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EDITORIAL

Urban Myths

A wag who worked in Toronto's City Hall once confided to me that the only sure way that the Mayor could tell if winter was truly over was when repair signs popped up on the Gardiner Expressway reducing it to one lane. Prolonged traffic hold-ups seem to be a fact of life of summer in Ontario. Now, commonsense tells me that you can't lay concrete and asphalt in cold weather but road repairs do take a lot of the pleasure out of the warm months. There is an urban myth that road workers spend more time leaning on shovels than actually using them. As one who has picked up a paycheque or two using a pick and shovel, I can assure you that it is not a rest cure.

I don't believe that there is any malevolent spirit in the corridors of bureaucracy. In my experience the foul-ups that occasionally plague us are just the result of lapses of concentration. A prime example of this happened in East Anglia in the UK in 1968. There had been a realignment of county boundaries that saw some strange and arbitrary decisions being made. One of these saw the River Ouse being chosen as the division between West Suffolk and Cambridgeshire. Unfortunately the village of Ousden, as the name suggests straddles the river and found itself, half in one county and half in the other. There are two bridges spanning the river and in a spirit of democracy each county became responsible for one of the bridges. The bridges were both medieval and in need of TLC. You can guess where this story is going. Yep, neither county checked with the other about maintenance schedules and both turned up, out of sight of each other, at opposite ends of the village and demolished their respective bridges within minutes of each other. The Ouse is not wide but it is as deep as a moat. The absence of bridges cut off any thought of travel or commerce between the two marooned halves of the village. The situation was only remedied when the Royal Engineers dropped a bailey bridge across the river.

When I saw the published plans from the Region to replace bridges on Sixth Line, Nassagaweya, at the same time as part of Guelph Line was to be closed I had the sinking feeling that it was 'deja-vu all over again' to quote Yogi Berra. I should have had more faith in the Region. Instead of totally blocking north-south traffic, the closures are staggered, allowing for a sideways tack between the two roads. A bit like yachting only on dry land.

The process started on June 19 and is scheduled to end in September. A rumour has been circulating that the only blockage to Sixth Line is the 'road closed' sign, and that the bridges are still intact a month later. Word is that 'they' are still conducting environmental studies. Another urban myth is that the environmentalists of the world are wreaking revenge upon the rest of us for all the geek jokes they had to suffer in high school. This myth seemed at last to be provable. Armed with a camera I set off with journalistic zeal to get photographic proof of this foul-up on Sixth Line. I'm sorry to say that I had egg on my face. when my forward progress was halted by a missing bridge. Should have known that our guys were better than that.

LETTERS TO THE EDITOR

To: Halton Compass Editor
Re: Mr. Jeff Lumby's July 15 article "How do they look in the mirror?"

Jeff ...you are right on the mark. It is a sad sight daily now that garbage is left (thrown) from vehicles all around us. I have lived in Campbellville for the past 18 years and it has now become a daily occurrence... especially at the Guelph Line / 401 on and off ramps. Why is it that 18-wheelers are allowed to park overnight on these ramps, let alone daily "rest stops" now for numerous trucks... it is now not only dangerous but they have complete disregard for anything environmental...

It's bad enough the garbage that is left behind to blow around our village by the cars parked at 401/Guelph Line... but now

we must put up with this trucker crap?

I say to the Milton council... get with the program and do something for Campbellville!

You get a lot of money now from Mohawk (which is in Campbellville in case you didn't know). You might want to help us out by spending a few bucks now on "no stopping" signs at these places.

I don't see trucks parking on ramps at Hwy. #25 or James Snow... why then Guelph Line??

Take a drive up to check out Campbellville once in a while and you just might understand.

Regards
Paul Weber
Campbellville

Dear Sir:

Thank you for your coverage (July 15/05) of the July 13/05 Regional PPW Cttee. meeting and the delegations on the proposed tree by-law.

However, in my delegation, I did not suggest that a warrant could be required before a tree by-law enforcement officer entered onto private property. I did suggest that the Region establish an oversight authority which would ensure that the enforcement officer had just cause for entry, and would authorize or refuse entry accordingly.

For information, please find below the text of my delegation.

I find it disappointing that the Region has proposed a confrontational approach with rural residents to protecting greenlands and woodlots in Halton, rather than promoting co-operation and consensus. I find it unsettling also that the Region has chosen to put forward a policy that tree bylaw compliance officers be patronage (political) appointees wielding significant coercive and punitive powers, over and above my concerns about lack of oversight and control.

Regional Chair Savoline indicated that my delegation, and the other two, were merely "cheap shots" at Regional staff; I do not agree with her characterisation of our concerns. I leave it to you and any readers to review my delegation (a copy was provide dto the Region) and decide for yourselves.

Thanks for your consideration.
Michael Grimwood
Milton

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THE HALTON COMPASS

welcomes letters to the Editor

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