

PUBLIC WORKS.

(Roads.)

C.S.

193 7.

No. 35/37.

Mr. J. McGill.

SUBJECT.

193 7.

24th February.

Petition from owners of motor vehicles in Stanley in connection with roads.

Previous Paper.

MINUTES.

Letter from Mr. J. McGill of 24/2/27.

1-2

y16.

Submitted.

The Petition does not state how the roads are unsuitable for motor traffic and what improvements are suggested.

I am surprised to see that the Petition is signed by a number of Govt. officials including 2 heads of departments

a J. J. C. 25/2/37

Mr. McGill spoke to me some time ago regarding the Laffer Hill road. I understood him to say that pot holes required filling in. I referred him to

Subsequent Paper.

the D.P. Wks. Provision is made in
this years estimates for the Sappers
Hills and Camp roads.

2. It is most improper for
Officers and particularly Heads of
Depts. to sign petitions of this
nature. Heads of Depts. wishing to
make any representations should do
so through the Col. Sec. - subordinate
Officers through the Heads of
their Depts.

3. Please refer to D.P. Wks.

in c.H.
by G.W.
15.2.27.

D.P.W.

Referred to you for your observations
please.

C. J. G.
for
6/2/27.

Hon Col. Sec.

Submitted the following observations
as requested.

(1) I consider the roads in Stanley to
be in excellent condition, the majority of
them are tarred, they are of even grade and
free from pot holes

- (2) The tracks to the Camp beyond the limits of Stanley can be and are used by small cars and motor cycles. They cannot be termed 1st Class roads, they are rough and one gets a certain amount of bumping. They were never intended for small vehicles. There is no provision in the estimates for the upkeep of these tracks, but they have been rolled during the last season and are still being improved.
- (3) As stated in the petition Messrs Mac Gill and Summers came to see me about the condition of the roads, their chief complaint being about the rut on the track to Mullet Creek, a portion of the track leading to the Two Sisters, and the track from Dairy Paddock Rd to the peat bog. I informed them that I considered the roads in and around Stanley to be in excellent condition. That it was proposed to extend the tarred surfacing so as to include Davis St, and that I would spend a definite sum of £250 on

Conditioning Muller Creek Tract beyond the Common Gate, repairing the Two Sisters Tract and re-conditioning the Dairy Paddock Tract. They went away apparently quite satisfied with the interview and promises made to them.

- (4) I am now amazed to learn from the petition that no signs are as yet available of any improvements being made. This statement is definitely untrue, the promise made to Mr Giel & Summers has and is still being kept as the following will show.
- (5) Davis Street has this month been tarred it is now a first class road in excellent condition.
- (6) The extension of Dairy Paddock Rd to the peat bogs has had men working on it for some 4 weeks, upwards of 150 tons of rock and shingle have been used in the improvement and an extension has been put on at the end to enable vehicles transporting peat to approach the road from more than one angle. Unemployed men were mostly engaged on this, the work being completed earlier this month.
- (7) Muller Creek Tract, the part mostly complained of was from the Common Gate to Sapper Hill, this section is being re-shingled, work has been in progress for the last three weeks

as labour and transport has been available, some 150 yds run being completed to date.

The speed of this type of work is governed by the output at the quarry and the lorries available at the time. However, it has not ceased (except for the time when the men were at Camp) since the promise was made.

(4) With regard to the Livo Sisters Track nothing so far has been done, but instructions were issued to the Foreman of Works prior to this petition, for the work to be carried out as opportunity occurs. It will eventually be done, but it cannot all be done at once.

(8) Perhaps Mr Mc Gill on behalf of the signatories might be asked to give details of what he considers should be done to the roads for the small tax now paid by them. He surely cannot realize that the total collected is small as compared with the present expenditure on road upkeep.

I submit that the cost of resurfacing and tarring all secondary roads is out of the question.

There are 17,600 yds run of roads and tracks outside Stanley. at 6/- per yd for tar, fine shingle

and believe the cost would be
£5,280, this expenditure even if
the money is available is not warranted.
I submit that roads in the Town should
be kept in a 1st Class condition and
secondary roads outside the Town be
paved from time to time as necessary.

C. Roberts
26/2/37.

Y/B.

Submitted

? has. incell to be informed in
the sense of the P.W. minute above.

Yes, please but not X
C. Roberts
1/3/37

MCH
Dept. for Gov.
(1. 3. 37)

I should like to see these
roads. Ask P.W. Dept. to
arrange for Mr. Challen to
take me if free tomorrow
afternoon at 2.30 p.m.
He can call at Sulivan House
with the two seats.

MCH
1. 3. 37

Arranged by
phone. J.S.
C. Roberts

- 3. Letter to Mr. J. McGill, 2nd March, 1937.
- 4-6. Letter to Mr. J. McGill, 4th March, 1937.

D.P. Wks.
 To see. I saw these roads with Mr. Challen. There are certain places on the outside tracks or roads that could be improved by filling up with broken stone or sand and would cure the potholes which form after rains. Castles are responsible in many cases for the water which accumulates as they break down the ditches and take no trouble to repair it. Probably you will find it possible to fill up pot holes and continue repairs to the Saffron Hill road.

MCH
 C.S.
 4. 5. 37.

How to do Sec.

This section of road is now being repaired & levelled.

D.P.
 for D.P.W.
 5/3/37.

D.P. Wks.
 Thank you. MCH
 8. 5. 37

How best Sec.

Sec. Thank you.

J.P.
J.P. 10/15
8/3/37.

O.P. works.

Mr John Mc Gill and Mr Vere Summers saw me regarding the letter sent to Mr Mc Gill on the 4th inst. They stated that the Petitioners did not raise any question regarding roads in the town but concerning those outside. I have been unable to find in the Petition or covering letter any reference to special roads.

2. The deputation raised the special question of repairs to the section from the May Valley Bridge to the Common fence. I myself noticed that this was very rough and bumpy especially on the side of the road towards the gate. Can it be repaired or improved in anyway?

3. Do you agree please to the enclosed letter.

W.H.C.

11. 5. 37

How best Sec.

Agree, the stretch of roadway in para 2 of your minute of 11/3/37 will be included in the section at present being repaired.

J.P.
J.P. 10/15
15/3/37.

W.H.C. P.A.
16/3/37

Inside Minute Paper.

9-10. Letter from Mr. E. S. Crawford of 14. 3. 38.

D. P. W.

For your observations please
on Rds 9-10.

A. J. J.
for C.S.
14/3/38.

Hon. Col. Sec.

The roads are not in a deplorable
condition.

Some of them certainly need attention
which they will get at an early date.

The N Camp and Surf Bay Rds have
recently had the bad holes filled in.

It has not been possible this year to
concentrate on road repairs, as it has been
necessary to use all available crushed
stone for the new Secretariat Bld.

Some 380 Tons of concrete having been
put in during the last 6 weeks.

Now the heavy work on this Bld is finished
a start can be made on road repair.

It will be possible to start a small
gang on Monday 21st March.

A. Roberts. $\frac{16}{3}$
3P.

H.

Submitted. Inform Mr Crawford
in the course of the D.P. Wks report?

met
C

17.3.38
still

What is the amount available
and to be spent on these roads this
year? £ 2,450 is set down in the
Estimates for the whole series wh. includes
tracks.

~~ttttt~~
D.P. Wks.

Will you please say.

met
C

17.3.38

Non Col. Sec.

Submitted. £ 826 on drains and recurrent maintenance of roads

£ 150 on the Estancia track.

£ 1,200 Reconditioning & tarring

£ 2,146

To be spent as from 16/3/38.

£ 274

has been spent on minor repairs
& recurrent upkeep.

£ 2,450 Total

A. Roberts.

17/3/38.

M.

Submitted.

MCH

cl.

18.5.58

Please inform Mr. Crawford for petitioners that some £2000 remains to be spent during the course of the current financial year on reconditioning ^{according to their needs,} and maintaining the existing roads during the course of the current year.

MCH 15/7/58

① Letter to Mr. E. Crawford of 21/3/38.

D.P. Wks.

To note.

MCH

cl.

21.5.58

Hon. Col. Sec.

Noted. Farring has commenced.

MCH
20/3/58

P.A.
22/3/58

Resurfacing lower end of Magazine Road.

Reconditioning Fitzroy Road.

Repairs to Estancia Track.

Tarring and Shingling Davis Street.

" " " part of Drury Street.

" " " upper part of Barrack St.

Repairs to North Camp Road (work still in hand).

" " Surf Bay Road " " " "

7. As from week ending the 10th July 1938 there is £1000 available for repair work on roads and this sum will be spent as time and weather permit.

G. Roberts.

DIRECTOR OF PUBLIC WORKS
8th July 1938.

H. Submitted. The D.P. works reports that repair work is proceeding on the Surf Bay road. In the first instance these roads were not constructed for motor traffic and have always been rough. The ordinary repair of the road as also that to Woody Valley should not be expensive.

2. I do not think it would be advisable at present to increase taxation on motor vehicles.

*M.H.
7.7.38*

HCS.

Reply suitably please with special
reference to para 2 and 3 of D.P.Ws minutes

WCH 7/7/38

Letter to Mr. L. J. Sedgwick of 8.7.38. (14)

D. P. Wks.

For information.

WCH
CS.
8.7.38

Hon. Col. Sec.

Noted thank you.
2/7/38.

Letter from Hon. Secretary, Stanley Club of 30.7.38. 15-16.

PA.
11/7/38

D. P. Wks.

In your observations please.
I have noticed that the filling
of ruts and potholes without
binding material is useless.

2. X of the letter is a
good suggestion. Perhaps in the
Spring the bank could be cut
for pear.

WCH
CS.
3.8.38

Hon; Colonial Secretary.

As previously stated in D.P.W. minute of 8/7/38, repairs will be carried out as weather conditions permit.

Work on repairs is proceeding as time permits in a manner which experience has proved most satisfactory for durability and consolidation.

The writer, red 15/16, is apparently not aware that Surf Bay Road was constructed to facilitate transport of peat from that direction and no attempt was ever made or intended to provide a smooth surfaced road for motorists, as enjoyed in the township.

The spot referred to as "The Bend" should not be regarded as dangerous, as any motor driver, who is a driver, would instinctively exercise caution when approaching any blind corner on any road. "Drive Slow" notices were placed on either side of this spot last year, one since has been torn down and smashed, now being replaced.

Peat is cut from this bank every year reducing its height, but it is not anticipated to clear it entirely away in any one season, the bulk being too great, and it was with a view to opening up these banks that the road was built on its present site.

R. G. ...
O.i.c. Public Works Dept
6/8/38.

That is so, but it is dangerous as the road is so narrow.

*Submitted. Inquire the Motor Club accordingly?
WCA
C.S.
8.8.38*

When Mr L.A. Sesquich was at the office today I took the opportunity of speaking to him about this matter. He said that it was not expected that the bank mentioned at X of (15) could be cut away in one season but what was required was that the

face adjoining the road should
be cut away so as to get
rid of the blind corner.

M.H.
C.S.

9. 8. 38

What is the reply to X at (1) on 16?

~~11/11~~ 9/8/38

para 3 of the O.C.'s minute is doubtless
true but all road authorities find nowadays
that as soon as a track feasible for motor
traffic is made motorists never rest until
it is converted into a smooth motor road.

O./i.c. P.W.D.

To see M.H.'s minute and
for reply regarding (1) of sheet 16.

2. It would not be a big
job to remove part of the face
of the bank?

M.H.
C.S.

9. 8. 38

Hon; Colonial Secretary,

In places where the road has sunk and broken
through, crushed metal is rammed into the clay and a top
dressing of screened metal rammed to level, this gradually
consolidates with traffic and is not thrown out.

2. Bitumen emulsion is undoubtedly the cure for
pot-holes but it must be applied in perfectly dry weather
to obtain any substantial result, if used in damp weather
the body of the liquid separates and leaves an oily surface
which opens up in long cracks in a very short time, a sample
of which is very noticeable on Ross Road. Further labour will
be available for this road on completion of the magazine at
Canopus gun site, and surface dressing to a greater extent
will be carried out as funds permit.

3. If the weather is at all favourable during the peat
season every endeavour will be made to take two cuttings from
"The Bend" thereby widening the vision of approach.

H. H. Kellerman

O.i.c Public Works Dept.
11/8/38.

Yh

Submitted.

W.H.
C.

12.8.58

The Motor Club can be informed as proposed in yr. ltr. of 8/8 and told that the Sec. can have further information regarding the system of repairs if he will call on the O.P.P.W.D.

W.H. 12/8

D.P. W.H.

Re the reference by the Motor Club to the Steam roller, I suppose they can be informed that it will be used when weather conditions improve?

W.H.
C.

15.8.58

How best Sec.

The roller can only be used in fair weather, On that road it would have to be left overnight & frost would have disastrous results on the tubes, it is emptied down during winter months.

W.H.
O.P.P.W.D. Dept.
15/8/58.

Letter to Mr. L. A. Sedgwick of 16. 8. 38. 17

D. P. Wks.

To note.

WCH
C.
17. 8. 38

Hon'ble Sec.

Noted.
~~WCH~~
Sec. P.W. Dept.
17/8/38

PA.
18/9/38

Minute from D.P.W., of 30th Sept. 1938.

18-19.

Yr.

Submitted. I understand Yr. wishes a cattle stop post in the boundary fence on N. Camp road?

WCH
C.
3. X. 38

Yes when convenient. It can follow the other

~~WCH~~ 3/X

D.P. Wks.

To note. You can inform Motu Club as in yours
thanks.

WCH
C.
3. X. 38

20.

Hon Col Sec.

Copy of letter to Secretary
Stanley Motor Club.

WCH
4/10/38.

Seen

P. A.

WCH
6. X. 38

(21) Letter from C. B. Robson, Esq., of 30.10.39.

Executive Engineer.

Referred please.

WCH
31. X. 39.

From: Colonial Secretary.

As ^{this Dept.} ~~to~~ have not used wire there
may it go to the Electrical Department
please?

WCH
2. XI. 39
EE

Supervisor Elec. Dept.

Referred please.

WCH
2. XI. 39.

Hon. Col. Sec.

Noted & investigated.

This wire was laid out ready
for renewing a section of lighthouse
telephone line in need of repair.

repair.

It was not possible to complete this work owing to other requirements by Military — communications requiring immediate attention. Wire in question was left laid by fence along Canache and has apparently been tugged about.

It will be possible to complete repairs to Lighthouse line early next week. — when wire obstruction will be removed.

J. H. J. Engr
3/11/39.

Letter to Michael Robson, Esq. J.P. of 6.11.39. (22) 11/39
Minute from Executive Engineer of 2.2.40. 23-25.

Executive Engineer.

If the proposed change will improve matters please proceed.

2. When you get time you might prepare a report on the lines suggested.

3. This file will be sent to the Chief Constable.

MCH

5. 2. 40

Honourable Colonial Secretary

Now. Thank you. Report in your 2 will follow in due course.

W. E. 5. 1. 40.

Chief Constable.

Please note and particularly "A" of red 25.
MCH
6.2.40

Hon. Col. Secty

Noted thanking you
S.H.H.
L.C.
7.2.40

Magistrate,

To see Correspondence.
MCH
8.2.40

Hon. Col. Secty

Seen

am.

Magistrate

12.7.40

RH
13/2/40

Extract from Minute from His Excellency the Governor dated 28. 3. 40. See M.P. 45/40.

.....

I have heard all the Committee had to represent as to the undoubtedly difficult position in which the driver of a lorry or car going N. & S. is placed at this and other corners.

There are certainly a number of works which could be carried out by the P.W.D. which will greatly decrease hazards and I have told the Committee that they had better make out a list of these and go round the Town

with the Executive Engineer and make their representations to him. I took the Committee in my car to look at the worst corners - some could be rounded off Government acquiring the land at others iron fences could be replaced by battens at other corners white lines could be painted etcetera.

The E.E. will associate himself with the Committee and carry out such works as are in his opinion desirable or necessary in the interests of public safety.

H. H. H.
28. 3. 40.

Minute from Executive Engineer of 2/4/40. 26.

E.E.

I do not think there is any need to refer to H.E. also in his final para. of the minute supra tells you to go ahead in association with the Ctee. ∴ prepare your report.

AB 25/10/40

Honourable Colonial Secretary

Now. Thank you.

B.V. 20/4/40

MS. 75.10.40.

Minute from Executive Engineer of 19. 7. 40. (27)

E.E.

As regards the final para of yr memo of 4/10/40 nothing can be done until the report - as we might go on chopping & changing the Order for ever.

AB 6/11/40

Honourable Colonial Secretary.

Your ruling when Thank you

MS. E. 6.VIII.40.

P-17

28-39. Minute from Executive Engineer of 27. 8. 40.

U.E.
As requested this report is submitted - the confusion in delay is due to it being re-typed
A.D. 11/14/40

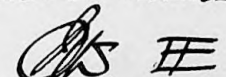
I am obliged to Major Waspeli
for the good work put into this
I approve the proposals generally
and the traffic plan may
be sent to the Stanley Motor
Club for any observations they
may wish to offer

 13/9/40

E.E.
no note. Plan will be sent to Motor
Club on return of this file.

C.D. Ford.
12/9/40.

Honorable Colonial Secretary.

Wona, Thank you. Enclosed please find two
additional copies of scheme. I would like
an opportunity of meeting Motor Club a discussing
matter. Is this possible please?  E.E.

16. 11. 40

(40.) Excerpt from Minute from Executive Engineer of 13/9/40.

Letter to the Secretary, Stanley 11/06/40 of 19/9/40. 41.

E. E.

No note.

Honorable Colonial Secretary.

Kind Thank you.

W. F.

20.12.40.

M.
C. J. U.
28/9/40.

117

Letter from Sec. G. H. Lowe of 23/1/41. 42-43.

E. E.

Please see (42) for any remarks.

W. F. 27/1/41

Honorable Colonial Secretary.

Reference (42).

- (a) I cannot agree this: Dean Street carries in part of its length about 75% of traffic to feet banks, & is virtually a through main road from East of Stanley to the West of town.
- (b) (1) Hardly necessary if (2) is adopted as I most strongly recommend it should be.
(2) The error in report is admitted & rectified. It should of course read entry "into Dean Street from Ross Road only".
(3) This is "motorist v. all other amenities & considerations" & I personally would strongly oppose one of the few open spaces in the town being destroyed without any need.
- (c) (A) Desirable but costly as stated in report
(B) This will automatically happen with adoption of whole line at end of John Street.
- (d) Agreed but the report was made to deal with very serious cases.

As to last para: I have ask Pres: B. J. H. to cooperate as far as possible pending amendment of appropriate ordinance — he will do what he can but at the moment persuasive measures only are available.

W. F.
3.1.41.

44-45. Letter to Secretary, Stanley Motor Club of 14/2/41.

ll. 31/3/41.
C.S.O. 28/7/41

~~ll. 28/2/41
C.S.O. 11/2/41~~

How much...

to see correspondence.

ll. C.S.O. 10/1/41

0/6 Sec.

199/39.

Re para 2 Red 44 - This

will be done but it is obvious that if an owner refuses to meet the Board's suggestions (and this has repeatedly happened) I do not feel disposed to press the matter until the legal position is clear.

Sec. 6
8 mo
10.3.41

~~ll. 31/3/41
C.S.O. 28/7/41~~
~~ll. 31/5/41
C.S.O. 30/4/41~~

STANLEY,

24th.FEBRUARY 1937.

Sir,

On behalf of myself and other persons who have signed the attached Petition regarding the state of the Roads for the use of motor vehicles, I shall be pleased if any resolution may be communicated to me in due course in order that I may pass same on to the co-signatories.

Should the representation now forwarded not be sufficient to warrant some effort being made to improve the Roads, I and my fellow signatories, are prepared to canvass a general Petition among the Public, many of them having already offered to sign in support of our contentions, though the roads are primarily of interest to the actual owners of motor vehicles, the general Public also have an interest as passengers or as potential future owners of motor vehicles.

I have the honour to be,

Sir,

Yours faithfully,

John McGill

The Honourable,
Colonial Secretary,
Stanley.

1

PORT STANLEY

FALKLAND ISLANDS

February 11th, 1937.

PETITION from Owners of Motor Vehicles.

To the Honourable the Colonial Secretary.

Stanley.

Sir,

Following the taxing of motor vehicles, a considerable number of owners of motor vehicles, have had conversations with a view to finding compensation for the tax in greater use for their vehicles.

Adequate roads are the first consideration.

Verbal representations were made by Messrs John McGill and Vere Summers (invoking an implied mandate from many other owners of motor vehicles) to the Director of Public Works early in the New Year.

It was pointed out that the existing roads were, in many places, not suitable for motor vehicle traffic.

The Director of Public Works replied to the effect he would see what he ^{could} do about having improvements made.

As no signs are as yet available of any improvements being made, the undersigned owners of motor vehicles hereby make formal petition that the existing roads be improved and made suitable for motor traffic, and thus justify the taxation now in force.

We have the honour to be, Sir,
Your obedient servants,

H. Waghorn

T. Lanning

S. C. Brender

W. J. Brender

B. Bernitsen

I. S. Dixon

J. S. Lillis

J. J. Kendall

S. R. Lyse

P. Hardy

H. J. McPhee

J. M. Watts

A. Mercer

E. M. Carew

John McGill

Vere Summers

Edward S. Crawford

L. Reine

R. Summers

N. Hills

R. Hills

W. J. Bowles

E. Vaice

Les Bradford

S. Bennett

B. J. Meaham

T. Hooley

E. Fielke

R. M. Loran

E. Lupton

Robert H. Lupton

E. Hirtle

55/37.

4th March, 37.

Sir,

Red 2

With reference to your letter of the 24th of February, 1937, enclosing a Petition from a number of residents of Stanley regarding the condition of the roads for the use of motor vehicles, I am directed to state that the roads in Stanley are considered to be in excellent condition; the majority of them are tarred, they are of even grade and free from pot holes. The tracks to the Camp beyond the limits of Stanley can be and are used by small cars and motor cycles. They cannot be termed first class roads as they are rough. These tracks, however, were never intended for small vehicles.

2. I am to point out that there is no provision in the estimates of the Colony for the upkeep of Tracks to the Camp but that they have been rolled during the last season and are still being improved.

3. I am to say that the Director of Public Works reports that Messrs J. McGill and V. Summers called to see him about the condition of the roads, their chief complaint being in connection with the ruts/

Mr. J. McGill,
STANLEY.

(6)
5

ruts on the track to Mullet Creek, a portion of the track leading to the Two Sisters and the track from Dairy Paddock Road to the peat bogs. They were informed that the roads in and around Stanley were considered to be in excellency condition, that it was proposed to extend the tarred surfacing so as to include Davis Street and that a definite sum of £250 would be spent on conditioning Mullet Creek track beyond the Common Gate, repairing the Two Sisters track and re-conditioning the Dairy Paddock Track. They were apparently quite satisfied with the interview and promises made to them.

4. I am to state that the Director of Public Works reports further that the statement in the Petition that "no signs are as yet available of any improvements being made" is definitely untrue as the promise made to Messrs McGill and Summers has been kept. In support of this the following improvements have been carried out :

- (a) Davis Street was during the month of February tarred and it is now a first class road in excellent condition.
- (b) The extension of Dairy Paddock Road to the peat bogs has had a number of workmen employed on it for some 4 weeks; upwards of 150 tons of rock and shingle have been used in the improvement and an extension has been put on at the end to enable vehicles transporting peat to approach the road from more than one angle. This work was completed early in February.
- (c) The part mostly complained of on the Mullet Creek track was from the Common Gate to Sapper Hill. This section is being repaired. Work has been in progress for the past three weeks as labour and transport have been available, some 150 yards run being completed to date. The speed of this type of work is governed by the output at the quarry and

the/

(4)

the transport available at the time but it has not ceased (except for the period during which the workmen were absent at the Defence Force Summer Training Camp) since the promise referred to in paragraph 3 of this letter was made.

5. I am to add with regard to the Two Sisters track that nothing so far has been done, but instructions were issued prior to the receipt of the Petition for the work to be carried out as opportunity occurred.

6. I am to add further that I personally examined the roads outside Stanley and pointed out to the Public Works Department repairs that need attention.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

35/37.

11th March,

37.

Sir,

With reference to the interview Mr. Vere Summers and yourself had with me on the 9th instant, on the subject of roads, I have the honour to inform you that of the three roads or tracks you mentioned, namely Mullet Creek, Surf Bay and the Two Sisters, the Surf Bay road as you were informed is being continued onwards towards Canopus hut and steps will be taken as opportunity offers to repair the old section of this road where necessary.

2. With regard to the representation you made regarding the Sapper Hill or Mullet Creek road, I have to confirm the statement made in (c) of paragraph 4 of my letter No. 35/37 of the 4th instant, to the effect that the section from the Common Gate to Sapper Hill is being repaired and that the work is being carried out as labour and transport become available. Your further representations regarding the repair of the section from the Magazine Vally Bridge to the Common Gate will receive consideration.

Red 6

3./

Mr. J. McGill,
STANLEY.

3. I have to refer you to paragraph 5 of my letter above referred to wherein you were informed that instructions had been issued for work to be carried out on the Two Sisters road as opportunity occurs.

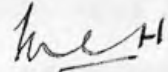
Red 2.

4. With reference to your verbal statement to the effect that my letter of the 14th instant dealt with roads not referred to by the Petitioners, I have to point out that neither your letter of the 24th February, 1937, nor the Petition made mention of any particular road or roads, but referred generally to the state of the roads for the use of motor vehicles.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

Stanley,

Falkland Islands,

9th March, 1938

The Honourable

The Colonial Secretary,

Stanley.

Sir,

We, the undersigned, being licencees of Motor Vehicles, wish to draw your attention to the deplorable condition of the roads both in and outside the town of Stanley.

In particular we refer to the condition of the Surf Bay Road, the North Camp Road and the Road from Sapper's Hill Gate to Brownings which have become practically unusable by motor vehicles. Also the surface of Fitzroy Road which is broken by pot holes and manholes raised above the general level of the road.

We trust that some-thing may be done to improve these conditions.

We are,

Sir,

Your obedient servants,

<i>Les. Ormond</i>	<i>Percy S. Dixon</i>
<i>D J Lollie</i>	<i>John McCull</i>
<i>S. R. Lyse</i>	<i>B. Summers</i>
<i>R. J. Hutchinson</i>	<i>Sylvia Summers</i>
<i>Wm. F. Summers</i>	<i>W. J. Bowles</i>
<i>Lena Davis</i>	<i>L. Peive</i>
<i>E. Crawford</i>	<i>G. Bowles Jun.</i>
	<i>E. Paice</i>
	<i>J. J. McPhee</i>
	<i>H. Sedgwick</i>
	<i>E. J. M. Atkinson</i>
	<i>G. Kendall</i>
	<i>J. S. Kendall</i>

Stanley.

10

14th March. 1938.

The Honourable,
The Colonial Secretary,
Stanley.

Sir,

I beg to enclose petition from owners of motor vehicles regarding the condition of certain roads. Should the number of signatories be considered insufficient I would be pleased to obtain further support. I trust you will give this matter your earnest consideration.

I remain, Sir,

Your obedient servant,

Edward S. Crawford

35/37.

21st March, 38.


Sir,

I am directed by the Governor to acknowledge the receipt of your letter dated the 14th of March, 1938, forwarding a petition from owners of motor vehicles regarding the condition of certain roads and to inform you in reply, that some £2,000 remains to be spent during the course of the current financial year on reconditioning, tarring and maintaining the existing roads according to their needs during the course of the current year.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

Mr. E. Crawford,
Stanley.

STANLEY,

30th.JUNE 1938.

Sir,

I have the honour to forward the following for your careful consideration.

At a general meeting of the "STANLEY MOTOR CLUB" it was found to be the unanimous opinion that many of the roads of Stanley and all the roads leading therefrom were in a most deplorably neglected state.

We would make special reference to the Surf Bay Road, this is in a most appalling condition and entirely unfit for traffic of any description. The general view of the meeting seemed to indicate that the present state of this road was mainly due to faulty construction, lack of suitable binding in the mattress forming the foundation which allows the rough metal to be forced on to the surface. The absurdity of dumping clay on this road in a vain endeavour to remedy this initial fault can be realized upon inspection.

Another point we are compelled to refer to is the practice of "filling in" after the roads have been disturbed in the course of water-pipe laying. These openings in the past have merely been filled in without ramming, the consequence being when the loose filling finally settles it becomes a very dangerous obstacle in the form of a deep rut across the road. When such an obstacle ultimately receives the attention of the authorities it is substituted by another in the form of a mound. In a few words:-traffic completes in the course of months, irrespective of inconvenience to drivers, that which should be a matter of hours by labourers with correct supervision.

The Hon.Colonial Secretary,

Stanley.

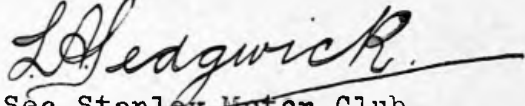
2.

We respectfully urge that our legitimate complaints receive the Governments early and close attention and that something of a more substantial nature, with the Steam-Roller in attendance, be approved for the resurfacing of those roads which require such attention.

I am,

Sir,

Your obedient servant,



Hon. Sec. Stanley Motor Club.

The Hon. COLONIAL SECRETARY,
STANLEY.

35/37.

8th July, 38.

Sir,

I am directed to acknowledge the receipt of your letter dated the 30th of June, 1938, regarding the condition of the roads in Stanley and vicinity and to inform you, in reply, that your observations have been referred to the Director of Public Works who reports that the Surf Bay road has been and still is in a state of bad repair, largely due to the abnormal weather during the past year, but that repair work is in hand and that progress has already been made.

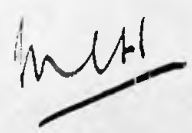
Red 13

2. I am to add that a sum of £1,000 is available for repair work on roads and that this sum will be spent on this service as time and weather permit.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

Mr. L.A. Sedgwick,
Honorary Secretary,
Stanley Motor Club,
STANLEY.

STANLEY,

30th. JULY 1938.

Sir,

Read/H

At a general meeting of the STANLEY MOTOR CLUB on the 19th. July your acknowledgement No. 35/37. of the 8th. inst., in answer to our letter of 30th. June regarding the present condition of the roads, was discussed.

It was the unanimous opinion of the meeting that your reply had no bearing on several points we raised concerning the methods being practised and our reference to the Steam Roller in connection with any approved repairs, in view of which, we respectfully ask if fuller details could be given.

Your letter stated that the bad condition of the Surf Bay Road is largely due to the abnormal weather conditions, this statement, we beg to suggest, gives support to our assertion of faulty construction owing to the apparent fact that these abnormal weather conditions have not affected other roads in a similar manner that have a suitable surface of finish.

We note with appreciation that the sum of £1,000. is available for repair of the roads and that this repair has already commenced with progress made.

In view of this and the fact that rather a small sum is at the disposal of the road repairers we respectfully offer a few suggestions from some experienced men among our members who feel that the method of repair in progress is not of a substantial enough nature to warrant best results or durability.

(1) That the present practise of merely filling surface holes with loose metal which remains only a few days in position without binding - be substituted by the more methodical one of disturbing, with a pick, the bottom of the cavity and then filling with a tar and metal mixture which would withstand the traffic,

this/

this, we advocate, would fully compensate for the slight increased cost in following this procedure.

(2) Clearing the existing roadside drains and placing drains where none exist in order to avoid trapping the water as at present on the Surf Bay and North roads.

(3) On roads where cost prohibits the process of tar surfacing we suggest that the assistance of the Steam Roller would be an advantage both before and after the top-dressing and for drainage purposes that the roads be raised slightly towards the centre forming a crown.

X

As a safety consideration we would recommend the cutting of the peat, during the summer months, from the north side of the Surf Bay Road at the part known as "The Bend" to allow better vision of approach, this particular spot is considered by all road users to be very dangerous as it is now.

In conclusion we must impress that our motive is not one of criticism but rather to offer suggestions and give assistance by mentioning the various views of the actual road users in an effort to secure the greatest advantage of the money to be disposed upon road repair and to introduce every means we can towards safety on the roads.

Trusting this further communication regarding the roads will receive your most careful consideration in every detail.

I am,

Sir,

Yours faithfully,

L. Hedgwick.

Sec. Stanley Motor Club.

The Hon. COLONIAL SECRETARY,

Stanley.

35/37.

16th August, 38.

Sir,

With reference to your letter dated the 30th of July, 1938, I am directed to inform you that work on repairs to the roads referred to will be carried out in a manner which experience has proved satisfactory for durability and consolidation, and that, when weather conditions permit the steam-roller will be used.

pd 16

2. With reference to the turning on the Surf Bay Road known as "The Bend", I am to say that subject to the peat season being favourable every effort will be made to take two cuttings from the bank at that point in order to widen the vision of approach.

3. I am to add that you can be supplied with further information regarding the system of repairs to the roads if you will call on the Officer-in-Charge of the Public Works Department.

I am,

Sir,

Your obedient servant,

W. H.

Colonial Secretary.

Mr. L.A. Sedgwick,
Honorary Secretary,
Stanley Motor Club,
STANLEY.

STANLEY MOTOR CLUB,

STANLEY,

27th. SEPTEMBER 1938.

Sir,

A meeting of the Stanley Motor Club was held on Sept.13th. during which the Roads were under discussion.

Appreciation was expressed concerning the repair in hand and a resolution passed to forward several suggestions, as follows, for embodiment in these general improvements:-

1. The portions of all roads leading through from Fitzroy Road to Davis Street could be greatly improved by the removal or covering of the large stones which at present make the surfaces exceedingly rough and unpleasant.
2. On the North Road the stretch between Sullivan House and the Cattle Stop, being too narrow to allow two motor vehicles to pass without risk, would be greatly improved by the provision of suitable sidings at reasonable intervals to enable one of the vehicles to pull off the road.
3. The placing of a Cattle Stop at the junction of Davis Street and the road commonly known as Snake Street would be greatly appreciated by all users of the Surf Bay Road.

Trusting these three suggestions may receive your immediate and careful attention and thanking you in anticipation of same.

Yours faithfully,

L. Hedgwick
Sec. Stanley Motor Club.

Officer in Charge,
Public Works Dept.
Stanley.

No. 35/37

MINUTE.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

30th September, 1938

From Officer-in-charge.

To The Honourable,

Public Works Dept.

Colonial Secretary.

Stanley, Falkland Islands.

Submitted, the attached letter from the Stanley Motor Club, and beg to comment on the suggestions contained therein, as follows, :-

- ✓ 1. Provision has been made in 1939 estimates for surfacing and dressing the steep sections of roads joining up with Davis Street.
- ✓ 2. North Camp Road is admittedly on the narrow side and it was with the construction of semi-circular sidings in mind that I recently suggested that no fences should be erected nearer than 15 feet from the north side of this road.
- ✓ 3. A cattle stop at the Common gate on Davis Street is already listed to be carried out during fine weather, it being considered necessary in connection with transport to Canopus gun site, haulage of peat, &c,

[Signature]
O.i.c. Public Works Dept.

Public Works Department.

Stanley.

4th October, 1938.

DUPLICATE

Sir,

I have to acknowledge receipt of your letter of the 27th of September, 1938, and to inform you that improvements to roads relative to the suggestions you offer, are already under consideration to be carried out.

2. The surfacing of roads leading to Davis St will be undertaken in 1939, and the widening of parts of the North Camp Road and the erection of a cattle stop at the Common gate on Davis Street is to be put in hand at an early date.

I am,

Sir,

Your obedient servant.

J. E. Elliman

O.i.c. Public Works Dept.

Mr L. H. Sedgwick.

Secretary, Stanley Motor Club.

Stanley.

Stanley:
Oct 30th 39.

The
Honble Colonial Secretary,
Stanley.

Sir,

I wish to report that whilst out riding last week, going toward (Hookers Point) canash. I noticed lying on the ground at least 200 yds of wire, close to the telephone poles which are on the track.

This is a danger to anyone riding & might cause a serious accident.

I have
the honour to be,
Your obedient servant
Michael Robson, J.P.

35/37.

6th November,

39.

Sir,

With reference to your letter of the 30th of October, 1939, I am to inform you that the matter has been referred to the Supervisor, Electrical Department, who reports that the wire you complain of was laid in readiness for repair work which could not immediately be undertaken. The Supervisor reports further that steps will be taken for its removal at an early date.

Red 21

I am,

Sir,

Your obedient servant,

met

Colonial Secretary.

Michael Robson, Esq., J.P.,
STANLEY.

No.

MINUTE.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

31st January 1940 19

Magistrate

Executive Engineer

From

To

Stanley, Falkland Islands.

Dockyard - Traffic Entry and Exit

The present exit runs past the front of the Executive Engineer's quarters and up a ~~xxx~~ steep slope on to the main road. The view is obscured by batten fences. There have been at least two accidents through motor vehicles colliding.

2. On the 23rd January a complaint was made to the police by a motorist travelling from the west along the main road. The motorist alleged that a motor cyclist came out of the exit at such a speed that if the motorist had not been travelling dead slow and (knowing the place) well away from the left of the road there would inevitably have been a collision.

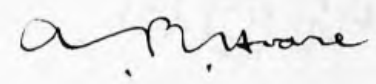
3. The very next day, the 24th January, at just after 1 p.m. I witnessed a collision there between two motor cyclists.

4. Unless there is some serious objection (other than, e.g., inconvenience to P.W.D. lorry drivers) I should be glad if you would consider making the present exit the entrance and the present entrance the exit. Failing this, perhaps you might be able to propose some other means of reducing the danger of accident. The danger is a very real one.

5. The whole question of traffic in Stanley needs consideration. The town is full of blind corners, many of which probably cannot be much improved.

(2)

6. On the other hand there is no excuse for fast driving here. I make bold to say that there is nothing in the social, economic or even military needs of the community that cannot be adequately satisfied with a maximum speed of ten miles an hour. Up to a few years ago neither man nor material moved at more than four or five - yet all the ~~ma~~ peat was delivered and the stores distributed, and people arrived at where they were expected at least as punctually as they do now.



Magistrate

No.
(It is requested that, in any reference to this minute, the above Number and the date may be quoted).

MINUTE.

2nd February, 1940.

From Executive Engineer,
Public Works Dept.
Stanley, Falkland Islands.

To The Honourable,
The Colonial Secretary.

The attached minute from the Magistrate is forwarded and the recommendations therein are fully endorsed, in fact I was about to originate similar proposals.

With regard to the new exit (present entrance) I propose a white "STOP" line in continuation of the kerb in Ross Road and a post and chain fence from the Carpenters Shop to the east for about 30 to 40 feet so that traffic coming from Dockyard has to swing well over towards Town Hall at which point there is perfect and unobstructed vision either way. May this proposal be approved please and small cost charged to Roads.

With regard to the 5th para. of the Magistrates minute, the question is a very large one but one that nevertheless should be given early consideration. I submit that in traffic problems and planning more than any other it must be thought out as a comprehensive whole and not piecemeal. Would a report on these lines be welcome if so I will prepare it.

"A"

I would submit that strong police action should be taken against some of the more reckless drivers and full publicity given to such action "pour encourager les autres".

Arthur Woodgate

Executive Engineer.

Copy sent to Magistrate for information.

No.
(It is requested that, in any reference to this minute, the above Number and the date may be quoted).

MINUTE.

2nd April, 19 40.

From The Executive Engineer,
Public Works Dept.,
Stanley, Falkland Islands.

To The Honourable,
The Colonial Secretary,
Stanley.

His Excellency's minute noted. You will recall that in the M.P. dealing with the alteration to the Dockyard entrances I offered to prepare a report and Traffic Plan for Stanley which offer was accepted. I hope to get down to this shortly now, but it has occurred to me that I should prepare the report having in mind its submission to a select Committee composed of those interested in the matter.

May His Excellency be asked whether he would agree to such a scheme please.

In the meantime I would most strongly recommend that the Ordinance laying down East and West roads as Major Roads be amended so that North and South roads have priority of way.

Arthur Woodgate
Executive Engineer.

Caraphi 6
inf. 2/14/32.

No. _____

MINUTE.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

19th July, 19 40.

From

To The Honourable _____

The Executive Engineer,

The Colonial Secretary,

Stanley, Falkland Islands.

STANLEY.

Excerpt from Minute received from Executive Engineer
filed in M.P. No. 199/39.

At an audience with His Excellency yesterday, I was instructed to proceed immediately with the improvement of certain dangerous road junctions, without waiting for the completion of the Traffic Plan, first consideration to be given to the junction of Ross Road and Barrack Street.

.....

(Sgd.) A. Woodgate,
Executive Engineer.

39.

No.

MINUTE.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

27th August, 1940



From

To The Honourable

The Executive Engineer,

The Colonial Secretary,

Stanley, Falkland Islands.

Stanley.

I have the honour to submit Draft Traffic Plan as instructed by you. As I know His Excellency is deeply interested in the matter may I ask that it be submitted for his consideration. In accordance with the M.P. in which the matter arose the scheme has now to go to a Select Committee of local residents interested in the matter for which reason it is in draft.

Executive Engineer.

DRAFT OF TRAFFIC PLAN FOR

STANLEY,
FALKLAND ISLANDS.

AUGUST, 1940.

Arthur Brodyak
A.R.I.B.A.,

Executive Engineer.

Although this report is concerned primarily with questions of traffic, it has been impossible to avoid at the same time taking into consideration all the various matters which have a direct bearing on the question, if problems that, as a result of lack of foresight, arise with urban development are to be avoided. Already examples of this can be seen, such as lack of building lines on return frontages. This report will therefore, include recommendations which in view of their bearing on traffic problems cannot be omitted.

No matter how much Stanley may grow in the future its location in the Colony will never make it a town carrying "through" traffic, in fact it will have only one main line of approach and that is from the West, the termini of the traffic being mainly the Companys' Jetty or, later on, the Airport.

The need for any main through road therefore does not arise, either now or at any future date. At the moment there are 83 motor vehicles (14 lorries 32 cars 37 motorcycles) in Stanley and until roads outside the town are extended and developed there is very small likelihood of further appreciable increase in numbers. Even when camp roads are so far developed that all transport from Stations is overland, high density traffic is never likely to arise, except from some small scale development that is quite unanticipated at this time. Road work therefore is not necessary, although

possibility of abnormally heavy traffic increase must be kept in mind, so that if and when it should arise, it can be dealt with economically and avoid claims for compensation for widening, demolition of property, etc. Assuming that the present very low density of traffic is not likely ever to increase appreciably, (on the grounds that the demand does not justify the high initial and running costs of vehicles propelled by internal combustion engines,) the most dangerous traffic problem - overtaking - does not arise. For this reason it is felt that the present widths of carriage way are ample for as many years ahead as can be reasonably anticipated.

In preparing this report it should hardly be necessary to point out that the larger subject of a Town Planning Scheme while not discussed has had to be kept well in mind; as in actual fact a Traffic Plan is merely a small part of a Town Planning Scheme. The question of "Zoning" particularly of course is highly relevant to the matter under review, as also are open spaces and suitable sites for parking of vehicles. Some indication has therefore been given of proposals in this direction.

Before proceeding to detailed recommendations this opportunity is taken of pointing out that the adoption of proposals set forth does not mean their immediate execution. The whole idea is to plan to meet all future need that can reasonably be anticipated

treating/

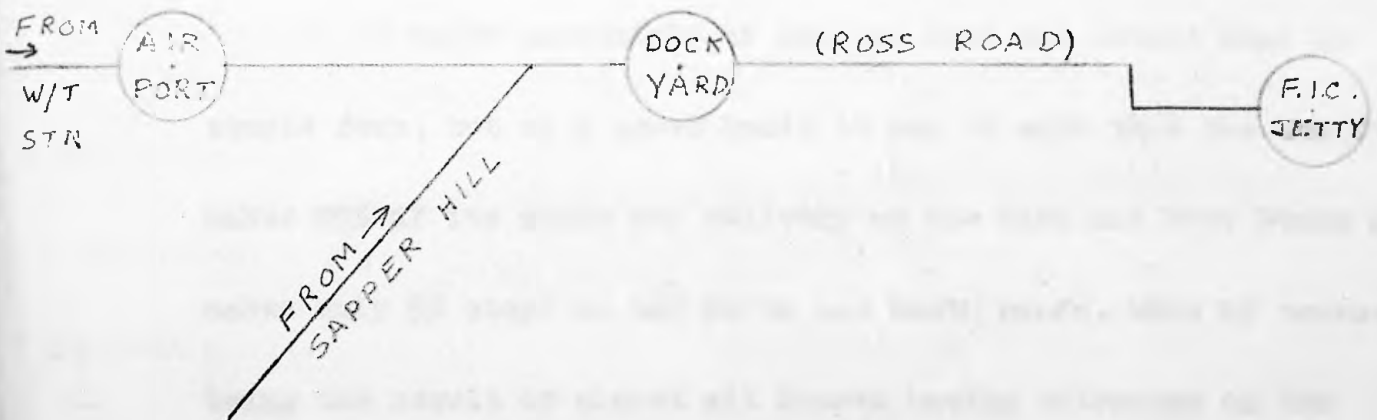
treating the subject as a comprehensive whole to be completed as future needs demand; that is to say "if and when" developments occur this is how they will be dealt with. By this means in an unknown number of years time, the plan of Stanley will be as planned and not a jumble of sporadic and disconnected improvements which eventually either cost large sums of money to abolish or are a source of annoyance in perpetuity.

TRAFFIC ORIGINS.

Generally. Reference is made only to commercial traffic, private traffic being too irregular in direction and starting point to analyse without road census.

External. From the foregoing it will be seen that the main traffic stream will enter and leave the town at the west end by two rural roads the nucleus of which are Sapper Hill Road and Wireless Road which meet at the entrance to Government House drive,

DIAGRAM I.



and it is fairly safe to deduce that this traffic will be proceeding either to Companys' Jetty or Dockyard or later Airport (Diagram 1).

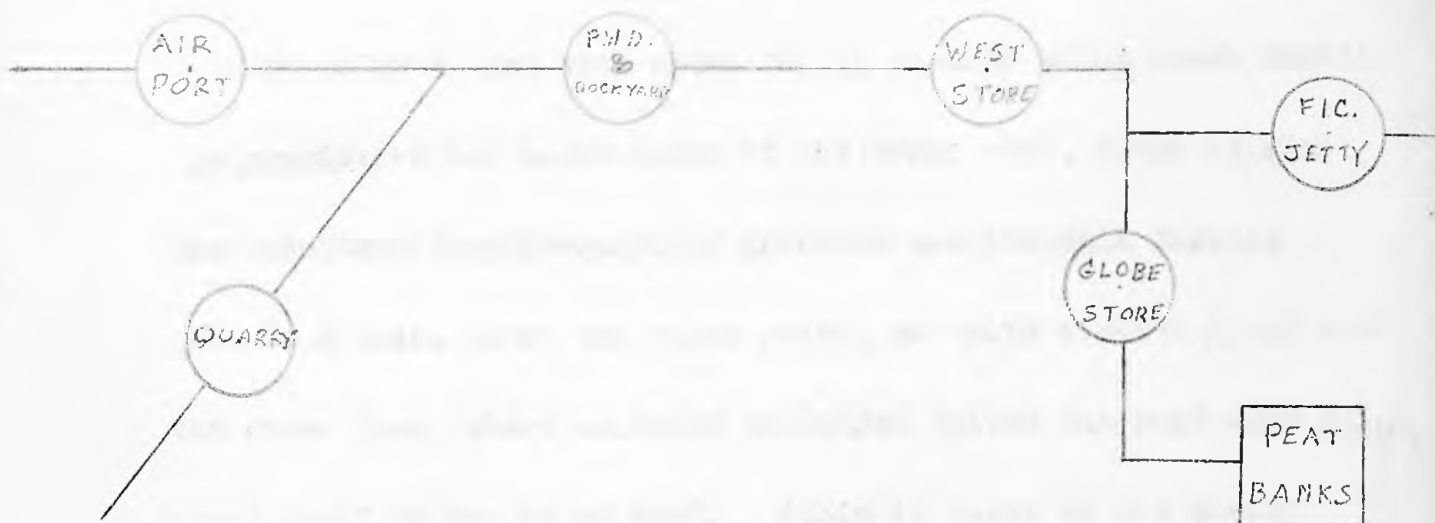
Internally.

For convenience this has been divided into two Categories.

- (1) Heavy haulage. (2) House to house delivery.

Diagram II gives an idea of the main traffic under the first head - and includes peat distribution goods and merchandise from and to Companys' Jetty etc.

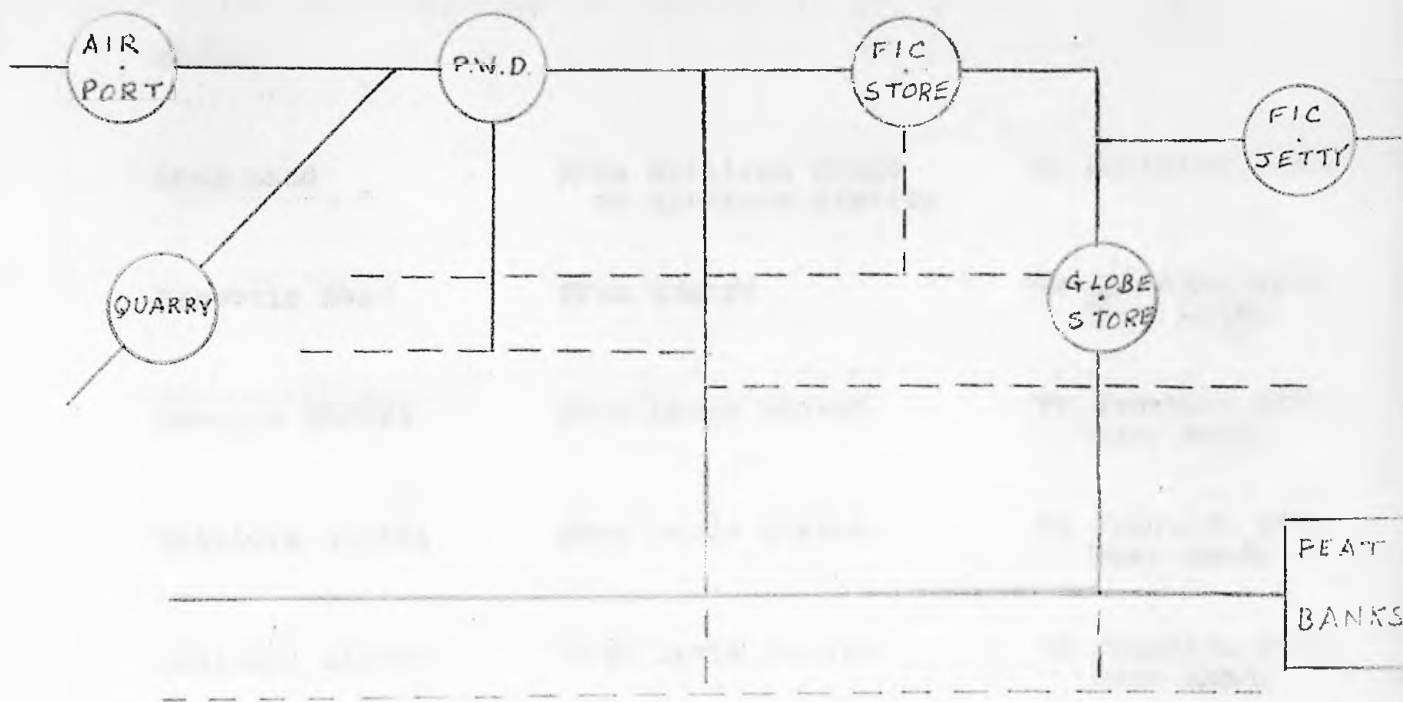
DIAGRAM II.



It is quite impossible to analyse down the second head in simple form, but on a broad basis it can be said that the traffic makes 95% of its stops for delivery on the East and West Roads and makes only 5% stops on the North and South roads, this of course being the result of almost all houses having entrances on the East and West Roads.

Figure III shews in these circumstances the "through" roads in firm line. The dotted lines being the remaining side streets.

DIAGRAM III.



It is felt that this shews fairly clearly which roads should be considered the major roads of the Town; but, there is also the important consideration of gradient and the well defined principle that, where two roads cross, one with a steep slope and the other flat, where no other objection exists the road with a slope shall be the major road. (This is based on the theory that a vehicle moving down the hill in the case of brake failure under heavy use could not stop at the cross road if need be and also the difficulty in the case of a vehicle moving up of stopping and restarting).

RECOMMENDATIONS.

The following recommendations are therefore submitted :-

- 1.- That the following roads be classified as major roads and

have/

have a building line of 25' 0" throughout their length on both sides.

Ross Road	From Sullivan House or Wireless Station	To Sanitary Jetty.
Reservoir Road	From Quarry	To Junction with Ross Road.
Barrack Street	From Drury Street	To Junction with Ross Road.
Villiers Street	From Davis Street	To Junction with Ross Road.
Philomel Street	From Davis Street	To Junction with Ross Road.
Davis Street	Throughout so far as constructed to junction with Snake Street.	

2.- That the existing ordinance be amended to give effect to above mentioned and a white line be painted across all other roads where they join the above mentioned major roads.

3.- All other roads over 20' 0" wide between boundary fences to have 15' 0" building line.

4.- Accommodation roads to be exempt.

5.- All new and extensions to existing roads as laid out to have a Building Line of 40' 0" from the centre of the roads.

6.- In cases where the Building Line has already been encroached upon the Building Line to become an Improvement Line.

ROAD JUNCTIONS.

The present shape of almost all road junctions is quite unsuited to modern traffic but with the small traffic density and reasonable/

reasonable speeds their danger becomes very considerably less, and while their very danger makes drivers take more care in their negotiation and as a paradoxical result makes them safer, consideration must be given to them in order to make the first recommendations as to major and minor roads effective.

It is therefore recommended,

7.- That at the junction of all major roads with major roads and major roads with minor roads, such re-adjustment or alteration of style of fences shall be made as will allow the driver of any vehicle to see clearly 50' 0" either way along the road he is about to cross when the extreme front portion of his vehicle is in line with the curb or fence line of such road.

Note :-

This recommendation will not make it possible for any vehicle to turn a corner at speed but should give time for effective braking in the case of cross traffic. The rounding of curbs to make turning easier can well be left until higher traffic demands has to be dealt with.

The following schedule is submitted to show the necessary works at the corners to which reference is made in No. 7 above.

Reservoir Road and Ross Road.

Cut into western end of bank in front of Secretariat and widen road to give easier bend and lower fence at Mr. Steel's Paddock.

Barrack Street and Ross Road.

Immediate needs have been met. The old retaining wall should be removed and the garden embodied in the foot and carriage way. The corner in front of Belmont House eased and the lamp post moved to the centre of the road to form small refuge and roundabout.

Barrack Street and John Street.

N. E. Corner. Round and lower fence at Mr. Bound's

S. E. Corner. Round and lower fence at Mr. F. Lellman's.

Barrack Street and Drury Street.

N. E. Corner. Round and lower fence at Mr. F. Lellman's

Villiers Street and Ross Road.

Remove fence and/or hedge of Stanley Cottage to give requisite visibility, subsequently round curb and footway.

Villiers Street and John Street.

S. E. corner occupied by Mr. Jens Pedersen's Shop and nothing can be done except by Improvement Line for future re-building.

N. W. corner, Companys' Paddock, round off fence line.

N. E. corner. Pull down fence by old stable as a minor improvement.

Villiers Street and Drury Street.

S. W. corner. Round fence at Mr. F. Gleadell's.

Villiers Street and Fitzroy Road.

S. E. corner. Round fence at Mr. Robson's (Port Louis).

N. E. corner. Round fence at Mr. Gleadell's.

Villiers Street and Davis Street.

N. E. corner. Lower fence on Villiers Street frontage.
Mr. Robson's (Port Louis).

N. W. corner. Lower fence on Davis Street frontage.
Mr. M. Biggs.

Dean Street and Ross Road.

This corner on the S. W. side badly needs attention but its cost would be prohibitive. (Note:- This is a typical example of the need for a building line). The only possible action would be to make the lower portion of Dean Street a "one way only" street with no entry from Ross Road and this is recommended.

Ross Road and Philomel Street.

No. 3 & 4 Jubilee Villas - round corner taking portion of garden from each house.

John Street and Philomel Street.

It is beyond economic possibilities to improve this corner in any way.

Fitzroy Road and Philomel Street.

S. E. corner. Lower fence and round off. (Mr. H. Dettleff)

S.W. corner. Lower fence and round off. (Mr. W. Sedgwick)

N. W. corner. Lower fence and round off. (Mr. Dan Lehen).

N. E. corner. Lower fence and round off. (Mr. Denis Lehen)

Fitzroy Road and Davis Street.

N. W. corner. Round fence. (Mr. Jim Perry).

N. E. corner. Round fence. (Mr. H. Dettleff).

EXCERPT FROM MINUTE FROM EXECUTIVE ENGINEER OF
13th September, 1940. Original filed in 147/40.

.....

Traffic Plan. Generally approved. This is to be circulated
to Stanley Motor Club. I have copies available for this
purpose if needed.

.....

35/37.

19th September, 40.

Sir,

I have the honour to forward to you for any observations you may wish to offer, a draft of a Traffic Plan for the town of Stanley which has been drawn up by the Executive Engineer.

2. The Executive Engineer would like an opportunity of discussing the plan with your Committee and I would be grateful if you could arrange with Major Woodgate accordingly.

I am,

Sir,

Your obedient servant,

Colonial Secretary.

Hon. Secretary,
Stanley Motor Club.

(42)

THE STANLEY MOTOR CLUB.

December 2nd, 1940

The Honourable,
The Colonial Secretary,
Stanley.

Honourable Sir:

The Executive Committee of the Stanley Motor Club met recently to discuss the proposed Traffic Plan drawn up by Major Woodgate. The meeting for the most part heartily support the plan, but beg to make the following suggestions.

(a) Davis Street should be considered a MINOR Road .

(b) Dean St & Ross Road.

(1) Parking should be at least 40 ft from corner on s.w. side.
(2) It is doubtful that a "one" way traffic law is necessary on Dean ~~St~~ ~~Dean~~. In any case ~~it~~ should be "no entry into rather than from Ross Road.

(3). It would be a great improvement to move Ross Road East at the Expense of Whale Bone Green.

(c) John St & Philomel St.

(a) Lower fence of Estate Louis Williams.

(b) Traffic entering Philomel St. from John St should stop until way is clear.

(d) In addition to those suggested by Major Woodgate the following corners need attention.

1. Hebe St & Fitzroy Road.
2. Dean St & John St.
3. Dean St & Fitzroy Rd.
4. Dean St & Davis St.

It was also suggested that, pending the approval of the above plan, the Board of Health be asked to co-operate in the eliminating of blind corners when they issue authorities for the erection of new buildings,

Yours faithfully,

Gerald K. Havel
Secretary.

Christ Church Cathedral

Port Stanley Falkland Islands

REV GERALD K. LOWE

January 23rd, 1941

The Honourable,
The Colonial Secretary,
Stanley.



Honourable Sir:

My Maid has just handed me the enclosed letter which I wrote to you some weeks ago, saying she found it in the Boat shed where the boy had probably lost it. I am terribly sorry this has happened as it no doubt is holding up the proposed improvement in the Traffic situation in Stanley.

Yours faithfully,

Gerald K. Lowe

14th February,

41.

Sir,

With reference to your letter of the 23rd of January, 1941, I am directed to inform you that the suggestions made in your letter of the 2nd of December, 1940, have been referred to the Executive Engineer who has advised as follows:-

- (a) Davis Street carrying as it does some 90% of the traffic to the peat banks and with further development would be the nucleus of a bye-pass from East to West, must be a Major Road; reference to diagram III on page 5 of the draft traffic plan illustrates well its relative importance. The proposal of the Stanley Motor Club cannot be accepted.
- (b) The proposal as to parking 40' to the West of the junction of Dean Street and Ross Road is hardly necessary with the former as a "one way" Street. The error in this case is regretted - the report should of course read "No entry into Ross Road from Dean Street".
- With the paucity of open spaces the Club's proposal as to Whale Bone Green cannot be entertained.
- (c) The corner at Waverly House is like many others possible of improvement but the cost would be heavy and with John Street as a minor and Philomel Street a Major Road the matter is not so serious and the second point under this head is automatically covered.
- (d) It is agreed that many other corners need attention but on the grounds of present traffic density and cost only the most serious can be considered.

(47)

2. With regard to the final paragraph of your letter of the 2nd of December, the Board of Health has been asked to co-operate as far as possible in the interim period to get owners to observe building lines but until legislation is introduced no powers exist to compel such observance.

3. I am to request that any further observations which your committee may have to make on the matters referred to in paragraph 1 of this letter should be communicated to me as early as possible in order that the scheme may be proceeded with.

I am,

Sir,

Your obedient servant,

(Sgd.) A.I. Fleuret.

for Colonial Secretary.

The Secretary,
Stanley Motor Club,
STANLEY.