

# TRAFFIC IN TUCKTON

## PROBLEM EXAMINED BY TRADERS AND POLICE

C.T. October 2, 1953

**DESPITE hearing the viewpoint of Inspector L. James, who went along to a Tuckton Traders' Association meeting on Monday evening, members were far from satisfied and made numerous suggestions for the alleviation of traffic congestion. The Inspector, however, poured cold water on most of them and there would seem little hope of a change in the situation at least for some time to come.**

**“Your problem has been worrying us for some time and I want to deal not only with the T.T.A. traffic problem, but with the problem as a whole.” said the Inspector. Everyone where there is a crop of shops on a main road has this problem and your problem is not so bad as others in this area.**

“With the congestion of cars you yourselves are the worst offenders,” he told the meeting. “Shop-keepers want to leave their car or van outside their shop. If there are two shops opposite each other and they both do the same thing, then that is how you get congestion.

Dealing with unilateral parking Inspector James said this implied a right to park on the other side of the road. On the subject of pedestrian crossings he said that the Ministry of Transport had done away with 90% of them throughout the country and anyway there was nowhere for one at Tuckton.

“Walking out from behind stationary vehicles has caused the only three accidents in Tuckton in the last 3½ years. We all help to cause the traffic problem but yours is better than lots more in Bournemouth,” he said.

### MIGHT GET LIKE PUREWELL

Mr. Walter Chick, chairman, was concerned with the number of parked vehicles in Tuckton Road and thought that it might get like Purewell, Christchurch. The traders felt that instead of benefiting from the traffic motorists would want to stop there. Could there not be parking in the side roads?

“What about the people who live in the roads. They would object and would be likely to be quite successful in their objections. The traders as a whole should try to keep their own cars off the road,” declared the Inspector.

Mr. G. F. Brooks felt that the Inspector's comments had been destructive rather than constructive. He was pleased to hear that there had not been any fatal accidents but said that the Association wanted to prevent any future accidents.

As to parking in side roads Mr. Brooks said that traders were doing that now. There had been no objections so far, so why should there be any if it were made official? The inspector thought that the human element would be the reason. So long as it was not compulsory people would not mind. The Ministry of Transport would not look at the suggestion for halt signs, unilateral parking, car parks, etc., without more substantial facts, he continued.

### MOUNTAIN OUT OF MOLEHILL

“The Association has made a mountain out of a molehill,” was the opinion expressed by Mr. E.G. Gumbrell, who was however, concerned about the parked cars on the corner of Iford Lane. “We may lose customers by these complaints to the police,” he said. “People do not want to be chased.”

Mr. S. E. Gill wanted a left hand turn at the corner of Iford Lane and Inspector James agreed to take up the matter of a “keep left” bollard.

“As a mere pedestrian, what about the entrances to Tuckton? Something is needed to slow motorists up coming in to the village,” said Mr. D. Chester. Signs were his suggestion.

The Inspector was not in favour. He thought that you could have too many traffic signs so that road users would not pay attention to them. This, he said, was the official view as well.

## TRAFFIC LIGHTS ESSENTIAL

Mrs. F. Mabbitts considered traffic lights at the junction of Tuckton Road and Belle Vue Road essential. This view was well supported by the members and Inspector James promised to look into the question. The real answer was a roundabout, he said, but capital expenditure was the drawback with the government robbing the road fund.

Mr. W. Elford contended that trolley buses caused 25% of the trouble as they stopped for rests in Tuckton Road nearly opposite each other.

“In theory,” said the Inspector. “There should not be two buses there at the same time but we know that in practice it doesn’t always work.”

It was agreed to ask the transport authorities to send a representative to the next meeting.