

The North Halton Compass

Reach then a soaring quill, that I may write
As with a Jacob's staff to take a height - CLEVELAND

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BRASS TACKS - Editorial

If you've messed up, it's time to pay up.

It's about time something was done about unpaid traffic tickets and kudos to the Halton Court Services on the launch of their new collections program to retrieve fines.

A recent media release stated the program aims to recover an \$11 million debt created by unpaid provincial fines - primarily unpaid traffic tickets.

Halton Court Administrator Frances Evans said every dollar collected belongs to the Halton taxpayer. Therefore recovering the revenue is good business for everyone. Unless of course, you've been slyly dodging the inevitable.

Excuses, "I never got it" or "my dog must have ate it" are not going to hold up. And just because you've let the fine go unpaid for years - it's not going to disappear.

As Ms. Evans said, "People need to understand these charges never go away and they must pay."

According to the Halton Court Services, some fines date back an astounding 13 years. Would it not have been easier to just pay up when the crime was committed?

To those offenders who carelessly crumpled up a parking ticket and tossed it: they're going to find you.

To all those scoundrels who stash tickets in the glove box to

mingle with dust bunnies, hoping they will just disappear - it's not going to happen. They'll get you too.

In other words, you can run but you can't hide. And those that think they can escape will be in for a surprise when their license is suspended, they're faced with plate denials or credit reporting and civil enforcement are issued.

Despite the commendable efforts of the court services, one thing remains unclear. Why did the government allow tickets to go unpaid for so long? Shouldn't this initiative been implemented 13 years back?

It must be supposed some things are better late than never.

BLUE SPRINGS SOAPBOX

Letters to the Editor

Dear Editor,

I just wanted to add some clarification to the article written by Paula Gomes in your April edition of the North Halton Compass.

As a resident of Brookville, who lives adjacent to Guelph Line, I have attended all of the community based meetings for the road reconstruction between 15 Sideroad and 20 Sideroad.

In her article, Mrs. Gomes states the residents wanted to reduce the speed to a "very low speed" for safety reasons at the school. The residents in fact have asked for the speed to be reduced from 60km/hr to 50km/hr for approximately 300 m before and after the school on Guelph line.

I do not believe that 50km/hr should be termed as a "very low speed". It is a reasonable speed that will alert drivers to the fact that a school exists and caution should be taken. The Region, led by Matt Krusto, is very vocal in its opposition to this. They have stated that by lowering the speed they will be inducing drivers to go even faster. Apparently the Region has studies on this.

The fact of the matter is that there is a school on Guelph Line with hundreds of our children ranging from four years up. The Region is going to be putting in sidewalks on both sides of the road and there exists a store on the other side of

the road. To a four-year-old, an eight year old, a 10-year-old, the road now looks far less dangerous. I could see my four-year-old child getting distracted while boarding the bus and running across the road to see a kitty.

I do not want to hold another dying child. I would not like to be the person, as I once was, telling the parents that their child had been hit by a car on Guelph Line.

To reduce the speed to 50km/hr in front of the school does not seem unreasonable. I believe it would get the attention of some drivers that there was a school zone ahead and to slow down. As stated previously, the Region is not at all approachable on this subject so it was then suggested by the residents that perhaps only during the beginning and end of school would the speed be reduced and that this be achieved through the use of flashing school zone lights that some areas use to drop the speeds. This too was dismissed.

The vehicle suggested for use to drop the speeds at the last meeting, and never alluded to in earlier meetings, was deemed to be a request to reduce speeds that would go to a speed reduction committee. I picked up the package. It contained a study done in 2000 and nothing more. There was no form to submit, no details on how to get your road studied.

It was a red herring put in by Matt Krusto and Edward Soldo at the last meeting so that speed on Guelph Line would no longer be a part of the discussion. Speed, in their view, was not an issue, it was a buck passed again by our caring government to the Region's speed review committee. You figure out how to get your road reviewed.

I hope many of the parents and concerned citizens band together to have the speed reduced in front of Brookville School. Remember it is your road, your school, your community and your children. If you do not speak up, no one else will.

Allane Andrusko, Brookville, ON

Dear Editor,

We are long-time (29 year) residents of Halton Region and are becoming more and more disturbed with the manner in which Halton is evolving.

In a word, we are concerned about the pace and effects of GROWTH.

Just a few specifics: The obscene explosion of Milton from a population less than 36,000 to a planned population of 85,000.

Total contradiction of prior "planning". We well recall former Burlington Mayor George Harrington assuring us and others that there would never be "development" north of the Dundas Highway (Hwy. 5). Now, creation of the town of "Alton" between Hwys. 5 and 407 is imminent.

The Official Plan of the City of Burlington designated three hamlets (Kilbride, Mount Nemo and Lowville) to which rural development would be restricted. Now it appears that a 38 residence development is underway immediately south of, and totally outside of, the

(Continued on next page)

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