

SECRETARIAT

TRN/LAN/4#11

132 / 42

Transport
Roads ~~Dept~~

32 / 42

(Formerly)

Erection of Barriers and signs at Main

Crossings and improving of blind corners in

Stanley

CONNECTED FILES.

NUMBER

No. 132/42.

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

MINUTE.

21st September, 19 42.

From

The Colonial Secretary.

Stanley, Falkland Islands.

To The Executive Engineer

STANLEY.

His Excellency wishes gas-pipe barriers to be erected at all main crossings and corners in Stanley before the return of the children in order to minimise the danger of school-children being run over. It is possible that the Military might co-operate in this work. It is assumed that labour and Road funds are available.

Colonial Secretary.

132/42

2

S & W noted & passed to C.C.
and
18/2/52.

I understand that
junction of John St. and
Vellies St. is dangerous
for motorists: would a
H&T sign be needed?

MC.31/
1.52

3) I think there may be
other road junctions too
& which the above remarks
apply.

18/2/52.

Chief Constable's Office,
Port Stanley.
18th. February 1952.

To:- The Honourable Colonial Secretary.
For the information of His Excellency
the Governor.

Sir,

Halt at Major Road Ahead Sign.

I respectfully report with reference to the minute of H.E. the Governor, relative to the above subject, that under Sec.48 R.T.A. 1930, traffic Signs for the direction or guidance of persons using the roads may be erected by the Highway Authority in conformity with the direction of the Minister of Transport.

2. The traffic Sign "Halt at Major Road Ahead" was authorised on the 30th. of June 1937, and it is an offence to disobey it. (Sec. 49 R.T.A. 1930.)

3. Whilst we are covered by Sec.15 (2)(c) of the regulations under the Road Traffic Ordinance 1948, which reads as follows:-

"A person while actually driving a motor vehicle shall comply with every road sign erected by the Government or Stanley Town Council, and with every signal by a police officer in uniform" I regret to state that bicycles are not included, and respectfully apply for the following to be added to our Section 15 of the Road Traffic Regulations 1948.

"This is not limited to mechanically propelled vehicles, bicycles - tricycles and other similar machines are carriages within the meaning of this ordinance."

4. Dealing with bicycles Sir, in view of the danger to other persons using the roads by cyclists carrying passengers on their crossbars, I also respectfully apply for your consideration of adding the following to our Road Traffic Ordinance.

"It is not lawful for more than one person to be carried on a road on a pedal cycle, unless it is constructed or adapted for the carriage of more than one person."
Person carried includes the rider.

5. The penalties in the United Kingdom under Sec.20 of the Road Traffic Act 1934 for contravention read as follows:-
Each person carried is liable to a fine of £ 5.0.0., second offence £ 10.0.0.

6. In order to define Major and Minor Roads prior to the erection of any "Halt at Major Road Ahead" signs, may it please your Excellency to make the following Ordinance.

"All roads running East and West in Stanley shall be deemed major roads, and all roads running North and South minor roads."

7. I will confer with the Superintendent of Public Works as to the size, position and construction of the "Halt at Major Road Ahead Sign", prior to the erection of same.

I am Sir,

Your obedient Servant,

D. E. J. Morris
Chief Constable.

Extracted to 132/42 - Erection of
Banner & Signs at Main Crossings &
Crossings in Stanley

ACS

Yes. But where would the C.C. recommend having the signs put? At all the inter-sections, or at that mentioned by H.C., or at some others (and if so which)?

U

19/2/52.

to advise, pl
19/3/52

A.C.S.

As the road junction suggested by His Excellency the Governor is in my opinion the most dangerous junction in Port Stanley, it is my intention to confine myself to the erection of "Halt at Major Road Ahead" signs at this junction for the time being.

The cost of erection of similar signs at all intersections would prove prohibitive, but should the necessity arise further signs would be erected at some future date.

J. E. J. Murray
C. Constable
20/4/52.

ACS

Pl ask Registrar to consider from the legal point of view - all my comments he may wish to make.

U

22/2/52

Registrar
to you accordingly, pl
23/2/52

A.

4

Hon. Col. Sec.,

We will require the amendments suggested by C. C.

2. The Ord and Regs. appear to have been drafted on the assumption that the latest English law applied here.

3.

J.B.

Registrar

25. ii. 52.

N.B. file taken by Mr. Rayner in error & returned 28.3.52.

28/3

ACP Please sph.

29/3

file

Spoke 5/4

Registrar

You A above - paras. 1-5 of CC's 3 would you pl. confirm that the English law does not apply here as local legislation would be necessary?

J.B.
5/4

Hon. Col. Sec.,

confirmed.

J.B.

Registrar

7.10.52.

RSC Are draft necessary amendments.

9/4

Hon. Col. Sec.

Draft amending Ord and Regulations submitted, please.

I observe that there are no rules of the road embodied in the Road Traffic Regs. 1948.

J.B.

Registrar

23.10.52.

ACP Has the original road sign yet been erected?

5/5

Pull in 1948 Regs

5/4

S.A.

There is not a "halt" sign at John St. Villars St. but there is a "Dangas - arrive slowly" notice there, pl.

B

Q
8/5.

ACP See ask C/Const when this will be needed.

10/5

c.c.

C

Des.
12/5.

D

a.o.g.

"Halt at Dragon Road ahead" signs will be erected as soon as new regulations in B. have been made by 11.9. The Government in Ex Co & published.

W.S.G. & Lam. table
13 5 5/2

~~EF~~

ACP Put on Ex Co agenda & draft

a brief piece

14/6

F.

Road. ~~alt~~ has now need that a ~~precis~~ precis is not necessary.
Dept.

Hon. Smd.

a.o.

Mr. A. G. Barton, J.P.

A. Mercas

For favour of written opinion, pl.

A. G. S. H. Co.
26.7.52.

H.C.S. I think the North & South roads, being much more awkward to drive on, should have the right of way.
Sims, Cress.

29/7/52

H.C.S. I think the use of the term "Major" as applied to roads here is facetious
so long as the rules do not apply to horses & boats or pedestrians I see no harm in it.

John P. Blair 30/7/52

H.C.S. Before we have any more Road Signs could the existing ones be rendered more intelligible in more ways than one?

logically, the East/West roads being flat should have preference over North/South which are on a gradient.

A.P.J. 30/7/52

H.C.S. I feel that with so many blind corners appropriate signs ought to be fixed whether the road is the right of way or not. Existing signs require re-painting.

31.7.52

C.S. New reg. 15^B was not appld by Ex Co. - the reason being that E-W & N-S roads were not necessarily major & minor respectively.

2) It would be confusing & dangerous only to make part of a E-W road a major road.

3) Halt signs can be erected w/o reference to the major road i.e. 'Halt before here before proceeding' or 'Halt at this corner'.

4) C/Constables further recommendations on these lines should be obtained and be shown also submit a report on all existing road signs commenting particularly on

- a) their usefulness or otherwise.
- b) their state of repair
- c) their wording.

5) If I have omitted any point made in Ex Co please include when passing to C/C.

P.T.O.

Con. alt. J.P.

2/5

ref. ①

Draft bill to cover restricting carriage of
persons on pedal cycles shall be referred
back to RSC & C. Ex Co. considered we
shall fall more in line with U.K. law. If
we have no copy we shall obtain one.

2) We considered that

- a) Autocycles shall be included.
- b) Position of children ^{adults} on carriers shall be clarified.
- c) Whole question of 'construction' + 'adaptation' be clarified.

J.P.

B.

R.S.C.
C.C.

as in H.H.'s minute from p. 6. pl.

J.P.
3/8

C

Extract from the minutes of a meeting of the Executive Council held on the 1st August, 1952.

3. The Road Traffic (Amendment) Regulations, 1952.

Council advised that the new Regulation (15A) regarding pedal cycles should be made but advised against the proposed Regulation defining major and minor roads.

His Honour concurred and ordered accordingly.

4. The Road Traffic (Amendment) Bill.

Council advised that the principle of the Bill was sound but that it required redrafting in order to come more into line with the United Kingdom law.

His Honour concurred and ordered accordingly.

[Signature]

Ag. Clerk of the Executive Council.

R.S.C.
C.C.

As at B above, p.

J.P.
5/8

Hon. Col. Sec.,

The draft Ord. is modelled on sec 20 of the Road Traffic Act 1934.

An autocycle would come under the definition of "motor vehicle" in the R.D. Ord. 1948.

Extracted to ... 0705

Extracted to ... 0705

To:- The Honourable Colonial Secretary
for the information of His Honour
the Officer Administering the Government.

Sir,

Road Signs etc.

I respectfully report with reference to the minute of His Honour the Officer Administering the Government relative to road signs in Port Stanley.

yes In view of the fact that the members of the Executive Council are not prepared to regard all East to West roads as "Major Roads" I am quite prepared to withdraw my intentions of erecting "Halt at Major Road Ahead" signs, and substituting them by "Halt at Road Ahead" signs.

yes
Yes I respectfully suggest the erection of "Halt at Road Ahead" signs at the junction of Villiers Street - John Street (please see rough sketch No. 1) and at the junction of Dean Street - John Street. (please see rough sketch No.2)

Halt Signs should in my opinion be definitely erected at both these road junctions, they both being what is termed as "blind corners" caused by adjoining buildings and hoardings.

✓ There is at present a "Danger drive Slow" sign at the Villiers Street - John Street junction, which to my mind is totally inadequate.

I also suggest a "Dead Slow" sign at the junction of Drury Street - Brisbane Road (please see rough sketch No.3). Traffic proceeding down Brisbane Road towards Drury Street cannot see to their left owing to part of the "Rose Hotel" causing an absolute blind corner. There are no pavements on either of these roads at the junction, which increases the danger to pedestrian traffic.

and horses in themselves With reference to the remarks of Mr. J.P. Oliver, I may add for his information that in the United Kingdom all road signs apply to horse drawn traffic and also to boats when used as amphibious motor vehicles such as the D.U.K.W. There not being any horse drawn traffic of any consequence in Stanley or any amphibious motor vehicles, it would not be worth while considering legislation to deal with same.

Referring to para. No.4, the Road Signs at present in Stanley are as follows:-

if this necessary No 1. "Keep to the left" sign at the bottom of Dean Street and facing same. This sign is fixed to a telephone post in Ross Road, and should be retained. It is at present upside down and requires repainting.

✓ 2. "Danger drive slow" sign at the junction of Villiers St. - John St. This sign is inadequate and I intend replacing same by a "Halt at Road Ahead" sign.

only 3. "In only" sign attached to Kewing's house in Ross Road. This sign should be continued and replaced by a new sign or repainted on both sides.

only 4. The sign at the top of the lane leading past "Cable House" to St. Mary's Walk. On entering the lane from St. Mary's Walk, the sign says "In Only" and on leaving the same lane the sign says "No Exit". In order to keep this lane a "one way" traffic lane, the sign should be continued and given a fresh coat of paint. (Rough sketch No.4.) Also suggest "No Exit" sign on Kewing's garage, to stop vehicles proceeding up the lane towards St. Mary's Walk. / 5.

5. Signs on green in front of Secretariat buildings.

The sign on the East side of the green is "In Only" for traffic coming from the East side of the town, and is "No Exit" for traffic proceeding from West to East. Same should be retained and repainted. (Sketch No.4.)

6. The sign on the West side of the green is "No Entry" for traffic coming from the direction of Reservoir Road to the Secretariat, and should also be retained and repainted. Should any other entrances be contemplated upon the completion of the new "Churchill Wing" of the King Edward Memorial Hospital, this sign will have to be brought up for reconsideration. (Sketch No. 4.)

7. "Caution keep Left" sign on Ross Road approaching Little Italy from the direction of town. Same should be retained and repainted. Also suggest similar sign at the top of the hill near the War Memorial for traffic proceeding towards town from the direction of Sullivan House. The high bank and gorse bushes completely obscure the bend in the road. (Rough sketch No.5.)

8. "Keep Left" sign on York Bay Road. Suggest same be retained and repainted. Suggest similar sign be erected at "Monstar" end of the road. The roads are both very narrow and a high bank completely obscures the view of any oncoming traffic. (Rough sketch No.6.)

Extracted to 132/42 - Erection of Barriers etc. on Corners in Stanley.
With reference to GA (page 7). The draft submitted by Mr. Bennett is word by word in line with the English Law, and taken from Stone's Justices Manual.

a. Auto cycles cannot be included as an auto-cycle is a mechanically propelled vehicle, and thus classified by the Road Traffic Act 1930 as a motor cycle; and allowed to carry more than one person in addition to the driver, but not more than one, provided that person is carried sitting astride the motor cycle on a proper seat securely fixed behind the driver seat. (Sec. 16 R.T.A. 1934.)

b. Adults are forbidden by the English Law to be carried on a pedal cycle, unless it is properly constructed or adapted for the carriage of more than one person. The only pedal cycles properly constructed for this purpose i.e. the carriage of more than one person, are tandems and cycle side-cars. The U.K. law allows small children up to the age of 8 years to be carried on a proper saddle fixed to the cross-bar of the pedal cycle or on a properly constructed seat behind the rider, and situated over the rear wheel. There is to my knowledge no written law in existence which permits the carriage of a child on the cross-bar or on a properly constructed seat, but it is allowed universally by the police in England and Wales.

c. Actual construction means where a pedal cycle is specially constructed for the carriage of more than one person i.e. a tandem or cycle side-car.

Adaption means where some other means has been adapted so as to carry more than one person, as previously stated a saddle on the crossbar or small seat, and in some cases a home made side-car.

At the time of my leaving the U.K. for this Colony there was no proper legislation dealing with this matter, but same may have been passed since my departure, but I have not seen anything in the Police Review, which is the official police paper in the U.K. and received regularly by me.

I do not see any reason why 13 A (1) should not be published as follows as a local ordinance.

"It shall not be lawful for more than one person over the age of eight years to be carried on a road on a pedal cycle not propelled by mechanical power unless it is properly constructed or adapted for the use of more than one person."

Constructed shall mean properly constructed for the carriage of more than one person i.e. a tandem, a cycle side-car.

Adapted shall mean a pedal cycle to which a small saddle has been affixed to the cross bar or a small seat affixed behind the rider directly over the rear wheel.

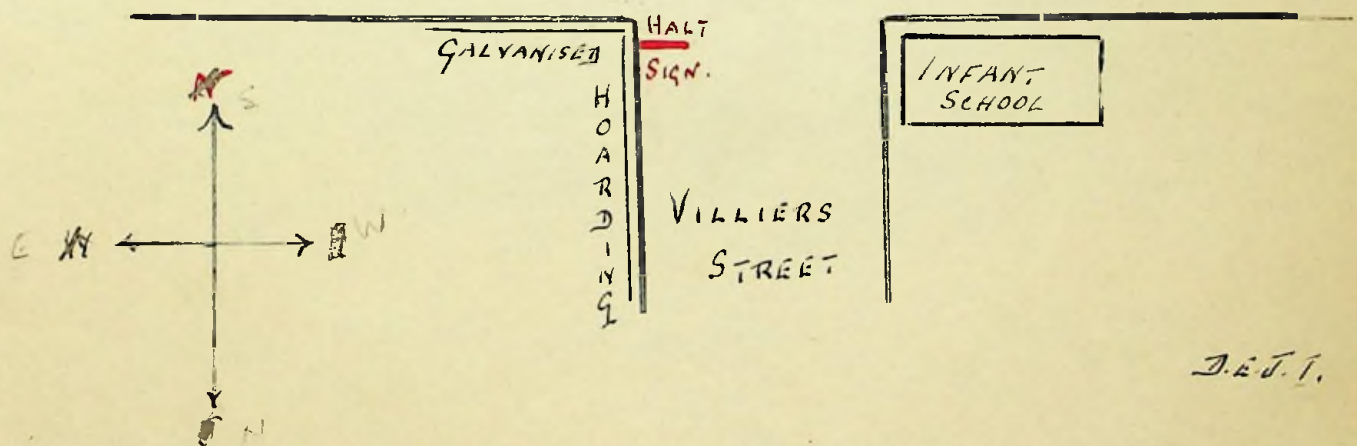
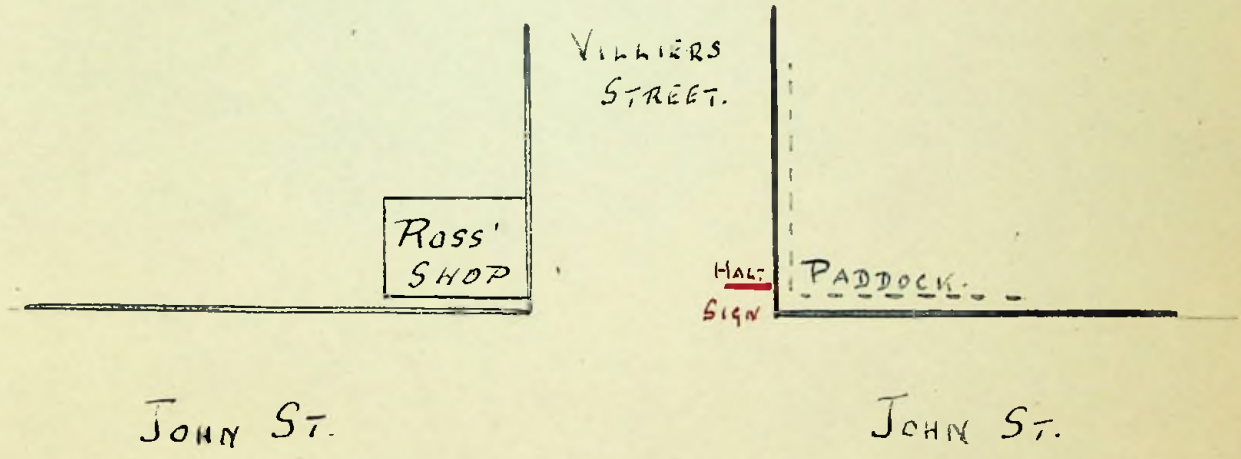
I am Sir,

Your obedient Servant,

E. J. & Wain
Chief Constable.

ROUGH SKETCH JUNCTION JOHN ST. - VILLIERS ST. " 1:
SHOWING PROPOSED HALT SIGN POSITIONS.

NOT TO SCALE.

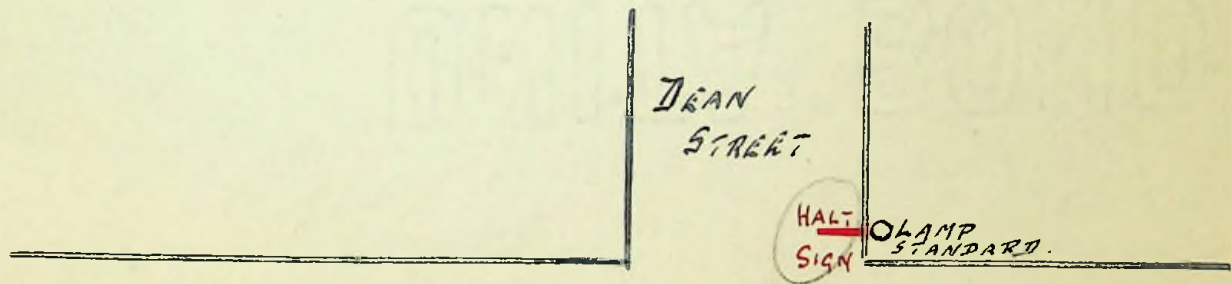


J.E.T.

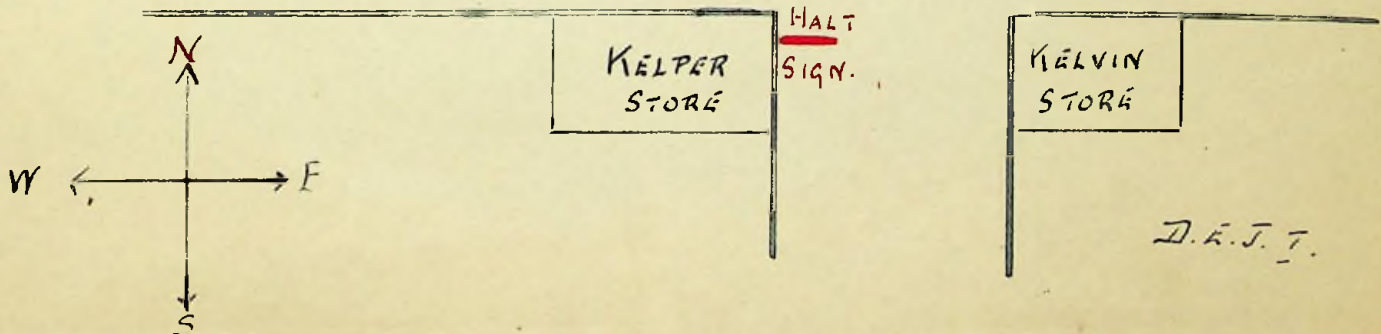
ROUGH SKETCH JUNCTION DEAN ST. - JOHN ST.

SHOWING PROPOSED "HALT SIGN" POSITIONS.

NOT TO SCALE.



JOHN STREET.



D. R. J. T.

ROUGH SKETCH JUNCTION DRURY ST - BRISBANE ROAD

SHOWING PROPOSED POSITION OF "DEAD SLOW" SIGN.

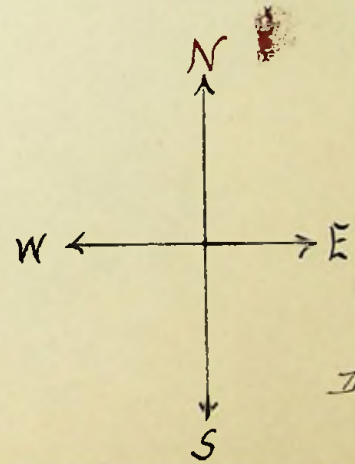
NOT TO SCALE.

DRURY ST.

PROPOSED ^{Half}
DEAD
SLOW
SIGN.

ROSE HOTEL.

BRISBANE
ROAD.



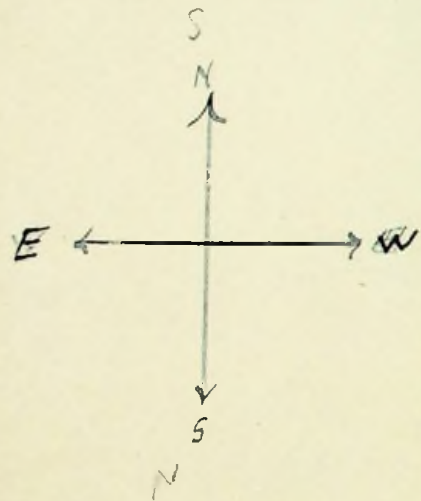
D.E.J.I.

ROUGH SKETCH OF POSITION OF ROAD SIGNS IN SECRETARIAT AREA.

7

ST. MARY'S WALK

NOT TO SCALE.



NO EXIT

SECRETARIAT

HOSPITAL GARDEN

R
E
S
E
R
V
O
I
R
R
J.

CABLE HOUSE

GARAGE

PROPOSED NO ENTRY

NEWING'S HOUSE

NO EXIT IN SIGN ONLY

GREEN

NO ENTRY SIGN

IN ONLY IN ONLY

D.G.S.S.

1913

ROUGH SKETCH OF ROAD AT

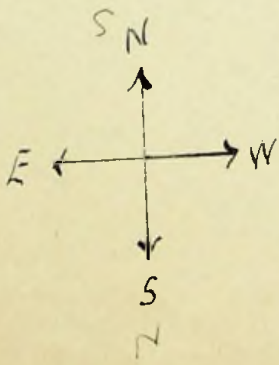
"LITTLE ITALY"

NOT TO SCALE

Govt.
House
Drive

CAUTION
KEEP LEFT
SIGN

HIGH GORSE BANK.
OBSTRUCTING VIEW
ROUND BEND.



SEA WALL

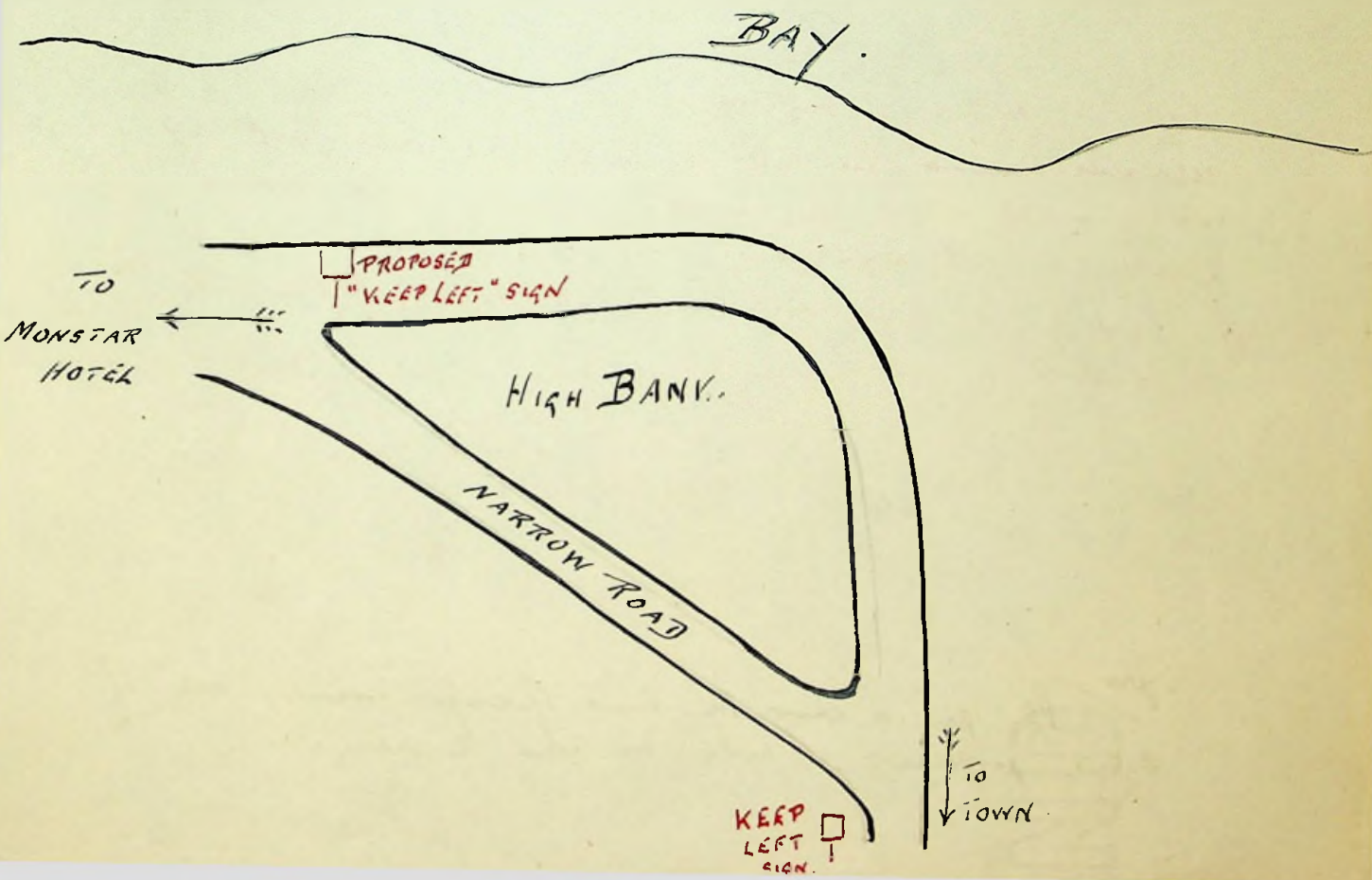
PROPOSED
KEEP LEFT
SIGN

WAR
MEMORIAL

D. H. B. I. -

● ROUGH SKETCH OF ROAD FROM STANLEY TO MONSTAR HOTEL.

NOT TO SCALE.



G.W. / To pl see from p. 8.

[Signature]
2/15

[Signature] ref. A very useful report.

- 1) ~~pl see from p. 8~~ Circulate to Ex Co but first Acpt staff make a simple chart to enable opinion to be recorded together - rough draft at cover.
- 2) Para 9 of (P) to be discussed at next meet with C/Constable in attendance.

129

A.C.S. / as above pl.
[Signature]
1/19


Office / Pl. pu. a chart on lines of paper covering all of c.c.'s. papers - heads be typed lengthways

See / would you like to record your comments before circulation? @ 2/19

119.

The Hon. the S. M. O. *W.H. 8/9/52*
The Hon. the A. O. *E.P.O. 8/18/52*
The Hon. Mr. A.G. Barton, J.P. *W.H. 10/9/52*
The Hon. Mr. W.H. Clement *W.H. 10/9/52*
The Hon. Mr. A. Mercer *AM 10.9.52*

Circulated for comments. Pl. use schedule at back cover.


Ag. Clerk of Ex. Co.
8.9.52.

H.C.S.

To follow English practice should not reach halt signs be at least 30ft. before the the white line where the halt is to be made

*John P. Blair. 8/18/52
D.O.*

H.C.S.

Should not the Hon. the A.O. use the back cover?

W/r my comment on back cover, most road crossings in Stanley are highly dangerous due to their poor construction years ago. If a driver keeping left has to turn left he immediately finds himself on the wrong side of the road, or on the left hand pavement.

A.G. Barton

H.C.S. Agree with A.G.B. comment above -

W.H. Clement 10/9/52

Extracted to 0705/124
Section of Minutes of Meeting of
Honor. Commission
Stand.

A.

Extract from the minutes of a meeting of the Executive Council held on the 11th of September, 1952.

3. The Road Traffic (Amendment) Bill.

Council advised that the draft Bill should be amended to the effect that it shall not be lawful for more than one person over the age of eight years to be carried on a road on a pedal cycle not propelled by mechanical power unless it is properly constructed or adapted for the use of more than one person

His Honour concurred and ordered accordingly.

Ag. Clerk of the Executive Council.

B

Office,

This file appears to have become rather involved - pl. sort out the legislation pieces and extract to relevant file. This file should be resubmitted for H.H. on return from tour.

30.9.52

C.

acs.

Extracted (see Red at side of A) pl.

11/10/52

wrong ref. - pl/ correct ✓
re-submit file / 16 days
✓
7.x.

21

C.P.
I visited the sites with C/Constable & subject to his checking & confirming, the following road signs should be erected.

Hall Signs

- a) Villiers St - John St.
- b) Dean St - John St
- c) Brisbane Rd - Drury St.

Comments

As in (11) ✓
Only one on South side.
Hall instead of 'Dead Stars'.

Cable Alley - Secretariat

- a) IN ONLY sign at South end of Cable Alley to be removed as superfluous.
- b) NO ENTRY (with TURN LEFT or reverse) sign at North end Cable Alley
- c) IN ONLY sign on Henry's lane to be removed as superfluous.
- d) NO EXIT - IN ONLY sign at East end of Secretariat - green to be moved westward to cover Ross Rd - and Cable Alley.

Keep Left Signs

- a) Surf Bay - Rd - as proposed by C/Constable
- b) ^{Battle} town memorial - G.H. drive - as proposed by C/Constable

Old Road Signs

These should be removed - if not fitting in with the above scheme.

27/10

PS I would like to see redrafts of the proposed legislation re cycles, road signs etc. @

Release file has now come to me
I have & has been sent to RSC

C. Constable

X above ?

28/10

A.C.S.

Checked and confirmed. No reference made to "NO Entry" sign at West end of Secretariat Green, for traffic proceeding from Reservoir Road towards the Secretariat. It was decided to retain that sign in it's present position for further consideration at a future date in the event of a new road being constructed in front of the K.E.M. Hospital.

J.S.P. S. Ch. Secy.
31.10.52.

B

J.H. To see re yours at p. 20.

Cd. Seen & agreed. *P.W.* to construct & erect the signs (to remove old ones where necessary) in consultation with C/Constable.

Die P.M.S.
C.C.

above of 20 pl.

A.P.S.

Seen thank you
h.h. 6/11

Seen thank you. Signs will be
J.S.P. S. 6/11/52. erected accordingly by

A.C.S. P.S. on 20. Was A.S.C. completed?

Abel

Abel will be submitting shortly.

now in file at pl.

J.S.P. V.S. pl. 200. Draft legislation has now been submitted in whole file

A.C.S. The spoke pl sheet with draft up at h.c has been issued - approved in Gov sec p. 7.c.

Of.

Issuing forms
0705

Abel Have road sign
regs or laws been
made yet?

7/12/53

ad. 0705

ACS

(21) A.S. H

22

I can't trace the reg
in 0205 - pre show me,

Res Ask R.G. pt

to 23

A.S.S.

R.G. has not drafted Regs. and has not been
asked to do so please.

P278 Ed Vol.
Regs

Chapter 15 (b)(c) requires all drivers to
comply with road signs.

1 month 20.

1st 3/5

S/W.

24

(20) can these signs be
erased?

Q
3/5

25

HCP Two signs have been fixed, torn down and fixed
again will call for file when other can be fixed

ABL

16/6/57

The Northwood

26

Pre keep this in mind and
fix when you can.

Q
12/6

S/W

27

This file was returned from P.W.D. on
22.6.57 - what is the position regarding
road signs now?

28

Q
24/6/57.

HCP These signs are being made and I will report
when fixed ABL 25/6/57

19/8 25/6

STANLEY TOWN COUNCIL,
FALKLAND ISLANDS.

Stanley, July 17th. 19 58



TC/3

Sir,

At the last Stanley Town Council general meeting held on the 7th. inst, matters concerning existing buildings and fences in regard to traffic were discussed, and it was agreed that some members of Council approach the Civil Engineer Mr N.A. Barnes, in order that he may express an opinion or submit any recommendations with respect to buildings, fences etc. which actually form blind corners so that Council may request the demolition if possible, or removal of any such building or structure classed in this category.

2. It was pointed out by one member of Council that a garage, the property of Colonial Government in 90 Davis Street, must be classed as a blind corner, and I was therefore instructed by the Deputy-Chairman to respectfully approach Colonial Government informing you in the first instance of Council's decision, and to beg that Government may consider whether it could accede to Council's wish for the removal of the above mentioned building.

3. Council had previously agreed that any future building applications for garages etc. will not be approved unless the proposed site is at least 9ft. from a corner, as it was felt that on completion of Government's Road reconstruction programme, measures to be or taken as mentioned in this letter, will help reduce any possibility of traffic dangers, both to owners of vehicles and pedestrians.

I am,
Sir,

Your obedient servant,

J. H. O'Shea
Town Clerk.

Reply at 32

The Honourable,
The Acting Colonial Secretary,
Colonial Secretary's Office,
Stanley.

30.

Dist. C. Secy Office.

for yr comment on para 2.

J. 18/7/58

Hon Ag Col. Sec.

31

31

Ref 2 on 29. The garage in question is in a very bad position and is causing a blind corner.

I have approached Mr. Harries who rents the property and he informs me that the garage is not occupied by him but is used by someone else along the road.

The garage could be moved up the hill to another position on the property or alternatively it could be moved to the Govt. W/T Station for use as a cycle shelter which is badly needed there. The cost of removal to either new site is estimated at between £10 and £15.

R. Summers

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

29.7.58.

30th July,

58

Sir,

99 I am directed to refer to your letter of the 17th July, regarding the demolition or removal of buildings and fences which constitute blind corners.

33 2. The Civil Engineer has been requested by Government to make recommendations for the possible acquisition of land for the purpose of widening or rounding existing blind or right angled corners and it is considered that his report might usefully include recommendations for the removal of buildings and fences as envisaged by the Town Council.

3. It is proposed, for consideration by the Council, that once the Civil Engineer has submitted his report, a small committee comprising representatives of Government and the Town Council be established for the purpose of considering the report. I should be grateful if you would inform me whether the Council agree to this proposal.

4. The garage mentioned in paragraph 2 of your letter under reference is the property of Government and it is proposed to remove the building at the first opportunity.

I am,

Sir,
Your obedient servant,

(Sgd.) S. G. Trees.

for ACTING COLONIAL SECRETARY.

The Town Clerk,
Stanley Town Council,
STANLEY.

Copy to: Civil Engineer.

SGT/MF

, Reply at 34

30th July,

58.

To: The Civil Engineer,

From: Acting Colonial Secretary, STANLEY.

Elimination of blind corners.

This memorandum is to confirm the oral arrangements made at a meeting of Standing Finance Committee on the 29th July, 1958, when you were requested to submit recommendations for the acquisition of small pieces of property in Stanley to eliminate certain blind corners and right angled road junctions.

29
32 2. Enclosed is a copy of a letter received from the Stanley Town Council dealing with the removal or demolition of existing buildings which at present constitute blind corners together with a copy of my reply thereto.

3. It would appear desirable to include any such recommendations in your report to Government so that the entire problem can be settled at one time, perhaps through the medium of a small committee comprising representatives of Government and the Town Council. A proposal to this end is being made to the Town Council.

4. The garage referred to in paragraph 2 of the letter from the Town Council is the property of Government. It is proposed to remove this building at the first opportunity.

(Sgd.) S.G. Trees.

ACTING COLONIAL SECRETARY.

SGT/LJK.

Recd 17/8
①



STANLEY TOWN COUNCIL,

FALKLAND ISLANDS.

Stanley, 14th. August, 1958.

TC/3

32

I beg to refer to your favour No.132/42 of the 30th. July, in respect of the demolition or removal of buildings and fences in Stanley, which at present constitute blind corners.

2. Members of Council have asked me to thank you for your letter and accept and welcome your suggestion that a small committee of Government and Town Council representatives be established to consider in due course, a report to be submitted by the Civil Engineer, Mr N.A. Barnes, relative to this matter.

3. The Chairman of the Stanley Town Council has also instructed me to thank you for your cooperation with regard to the proposed removal of a garage in 90 Davis Street, the property of Government.

I am,
Sir,

Your obedient servant,

D.J.C. Smyth
Town Clerk.

The Honourable,
The Acting Colonial Secretary,
Colonial Secretary's Office,
Stanley.

Has been seen.

35

Disc. over when Mr's. report comes in

15/8/58

BU 28/8/58

BU 3/9/58

Not in file. 3/9/58

STANLEY TOWN COUNCIL,

FALKLAND ISLANDS.

Stanley, 8th. October, 19 58



TC/3

Sir,

At the last general meeting held by the Stanley Town Council I was directed to write to Colonial Government and respectfully transcribe the following letter received from the Chief Cosntable:

"1/GEN/58

Chief Constable's Office
Port Stanley.
17th. September 1958.

The Town Clerk.
Stanley Town Council.

Halt Signs in Villiers Street

Sir,

At the present moment there is only one "Halt Sign" in Villiers Street, that which controls traffic travelling South. The sign which should be in Villiers Street controlling traffic travelling North, is missing. Before you erect the missing sign would you please take into consideration the following suggestion:

Complaints have been received of motor cycles exceeding the speed limit in John Street and to counteract this complaint I would like to see the "Halt Signs" moved from their present situation in Villiers Street to either side of the junction in John Street. Not only would this be beneficial to traffic travelling South up Villiers Street, which at the present time have to stop on a very sharp gradient, but it would also make it safer for the school children crossing John Street. I would further respectfully suggest that a white line be painted on the roadway, to indicate to motorists at what point they should stop. This suggestion should of course be adopted at all other "Halt Signs" in the Town."

Yours faithfully,
(sgd. W.S. Walton)
Chief Constable.

W.S.W.

Although members of the Stanley Town Council are in accord, and fully support the contents of the above, they have instructed the Town Clerk, to advise the Chief Constable, to write to Colonial Government in this respect, as it was felt that Council had no authority to comply with this request.

2.- The contents of the Chief Constable's letter were discussed, and I then, was also instructed by the Deputy-Chairman, Mr. E.F. Luxton to respectfully request if Colonial Government may consider the following suggestions put forward by members:

3.- Erection of "Halt Signs" on all streets approaching Ross Road with the exception of Philomel Street, where a semi-circular line could be painted to guide traffic.

4.-

Painting/

8/10/58

38

Painting of existent "Halt Signs" and light fixtures placed on some, where it may be considered necessary. In respect of light fixtures, one member had in mind a "Halt Sign" at the corner of the "Rose Hotel"

5.- Finally, the erection of a "no entry" sign, in the alleyway East of Secretariat, and leading to St. Mary's Walk, where there is at present a "no exit" sign. On this last point Government may wish to introduce some modification which would be more advantageous than that recommended by Council.

6.- Kindly note that Council's recommendations which I have enumerated are humbly presented in a spirit of cooperation, which I trust you will accept.

I am,
Sir,
Yours obedient servant,

D. J. K. Stishy
(Town Clerk.)

The Honourable,
The Colonial Secretary,
Colonial Secretary's Office.
Stanley.

9th October 1958The Hon. Colonial Secretary.
Secretariat.HALT SIGNS IN VILLIERS STREET.

Sir,

On 17th September 1958 I wrote to the Stanley Town Council relative to the above subject and today I have received a reply stating that they have no authority as yet to move road signs. The Town Clerk suggests that the Colonial Government are the ruling authority, and requested that my suggestion be passed on to you. Herewith is my suggestion and my reasons for asking :-

" That the 'Halt sign' in Villiers Street directing traffic travelling North be moved into John Street outside Ross's to control Westbound traffic.

That the 'Halt sign' which should be in Villiers Street, directing Southbound traffic, be re-erected in John Street outside the Infants School, to control Eastbound traffic."

The 'Halt sign' in Villiers Street directing Northbound traffic is very badly placed as laden lorries have to stop on a very sharp incline and all vehicles have to 'nose' their way into John Street as it is impossible to see traffic travelling West.

If the 'Halt signs' are re-erected in John Street as suggested they will serve a dual purpose. Firstly it will assist school children to cross John Street with safety and secondly it will cut down the speeding by motor cycles along John Street.

A white line should be painted on the roadway indicating where vehicles should stop at the junction, the signs should be repainted and if possible illuminated during the hours of darkness.

Submitted for your consideration.

I am Sir,
Your obedient servant.

A handwritten signature in dark ink, appearing to be "W. S. Williams".

Chief Constable.

21/11/58

No. Ad.

It is requested that in any reference to this memorandum the above number and date should be quoted.

MEMORANDUM.



13th. October 19 58.

Colonial Secretary,

Stanley.

Superintendent of Education.

Stanley, Falkland Islands.

SUBJECT :-

Safety of Children

*I agree entirely and this will probably be done.
B.P.I.
13/10/58.*

The staff of the Infants' School and myself are becoming increasingly anxious about the danger to children going to and from the Infants' School owing to the speeding of traffic along John Street.

2. While it is not the direct concern of the Education Department, it is hardly common-sense to have 'Halt Signs' in Villiers Street to halt traffic moving uphill or downhill where the incline is steep and traffic perforce has to go slowly.

3. It is suggested that 'Halt Signs' be set up in John Street at the Villiers Street junction and that signs reading ' School. Drive Slowly' be erected in Villiers Street.

4. This is a matter of urgency for now that John Street has been repaired traffic speeds have increased and ~~risks of~~ accidents are likely.

5. Meantime I have instructed the staff of the Infants School to see the children safely across the road on leaving the school.

J.W. Swann

41

Wes

34-40.

We can't do much about this until we receive
G/E's report which was called for at (33). We
shd perhaps inquire when the report is likely
to be forthcoming?

J.
16/4/58

42

Off. o.

I understand the report of G. E. is

is on the way.

J.
16/4/58

No. _____

It is requested that, in any reference to this memorandum the above number and date should be quoted.



MEMORANDUM

43

21st October, 19 58.

The Honourable, _____

The Colonial Secretary, _____

Stanley. _____

The Civil Engineer, _____

Stanley, Falkland Islands.

SUBJECT:- Elimination of Blind Corners.

33

As requested by your memo dated 30th July, 1958, I enclose herewith details of proposals for the elimination of "blind" corners in the town.

Besides the acquisition of the actual triangular piece of land on the corner, the formation of "one way streets" in certain places would automatically obviate the necessity to remove the obstructions. As a result, I have made recommendations for "one way streets".

It is imperative to wait until the roadwork is completed before considering each corner as in some places footpaths will automatically give a better view to traffic.

44
on file

A. Bennett
Civil Engineer.

Elimination of Blind Corners.

In considering the question of blind corners in the Town it is also necessary to take into account that some roads are not wide enough to permit "two-way" traffic especially in view of the fact it is proposed to provide footpaths to all roads.

The creation of some "one-way" streets can also be used to help in the elimination of some blind corners. It is with this in mind that I suggest the following roads should become "one-way" streets.

| Road. | Direction of Traffic. | Width. | Remarks. |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|--------|-------------------------------------------------------------------------|
| <u>DRURY ST.</u> (From Halketts Hill to Rose Hotel Corner). | E - W | 10' 0" | Eliminates blind corner at Rose Hotel. |
| <u>BARRACK ST.</u> | S - N | | Takes traffic from "one-way" Drury St to Ross Road. ? |
| <u>Drury St.</u> (Between King St. Junction & Barrack St. Junction). | W - E |) | Eliminates two blind corners at Junctions of King St. & Drury St. |
| <u>ALLARDYCE ST.</u> | W - E |) | |
| Note: Drury St between St. Mary's Walk - John St Junction to Halketts Hill should be widened for "two-way" traffic. |) |) | |
| |) |) | |
| |) |) | |
| <u>PIONEER ROW.</u> Between King St Junction & Dairy Paddock Rd. Junction. | E - W | | |
| Between Halketts Hill Junction & Brisbane Road Junction. | E - W | | |
| Note: Pioneer Row between Dairy Paddock Road & Halketts Hill should be widened to permit two-way traffic. Porch to J. Cletheroes house obstructs potential Footpath. | | | |
| <u>Villiers Street.</u> Between Fitzroy Rd. Junction and Davis St. Junction. | S - N | | If this road was widened at the top two-way traffic could be permitted. |
| <u>DEAN STREET.</u> Between John Street & Fitzroy Road. | N - S | | Eliminates two blind corners at John Street. |

BLIND CORNERS.

46

| Road. | Position of Corner. | Owner of Property. | Remarks. |
|-----------------------------------|---------------------|--------------------|---------------------|
| Fitzroy Rd./ Philomel St. | S.W. | M. Robson. | Fence. Objects |
| Philomel St./ Davis Street. | N.E. | S. Cletheroe. | " No. objections. |
| Villiers Street/ Drury Street. | S.W. | N. Binnie. | " |
| " " | N.W. | Yonge. Bluff Cove. | " |
| Villiers Street/ Fitzroy Road. | N.E. | P. Peck | " May be footpath. |
| John Street/ Dean Street | N.E. | F. I. Co. Ltd. | " Lampost (Remove). |
| Dean Street/ Fitzroy Road. | N.E. | T. Binnie. | " May be footpath. |
| | S.W. | K. McGill | " |
| | S.E. | D. Stacey | " |
| Dean Street/ Davis Street. | N.W. | B. C. Biggs | " |
| | N.E. | D. J. Ross | " May be footpath. |
| Hebe Street/ Fitzroy Road. | S.W. | F. I. C. (Lord) | " |
| | N.W. | " (Paddock) | " |
| Hebe Street/ James Street. | S.E. | W. Rowlands. | " and Bushes. |
| John Street/ Villiers Street. | N.E. | R. Campbell | Tin Fence. |

The above mentioned corners are at present "blind". After road reconstruction is completed each corner should be considered according to its merits. The best possible remedy would be to acquire approximately ten feet each side of the corner post.

Chief Constable

These papers leave me almost as confused - but not so competent or confident - as a traffic cop transferred on secondment from Newport to Paris.

I think what we want to do now is for you to get together with Brown - a representative of the Town Council and a nominee from the new mothers' association and draw out a simple set of agreed recommendations - one way traffic - halt signs and so on etc. - being always in mind the location and importance of the bus school.

There is one further point - you might check on our powers of enforcing the recommendations when they are made and accepted. I rather think we have none.

Ryff
5/11/58

Colonial Secretary.
Secretariat.

Sir,

With reference to your minute No.47 of the attached correspondence:-

On Monday 10th and Tuesday 11th November 1958 meetings were convened and attended by the following :-

- | | |
|-----------------|---------------------|
| W. S. Walton. | Police |
| D. J. Williams. | Town Council. |
| N. Barnes. | Civil Engineer. |
| R. Mason. | Stanley Motor Club. |

After examination of various proposals certain sites were visited and the following works are recommended as being in need of immediate attention :-

1. That 'Halt signs' be placed in John Street on either side of the junction with Villiers Street and that the existing 'Halt sign' in Villiers Street be replaced by 'Slow. Children crossing' signs.
2. That a triangle of land be acquired from Mr H. Campbell measuring approx. 10 feet from the existing corner Eastwards in John Street and 10 feet Northwards in Villiers Street.
3. That a triangle of land be acquired from Mr N. Robson measuring approx. 10 feet from the existing corner Southwards in Phillomel Street and 10 feet Westwards in Fitzroy Road.
4. That a triangle of land be acquired from Mr Betts measuring approx. 10 feet from the existing corner Eastwards along Fitzroy Road and 10 feet Northwards along Phillomel Street.
5. That a triangle of land be acquired from Mr S. Cletheroe measuring approx. 12 feet from the existing corner Eastwards along Davis Street and 12 feet Northwards along Phillomel Street.
6. That a triangle of land be acquired from Mrs J. Barnes measuring approx. 10 feet from the existing corner Eastwards along Davis Street and 10 feet Northwards along Dean Street.
7. That a triangle of land be acquired from Mr W. Duncan measuring approx. 10 feet from the existing corner Eastwards along Davis Street and 10 feet Northwards in Brisbane Road.
8. That a triangle of land be acquired from the Falkland Island Coy. measuring approx. 10 feet from the existing corner Eastwards in John Street and 10 feet Northwards along Dean Street. Further that the lamp standard be removed to a more suitable position.

Agreed

Agreed

In all cases of acquisition the land must be cleared of all obstructions

Agreed

That all 'Halt signs' be placed 30 feet from the road junctions, and that a white line be painted on the roadway at the road junction to indicate to motorists at what point to stop.

It is further recommended that the signs be of a similar size and pattern to those in use in the U.K. i.e. fitted with reflectors or illuminated.

Public Works DepartmentFor early attention of Mr. Livermore

f's. 48 and 49.

The Committee's recommendations with regard to land acquisition and the formation of a permanent Standing Committee are matters which will require careful consideration.

2. In the meantime, however, we should take immediate steps to implement the Committee's recommendation with regard to 'Halt' Signs, School 'Go Slow' Signs and White 'Halt' lines painted on the roads where necessary. I assume that we have no proper signs in stock and if not then we should insert provision in the Estimates for their purchase next Financial Year. In the meantime, however, it should not be beyond our ingenuity to design and manufacture, in accordance with the usual patterns, appropriate signs that can be put up in the very near future. The painting of white lines will present no difficulty but this should be done at the exact spots decided on by the Chief Constable. For instance, the white Halt line on the road opposite the Globe Hotel will have to be pin pointed with great care and accuracy.

3. I regard early action as important. Please take the necessary steps and then send back the papers to me with a note on what is being done.

P. G. W. L.

13. 11. 58

51

Hel
Halt signs have been erected as suggested but made by this Dept.
Quotations for permanent signs are being asked for from England.

P. G. W. L.
P. Works 11/12/58

D. W. 29/12/58

132/42

52

No. _____

It is requested that, in any reference to this memorandum the above number and date should be quoted.



MEMORANDUM

21st November, 1958.

From: _____

Civil Engineer, _____


Stanley. _____

To: The Honourable,
The Colonial Secretary,
Stanley, Falkland Islands.

SUBJECT:- Purchase of land in Hebe Street from Mr. T. Goodwin.

I enclose a copy of plan showing parcel of land which it was arranged should be purchased for £10. from the owner Mr. T. Goodwin, approximately two months ago for the purpose of road improvement. All negotiations were carried out with Mr. P. Thain the owners' agent. Assistant Colonial Secretary was informed.

I do not believe however that any funds have been voted for this acquisition. May this be done please?


Civil Engineer.

53

Colonial Treasurer

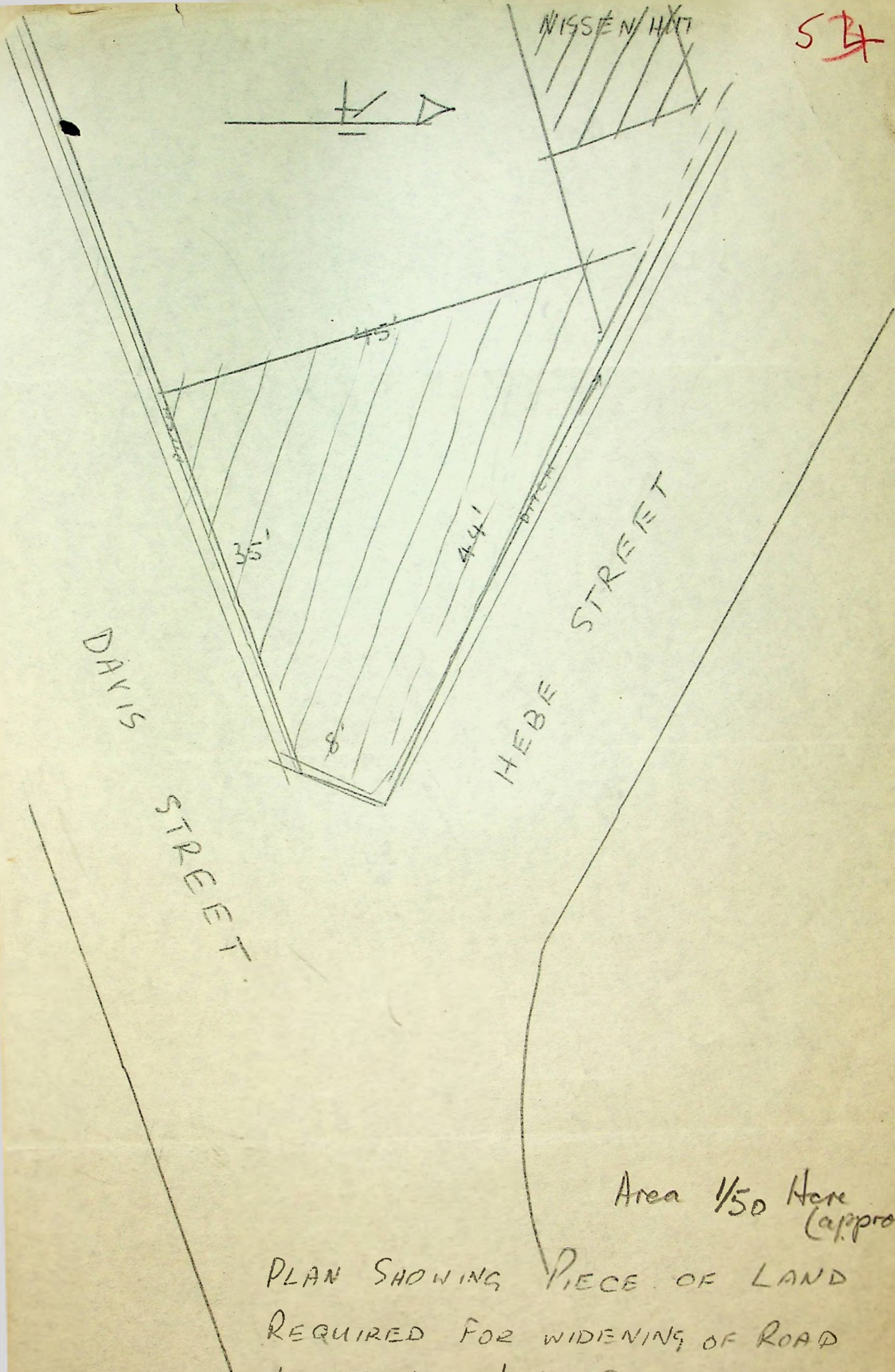
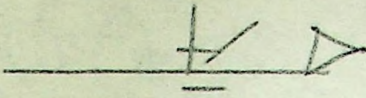
The money is not yet. How is it to be paid and not voted - when can it be paid to?

24/11/58

24/11/58

54

NISSÉN HMT



DAVIS STREET

HEBE STREET

Area 1/50 Here (approx)

PLAN SHOWING PIECE OF LAND
REQUIRED FOR WIDENING OF ROAD
JUNCTION - HEBE STREET AND
DAVIS STREET — OWNER HRT GOODMAN

SCALE 1" TO 10 FEET

C 2

55

we have them. 11/17

H.C.S. 53

f.f. The C.E. was to submit recommendations for purchasing other small lots for the purpose of road widening, together with costs. A request for funds would then be placed before S.F.C. It was the intention to take one bite at the cherry rather than several small nibbles.

27/11/58

56

H.C.S.

There are other reports which I think the Dept. of Lands has been sitting on and sitting on for too long. Pl. recall and amalgamate.

Now amalgamated

28/11/58

28/11/58

57

Office

re.

28/11/58

58

No.

It is requested that, in any reference to this memorandum the above number and date should be quoted.



MEMORANDUM

13th December 19 58

To: The Honourable,
The Colonial Secretary,
Stanley.

From: Superintendent of Works, P.W.D.

Stanley, Falkland Islands.

SUBJECT:- Telegram to Crown Agents re Road Signs.

Please ask Crown Agents to obtain and forward quotations of the following Roads Signs to conform with the Highway Code:-

- (a) HALT AT MAJOR ROAD AHEAD. Enamelled black letters on white background, surmounted by red circle and red triangle with reflectors.
- (b) SLOW CHILDREN CROSSING Enamelled white letters on red background.

Supt. of Works.

D.K.
15/12/58

59

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

W 4 S. LTD.

| Number | Office of Origin | Words | Handed in at | Date |
|--------|------------------|-------|--------------|----------|
| | | | | 16/12/58 |
| To | | | | |
| | CROWN LONDON | | HO A/C | |

PLEASE OBTAIN QUOTATIONS FOR FOLLOWING ROAD SIGNS TO CONFORM WITH HIGHWAY CODE

(A) "HALT AT MAJOR ROAD AHEAD" ENAMELLED BLACK LETTERS ON WHITE BACKGROUND SURMOUNTED BY RED CIRCLE AND RED TRIANGLE WITH REFLECTORS STOP

(B) "SLOW CHILDREN CROSSING" ENAMELLED WHITE LETTERS ON RED BACKGROUND

SECRETARY

Time AEL/IM

COPY TO SUPT. P.W.D.

*Copy at 72
Kiv Jan 82.
Sent at 11.*

60

Ret. to Mrs. Jones on 29. XII. 58

(see 51)

~~5~~

I replied at p. 55.

J. 29/12/58.

61

Purchase of land to ~~some~~ of course discussed
with H.C. as earlier i.e.

J. 30/1/58

B. 15/1/59

27/1/59

7 62

STANLEY MOTORING CLUB

① Early aplt. of Road Safety Bttee - they suggest an independent chairman, i.e. non C.N.C., Town Council or Police.

② The points they think should be dealt with without delay are:

- (i) narrow corners (first priority i.e. o. here laying now being in progress)
- (ii) right of way.

③ Other points they have in mind:

- (i) Sand bins be placed at main north/south road junctions - for sanding in winter time
- (ii) road man could be better employed on roads outside town filling in pot holes etc.
- (iii) Pony's Pass Rd. - a few more places be widened to enable vehicles to pass one another.

S.P.W.

f.7. 1 & 2 are matters of policy.

As regards para 3, (i) seems a sensible suggestion. Please comment on (ii) and (iii).

S. 25/12/58

H.C.

I can supply (i) of 3.

(ii) I have only 2 road sweepers to date and they are kept busy on the roads and ditches in town.

(3) I expect to do this shortly.

R.H.

30/12/58

H.C.

The notes on f.7 were made by H.C. during an interview with members of the Stanley History Club.

2. Items 1 & 2 are matters of policy. Item 3,

(i), (ii) & (iii) were referred to S.P.W. whose reply is at p.9. As regards 3 (iii), our two sweepers are engaged mainly in emptying the roadside ditches. If we provide the stone perhaps the History Club would volunteer to fill in the pot holes outside town.

S. 31/1/59

19th Januaryy 1959

Dear Mrs. Barnes,

As you are probably aware a number of recommendations have been made to Government with regard to improving some of the blind corners that there are in Stanley. It is generally felt that some additional safety measures should be taken as the Stanley roads are improved.

One of the more dangerous "blind" corners in Stanley and one that might I think with advantage be eliminated is that at the junction of Davis Street and Dean Street, the corner on which your property (at present rented by Mr. Ross) stands. I should be most grateful for your cooperation and help in this matter.

What I am suggesting is that you might perhaps be willing to agree to the corner section (and it would only be a small section) being levelled out and some of the present fence being replaced by a wire netting fence. I am afraid that this would mean digging out the one or two tussac patches that there are in this corner.

Naturally, if you were to agree to this being done Government would do the work and provide the necessary materials. Perhaps you would give some consideration to this suggestion and let me know how you feel about it. You may wish to leave the matter over for the time being until you have an opportunity of discussing it with your husband. If you wish to do this certainly I should have no objection.

Yours sincerely,

Mrs. J. S. Barnes,
STANLEY

A. G. Denton-Thompson.

AGDT/MF

Reply at 72

22nd
17th January, 1959

Dear Mr. Campbell,

As you are probably aware a number of recommendations have been made to Government with regard to improving some of the blind corners that there are in Stanley. It is generally felt that some additional safety measures should be taken as the Stanley roads are improved.

One of the most dangerous "blind corners" in Stanley and one that is perhaps potentially more dangerous than many others because it is so close to the Infant's School, is that on the eastern and northern side of Villiers Street and John Street respectively. This is quite definitely, I think, a corner that we need to eliminate and as your property is involved I should be most grateful for your cooperation and help.

What I am suggesting is that you might perhaps be willing to agree to having the corner section of the existing solid green fence cut out and replaced by wire netting which would improve visibility very considerably. The work would of course be done by Government which would also provide the necessary materials. Unfortunately I think perhaps it would also mean dismantling the projection that has been built on to the south side of the building (a peat shed?) that stands right in the corner.

I should be very ready to discuss the matter with you if you feel you would like to talk it over.

Yours sincerely,

A. G. Denton-Thompson.

R. Campbell, Esq.,
STANLEY

AGDT/MF

Reply at 69

MINUTE:

68

In company with the Chief Constable I had a look at the blind corners listed in f.48 on the afternoon of Thursday, 15th January.

2. We examined each corner carefully and came to conclusion that as a first step action need only be taken with regard to three corners.

- (i) Mr. R. Campbell's property on the corner of John Street and Villiers Street;
- (ii) Mrs. M. Robson's property on the corner of Philomel Street and Fitzroy Road;
- (iii) Mrs. J. Barnes' property on the corner of Davis Street and Dean Street.

3. We concluded that if we could persuade the owners of these properties to have existing fences and hedges (subject to a bit of levelling off in the case of Mrs. Barnes' property) replaced by wire netting fence, then visibility for both motoring and pedestrian purposes would be quite satisfactory and sufficient.

R.H.T.
29. 1. 59

AGDT/MF



Port Moresby
23rd Jan, 1959

Dear Sir,

57 In reply to your letter of 22nd Jan, 1958. I would inform you that I am willing to cooperate to make the corner in question safe; but I do not agree to the wire netting idea, but when we discuss the problem I could explain my reasons.

I have no doubt that we can evolve something to improve the corner in question.

Yours Faithfully
R. Campbell

The Honourable
The Colonial Secretary 70
Stanley

RHC
24/1/59

27th January, 1959.

69
71

Dear Mrs. Robson,

As you are probably aware a number of recommendations have been made to Government with regard to improving some of the blind corners that there are in Stanley. It is generally felt that some additional safety measures should be taken as the Stanley Roads are improved.

One of the most dangerous "blind" corners in Stanley and one that I think might be eliminated with advantage is the corner on which your property stands at the junction of Philomel Street and Fitzroy Road. I hesitate to worry you but I should be most grateful for your help and co-operation.

It did occur to me the other day that one solution might be to replace part of the existing fence and (I am afraid) the hedge, by a wire netting fence. This would make quite a substantial difference in the way of improving visibility at this corner though I am compelled to confess it would alter quite considerably the general appearance of the front part of your property.

Naturally, if you were to agree to something along these lines then Government would do the work and would provide the necessary materials.

I wonder whether you would give this suggestion some consideration and you might care to discuss the matter, in which case I could arrange to call on you at your convenience.

Yours sincerely,

A. G. Denton-Thompson.

Mrs. M. Robson,
STANLEY

AGDT/MF

P 1 V 69

Mrs. Robson agreed by tel.



7



Port Stanley.
Falkland Islands.

Colonial Secretary's Office,
Port Stanley,
Falkland Islands.

30th January, 1959.

Dear Sir,

With reference to your letter of the 19th January, 1959, with your recommendations for improving some of the blind corners, I grant you full authority to carry out the alterations to my property at the corner of Davis Street and Dean Street as suggested by you, the cost of same to be borne by Government.

Yours sincerely,

Mabel Barnes,

*Ack'd
D.L.M.
7/2/59*

*Not-ack'd
D.L.M.
7/2/59*

*dlm
9.2.59*

KIV 69

73

~~See~~

69. You will wish to see

Mr. Campbell some time?

10/2/59.

B.G. 16.2.59.

~~See~~
10.2.59

74.

A.C.S.

Did Mr. Robson agree? I think you
discussed with Robson did you not?

~~See~~

75

~~See~~

17.3.59

Mr. Robson telephoned has agreement

17.3.59.

Superintendent of Public Works.

P.L. note for summary action of '66 & '71
and Mr. Bannin agreement recorded at '72 and Mr. Robson's
agreement recorded at '75.

I will see Campbell later.

Hee

2.4.77
17.3.59.

Noted and will act accordingly,

allh
15/4/59

Pl. h.u. after
the Governor's departure.

2.4.77
19.4.59

Ru 18/5/59.

78.

Rec. S.

Supt. P.W.

Any action yet?

2.4.77
19.3.59

Supt. Goods

? 79

⊙

20/5/59.

Are there signs on roads leading into Phoenix Is.

⊙

79A.

Recalled for filing folio 80.

7/12/59.

S/w

What is the position
regarding traffic signs
on roads leading into
Philomee Street, pe?

§

1/2/59

81.

HCS

These signs are completed.

5/10/59

all

82

Disc pe.

§

6/2/59.

RW

As at 79 pl.

83.

with

7.10.59

HCS

79 completed

all 201102

pe

84

132/42

18th November, 60.

To: Superintendent of Works,

From: The Colonial Secretary,

STANLEY.

Road Signs etc.

As agreed the other day I think you should take steps to obtain standard road signs and also the proper paint or whatever material is used for marking signs on roads.

(Sgd) R.W.D. Menders.

COLONIAL SECRETARY.

RUDM/FH

OU 15/12/60

S.P.W.

85

84 - Have the necessary materials been ordered please?

86

15.2.61

HCS

No. money for this job is now being asked for.

W.S.

in Estimate

27/2/61

BU 10.8.61

BU 30.4

~~BU 0.7.61~~

~~BU 16.6.61~~

~~BU 29.5.61~~

No. 132/42.

MEMORANDUM

88

It is requested that, in any reference to this memorandum the above number and date should be quoted.

5 April, 19 62.

From: The Colonial Secretary,

To: The Superintendent,

Public Works Department,

Stanley, Falkland Islands.

STANLEY.

SUBJECT :- Road signs and safety measures in Stanley.

In the estimates for 1961/62 a lot of money was voted for new road signs. The Chief Constable Mr. Walton and the S.P.W. Mr. Livermore had gone round the town and agreed upon where new road signs should be placed and also I think had considered improving some of the corners. When Mr. Baker came he told me that he thought we could provide the necessary road signs made locally without spending so much money. However nothing seems to have been done at all. There should be either in the Police Office or the P.W.D. Office or really in both a record of the results of the inspection by Mr. Walton and Mr. Livermore. However if nothing can be found I think the only thing will be for the O i/c and the S.P.W. to repeat the exercise. I think that the road signs certainly could be improved though perhaps it is not necessary to spend so much money as was voted. There is also the question of whether any more one way streets ought to be introduced.

R. J. ...

This supersedes 87

(Intld.) RHDM

COLONIAL SECRETARY.

RHDM/IM.

Notes made at Select Committee Meeting 12-13 April, 1952.

O./c Police and Supt of Works to go into the question of Road Signs especially :

Villiers Street/Drury Street Junction

" " /Fitzroy Road "

One way streets and parking problems. It was suggested that it may be possible to arrange that one side only of roads be used for parking. It was mentioned that Ross Road was often congested at West Store and P.W.D. Office.

31
~~27~~
BU Friday 7. 8. 62
8

BU 2 marks.
R 22 1/2 / 62
BU 3 marks on.

BU 4
marks
R.

KIV 88.
BU 4 marks
with R.
BU 4 marks
28/10/62
R.D.L.B.

92.

16

JPW

Please

re

88

Will you be able to go into his
with Sergeant Williams?

82
30/4/62.

Hon. Col. Sec.

I have the honour to report that road safety measures are now underway, white lines are being painted at junctions and crossings and an order placed for the various signs required.

See report by S.O.P. B/C (Other considerations). One point seems to have been missed, the blind corner when travelling via Reservior Rd into Brandon Rd. I suggest that Government purchase a small corner of this plot or have the owner Mr. Slade remove his fence to give clear vision to road traffic.

R. Pluton
Supt. of Works.
7th January, 1963.

94.

S P.

Please consider above. We could speak on to general subject on Friday

Hon. Col. Sec.

Spoken
Ant Gray
11/1/62.

95

8 26/1/62.

Superintendent of Police
Police Station, Stanley.

3rd January, 1963.

To: Supt. Public Works.

Road Signs & Safety Measures in Stanley.

Report on inspection and decisions reached by Supt. Police and Supt. P.W.D. on 31.12.62 regarding improvements to roads signs at junctions, visibility at certain corners one way traffic and other hazards.

Agreed.

That all existing locally improvised traffic signs be replaced by standard U.K. pattern signs approved by the Ministry of Transport.

That all mandatory signs and warning signs be located not less than 45' from junctions to give adequate warning to vehicle drivers and supported by clear white painted road markings to define limits imposed. Exception-No Entry signs

- Road centre guidance solid white lines to be painted at the following places:-
- (a) Approach corner and slope up to Memorial on Ross Road Lines to be 6" wide
 - (b) Hill corner curving from top Reservoir Road round to Brandon Road With Halt Line at Moody Street and Alladyce Road junction with Reservoir Rd.
 - (c) Corner at Public Jetty, Philomel Street - Ross Road Halt Lines all roads leading down to Ross road

One Way Street - From entry to Drury from Villiers Street through to Kings Str. and thence along Alladyce Road to junction with Reservoir Rd.

Estimate of signs required:

- Villiers Street - Halt Signs 4 re junctions:- Davis Str., Fitzroy rd. John Str.
 - Philomel Street - Halt Signs 5 " " :- Davis Str. (2), Fitzroy (2)Globe
 - Brisbane Rd - Halt Sign 1 " junction with one way Drury Street + Turn Left
 - King Str - Halt Sign 2 " " with one one way Drury/Alladyce.
 - Drury Str - No Entry 4 pair for top Barrack Str.
 - Alladyce Str - No Entry 4 pair at Reservoir Rd.
 - John Str. - No Entry 4 pair at Philomel Str
 - King Str. - No Right Turn re crossing One Way Drury / Alladyce
- Totals - 12 Halt Signs - 3 pairs NO ENTRY - 1 Turn Left - 4 T

Action now.

Indent to suppliers in UK.
Painting Lines to be undertaken as labour comes available.

Other Considerations:

- (1) Parking of vehicles at certain places eg on one side only
- (2) Raising of speed limit to 30 mph ? To be reviewed later when new sign cont. has been established.

Future Planning:

S.P.W. to keep, if sufficient money allocated, one or two reserve signs for road development schemes.
Supply of 'Scotchlite' paint for improved Signs.

(Sgd). K.W. Gray
Superintendent of Police

G. E.

93 & 96. for information. I hope G. E. approves of what has been done so far. I have always felt the need for a white line on the ~~road~~ ^{road} bill going up to be possible memorial.

Three questions remain

1. Suggested acquisition of land on a blind corner.

There are provisions in the Land Ordinance for this but I will consult M.S.C.; I think it would be better to discuss the matter with the owner in the first instance anyway.

2. Proposed control of parking S.P. suggests that we might consult the Town Council.
I agree

3. Proposed raising of speed limit. Again S.P. suggests consulting Town Council. The orthodox view I think is that it is better to have a speed limit of 20 and not worry if they go between 20 and 30 rather than have a speed limit of 30 when they may go up to 40. I do not really agree with this view. I think that one should decide what is the maximum speed one will tolerate and fix that as the legal limit and see that it is kept.
If G. E. agrees perhaps we could consult the Town Council but set out the location accordingly.

G.
11/1/62.

H.C.S.

I am very interested to see the suggestions of the Superintendent of Police regarding road signs and safety measures in Stanley. I have always thought there should be Halt signs at all roads running into Ross Road. I am not sure just where the One-Way street is and would like to have a look at it. The white line on the hill leading up to the Battle Memorial is a very good idea, and so will the one be on Reservoir Road.

2. I am not sure whether it has been customary in the past to consult the Town Council on such measures, but it might be courteous to do so.

3. I think we must be wary about acquiring land on blind corners, and if possible the owners should be asked to co-operate in any measures that may appear to be desirable.

4. On control of parking, I agree that the Town Council should be consulted. The main thing seems to be to prevent vehicles parking opposite each other and only leaving a narrow space between them.

5. On the raising of the speed limit, I agree with the orthodox view as far as Stanley is concerned. I think vehicles seldom travel much in excess of 30 m.p.h., but I am quite convinced that if we make 30 the legal limit we will get people travelling nearer 40. The point is that it is extremely difficult to see that a legal limit is kept. Speed traps are difficult to set up and control, and it is not easy to obtain convictions merely for exceeding the speed limit. In most circumstances a speed of 40 m.p.h. is quite safe when passing my paddock on Ross Road, proceeding westwards, but there are other parts of the town where even 20 m.p.h. is too fast. I think we should leave things as they are.

January 12, 1963.

99

now consult T.C re control of parking.
NFA re speed limit. I have told S.P.

As regard 3 above see letter at 6/c.

8/13/1/63.

100

HCS

Draft letter to Town Council sp. pl

2/18/1/63
18.1.63

1963. January,

63.

Madam,

I am directed to inform you that Government is giving consideration to the various road traffic problems and would like your comments on the question of the desirability of controlling and restricting the parking of vehicles. Parking might for instance be allowed only on one side of the road or special places might be set apart where parking would not be allowed.

I am,
Madam,
Your obedient servant,

R. H. D. *Wanders*COLONIAL SECRETARY.*Reply at 121*

The Town Clerk,
Stanley Town Council,
STANLEY.

24. 30. 1. 63

S/P.W.

The land referred to belongs to Mr. Slade who is slightly aged and infirm and who is a father in law of Mr. Roberts of the Wireless Station. Please see (71) which is a parallel case.

2. I suggest that I should write to Mr. Slade in the same strain. Would P.W.D. be able to replace ~~in time if he~~ the fence if he agreed?

8/2/63

RHDM/LH

103

Hon Col Sec.

71 is not quite a parallel case as it meant only altering the fence.

In this case it would be desirable to acquire approximately 21.42 sq yards of land or an alternative would be to reduce the height of fence by half for a length of 40 ~~to~~ to 50 feet and this would only give bare visibility over the top.

P. P. P. P.
Supt. of Works.
8th February 1963.

104.

S/P.W. I spoke to Mr Roberts and said I would ask you to get in touch with him. If he does not particularly want the bit of land in question it would perhaps be easier to buy him for its value and take it over but if he objects we do not want if we can avoid it to acquire compulsorily as it would then perhaps be best to make a lower fence or even a plain wire one.

8/2/63

Hon. Col. Sec.

I discussed on site with Mr. Slade the need to acquire a piece of his land or reduce the height of his fence.

He was of the opinion that to reduce the height it would no longer be of any use as a fence, but was quite willing to allow Government to erect a fence at our expense diagonally across the corner and with no charge to Government for the small piece of land he would lose.

I explained to him that if he charged Government for the land, then he would have to bear the expense of erecting the fence himself, which would probably cost more than the land was worth.

Mr. Slade intends to write a letter to Government agreeing to the proposal.

R. P. Victor
Supt. of Works.
13th February, 1963.

106

Stanley
February 13 1963.

The Superintendent
Public Works Department
Stanley.

Sir

This is to certify that I agree and give permission to have fencing dismantled from the South West corner of my property on Moody St and to have another fence erected some twelve or fifteen feet back from the corner as explained to me during our conversation.

I remain

Sir

Your obedient servant
H E Slade

107

SPW

106 for information and action
accordance
or 13/2/63

No. _____
It is requested that in any reference to this memorandum the above number and date should be quoted.



22nd March, 1963

Superintendent of Police,

The Hon. Colonial Secretary,

Stanley.

Stanley, Falkland Islands.

SUBJECT :-

Proposals One Way Street

In consultation with S.P.W. the following proposals are forwarded for consideration.

- (a) One way street existing - Kelper Store to Philomel Street be abolished.

There appears to be little justification for this restriction which was apparently imposed consequent to the objection of one person living in this section, who complained re a near accident in which he was involved. It is one of the widest roads in the town and possible for 3 vehicles abreast to pass. Undoubtedly one of the busiest for shopping and business transit. The existing detour causes unnecessary annoyance to motorists while encouraging careless driving by those approaching along John Street to be regardless of the Dean Street intersection. However, it is considered that parking be restricted to one side only to ensure smooth flow of traffic through the section.

- (b) One way traffic to be imposed at the junction Drury Street and Brisbane Road, the Rose Hotel Corner, continuing WEST to cross roads King Street, Allardyce Street. Allardyce to be one way traffic West to Reservoir Road. Please see diagram attached. Arrows indicate traffic flow and figures the road width measurements.

The reason for this measure is the very narrow roadway, which strictly speaking, is insufficient for two vehicles to pass in safety on the move, or when one is parked. Access to certain private premises for the purpose of peat deliveries can be overcome by backing the vehicle as the occasion arises and should only cause limited obstruction. Parking must be imposed to one side only.

A. Gray

Superintendent of Police.

111

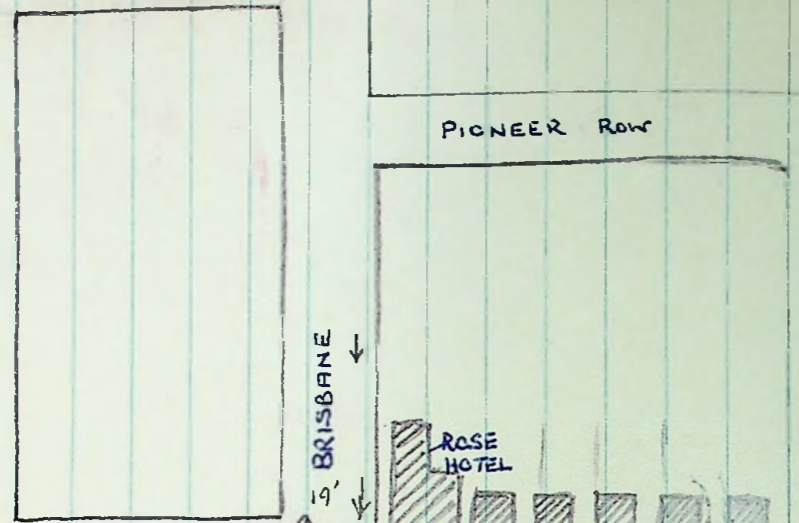
The Kelper Store to Philomel one way was
changed in a bid to request of Mr Rowe some time
between his arrival in July 1960 & Mr Walton's
departure in May 1961 (K). I wonder if there are

✓ April

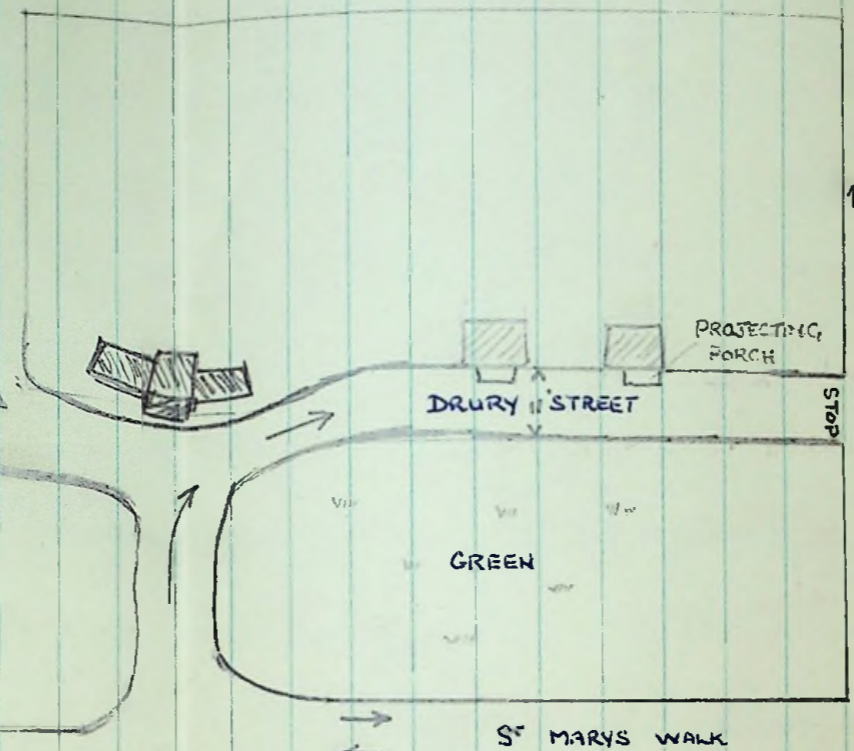
FITZROY ROAD
Stop

JOHN STREET

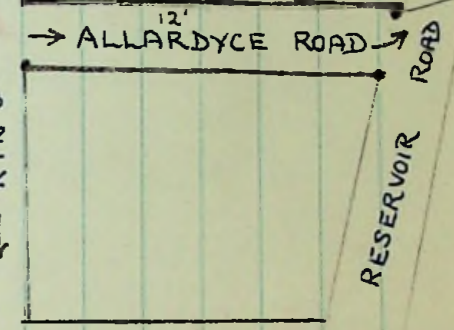
VILLIERS STREET



HARDYS HILL



STREET
STOP
KING



NO ENTRY

No. _____

MEMORANDUM.

It is requested that, in any reference to this memorandum the above number and date should be quoted.

22nd March, 1963



Superintendent of Police,

The Hon. Colonial Secretary,

Stanley.

Stanley, Falkland Islands.

SUBJECT :-

Traffic Obstruction - Dean Street

I refer to our discussion on 22nd March re obstruction on the roadway in Dean Street. This is caused by four electric cable poles which are located approximately 50 ft. apart and 2 ft. away from the pavement, actually in the roadway on the east side opposite West Store.

A report was received by the Police on 25th of January, 1963 that a car swerving to avoid another vehicle struck one of these posts resulting in damage to wing and headlamp. In this instance no claim was made, but I fear that Government or Town Council may well be faced with an unpleasant responsibility unless some steps are taken now to rectify the situation.

Courses Open

- (a) Electricity and Power Department move and re-errect poles not less than 12 inches inside the pavement or submerge the cables. An expensive operation.
- (b) Pavement extended out the distance which would reduce overall road space.
- (c) Clearly demarkate the obstructing poles by white or yellow painted lines. Mark poles with black and white painted bars as for traffic standards with reflectors secured to the poles for night warning.

I would strongly advise the latter measure be undertaken as soon as possible pending resolution of ultimate action to remove the obstructions. At the same time I believe a one side parking order in this street would be advantageous.

Sturges

Superintendent of Police.

114

SPT. I spoke to SPE who says that

they are your posts and not his.

He tells me that 4 poles are going to be removed.

I wonder how soon and where course (a) should be adopted near side *on* 27/3/63

H.C.S.

The poles are P. & T. and they are to be removed - in fact all the telephone poles in Dean Street from Ross Road to Fitzroy Road will disappear in due course. There is however a lot of preliminary work to be done before they can be removed. The trenching and laying of ducts ~~xxxxxx~~ at present proceeding in John Street is part of the scheme. The completion of the job is dependent upon :

- (a) the weather
- (b) availability of labour
- (c) arrival of cable boxes on order from U.K.

It is difficult to give an accurate estimate of the time required to complete the job but it is certain to take two months at least. The adoption of course (c) at folio 113 would therefore appear to be the answer.

26.3.63.
 BU Friday 29.3.63
 or

116.

SPW.

Would you please be able to attend to this ~

29/3/63

117

H.C.S.

Refers to P/T. No labour available P.W.D. they could put it out to contract the same as P/E.

J. Pickett. S.P.W.
1/4/63.

SPW

SPT points out that the telegraph poles were there before the road was widened and that therefore the precautionary measures should not be taken by him. If the demarcation is going to present difficulties we could leave it another two months since we have left it so long and see whether the SPT is in fact able to remove them. If however you could spare a man even to do a white line on the road it would be better than nothing.

119

H.C.S. Noted thanks you J. Pickett S.P.W.
9/4/63.



STANLEY TOWN COUNCIL,
FALKLAND ISLANDS,

10th April, 1963.

TC/14.

Sir,

With reference to your letter of the 19th February, 1963 and the 13th March, 1963. I am directed to inform you that Council are unable to give you any comments on the road parking, until they received a more detailed account of what is required by Government.

Council feel that the road signs that are already in use are proving very satisfactory.

I am,

Sir,

Your obedient servant.

[Handwritten signature]

Clerk to Council.

The Honourable the Colonial Secretary,
Secretariat,
Stanley.

*To-morrow
fr*

*Inf Clerk has 1 hour
asked SP to discuss with
him*

Ack'd

*fr 17/4/63
to be informed.*

*122
123
B.D. 30
D.C. 17.4.63*

101
109

I May, 1963.

Superintendent of Police

Town Council,
ey.

One Way Streets.

I forward the following proposals for the consideration of the Town Council in respect of One Way Streets.

Object:

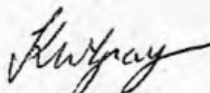
To achieve an unobstructed passage for all vehicles along a street, where two way traffic may cause obstruction and danger caused by the restricted width of the road.

Proposal I.

Drury Street commencing at the Rose Hotel corner to be made one way in a EAST to WEST direction. This road at one place narrows to 11 feet and presents a serious traffic hazard where two vehicles cannot safely pass. It is suggested that the one way should continue through to Allardyce street thence along Allardyce Street which is also very narrow to the junction with Reservoir Road.

Proposal II.

That the existing one way street at the end of John Street be abolished. This section of road is one of the widest in Stanley. Vehicles can safely pass without danger provided parking was restricted to the north side. The Headmaster of the Government School has been consulted and does not envisage any greater hazard to the school children. The inconvenience to all road users being forced to circuit a considerable distance to enter this centre of shopping and business would be overcome. Halt signs already exist at the junction with Philomel Street with warning lines.



Superintendent of Police.

I.st May, 1963.

Superintendent of Police

To: Chairman Town Cou, cil

Stanley

Proposals: Vehicle Parking.

I forward for the consideration of the Stanley Town Council the undermentioned proposals to restrict the parking of vehicles on certain streets. It is contended that, while some inconvenience may be caused to one or two residents the majority of road users should greatly benefit.

Object: To relieve traffic congestion and obstruction adjacent to shopping and business premises caused by inconsiderate and unrestricted parking.

Proposal I.

Demarcate a parking space opposite the West Store on Dean Street, that is the east side of the road between the 2nd and 4th telegraph pole, by painting white or yellow lines to denote the permitted place. Vehicles not to park adjacent to store since this is liable to obstruct the turning into Ross Road. The telephone poles to be painted with black and white bars up to 6 feet and reflectors attached to warn drivers. Note: there have been two recent accidents where vehicles have struck these poles which are situated improperly 2 feet onto the public highway.

Proposal II.

John Street from junction of Villiers Street travelling EAST to Philomel Street parking spaces to be designated on the left hand side. With the exception of appropriate 45 foot clearance at intersections.

Proposal III.

No parking sign painted on road opposite Philomel Store. Parking area to be marked out on Road (Crossier Place) side adjacent to BAS sheds.

Proposal IV.

For the benefit of spectators in vehicles watching sport on the football field a car park to be sign posted on embankment at the dual junctions end of Moody Street and Reservoir Road.

General:

With reference to Section 2 (d) Road Traffic Regulations to aid road users, white painted dots or bars put on road to denote the 45 feet clearance required by Law from any corner or junction, where no vehicle may park or stop. In principle this should be known by all drivers, however, I believe this would indicate the correct distance to be observed at one or two of the more dangerous corners.

The above proposals have been submitted for the reason that there has been a continuing increase in the number of vehicles in Stanley and some measure of control is becoming essential to avoid unfortunate accidents and unnecessary inconvenience through careless inconsiderate parking.

Superintendent of Police.

BW 8.7.63



STANLEY TOWN COUNCIL,
FALKLAND ISLANDS,

7th June, 1963.

TC/14.

Road Traffic.

101
121

Sir,

With reference to recent correspondence concerning the Road Traffic problems, Council have received from the Superintendent of Police his proposals which they have discussed, apart from two of the proposals Council are in favour of all others.

1. That there should be no parking on Drury Street between Brisbane Road and Harketts Hill.
2. That a diversion for the area of Reservior Road normally used by spectators at football matches could be put in effect, as there would not be sufficient parking space on the embankment.

I am,

Sir,

Your obedient servant.

Done
Clerk to Council.

The Honourable the Colonial Secretary,
Secretariat,
STANLEY.

127

*SP for comments please
we could discuss*

Ack'd. *th*
8/6/63

js
10/6/63

H.C.S.

128

Ref 126.

I agree that 'No Parking' should be brought in between Brisbane Rd & Halsbury Hill when we make it one way.

2. The problem of diversion along Reservoir Rd is a most difficult one. I suggest that when football starts again the Police try to park cars both on embankment and behind the stadium, to keep road clear. If more cars arrive than we can direct then a detour will be necessary.
3. In view of the Town Councils favourable consideration of the proposals (124)(125) I would suggest these are implemented gradually, as and when SPW can spare the labour or when the new road signs arrive.

W. J. D. S.
21.6.63

Y.E.,

X S.P.'s proposals for one way streets controlling the parking are at 124 and 125. He also agrees to proposal 1 at 126. As regards the parking of the vehicles of those watching football matches he proposes that arrangements can be made for some to be allowed on the field and some to park on the car park to be set apart on the embankment at the dual junctions of Moody Street and Reservoir Road. He will see how this works and, if it is satisfactory, the diversion proposed by the Town Council need not be put into effect.

As regards the proposed abolition of the one way street on John Street by the Globe Store which was brought in on a suggestion by Mr. Rowe he has discussed with Mr. Rowe who does not agree, but I think that the line to take is for S.P. to tell Mr. Rowe that it is hoped that the restrictions on parking etc. will remove the danger which existed at the junction between John Street and Philomel Street. He could explain that if it was found that there was still a danger the re-introduction of the one way street could be considered. Actually I cannot see that there is any ground for having a one way street there.

✓ If Y.E. approves of these proposals I can ask S.P. to carry on and I will inform the Town Council of the position.

or.

RHDM/IM.

130

HCS

I don't want cars on the football field.

2. Spectators could still watch in their cars from the road if a temporary diversion is arranged i.e. any traffic wishing to proceed up Reservoir road would have to turn left at the hospital along St.

Marie Walk.

9.7.65

17 July, 63.

Madam,

I am directed to refer to your letter of the 7th June, 1963, reference TC/14, and to advise you that the proposals contained therein have been accepted. The Superintendent of Police will now proceed with his plans for greater road safety in Stanley as detailed in his memoranda dated 1st May, 1963, and modified by the proposals contained in your letter under reference.

I am,
Madam,
Your servant servant,

(Sgd.) I. Gleadell

Acting Colonial Secretary

134

The Town Clerk,
Stanley Town Council,
STANLEY.

LCS/IM.

Hon. Cl.
Do you wish to discuss with SPP
Friday
or Saturday pl?

18.7.63

Ac1

133

No, thank you.

L.E.

22.7.63

¹⁰
BW ~~25.8.63~~
25.11.63

134

File can go away A.P. & S.P.W. will
continue the work when labour is
available.

L.E.
29.11.63

pa

135

13242

No. _____
It is requested that in any reference to this memorandum the above number and date should be quoted.



MEMORANDUM

8th April, 1964.

To: The Honourable,
The Colonial Secretary,
STANLEY.

From: The Superintendent,
Posts & Telecommunications,
Stanley, Falkland Islands.

SUBJECT: - Traffic Hazard in Dean Street.

113

Some time last year there was correspondence on a Secretariat file in which certain telephone poles situated in Dean Street were considered to be a hazard to traffic and it was decided to transfer the lines underground and remove the offending poles. This operation involved a considerable amount of work and with our limited staff it has taken some time to complete. I am now pleased to report that the work has been completed.


Superintendent.

W1
pa
9.4.64

c.c. Supt. of Police





136

ADDRESS ALL CORRESPONDENCE
TO THE MANAGER

ESTATE LOUIS WILLIAMS

SUCCESSORS TO CHAS WILLIAMS

Established 1863.

GENERAL MERCHANTS

PORT STANLEY
FALKLAND ISLANDS.

RADIO ADDRESS
"WILLIAMS"
CODES USED:
BENTLEYS
A.B.C. SYSTEM
A.I.

20th May, 1964

The Honourable
The Colonial Secretary
Port Stanley
Falkland Islands.

Sir,

I regret to see that the 'NO ENTRY' traffic signs that were erected at my suggestion some two years ago, have been removed from the corner of Philomel Street and John Street.

I never asked for the street to be made a 'One Way Street', only that it be made 'NO ENTRY' from Philomel Street, for the simple reason that John Street became subjected to more than its normal share of the through traffic which traversed from East to West and vice versa.

Furthermore there was often as many as 6 vehicles parked in front of our premises (belonging to customers) and normally heading Eastwards, plus a lot of schoolchildren coming and going 4 times a day, and for their sake and of other pedestrians it was safer to restrict some of the through traffic (coming from the East.)

The then Colonial Secretary, the head of the P.W.D., and the Chief Constable all concurred, but at the same time decided that the block would have to be made a one way street.

Last year Mr. Grey, Superintendent of Police came to see me on the subject of this 'No Entry' and I explained to him what had taken place. He told me that it caused some annoyance but I, naturally, did not ask him who had made complaints. And I suggested that he should leave "well alone", and thought he had agreed.

Now I see that the 'No Entry' signs have been removed. If this leads to a recurrence of the intense traffic (often at excessive speeds) that was formerly prevalent on this stretch of roadway and somebody gets hurt - you will know whom to blame.

Yours faithfully,
p.p. Estate Louis Williams.

[Handwritten signature]
Reply at 137.

Ad'd. H
22/5 64

132/42

137

26th May, 64.

Dear Sir,

B6

Thank you for your letter concerning road traffic signs, and 'No Entry' sign at the corner of Philomel and John Streets.

I understand the alterations were made on the initiative of the Stanley Town Council.

I have no wish to interfere with any decision of the Town Council, and, I feel, it would be wrong to do so, but if the changes prove dangerous I will certainly take the matter up.

Yours faithfully,

(W.H. THOMPSON)
COLONIAL SECRETARY

E.G. Powe, Esq.,
STANLEY.

WHT/IN.

for
26 E 64