

SIX - LANE ROAD SHOULD HAVE PRIORITY SAY PLANNERS

'Likely to prove the best route'

C.T. August 4, 1967

FEARS that the new Section 10 route, a six-lane highway proposed by the local land use and transportation Study will go along Clarendon Road, across MEXE and two open spaces in Christchurch, requiring seven bridges, were confirmed by county officials on Monday.

Admitting at Christchurch Council's general purposes committee that the route would follow that projected by Coun. Walter Tucker and Jumpers Residents' Association, deputy county surveyor Mr. F. H. N. Elton said: "Section 10 is of the highest priorities. You have only to look at traffic conditions in Barrack Road to see why".

Discussion at the meeting, called to decide the council's reactions to the SE Dorset, Bournemouth, and SW Hampshire land use and transportation study, centred around the proposed new road. This was the major recommendation affecting Christchurch.

The committee decided to approve the study in principle, except for the line of the Section 10 road, whose delineation they wanted to see as soon as possible for further consideration.

NEW SYSTEM

Explaining the survey, assistant county surveyor Mr. A. N. Crowther said a totally new system of primary routes would be needed, and the network suggested — which included the new Section 10 road — would need to be two or three-lane dual carriageways.

"These routes will need to be looked at carefully on the ground, and very often alternatives within close limits and with the same traffic benefits will have to be looked at before the final design is accepted.

Coun. Tucker detailed what he thought was the path of Section 10: from Stony Lane, across the Avon, through the railway goods yard, along Clarendon Road, over Barrack Road, across the back of MEXE, over the Stour into Bournemouth's Iford Lane open space, over the Stour into Bernards Mead, over Barrack Road, across the golf course, over the Stour into Matchams spur road.

"It's absolutely wrong to destroy two of the most valuable open spaces in this borough. It will prevent people using the riverside."

CORRECT

Pressed by other members of the council, Mr. Elton agreed that Coun. Tucker's details were correct.

Coun. Tucker put forward two alternatives: one was to cross the Avon from Stony Lane and follow the disused Hurn railway line around St. Catherine's Hill and into the Matchams spur at Blackwater; the other was to follow Sopers Lane and Willow Way from Pit Site to Tuckton, cross over the Stour and follow Iford Lane to Iford roundabout.

Mr. Crowther said the main problem was local traffic; only three or four per cent of the total was through traffic. The survey had discovered the need for the road, now the fact

that there was no "corridor of opportunity" had to be faced, and they had to make the best of it.

He was sympathetic with the idea of getting the road away from main properties. Coun. Tucker's first suggested road went through open space and his second through a lot of properties.

He promised, however, to go into both suggestions in detail. "I think the one we thought of is likely to prove the best," he added.

"If you have a route well away from the existing road, through the open area, you will leave the traffic problem as it is. The traffic will stay on the old road.

"You will have to make some sacrifices. This road will have the same effect as any other road which has to find its way through an urban area. If you imagine you can get these roads through parts of the existing area without major effect, you will be disappointed said Mr. Crowther.

SURPRISED

Mr. Elton said the survey team had been surprised by the large volume of traffic from Milton and Christchurch to Boscombe. When they realised the need for the new road they looked at Coun. Tucker's railway line route, but rejected it on the grounds that it took the traffic too far around.

Mr. Thorburn said if the survey was approved the team could get down to detailed design, the major part of which he hoped to have completed by next year.

The Section 10 route was one of the highest priorities. "You have only to look, at traffic conditions in Barrack Road to see why", he said.

Ald. Eric Spreadbury thought a 200-ft. wide strip of land would be needed for the road. Had the engineers asked MEXE if they would release the land?

Mr. Crowther said approaches had been made, but so far without reply. He agreed that the project depended very much on whether the road could be acquired from MEXE.

Coun. Robert Affleck thought the Section 10 route "might well be the true solution".

Ald. W. E. Morgan proposed that the council accept the plan in principle, with the exception of Section 10, whose proposed route should be shown in detail to the council as soon as possible. This was agreed by the committee.

County planning officer Mr. Gerald Smart said he hoped to have the views on the study of all the councils involved by October. Based upon this plan would be a number of detailed studies of different aspects in each planning area.

PROSPEROUS

Assistant county planning officer Mr. A. Thorburn said that the area was divided into two parts. The two mile coastal strip from Sandbanks eastwards was a holiday and retirement area, attractive, prosperous, containing about 200,000 people and with relatively little room for expansion.

The second part lay to the north-west, Poole and north Bournemouth. Its population was 100,000; it had a rate of industrial growth four times the national average; it had room for expansion.

The population of the whole area was growing at a rate of 4,000 a year. "We expect it to accelerate, not so much on the retirement side, but on the employment side. Another 60,000 to 70,000 people would be living here in ten years' time; by the end of the century the population would be 625,000.

"We anticipate a fairly serious shortage of labour as local industries grow. One conclusion of the survey was that growth should not be accelerated by bringing in new industries. With the labour shortage we have got to hold back in the next five to ten years until employment catches up", said Mr. Thorburn.

There was adequate land available for industrial development, but it was unevenly distributed. Most of the land allocated for industry was in Poole, although the demand for land was evenly spread throughout the whole area. We had to expect some travelling to this area daily for work. Long term, the main areas of new housing were near this area, in Dorset.

Additional populations in the area by the end of the century would be 20,000 in Bournemouth, 65,000 in Hampshire and 175,000 in Dorset.

On top of the 14,600 in the Christchurch-Burton area before 1981, there would be 6,600 more people in Burton after 1981, 9,000 in Bransgore and 5,000 more in Tiptoe.

Mr. Thorburn said the study anticipated a demand for more recreational facilities, both by residents and holidaymakers. In Christchurch, the local development plan for the harbour was almost complete, and would be brought to the council shortly.

Coun. H. R. Bourke asked if the growth of industry was being pushed away from Christchurch, would this mean the borough would become a "dormitory town"? He said: "Unless we have more industrial growth here people will have to travel quite a long way to work".

Mr. Thorburn said that many of the people in this area worked in shops and offices in Christchurch and Boscombe. There was a "substantial" allocation for industry already on the airfield. To bring industry to Christchurch would result in people from Dorset travelling here to work, and would bring "extreme pressure" on to the New Forest for more residential development.