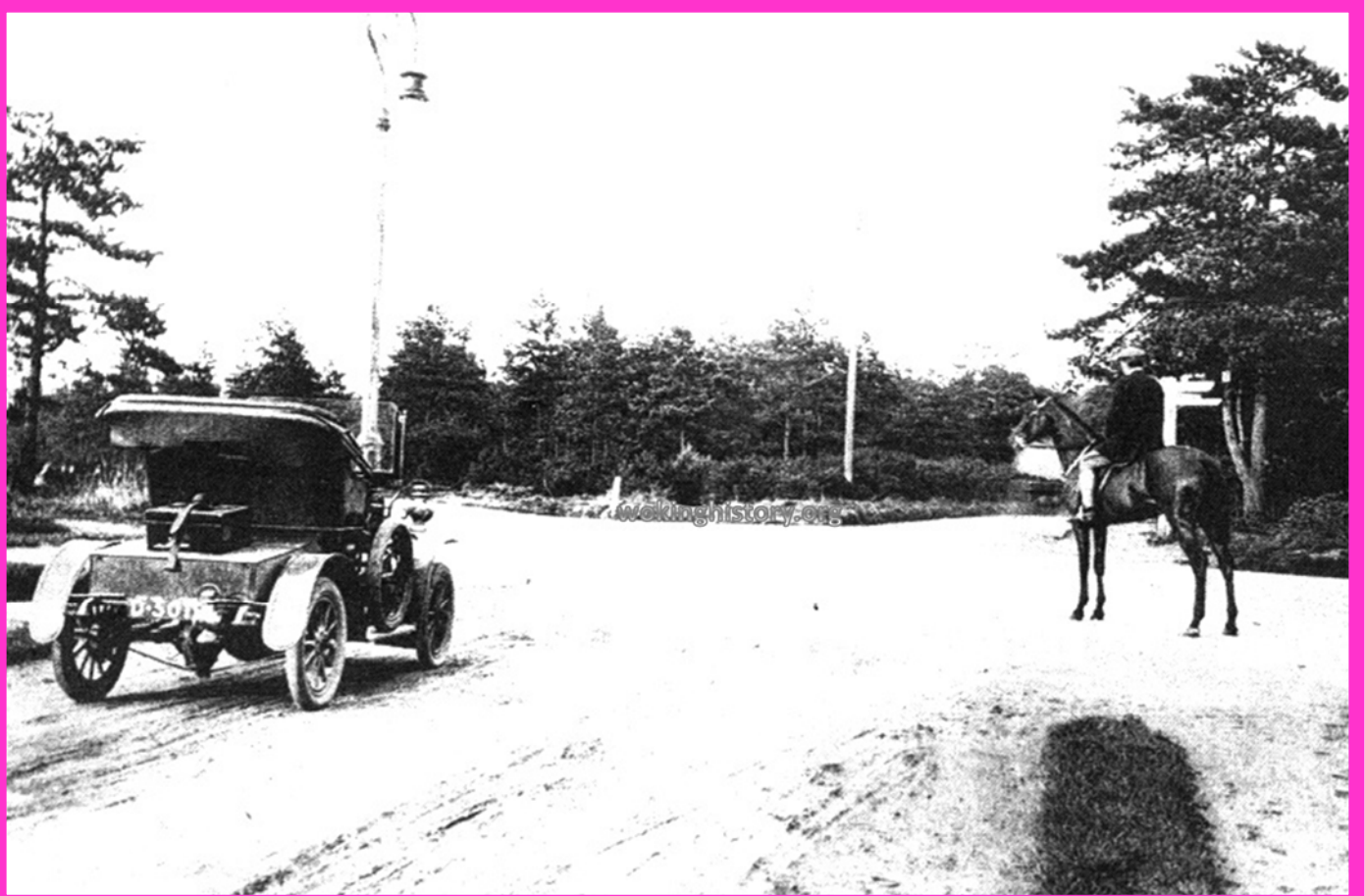


# THE SIX CROSSROADS ROUNDABOUT

Iain Wakeford 2017

A few weeks ago I reported on the work carried out in 1958 on rebuilding Durnford Bridge on the A320 between Horsell and Ottershaw. The old bridge was undoubtedly a hazard, but it was not the only part of that road causing concern at that time, as the poor AA Patrolman near the Six Crossroads on Horsell Common would have testified. Nowadays it is hard to imagine how this busy junction could have functioned without any traffic control, but until the early 1960's, when the roundabout was constructed, the man from the Automobile Association was often the only person on hand to help when the inevitable accident occurred. He was probably delighted when at the end of 1957 a traffic survey was held to demonstrate the need for some kind of improvement at the site.

In January 1958 the survey was sent to the Ministry of Transport, whilst an application was also made by Woking Council for a loan of £19,725 towards the cost of providing a roundabout there. In the end the lowest tender for the scheme was £22,485.18s.1d. from a company called Sidney Green & Sons (Contractors) Ltd, but the good news in September 1958 was that the Ministry of Transport were willing to grant 75% of the total cost and the following month the council acquired the extra common land required for the scheme from Lord Onslow and the Horsell



Common Preservation Society (with 1.33 acres of exchange common land found elsewhere). Amendments to the scheme reduced the tender cost to £19,320.10s.8d in November 1958, with £468.2s.3d. quoted in December that year by A.E.I. Ltd for the street lighting and warning signs. That contract was later divided

between two companies – Gowshall Ltd for the advance direction signs and guard post at £434, and the Royal Label Co Ltd being paid £171 for the roundabout direction signs.

Work began early in 1959 with the various utility companies carrying out works in the area

The provision of a roundabout at the Six Cross Roads in 1959-60 was long overdue.







The new Six Crossroads Roundabout soon after completion

in anticipation, but not everything went to plan as the contractors apparently 'experienced difficulties in obtaining supplies of brick hardcore for the construction of the roads' and had to ask for either permission to use 'hoggin instead of hardcore' - or be allowed extra time to complete the work to standard.

The Council evidently thought that it was better to be late than cut corners with materials, and the company were given more time (although when the roundabout was originally supposed to be completed, I have not been able to ascertain).

In May 1959 the council reported that the new carriageways would shortly be open for traffic, with the street lights soon to be installed, and by July they were turning their attention to the landscaping of the roundabout which according to a new report 'should be so that traffic had an uninterrupted view of all roads when approaching the roundabout'.

As a result it was decided that the roundabout and the verges on the approach should be mainly grassed over, with 'heather forming a low decorative feature on the centre' of the roundabout. Wye Brother Nursery at Crastock received the contract to provide grass and heather, with Dragon Plant Hire given the job of carting the 'soil and humas from Old Woking Sewage Works' to the site (for £225).

Of course solving the problems of one local junction often has a knock on effect further down the road with the result that in September 1960 the County Engineer was recommending the widening of Shores Road (at a cost of £22,122.7s.3d.), with alterations to the junction of Shores Road and Kettlewell Hill being agreed early in 1962. Later a mini-roundabout would be constructed there, and then another at the junction with Littlewick Road, and so the knock-on effect of road 'improvements' marches on.



Improvements at the Six Crossroads had a knock-on effect elsewhere, such as the junction of Shores Road and Kettlewell Hill