

CITY OF JOONDALUP

**MINUTES OF SPECIAL ELECTORS MEETING HELD IN DORCHESTER HALL,
2 DUGDALE STREET, WARWICK, ON WEDNESDAY 11 JULY 2001**

ATTENDANCES

Mayor:

J BOMBAK, JP

Elected Members:

CR P KADAK	Lakeside Ward
Cr T BARNETT	South Ward
Cr M O'BRIEN	South Ward

Officers:

Director, Infrastructure Management:	D DJULBIC
Traffic Project Engineer:	B LENTON
Manager, Council Support Services:	M SMITH
Committee Clerk:	J AUSTIN
Minute Clerk:	L TAYLOR

In Attendance:

Mr Rob Harvey, Main Roads WA
Cr Sam Popovski, City of Stirling, Hamersley Ward Councillor
Mr John Cameron, City of Stirling
Sgt. J Berry, Warwick Police

APOLOGIES

Apologies: Crs Kenworthy, Patterson, Rowlands, Hurst, Nixon, Kimber, Carlos, Mackintosh, Baker, Walker and Hollywood.

There were 62 members of the public in attendance (53 persons signed the attendance record).

Appendix 1 refers.

To access this attachment on electronic document, click here: [sp electors 110701.pdf](#)

The Mayor declared the meeting open at 1900 hrs.

ITEM OF BUSINESS

The Mayor opened the meeting and welcomed members of the public.

PURPOSE OF MEETING

The purpose of the meeting is to consider the following Motions:

- (a) That this Meeting of Electors calls upon the City of Joondalup to abandon the permanent closure of Badrick Street, Warwick and any roundabout proposal for the intersection of Barnsbury Road and Dorchester Avenue, and take immediate steps to initiate positive action for the installation of traffic lights at the intersection of Beach Road, Belvedere Road and Badrick Street, in order to lower Beach Road traffic speeds and safely allow Warwick electors ingress and egress into Badrick Street via Beach Road;
- (b) Being aware, that the northern boundary line of the City of Stirling and the southern boundary line of the City of Joondalup is demarked at the Southern Property Lines of the lots located on the northern side of Beach Road, this meeting condemns the Commissioners appointed by the previous State Government for spending our ratepayer money and proceeding with a closure of a Warwick street, namely Badrick Street, thereby causing major inconvenience to Warwick electors in an attempt to solve a perceived problem, that lies wholly within the municipal boundary of the City of Stirling.
- (c) Any other Business in Order brought forward by the electors present at the Electors meeting.

This meeting was advertised in the Joondalup Community Newspaper on Thursday 21 June 2001 and the Wanneroo Times on Tuesday 10 July 2001.

The Director Infrastructure Management and Traffic Project Engineer gave a presentation and overview in relation to the Badrick Street Road Closure, advising in summary that:

- the project was initiated by local police to address the high rate of injury crashes at the intersection;
- since Badrick Street has been closed there have been no crashes recorded at the intersection. In the previous twelve month period (1999) there had been nine crashes;
- the road closure is a cost effective* solution to improve road user safety at this location (* based on the Federal and State Road Safety Black Spot Benefit Cost Ratio criteria (BCR =10);
- in addition to safety improvements the closure has also resulted in a number of other amenity and social improvements for street residents.

PUBLIC QUESTION TIME/MOTIONS

Mr Ky Khan, 24 Badrick Street:

- *Residents went through the lengthy process of preparation of the petition requesting the road closure, and the road was closed on a permanent basis for safety reasons. Eighteen months later, Council now appears to be changing its mind. This meeting is a waste of time and should not be taking place.*

Officer's Response: This meeting has been held as a result of a petition received from residents, and Council is therefore obliged under the Local Government Act 1995 to hold a Special Meeting of Electors.

- *When will the decision be final?*

Officer's Response: Any resolutions or motions from this meeting must be submitted to Council for consideration. Council will then make a decision on whether to proceed or not. At this time, the decision is in favour of the closure of Badrick Street, subject to this evening's meeting and subject to the finalisation of the budget process. At such time, if the decision is to proceed with the closure, notification must be given in the local newspaper prior to the on-site works being undertaken.

- *I am amazed that following a final decision of Council, the matter is still being discussed. Signs were placed in Badrick Street calling for submissions, yet we are still discussing the issue.*

Officer's Response: A Notice of Motion was presented to a recent Council meeting in relation to revisiting the issue. Council must accord with the Local Government Act when a meeting is called by electors and must give consideration to any motions moved at the meeting. There appears to be some conjecture amongst the community and Council needs to consider this before making its final decision.

- *The issue could still be unresolved in another eighteen months. Some residents in my street purchased their property on the understand that the road is permanently closed. If this does not occur, will those persons be compensated by Council?*

Officer's Response: The answer to that is not known. Under the Local Government Act, if Council makes any significant changes to the road in relation to levels and alignment, it is understood that compensation is available; in relation to street closures or re-openings no advice can be given. It is a fair comment that persons have purchased properties with the understanding that the road will remain closed, and Council needs to take this into consideration.

Mr Owen Watts, 8 Barnsbury Road, Warwick:

- *This discussion is avoiding the reason that the 121 persons requested this electors meeting, which is the issue of Dorchester Avenue, and is what that causes the traffic hazard, being the McDonald's restaurant, shopping centre and theatres. The appalling engineering circumstances at the intersection of Barnsbury Road and Dorchester Avenue in particular is the reason we have asked the Council to consider at least a left turn slip road from Badrick Street into Beach Road - so that we do not have to come out to the point at which Dorchester Avenue is at its narrowest, where there is a curved double hill, cars exiting and entering the shopping centre, buses on Dorchester Avenue, and traffic islands. Also, in the mornings and afternoon school children are trying to cross the point of the road. This is a particularly dangerous intersection and I am surprised no accidents have occurred.*

- *I understand the residents of Badrick Street not wanting it to be a full accessway through into parts of Warwick, but on the other hand every morning when I exit Barnsbury Road to turn right into Dorchester Avenue I have to face the issue. Why hasn't that question been raised here this evening? It is an engineering problem. The Badrick/Belvedere intersection is an engineering problem and there are engineering solutions available. We have only heard the simplistic solution to close the road.*

Officer's Response: The closure is being proposed for Badrick Street for obvious reasons. We will certainly look at the issues you raise. There are design solutions to many of the problems. If you wish to highlight the issues, you can certainly move a motion that Council gives consideration to investigating ways of addressing the problems at Barnsbury Road and Dorchester Avenue.

- *You have already told us that we will have another roundabout.*

Officer's Response: The concerns of the Barnsbury Road residents were taken into consideration in the October 2000 report to Council, which resulted in the traffic islands, not a roundabout, being placed in Badrick Street and Barnsbury Road to give some protection to people coming out of those roads into Dorchester Avenue.

Mr Ben Hill, Badrick Street:

- *If traffic lights were put in at the intersection, is Badrick Street wide enough to handle the traffic? Will the T Junction at Dorchester Avenue and Badrick Street be congested with traffic?*

Officer's Response: From an officer's perspective, that will be a major concern. If traffic signals were installed at Badrick/Belvedere, the increase in traffic on Badrick Street could be enormous, possibly up to 3 – 4,000 vehicles per day (vpd), however a detailed analysis has not been undertaken. This is a 7.4 metre road and is not designed to take that volume of traffic.

- *Was Badrick Street ever designed to be a main artery through Warwick?*

Officer's Response: No, it is a 7.4 metre road and not designed as a local distributor, it is designed as a local street to take the volumes which it recently had, being up to 1,000 vpd.

- *I have been living in Badrick Street for two years, and on average vehicles travel 70-80 kph past my house.*

Officer's Response: Traffic counts were taken on Badrick Street. Before the road closure there were approximately 850 vpd; after the closure there is approximately 190 vpd, being local residents. From memory, the speeds on Badrick Street prior to the closure were above the speed limit. It was noted that after the removal of the non-local traffic the local traffic itself travelled much slower. One of the other benefits of the closure was to the amenity for residents of Badrick Street.

- *Is the intersection known as a black spot?*

Officer's Response: Yes, this qualified under the Black Spot Programme which is why it was successfully funded.

- *Will the City of Joondalup fund the traffic lights?*

Response by Mr Rob Harvey, Main Roads WA: Main Roads WA does not have any plans for traffic signals at the intersection and I certainly would not recommend them. I commend the Council on closing Badrick Street as this is the safest possible option and it has been demonstrated by the dramatic reduction in crash rate.

- *Was the City of Joondalup ever allocated money by Main Roads WA to close the road?*

Response by Mr Rob Harvey, Main Roads WA: That is a local road and funds would have to be provided by Council.

Officer's Response: Funding was attracted from the Federal Black Spot Programme because the project ranked highly.

- *What happens with the money if the road is not closed? How much was allocated?*

Officer's Response: In that event the \$20,000 funding would go back to the Federal Government.

- *Those funds are available, yet you would rather, at taxpayers' expense, spend \$200,000 on traffic signals.*

Officer's Response: That has yet to be determined. We are here tonight to reach a resolution as to whether the money is returned or is spent on traffic signals. If traffic signals are installed at Beach/Badrack, that will attract a great deal of traffic through Badrick Street. Current traffic volume on Dorchester Avenue is approximately 6,500 vpd and there is a good chance that much of the traffic may use Badrick Street, although a detailed analysis has not been undertaken. It is a convenient route, and with traffic signals it becomes more convenient.

Mr Peter Ruthven, 11 Badrick Street:

- *If most of the problem is at Dorchester Avenue end, isn't the logical solution to block the Dorchester Avenue end, not at Beach Road end? There has to be another solution rather than blocking the bottom. I have found it extremely dangerous to exit, especially with a trailer.*

Officer's Response: The accidents have occurred at Beach Road, not Dorchester Avenue. Assuming the permanent road closure goes ahead, there are funds allocated in the budget to carry out extra works on Dorchester/Badrack and Dorchester/Barnsbury to address some of the concerns. In addition, if the Dorchester Avenue end is closed, there still remains a 4-way intersection on Beach Road which is the danger zone.

Mr Ralph Stewart, Barnsbury Road:

- *I have been a resident there for over 30 years and am responsible for the petition submitted. It appears the accidents which have occurred on the corner are caused by the non-alignment of the road crossing from Badrick Street across Beach Road. Belvedere Road does not line up; this is an engineering problem which should have been fixed. I suggested in my first petition over twelve months ago that the median strip be continued*

on, as most accidents result from persons crossing from Badrick Street to turn right into Beach Road travelling towards the coast. The reply given to me regarding this proposal stated that the City of Stirling did not wish to have the median strip continued because of access to the community hall, yet there are five alternate ways to access the community hall. If that is the only reason, some consideration should be given to a compromise on the whole issue. Barnsbury Road and Churton Crescent residents always use Badrick Street exit onto Beach Road because they avoided the intersection at the top.

- *In compiling the petition, I found that the people on Springvale Drive were upset at the increased traffic on their road when Badrick Street was closed.*
- *The Joondalup ratepayers are being made responsible for the whole issue, but the City of Stirling is responsible for the dual carriageway up to Beach Road. If the City of Stirling had aligned Belvedere Road on the other side of the carriageway there would not have been accidents.*
- *Many residents in my street are middle-aged and over; we experience problems with the intersection and believe a roundabout will be a waste of time.*

Mrs Kay Bradford, 7 Badrick Street:

- *In the last five or six years the traffic has increased significantly and I have seen many accidents and ‘wheelies’, with damage occurring to my letterbox. Barnsbury Avenue is at risk too. Whether Badrick Street is reopened or not will not help Belvedere Road. If traffic lights were installed Belvedere Road would be ruined because more traffic would be generated. I think a roundabout is needed at the top of Barnesbury/Dorchester as this would assist in exiting.*
- *Many people seem to be motivated by personal gain – to exit Badrick Street to get to Carine – but it is better to have a safer street than for it to be the way it was. Personal gain should not come into it, the safety factor should be the important issue.*

Resident from City of Stirling – name and address not supplied:

- *There are already four sets of traffic lights in the area. Traffic signals will not help. The reason why people travel in Badrick Street is to cut through and avoid traffic jams.*

Mrs Barbara Taylor, Churton Crescent:

- *I agree there are problems at the corner of Dorchester Avenue and Beach Road, but I ask that if Badrick Street is closed that there is a slip road provided.*

Officer’s Response: One of the most important factors taken into consideration regarding the road closure was driver behaviour. Only the permanent road closure guarantees that illegal manoeuvres are not carried out. Whilst you could engineer the intersection to allow a left-out movement, you would also find persons doing ‘unlikely’ movements and the consequence of that would be increased crashes.

Mr Glen Hoskins, 20 Badrick Street:

- *If lights were installed, would Badrick Street be zoned as a residential 50 kph road and would the lights push up the 50 kph limit?*

Officer's Response: At the present time Badrick Street is seen as a local street and when the new rules apply it would be a 50 kph zone. If signals were installed, it would not enhance the 50 kph zone.

Mr Bill Luke, 14 Barnsbury Road:

- *I have lived in the area for over 30 years and I purchased my property on the grounds that the road was open.*
- *The perceived problem seems to be around the fact there is a 4-way intersection. I prefer the suggestion made earlier to close the other end of Badrick Street, and I believe installation of extra roundabouts would create more problems. Travel on Dorchester Avenue is extremely difficult. My preference is to close the median strip or to have left-in left-out slip ways on Badrick Street; this would stop the cross-traffic which seems to be the main problem.*
- *If this is controlled by the City of Stirling, why are we supposed to be paying for it?*

Officer's Response: The \$20,000 is coming from the Federal Black Spot Programme which, in a sense, all taxpayers contribute towards. Additional funds have been listed in the draft Budget for the treatments at Badrick/Dorchester and Barnsbury/Dorchester. It is envisaged that there will be an intersection island, and not a roundabout, similar to what is at the end of Springvale Drive.

Mr Glen Hoskins, 20 Badrick Street:

- *Do you have the figures for traffic increase in Badrick Street since the closure?*

Officer's Response: Traffic volumes on both Badrick Street and Barnsbury Road have dropped. Badrick Street has dropped more significantly around 660 vpd. Barnsbury Road traffic has dropped by about 60 vpd which gives some indication of what the non-local traffic was. The matter has always been looked at from a traffic safety point of view; the issue has never been the non-local traffic, that has been a positive benefit of closing the road. Focus has always been on the number of crashes on the 4-way intersection and the City has been guided by Main Roads WA on seeking an acceptable solution to the problem. Main Roads WA as indicated earlier has always supported the full road closure. From an officer point of view we are trying to achieve increased safety on this, and at all other intersections.

Mr V Cusack, Kingsley:

- *If the median strip was continued, would that alleviate the problems of safety? Is that the responsibility of the City of Stirling or the City of Joondalup?*

Officer's Response: In seeking the solution, the City looks at what is best for the community at large. One issue against the continuation of the median strip was the access to Belvedere Road and the community hall. This is a 10 metre road which attracts traffic. If a median is installed, there is still potential for accidents on Beach Road, even though it is greatly reduced. All parties that participated in the preferred design solution believed that the closure of Badrick Street was the best option for the community, from both a safety perspective and also a local amenity perspective. It is recognised that from a convenience point of view it is not necessarily the best solution, and the convenience factor and the safety and local amenity

factors need to be weighed up. At the end of the day, the decision was based more on safety and local amenity.

A project to continue the median strip would have to be a shared cost between the Councils but may be funded by the Federal Black Spot Programme.

- *The representative from Main Roads WA stated there was no plans to install traffic lights but no reason was given for this.*

Response by Mr Rob Harvey, Main Roads WA: Safety is the primary objective, but in this case there are very good options for not installing lights and for improving safety. I would not expect the installation of traffic signals to change the crash rate very much, and there would also be four sets of traffic lights over 1½ kilometres which would have implications on the local road network. The Badrick/Belvedere intersection is the only uncontrolled intersection along Beach Road and is an anomaly. The crash rate in 1999 showed 11 crashes and six injury accidents. In the eighteen months since the closure there has not been anywhere near that – just one minor accident. This has saved the community nine injury accidents and 16 other accidents with potential for injury. When looking at the safety issues and access issues in relation to both Warwick and Hamersley, closing Badrick Street is the only possible option.

Mr Owen Watts, 8 Barnsbury Road, Warwick:

- *There seems to be an understanding from Main Roads WA and Council that it has already been determined that this closure will go ahead, for a variety of reasons.*
- *Could this meeting ask the Council to look at the whole issue of Dorchester Avenue, between Dugdale Avenue and Beach Road and give a commitment tonight that actions will be taken on this extremely dangerous piece of road? I have written to Council asking that the trees be pruned to improve sight lines but no action has yet been taken.*

Officer's Response: The Dorchester Avenue issues will be investigated and solutions sought. This would become a budgetary consideration and Council will need to make a decision.

- *Council is seeing this as merely an issue of closure of Badrick Street – it is much more complex than that and that is what Council has failed to understand.*

Cr M O'Brien, South Ward:

- *Is there any indication as to where accidents occurred?*

Response by Mr Rob Harvey, Main Roads WA: There is not any predominate movement which is a problem, however there are slightly more crashes happening on the Badrick Street northern carriageway of Beach Road, than the Belvedere Road side. That ratio in the last ten years has been 24 on Badrick Street and 16 on Belvedere Street, with nearly all being right-angle crashes.

I would think that after the closure of Badrick Street and the reduction in traffic volumes from 850 to 190, the safety of the Dorchester/Badrick intersection would show a decrease in crash rates. Certainly the traffic volumes have decreased significantly on Badrick Street since the closure and I would expect the corresponding crash rate at Dorchester Avenue to also decrease.

Mr Ky Khan, 24 Badrick Street:

- *Is it feasible to consider closing the road at Barnsbury/Dorchester and making a cul-de-sac, and putting a traffic island at the top of Badrick/Dorchester?*

Officer's Response: Those options will be considered as part of the review of Dorchester Avenue.

If residents would like to work with the City's officers to resolve the issue, we would ask residents to become part of working group. Residents are asked to register their interest following this meeting.

Mr Arthur Taylor, Chirton Crescent:

- *Why does Badrick Street need to be closed? Why not close the median strip in Beach Road and have U-turns?*

Officer's Response: There is currently a U-turn on Beach Road. This is not out of the question, however the City of Stirling does not support this option.

City of Stirling Officer's Response: The City of Stirling's preference would be to maintain access to all the streets if possible. It is obvious from this meeting that when streets are closed it does affect other streets. The City's position is that we would like to keep free access into Belvedere Road and do not think that closing the median is appropriate. The difficulty with the U-turns is that all traffic using Belvedere Road would have to perform that U-turn in Beach Road and on that basis we think there would be significant volumes of traffic making such turns and could create other hazardous situations.

- *From the traffic I have seen coming from Belvedere Road, I do not think there would be very many people making a U-turn.*

City of Stirling Officer's Response: This has not been tested or a detailed traffic study undertaken, but it would appear many people would make U-turns on Beach Road.

Ms Beth Ruthven, 11 Badrick Street:

- *In relation to the traffic count, if there were 850 vpd prior to the closure, can the top of the street be closed on a temporary basis and a traffic count undertaken, to see whether this made any difference?*

Officer's Response: The result would be that you would simply reverse the traffic flow. After the closure it was found there was 190 vpd. If you reverse the closure there would be 190 vpd travelling towards Beach Road.

- *It would mean that the residents of Barnsbury Road, Churton Crescent and Beach Road could use the accessway from Beach Road. If there were 850 vpd using the intersection before the closure, are there 850 cars in Badrick Street, Churton Crescent and Barnsbury Road? If that intersection was only being used by the residents of the street we would not have the problem we had before. If the top of the street was closed, local residents could use the street without the extra hazard.*

Officer's Response: These comments will be taken on board; however this would still leave a 4-way intersection on Beach Road.

Cr M O'Brien, South Ward:

- *Was a traffic count undertaken before and after the closure in Springvale Drive?*

Officer's Response: Before the closure there was 1240 vpd. After the closure, and bearing in mind there may be seasonal changes, there was 1600 vpd. One of the reports details that Springvale Drive is a 10 metre wide road and is capable of taking the increase, albeit that it is possibly undesirable to the residents of that street. In terms of the local road network, Springvale Drive, Dorchester Avenue, Ballantine Road, Ellersdale Avenue etc, are all similar types of road alignments and all capable of taking those types of traffic volumes. Another traffic count could be undertaken on Springvale Drive to check whether there is a seasonal impact.

Response by Sgt. J Berry, Warwick Police: The statistics provided by Main Roads WA are correct. The only crash since the road closure was a single vehicle crash.

Call for show of hands

Cr Kadak then requested a show of hands from the electors present to give an indication of the support for and against the closure. Following a show of hands it was noted that electors present were equally divided on the issue.

In conclusion, electors were advised that all comments made will be considered and a report will be submitted to Council in the August round of meetings. Residents living on Dorchester Avenue were asked to contact the City's officer if they wished to be involved in the working group.

CLOSE OF BUSINESS

There being no further business, the Mayor declared the meeting closed at 2022 hrs.