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less dumping of garden rubbish in the open space off Central Square.

Martin Jaskel asked from where the RA received its mandate to fight the Henly's Corner scheme and said that he was appalled that the RA should be associated with the rudeness and illegality of some of the objectors at the Henly's Corner enquiry.

Ron Philips spoke in support of Martin Jaskel and did not want to be associated with this behaviour but was glad to see that RA representatives at the enquiry behaved impeccably. Ken Murrell pointed out how necessary it was for the Suburb to defend itself against a massive ten lane junction. "The junction may well need developing but it does not need a scheme on this scale".

Mr. Tyler of the Finchley Society made the point that the rows at the enquiry were all over the matter of evening hearings so that the public is treated fairly.

He told the meeting that he had seen Mrs. Thatcher and talked for 35 minutes and told the Prime Minister, and Member for Finchley that the public gets understandably angry at the destruction of its environment and the way objections are treated by the Department of Transport. David Bogush objected to Mr. Tyler, as a non RA member, being allowed to speak. David Rapson explained how the RA were conducting themselves at the enquiry. Terry Rand said that those who complained of rudeness to the Inspector were being very rude themselves to those who have devoted so much of their time on behalf of the Suburb in fighting these proposals.

After discussion of other questions, Mendels garage site, road humps etc. the meeting ended with a vote of thanks to the Chairman proposed by Dr. Ted Hoblyn. **RW**

CONDUCT UNBECOMING

Much has been heard from residents about the 'ungentlemanly behaviour' of some of the objectors at the recently started 'Inquiry for the Henly's Corner' so-called improvement scheme. However, little has been said or written about the devious and underhand methods being adopted by the DoT and the Inspector, who is alleged to be **INDEPENDENT**

Taking just three points in illustration:

1. the choice of Hendon Hall Hotel as the venue for the preliminary sessions in February, well away from any reasonable public transport service — about one hour from the Suburb — also, well removed from any reasonable refreshments. It was OK for the Inspector and the DoT officials eating in the Hotel at our expense.
2. when asked why they had not booked the Kinloss Suite at Henly's Corner, stated 'It was not available' — this we were to discover was completely untrue, they had not bothered to ask or they did not want a venue convenient for so many objectors.
3. on the first day when the Admiral (the Inspector) declared an adjournment for three hours to allow more clauses to be brought in! — the BBC's South East News announced at lunchtime, the story "that the Inquiry had been abandoned because the objectors were breaking the fire regulations." The DoT's P.R. men denied they were responsible for the statement — but in view of their pre-

vious strange behaviour, this was difficult to believe.

So much for the preliminary Inquiry, the actual Inquiry started with the Inspector announcing that there would not be any evening sessions, and that he was quite satisfied that any objectors who wanted to prevent their case could easily do so in a daytime session — and in fact refused to listen to anyone pleading for evening sessions. Even our own MP John Marshall's plea for evening sessions fell on deaf ears.

Perhaps the highlight of the whole farce occurred at the one and only evening session the Inspector will ever allow, on 15 March when the Kinloss Suite was packed to capacity, in fact the police were turning away late comers, and the next morning's session was only attended by some 50 people — this speaks for itself. It is little wonder that the majority of people attending this Inquiry have been very vocal and angry, they are being provoked by the intransigence and bias of a man advertised as being independent — they are being denied their democratic rights to express their opinions and to challenge the DoT's proposals. **AL**

and another view

Dear Sir,

I read with concern your article on the Henly's Corner scheme in the last issue of the Suburb News for there is a broader view to this scheme which seems lost in the environmental clamour.

London congestion wastes perhaps half a million manhours every day, a billion pounds a year, and imposes an intolerable burden on a country struggling to emerge from recession and to reduce unemployment. It has a special burden too which is manifest in the 'white knuckle syndrome', the cause of much aggressive driving lately.

The North Circular is a major culprit in the above but it also impacts directly on the lives of those who live nearby for NCR jams cause evading motorists to migrate to the surrounding roads contributing to rat runs and suburban congestion.

Concern has been expressed that the Henlys Corner scheme brings the urban motorway closer and that it is premature because the effects of the M25 have not been fully assessed. These objections are baseless for the reality is that the NCR is **ALREADY** an urban motorway which cannot be relieved by another motorway which is itself at maximum capacity. The Henlys Corner scheme merely seeks to allow it to fulfill this role effectively.

Pressure to improve the NCR mounts with the traffic and will continue to compel improvements, the only uncertainty being the timescale. This is apparent to Whitehall who will continue to render improvements as they have done through the years. For example current plans include massive changes to Hanger Lane and at this moment, construction is in progress at the junction of the NCR/A1000. Henlys Corner cannot and must not stand aloof from these schemes, it must be improved along with other NCR congestion points.

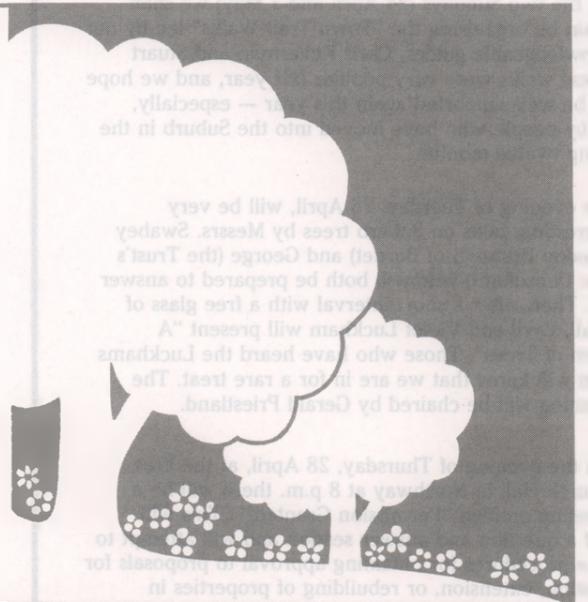
I urge residents not to oppose the Henlys Corner Scheme in principle but to devote their efforts to obtaining a tunnel which has the minimum environmental impact. By concentrating on the design, architecture and landscaping it may even be possible to reduce the noise and obtrusion of North Circular traffic in the suburb.

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