

APPENDIX 12

Barnsbury Road Dorchester Avenue Working Group

Purpose: To discuss treatment options for the intersection of Barnsbury Rd with Dorchester Ave.

Name:	Address:	Contact Number:
Mr Owen Watts	8 Barnsbury Road Warwick	9447 4040
Mr Ky Khan	24 Badrick Street Warwick	9447 0361
A H Taylor	17 Churton Cres Warwick	9447 7929
Mrs Isabel Day	10 Barnsbury Rd Warwick	9246 0224
Mrs Beth Ruthven	11 Badrick Street Warwick	041 8911541
Mrs Kay Bradford	7 Badrick Street Warwick	9447 0184
Mrs Sue Lacey	27 Badrick Street Warwick	9448 0279
Mr Tom Kennedy	13 Dorchester Avenue Warwick	9448 7022
Mr Phil McWilliams	16 Addison Way Warwick	0412 903637



Enquiries: Mr John Cameron (9345 8714)

Our Ref: 7.10.15 (290144)

20 July 2001

Chief Executive Officer
City of Joondalup
PO Box 21
JOONDALUP WA 6919

Dear Sir

BEACH ROAD, BELVEDERE AND BADRICK STREETS, HAMERSLEY

Reference is made to the ongoing discussions regarding the closure of Badrick Street at Beach Road.

Thank you for the opportunity for Stirling's Hamersley Ward Councillors, Peter Rose and Sam Popovski and Manager Engineering Design, John Cameron, to attend your Special Meeting of Electors on Wednesday 11 July 2001, held to discuss the permanent closure of Badrick Street.

Your meeting was particularly well organised and run. This permitted the clear expression of a range of residents' views both for and against the permanent closure of Badrick Street.

I would also like to take this opportunity to make the following comments from this City's point of view:

Continued closure of Badrick Street at Beach Road is fully supported by the City of Stirling. From the City's point of view this intersection now appears to be operating satisfactorily as a T-junction. The reported reduction of crashes alone supports maintaining closure.

As far as the suggestion to install traffic signals is concerned, our view would be that a traffic safety cost/benefit analysis of a signalised intersection compared with the existing closure would be difficult to sustain.

The suggestion of returning to a 4-way intersection under traffic signals is not viewed as appropriate. Belvedere Road is a Local Distributor carrying around 3,000 veh/day and Beach Road carries around 20,000 veh/day. Signalisation of the intersection would have significant impact upon adjacent residential dwellings, on both sides of Beach Road.

Glendale Avenue/Beach Road/Dorchester Avenue intersection is only some 400m distant and is already signalised.

Signals at Belvedere Road may result in additional delays and congestion by having signals at the following points along this 1.4km section of Beach Road:

Erindale Road, then 500m to
Glendale Avenue/Dorchester Avenue, then 400m to
Belvedere Road/Badrick Street, then 500m to
Warwick bus/rail interchange

Another suggestion raised at the meeting was for the Beach Road median to be closed at Belvedere/Badrick, with the installation of "U"-turn facilities on both sides of that intersection.

Belvedere Road is classified as a "Local Distributor" in the City's functional road hierarchy. A median closure, even with the "U"-turn treatments, would significantly diminish the streets ability to fulfil that function. There are no other alternate routes in this area capable or suitable to handle this redirected traffic.

The median closure would force high volumes of traffic to utilise the "U"-turn facilities, creating a hazardous situation along Beach Road. This would lead to driver frustration and confusion with a difficulty in finding an appropriate route across Beach Road to the north and the south.

Vehicles larger than cars would also find the "U"-turn facility difficult to negotiate as they could only make that right-turn manoeuvre into Beach Road when both lanes in Beach Road were clear. Again, traffic congestion and safety would be our major concerns.

Whilst it is not always possible to cater for all community interests when changes to the road pattern are made, the City of Joondalup have consulted widely and acted very responsibly in this matter.

Stirling believes that the interests of the wider community best served with the closure of Badrick being formalised and with the remainder of the Beach/Belvedere Roads intersection being maintained in its current configuration.

Should you, or your staff, require any further information regarding this issue, please do not hesitate to contact the Manager Engineering Design, John Cameron, on 9345 8714.

Yours sincerely



R Moody
EXECUTIVE MANAGER WORKS

cc: Councillor P L Rose JP
Councillor S Popovski