

BY-PASS PLAN 'A RE-HASH OF 1930'

Yorkshire Post Reporter

PROPOSALS for the Headingley by-pass put forward by Leeds Corporation were called a "re-hash of a 1930 scheme" last night. The Buchanan Report showed that such a by-pass would not be effective, it was said.

Several hundred residents of Headingley were told this at a meeting of the by-pass protest committee, held at the Bennett-Rd. Institute, Headingley. Since its formation over a year ago, the committee has received the support of 1,300 local people in its objections.

Last night, Canon Ralph Emerson, Vicar of Headingley, who presided, thanked those who had sent written objections to Sir Keith Joseph, Minister of Housing and Local Government. Sir Keith has ordered a joint planning inquiry.

This will be held between the Ministry of Transport and the Ministry of Housing and Local Government at Leeds Civic Hall on April 14. The protest committee's representations will be put before the inquiry.

BORNE OUT

"It is interesting to us that the point we have been arguing all along has been borne out by the Buchanan Report. Buchanan feels that by-passes ought to by-pass and not go through communities," said Canon Emerson.

"We do recognise that progress must take place, but we do not agree that the Corporation's present plans mean progress. The by-pass will split my parish boundary from end to end—it is a shocking thing to do," he said.

The Buchanan Report, said Mr. W. Houghton-Evans, a Town Planning consultant and lecturer on the subject at Leeds University, gave unequivocal support to the committee's whole case. Buchanan actually chose Headingley for a detailed investigation into intermediate level traffic problems.

A high level of environmental conditions could only be achieved when through traffic is removed to new roads on the outskirts, said Buchanan. The so-called by-pass is really a device to assist the through traffic in Headingley.

The by-passed shopping street would continue to circulate traffic volumes at least as large as now, said Mr. Houghton-Evans. "Fine trees and landscape will disappear.

"Along the whole road conversation will be drowned by traffic noise. Where the by-pass is elevated, the noise will be broadcast over the whole district and the embankment will dwarf and overshadow its surroundings," he said.

RIVER DEFIED