

## Roundabout Scheme For By-Pass Crossing

C.T. June 28, 1963

CHRISTCHURCH Council decided on Tuesday to ask the County Council to prepare a scheme as soon as possible for providing a roundabout at the Burton Road junction with Christchurch By-pass. The scheme would be submitted to both the Ministry of Transport and the Council.

This was decided by 13 votes to two, when the Council were told of a meeting on Monday of members of the Highways Committee, the Road Safety Committee, County surveyors staff, representatives of the Ministry of Transport and police and Messrs. Hembling and Ryan, organisers of a petition about the road, called because of the "grave concern of the Council at the number and serious nature of the accidents which have occurred on the road.

The Council were told that the principle danger point was the Burton Road crossing, one of the two on the By-pass.

Despite the view of the police that a 40 m.p.h. speed limit on the whole of the By-pass would be difficult to enforce, and the Ministry of Transport's information that the average speed of traffic on the By-pass was little over 40 m.p.h. anyway, the Highways Committee recommended this limit. This was accepted by the Council, who are to ask the Minister of Transport to agree to a 40 m.p.h. limit for the whole length of the road.

### TRAFFIC LIGHTS

The Highways Committee on Monday considered the possibility of traffic lights being installed, but dropped the idea after police representatives said it might bring a traffic build-up when the main stream was halted and the Ministry of Transport's experience of their being unsatisfactory in similar positions elsewhere.

The Deputy County Surveyor put forward a plan for building a large roundabout at the Burton Road junction. It had only been roughly sketched, but appeared to involve the demolition of several houses, including four Council houses, and the acquisition of substantial areas of land, the Committee told the Council.

It was estimated that the scheme would cost £54,000, as compared with an estimate of not less than £163,000 for a flyover.

Ald. W. E. Morgan, chairman of the Highways Committee, who told the Council that the police, the County surveyors and the Ministry of Transport were opposed to the speed limit idea, told the Council that the Ministry and the County were prepared to recommend the roundabout as "high priority."

### GREATER SAFETY

"It would necessarily reduce speed at this danger spot, thus enabling pedestrians to cross in greater safety, and motorists would find it easier to cross the By-pass," he said. Ald. Morgan thought: "We are quite justified in asking the Minister for a speed limit."

As for the organisers of the petition, Ald. Morgan had this to say: "They produced no suggestions and did not help very much, apart from one, who said he had a secret scheme which he wasn't prepared to disclose at that time. Altogether he gave the impression that being there at all was a great security risk!"

Chairman of the Road Safety Committee, Coun. Mrs. I. A. Stevenson thought that a speed limit would cost very little and would take as long to put into effect as a roundabout. "In my opinion it is speed that caused these accidents," she said.

It was also suggested at the Council meeting that a bridge — estimated to cost about £12,000 — would solve the pedestrians problem, and Coun. E. N. S. Spreadbury suggested a subway, although more expensive, would be a better solution as it was less "unsightly" and easier to use.

Coun. Myers was worried about the large amount of land needed for the roundabout scheme. When he moved an amendment that the Council make no definite suggestions as to the size of the roundabout and that they see plans for it first, it was accepted by Ald. Morgan and incorporated into the resolution.

## County Think Again On By-Pass Suggestion

C.T. July 19, 1963

CHRISTCHURCH Borough Council's unusual plan for solving the problem of crossroads accidents on Christchurch By-pass has made Hampshire County Council Roads and Bridges Committee think again. At Winchester on Monday the Committee decided to postpone judgement on two suggestions from the County Surveyor (Mr. H. N. Jenner) so that the local project could be further investigated.

The Christchurch suggestion is that a roundabout should be built between Burton Road and Stony Lane, and that any traffic from these two crossroads wishing to cross over to its opposite side of the road should turn left and go either to the roundabout or one end of the by-pass.

The necessity for some drivers to make such a lengthy detour was criticised by members of the committee, who were generally in favour of Mr. Jenner's recommendation for a £56,000 roundabout at the Burton Road crossroads.

Mr. Jenner reported that it was quite clear that a 40m.p.h. speed limit along the by-pass, as suggested by the Borough Road Safety Committee, would be unrealistic and would not receive the support of the Police or the Ministry of Transport. Neither of these two bodies thought that light signals would be a satisfactory solution to the problem, particularly as they had failed elsewhere to cure accidents in similar circumstances, he said, adding that two pedestrians had been involved in fatalities at Burton Road crossroads.

A subway or footbridge would deal with the pedestrian problem, but they would have to be provided at both crossroads and would involve a probable total expenditure of between £24,000 and £30,000. They would do nothing to cure the large number of accidents involving vehicles turning right at these junctions, and would not meet objectors complaints that local traffic from Burton and Winkton had the greatest difficulty in crossing the by-pass to get into Christchurch.

### FLYOVER

The other two possible solutions were the provision of either a flyover junction or a roundabout at Burton Road, both of which should be combined with the stopping up of the central reservation at Stony Lane to eliminate the accidents caused by vehicles turning right at this junction. The major objection to the flyover was the high cost, which would amount to something between £165,000 and £185,000, depending on the detailed design.

Recommending that the County Council and its Finance Committee should be asked to approve the roundabout — subject to grant being issued by the Ministry of Transport — Mr. Jenner stated: "The roundabout would substantially reduce the speed of traffic at the crossing, would deal with the majority of accidents which arise out of the right-turning movements and, by slowing up the traffic would enable pedestrians to cross the by-pass more easily.

"It will make more accidents, I suppose, but they may not be fatalities," he added.

Col. E. Collins (Fordingbridge) chairman of the committee's Traffic Sub-Committee, asked whether it would be cheaper to station extra police on the by-pass to enforce traffic signs. "Signs are just being disregarded — that is the crux of the matter," he said.

Another suggestion came from Brigadier Sir Richard Calthorpe, Bt., who thought the committee should "grasp the nettle" and build a flyover.

Although Mr. Jenner contended that the Christchurch suggestion was not a safe one, it was agreed to defer decision for further enquiries.

Christchurch Highways Committee, which met last week, didn't like the County surveyor's original suggestion for a large roundabout at the Burton Road junction.

Christchurch Road Safety Committee were told this last Friday by the Town Clerk, Mr. J. Macfadyen, who said the Highways Committee had asked the Deputy County Surveyor, who attended their meeting with the roundabout plan, to prepare other schemes.

The Town Clerk said the Highways Committee "were not entirely satisfied, having regard to amount of demolition and acquisition of land involved in the scheme".

The committee asked the surveyors to prepare a scheme, either for a roundabout at Stony Lane, where there is more room, or at a point half-way between the two crossings on the by-pass, and this was the plan put forward to the County Roads and Bridges Committee.

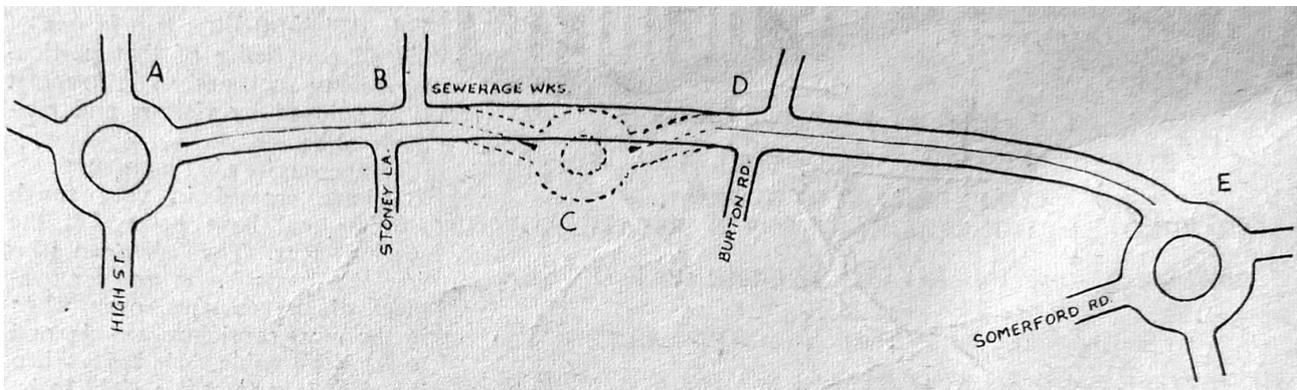
The Highways Committee were told that a smaller roundabout than the one shown on the plan prepared by the County Surveyor's Department would not be acceptable to the Ministry of Transport for grant.

The 40 m.p.h. speed limit order for the by-pass the Council decided to ask for last month is being prepared, said the Town Clerk, and a period is to be allowed for objections.

The Road Safety Committee decided to ask the County to prepare a scheme for a pedestrian subway at the Burton Road crossing, in spite of a warning by the Divisional Road Engineer, Mr. Tily, that the water table at that point was very high, so the tunnel would be liable to flooding. This scheme will probably go before the next meetings of the local and county committees.

The idea was put forward by Coun. E. N. S. Spreadbury who said it would solve the problem of getting across the by-pass for pedestrians. As for the high water table, Coun. Spreadbury thought: "If we can make a concrete tank to keep water in, surely it's possible to make a tunnel to keep the water out".

C.T. August 23, 1963



THE Mayor of Christchurch discussed with the Christchurch Times this week the plan for a roundabout on Christchurch by-pass roughly halfway between the Stony Lane and Burton Road crossings.

The above diagram illustrates, in dotted lines, the scheme which the Mayor has put forward to improve safety on the by-pass. It will be seen that his scheme entails a slight diversion of the by-pass to the south to feed into a new roundabout. This is made necessary by the fact that a roundabout placed directly athwart the present road at this point would occupy land likely to be needed for an extension to the sewage works.

The Mayor, Coun. J. R. Bell, said his scheme had the great advantage of avoiding all right-hand turns on the by-pass. It will be seen from our diagram that the central verge would run continuously and unbroken to the new roundabout from the town end (A) on one side and from the Somerford end (E) on the other side.

This means that traffic approaching Stony Lane from the north would have to turn left on reaching the by-pass, circumnavigate the new roundabout and double back either to Stony Lane (B) or to Pit (A). Traffic from Burton would likewise turn left along the by-pass to the Somerford roundabout (E) and then either double back on the by-pass or proceed via Somerford Road and

Purewell.

Northbound traffic from Purewell proceeding up either Stony Lane or Burton Road would equally turn left at the by-pass, reach the nearest roundabout and double back.

The Mayor said he envisaged a pedestrian crossing on the by-pass at the Burton Road crossing (D).

Our diagram is not drawn to scale. The actual distances supplied by the Borough Engineer are: A to B, 920 yards; B to D, 930 yards; D to E, 1,430 yards.