



Terry Rand's idyllic view of Falloeden Way.

TIDAL FLOW FOR FALLODEN WAY? - NEVER!

The Yellow Scheme, selected by Mrs Chalker despite the overwhelming rejection of the public consultation exercise — it attracted more "most undesirable scheme" votes than all the other schemes put together — would have appalling consequences for the Suburb.

1. It would destroy totally the type of physical environment on which the Suburb has been modelled. It would require the felling of every mature tree lining the road. In their place would be erected a line of disfiguring steel gantries which no amount of future planning could be allowed to obscure and an enormous overhead footbridge. Falloeden Way would then appear as a cross between a section of electrified inter-city rail track and a motorway interchange.
2. Traffic accidents would soar. Removing the segregation afforded by the present series of pedestrian refuges would lead to head-on crashes, a feature entirely absent from the accident statistics of this exceptionally safe road. The distractions to drivers produced by the combination of overhead gantry signs, ground level pelican crossing and changing lane patterns would be a recipe for just the sort of increase in accidents which has attended the implementation of every similar tidal-flow scheme in the country. We know only too well that this is not regarded as the Ministry's *ultimate* solution for Falloeden Way but merely an interim measure which will enable them to get rid of all the trees and produce such a catastrophically dangerous situation that they could then claim that large-scale widening would be the only viable long-term remedy. This is neither alarmism nor exaggeration: it is a balanced prediction based on the Joint Action Committee's eighteen years experience of the tactics resorted to by the Transport Ministry when faced with opposition.
3. Banning all right turns into and out of Addison Way, Brookland Rise, Westholm, Midholm and Eastholm, together with the private accesses, service roads and parking lay-bys on Falloeden Way would have widespread consequences for other roads in the Suburb. Besides making things extremely difficult for

residents of Falloeden Way and the 'Holms, the bans would add considerable extra traffic flows to Addison Way, Oakwood Road, the Brooklands and Hill Top/Hill Rise. Cross flows at the Northway/Hill Rise junction would be greatly increased, requiring longer phases on the traffic signals, thereby losing more than the very marginal benefits the tidal flow might be expected to produce on the main road.

Brookland School, in particular, would be badly affected. The serious congestion which occurs in the Brooklands/Hill Top area at school-time now would be increased by vehicles denied a right turn out of Brooklands Rise.

4. Pedestrians would suffer worst of all if the tidal flow scheme were approved. With the loss of all pedestrian refuges, only the most confident and athletic could dare chance the dash across three lanes of fast-moving traffic, particularly since their direction of travel would vary with the time of day. Many residents wishing to cross the road to the post-box or to visit a neighbour will face a round trip of over 400 yards with perhaps a hefty climb up a high footbridge into the bargain. What will, in effect, result is the severance of the north side of the Suburb from the south, except for those prepared, and equipped, to make circuitous detours by car, adding unnecessarily to the traffic on other Suburb side-roads.

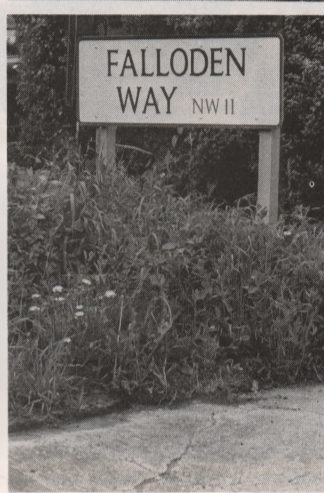
On what grounds does Mrs Chalker seek to wreck this part of the Conservation Area, specially designated by the Secretary of State for the Environment as "of outstanding architectural and historic importance"? She claims that there is a bottleneck. There is certainly a tailback — modest by main road standards — for a short while during the morning peak-hour: mainly driver-only cars having to move more slowly than they might prefer because the traffic lights at Market Place are allowing other traffic *their* turn. The delay is not related to the width of Falloeden Way: it is caused solely by the traffic lights and is in any case only one of a series which drivers will face on their journey into town. Any seconds saved at this hold-up will merely

be added to the wait at the next. Since the road is five lanes wide at the traffic signals in Market Place at the moment, widening the traffic flow into them by tidal flow or any other means will not appreciably increase the flow: it will simply allow the traffic to wait two lanes abreast instead of in single file while the traffic lights are at red.

What should disturb residents particularly are the tactics used yet again by the Department. They have once more employed the "dirty trick" of publishing their intentions just as people are preparing to leave for their summer holiday. And in her letter to our MP Peter Thomas, Mrs Chalker has been given some remarkably dishonest things to sign. In seeking to minimise the loss of all our mature trees she suggests that when the road is resurfaced at some unspecified time in the future, they would risk being removed anyway. What absolute rubbish!! She refers, disparagingly, to the "rather sorry state" of the grass verges, implying that our environment is hardly worth making a fuss about. Well, the grass verges are in precisely the state in which *her Department* has them maintained. It has long been the policy of the Department to neglect shamefully whatever it wants to destroy, viz. the Department-owned houses in Archway Road, and certainly it does her no credit to put her name to such implausible statements by her officials.

What can suburb residents do?

When the Department publishes its Draft Orders under the Road Traffic Regulations Act 1984 — and we are asking that they be delayed until the end of the summer holiday period — every single Suburb resident should register as an objector. No detailed reason for objection need be given, but every resident should register their objection. And they should claim, furthermore, that they wish to have time allocated to them at any public inquiry to present their objection and question Department witnesses. This will face the Department with the need to provide an extremely lengthy and expensive public inquiry. It is only by such a campaign of attrition that I believe we can convince the Department that they will *NEVER* succeed in wrecking Falloeden Way and splitting the Suburb. TR



The Dept. of Transport's neglect of the road.

WILLIFIELD WAY LATEST

"the letter to residents should have asked for comments not by March 21 but by March 12!"

However, after protests it was agreed to postpone consideration in committee for a month.

Eventually the Trust turned down the application during April. End of story? Oh no.

The Trust was asked for and agreed to inform objectors of its decision in writing and the grounds on which the application had been rejected.

Now, many weeks on, the Trust states that it is still not ready to publish its grounds for refusing permission. This despite the fact that Consam and all those affected had originally provided grounds and that residents had specifically asked that the Trust should say that no garage could be allowed on this site because they were afraid that refusal on any other grounds might give rise to an appeal.

When the Trust was asked again for this letter recently the information was forthcoming that the Property and Plans Committee were reconsidering the original application!

Whatever the eventual outcome of this case, and the RA feels very strongly that a garage on this very sensitive site is totally unacceptable, we detail

it here because it raises a number of questions vital to the conservation of the Suburb.

1. Is the Trust more responsive to the wishes of an individual householder than to the objections of the RA's Consam Committee and a body of affected residents?
2. Should not the Trust be more open with people who are, after all, its own members and be prepared to make public its grounds for planning decisions?
3. Should not all applicants for major additions or alterations be required to provide plans and elevations that show the effect on surrounding properties and on trees, shrubs and hedges before applications will be accepted for consideration?

The Residents Association has been consistently supportive of the declared aims of the new Council and staff of the Trust. It wants to continue to be so. But to quote our April 1984 editorial "We will not hesitate to make what we believe to be constructive criticism again if the Trust does not, as we expect it will, significantly improve its performance and service to residents". RJW

WHY THE WRAPS

At the north east end of Northway and Market Place, there is something very mysterious, it is clothed in a yellow plastic sheet and bound with red tape. This "thing" has been there since February — what on earth can it be?

Being curious, I have checked through all planning applications

for the period, but to no avail — what is being hidden from the residents of the Suburb? Is it a statue of Lynda Chalker to be unveiled when the last section of front gardens are given back to the residents of Falloeden Way? Dr Who's lost Tardis? Or a large blue plaque to some eminent Suburb resident? Could

it be the entrance to a subway to East Finchley Station? It would be easy to fantasize, other possibilities, but, on the other hand it could be something quite mundane, like an electricity or telephone terminal box! But, why has it been covered for so many months? Observer

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