn e.g. if there are pedestrians crossing, could result in a rear-end collision. A more sensible proposal would be to install traffic lights at this dangerous intersection. Also, as an aside, the sign regarding this has been placed where no-one exiting Bambil Rd can see it. There are many drivers in that area that use the intersection that are not aware of the proposal. I also have never received a letter regarding this proposal, even though I will be directly affected.	The MIST (median island stop treatment) has been identified by Transport for NSW as a remedy to the current situation. MIST treatments installed at many intersections in NSW have shown to reduce crash rates at these locations. Pedestrian refuges are also widely used in NSW as they provide staged crossing of road and reduce speeds at intersections where pedestrians cross. Ultimately the intersection could be considered for upgrade to traffic signals in the future by TfNSW. Location of the signs has been reviewed and amended to ensure maximum visibility. Variable message board was set up at the intersection for 14 days, the number of submissions received demonstrates community awareness of the proposal.
D08407763	Resident of Yallambee Rd			1	I have lived on Yallambee Road since 1976. I don't think the pedestrian cross way should be at the Pacific Highway but probably better at Bambil. Taking the corner at Bambil is dangerous. Yallambee is the only access for a lot of people to the Pacific Highway. I have already voiced my opinion at the thought of a STOP sign and objected to that.	
D08407727	Local resident		1	1	As I local resident, grateful that the current problems around this intersection are being recognised and addressed. Generally, the pedestrian refuge will be a welcome improvement.	Noted
D08407727	Local resident				You refer to two types of pedestrians: 'Students' and 'Commuters'. Students ARE commuters - age should not be an issue. However, mobility is. Also, who is crossing this intersection on foot, and why. I would argue that there are 2 types of pedestrians: 1. those heading to the shops, or the bus stop on Yallambee, or the child care centre on the highway, local schools, or general recreational or other walking. Those pedestrians drift to the left. The Desire Lines are along the already constructed footpath, western side of the highway. Your plan appears to primarily accommodate this group. 2. commuters (including students) They drift to the right. The Desire Lines are already evident by the trampled undergrowth against the kerb on the northern corner of the intersection. Commuters (including Students) want to get to the station by the fastest shortest route, and will aim to cross the Pacific Highway at the earliest opportunity, to get to the eastern side of the highway. This way, they directly access the station carpark, and avoid crossing (ie waiting) at the traffic lights.	Pedestrian refuges are also widely used in NSW as they provide staged crossing of road and reduce speeds at intersections where pedestrians cross. The location of the refuge is limited to the scope of the MIST (median island stop treatment) identified by TfNSW.
D08407727	Local resident				The greenery on the northern corner needs to be cleared for visibility.	Clearing of vegetation, removal of trees and offset planting are proposed as part of the works.
D08407727	Local resident				Your proposed pathway, may or may not work, "pushing" people to the left, around the 'copse' on the corner? I'm guessing they'll just walk back across the grass to the Highway kerb, looking for the chance to cross as quickly as possible. There are no longer 'commuters' or 'students' in our family, but there was a time on early mornings you watched everyone doing this.	The alignment of the path has been reviewed. The location of the refuge is limited to the scope of the MIST (median island stop treatment) identified by TfNSW.
D08407727 (continued)	Local resident				The lack of footpath along the Eastern side of the Pac Hwy was only a deterrent when the paspalum was seriously long, and the weather was torrid. I don't know if your proposal is designed to thwart these 'commuter' eastward-leaning Desire Lines, or whether you even realise that this is what people are actually doing.	The proposed refuge and will connect to the existing footpath network.
D08407727 (continued)	Local resident				Another issue is north-bound traffic turning into Yallambee Rd. There can be confusion between left-turning vehicles wanting to get into the service station, and those wanting to turn into Yallambee - with some narrow misses!	Clear delineation and separation will be provided for each lane in Yallambee Road, the median island will define the entry into Yallambee Rd.
D08407727 (continued)	Local resident				Add a large truck parked just south of the service station, and everyone is all over the place trying to get into the correct lane, without getting caught up in the melee, and/or creating 'misunderstandings' with southbound vehicles also trying to 'make a dash' to get around the corner.	Parking restriction including No Stopping an Bus Zone are proposed in Yallambee Rd to regulate parking at this location.
D08407727 (continued)	Local resident				I don't know how you make the northbound turn into Yallambee safer, as well as the vehicle exit from Yallambee going southbound, plus ensure the safety of people on foot - but I do know that vehicles turning in at speed from either direction make it risky, and that threading between queues of vehicles waiting to turn out of Yallambee (headed north and/or south) is anxiety-raising, hoping that they've seen you. Good luck! And thanks for your attention to the problem here.	The MIST (median island stop treatment) has been identified by Transport for NSW as a remedy to the current situation. MIST treatments installed at many intersections in NSW have shown to reduce crash rates at these locations.

D08407712	Resident of Yallambee Rd		1	1	I am writing in response to the pedestrian refuge proposal. I have been living very near the proposal for over 40 years and I find the proposal, if constructed, to be both unsafe and an "overkill" solution for those pedestrians not willing to walk an extra 15 metres. As it is now, a pedestrian coming from the highway footpath cannot walk across at the intersection as they would be required to climb a bank or walk along the highway. As it is now, they are required to walk 15 metres down Yallambee road and then safely cross the road directly to the main path. Even with the proposed "NEW" path, it will still require the pedestrians to walk 15 metres down Yallambee Road to connect up with the path to take them to the station.	The MIST (median island stop treatment) has been identified by Transport for NSW as a remedy to the current situation. MIST treatments installed at many intersections in NSW have shown to reduce crash rates at these locations. Pedestrian refuges are also widely used in NSW as they provide staged crossing of road and reduce speeds at intersections where pedestrians cross. The location of the refuge is limited to the scope of the MIST (median island stop treatment) identified by TfNSW.
D08407712 (Continued)	Resident of Yallambee Rd				The pedestrian refuge will make it dangerous for buses, trucks and semi's turning into Yallambee Road; one clip of the tyres on the refuge bay could roll the bus sending it into the petrol station. (My memory goes back to the old Hornsby fire station) Moving the bus stops further down Yallambee Road will make an already narrow road into a very narrow and dangerous bottleneck. Since this road is a major exit, this would create nothing but horrific possibilities in a bushfire situation.	Council has reviewed the submission and updated the plan as follows: Southern kerb return has been adjusted to improve manoeuvring. Kerb on the northern side of Yallambee Road has been adjusted accommodate bus pull in. Nose of the traffic island adjusted near intersection. Traffic island has been shifted. BB lines have been adjusted.
D08407712 (Continued)	Resident of Yallambee Rd				The majority of pedestrians walk up Bambil Road and along the path on Yallambee Road. The large majority of residents living lower than the electric sub-station are driven up the steep hill to the rail station. The footpath on the north side of Yallambee Road east of Bambil Road is a tragic accident waiting to happen. The footpath is on the side of the road, with absolutely no place to go and zero protection if a car loses control going around the bend, whose road angle has been badly adjusted to accommodate the extended stop sign on Bambil Road. Any changes to the Yallambee intersection, hence pushing other services back, will only exacerbate this dangerous situation.	Footpaths are generally build along roads. Review of crash data shows that this section of Yallambee Road is operating safely. Safety barriers in residential areas are not viable or effective as they have to be gapped at each driveway. Review of crash data shows no loss of control crashes on bend in the past 10 years.
D08407712 (Continued)	Resident of Yallambee Rd				Large trucks and cars using the service station come out of the station's Yallambee Road exit to the highway and then turn right at the intersection. So, do they now get forced to go through our back streets? The road is too narrow now, let alone reducing it for no benefit. In conclusion, the pedestrian refuge solution is dangerous and unnecessary when all you need, IF ANY, is a pedestrian crossing, in Yallambee Rd, opposite the existing main path.	Swept paths have been checked, the truck can enter and exit the service station. Pedestrian crossing is not warranted at this location.
D08407575	Resident of Yallambee Rd	1		1	I have lived on Yallambee Road for over 40 years. I have seen Berowra grow substantially through this time. Whilst the proposed installation of the pedestrian refuge is a step forward in addressing the issues at this intersection, more is needed.	Noted.
D08407575 (continued)					During peak hour, traffic builds up on Yallambee Rd because many cars are too hesitant to try and get into the turning lane. Over time, traffic lights have been installed at both the exit to the freeway and the Ku-ring-Gai Industrial area.	The MIST (median island stop treatment) has been identified by Transport for NSW as a remedy to the current situation. MIST treatments installed at many intersections in NSW have shown to reduce crash rates at these locations. Pedestrian refuges are also widely used in NSW as they provide staged crossing of road and reduce speeds at intersections where pedestrians cross. Ultimately the intersection could be considered for upgrade to traffic signals in the future by TfNSW.
D08407575 (continued)					I believe further investigation into the Yallambee Rd / Highway section is needed due to the increasing number of road users on the highway. This will likely continue to increase with the addition of all the units creeping up towards Berowra. Given the busyness of this intersection, it could also be more valuable to add a pedestrian crossing closer towards Bambil as many motorists are trying hard to find a gap to get out of the street. Thank you for requesting comments prior to the decision-making. I had previously contacted both Julian Lesser and Matt Kean regarding this intersection.	The location of the refuge is limited to the scope of the MIST (median island stop treatment) identified by TfNSW.
		Support	Object	Other issues		
TOTAL		6	3	6		