



Hunters Hill Trust Journal

Vol. 2, No. 2. — JULY, 1973

East Ward BY-ELECTION

JULY 28

"We cannot do everything at once, but we can do something at once" — Calvin Coolidge.

Since the introduction of non-compulsory voting for local government elections in 1968, Hunters Hill residents have taken pride of place in their support for the system.

The figures, however, are far from impressive. In both the 1968 and 1971 triennial elections, Hunters Hill and the Sydney City Council had more than 40% of their residents turn out to vote.

In 1971, 42% were present at the polls.

For East Ward, where three candidates are competing in this by-election, approximately 58% of the roll appeared for the '71 general election, and 47%

for a by-election in 1970.

So much for the past. Respect for a local government system can best be shown through your support at the polls.

At this moment the very future of Hunters Hill depends on acceptance of a Town Plan and successfully defeating any move toward amalgamation with

another area.

These are two vital issues affecting our Municipality this year. It should not be considered too much to have residents devote a few minutes on voting day to ensure their future by offering participation.

The Hunters Hill Trust does not endorse or sup-

port one candidate above another. However, during the course of each candidates' campaign we will naturally be interested to observe which person follows most closely to the Trust's basic aims. Rather we challenge East Ward electors to prove that apathy is not a "contagious disease."

Something CAN be done at once

Your candidates are . . .

Moir Baird

Mrs Baird, 36, B. Sc., is a housewife and bacteriologist, and mother of four children. She lives at 28 Woolwich Road, and has been in the municipality for 11 years.

She is an active member and Vice President of Woolwich P & C Association, President of the River Group of University Graduates Association, a member of the Central Committee of NSW Association (of University Women Graduates), a member of Women Active Politically (Hunters Hill), and Women's Electoral Lobby. She is also a member of the Hunters Hill Trust, Hunters Hill Tennis Club and Hunters Hill Sailing Club.

Mrs Baird considers "Planning should be for people."

"I believe in long range planning for a better life for all our citizens, especially mothers with young children, teenagers and older people, maintenance of the unique character of Hunters Hill, and the greater involvement of all citizens in the making of decisions which affect their way of life," she said.

"I am totally opposed to amalgamation of Hunters Hill Council with any other Council," Mrs Baird said.

"People are feeling more alienated and lost in our busy

modern world. We are realising more and more, how closely our own personal well-being depends upon the well-being of the environment. High density development, bigger and 'better' expressways, loss of parkland and open spaces, while bringing short term material benefits, in the long run affect all of us adversely."

"I would like to see Council have more powers in areas of education, health, employment, social services, cultural facilities and the environment."

Trevor Herbert

Mr Herbert is standing as a completely independent candidate. He is 44 years old, married, with two boys and has been resident in Hunters Hill for 12 years. He was educated at Fort Street Boys High and is a director of an electronics communications firm in Artarmon. His home, at 12 Ellemere Avenue, won the Wilkinson Award in 1961.

Mr Herbert was President of the local Scouts for 2 years, and more recently their Vice-President for 2 years. He actively supports the local sailing and football clubs, and in his younger years was an athlete of note, playing for the Drumoyne Union Club.

He was closely involved with

the expansion of the kindergarten and improvement of its grounds.

When asked for his views on the draft Town Plan he admitted that he has not had an opportunity to study it closely but is concerned that the Municipality does not yet have any Town Plan which is legally binding. He feels that however well-disposed the Council may be towards preserving Hunters Hill, they are seriously handicapped by the lack of a Town Plan.

Mr Herbert expressed his belief that in Hunters Hill we have something special, "almost an anachronism," which, with the very strong community spirit among its inhabitants, must be

preserved. He is therefore unequivocally opposed to any form of amalgamation of this Municipality with any other, whether it be Ryde as a larger Municipality, or with others in an enlarged City of North Sydney.

He is also a strong advocate for Clarke's Point to become parkland, if practicable, but adamantly not to be used for industrial pursuits.

Trevor Small

Trevor Small is a 31-year-old solicitor who lives with his wife, Heather, and son aged 4, at 40 Woolwich Road.

Mr Small, a resident of the Municipality for five years, says he is standing for East Ward largely because of the unnecessary difficulties he has experienced as a ratepayer in dealings with the existing Council.

However, in seeking to improve its efficiency, he is nevertheless strongly opposed to amalgamation with any other Council and considers a large turn-out on election day to be vital to demonstrate the degree of local concern for the future of this unique area. This he wishes to see preserved and updated, particularly in respect of services for children.

As a totally independent candidate with no campaign and no committee, he is not aligned with any "pressure group," although he does consider they serve a useful role in stimulating interest in the community. He is opposed to any expansion of industry in the Municipality, but is not a supporter of its removal. Rather than being antagonised by aggressive campaigns, industry should be encouraged to co-operate with residents in maintaining the basically residential nature of Hunters Hill.



Moir Baird



Trevor Herbert



Trevor Small

AMALGAMATION — can you afford it?

The Mayor of Hunter's Hill and others have long proclaimed that the ratepayers of the Municipality would have nothing to gain from inclusion in another, larger local government area.

This sounds a forlorn cry in the face of the promise by the Leader of the State Opposition to reduce the number of metropolitan municipalities to 8 while, at the same time, the Committee of Inquiry set up almost two years ago by the present Government remains silent on the progress of its state-wide investigation. Indeed, this Committee does not even keep a transcript of the hearings it has already conducted.

Another threat has now appeared on the horizon in the form of the Federal Government with proposals to establish a series of regions in which Councils will be grouped to deal directly with the Ministry of Urban and Regional Development.

The Trust supports the preservation of the identity of Hunter's Hill as a Municipality and has begun to probe the statements made in order to give proof to the arguments. Understandably, the Council may be reluctant to continue its campaign at this point because there is no information available from the State Government to suggest that the

Municipality is in danger. The Trust, however, believes that the people must remain alert to the possibility so we asked the Town Clerk, Mr W. Phipson, if he could explain the likely consequences of an amalgamation.

Mr Phipson drew attention to the fact that most nearby Councils are already working to reduce large bank overdrafts, in one case by almost \$100,000 this year (Hunter's Hill does not have an overdraft). He said it would be difficult in most cases to make any direct comparison between Councils or groups of Councils because of the many variables involved. A common yardstick of efficiency is the percentage of overhead costs to total expenditure. Hunter's Hill compares reasonably with other areas but this is not a good example because a heavy loan programme in any one year will reduce the percentage of administrative costs.

Another measure, Mr Phipson continued, is to calculate the rate levied per head of population. This is more stable and very few Councils in the State could boast lower figures than Hunter's Hill.

We put to him the hypothetical case of union with Ryde and this is what Mr Phipson had to say. "The budget figures of this

Council may be compared with some confidence because, and perhaps curiously, both Municipalities were revalued by the Valuer General last year."

"The statistics shown in the attached table indicate a total expenditure by the two Councils of some \$6 million for this year."

"It is my opinion that very little administrative economy would result from a merger, at least on a short term basis, so if we assume a similar budget, the rate revenue necessary would be about \$3.75 million. This would require a rate levy of 0.85 cents over the whole area and in other words Hunter's Hill ratepayers could expect an immediate increase of 25 per cent quite apart from the usual trend of rising municipal costs."

"Again, if one is bold enough to assume that 'economies of scale' (i.e. reduction of manpower and materials to avoid duplication) could reduce the rate product by \$250,000 then the increase to Hunter's Hill people would still exceed 17 per cent," he said.

Critics of the size and attitude of Hunter's Hill will argue that ratepayers here do not pay enough for municipal services.

What do you think?

"Myth of Bigness" is the title of an extensive report prepared by the Hunters Hill Trust in opposition to any amalgamation of this municipality with another.

EXAMINING THE EFFECT

In the report, which is to be presented to the Committee of Inquiry into Local Government Areas and Administration, we argue a case on several levels for our separate identity.

Firstly, as the report states, the Trust believes that the onus of proving there is a need to increase the size of local government areas in general rests with those who assert that it exists. Before any amalgamation proposal is considered, adequate reasons for a charge should be demonstrated.

The Trust claims that the role of local government is increasing and not 'degenerating' to a staid authority concerned only with mundane services. Quality of life and 'welfare' in its widest sense are proper concerns for Councils.

Development of 'anti-social' tendencies and general apathy in large loosely governed areas are discussed in the report. While there is a growing need to rethink social and community organisations, Hunters Hill stands today as one of the few units which possesses many of the characteristics accepted as essential for community involvement.

At least 58 clubs and societies flourish here.

The report states that a simple economic criterion of efficiency is an inadequate one for evaluating modern local government administration.

A limited number of extra copies of the "Myth of Bigness" are being printed and these will be made available at the Trust Centre.

It should be on the "required reading" list for all residents concerned with this dark shadow overhanging the Municipality.

COMPARATIVE STATISTICS — 1973 BUDGET FIGURES

Council	Population 1972	General Rate in \$	Minimum	Last Valuation	Garbage Fee	Total Exp Ordinary Services	Rate Income	Other Income
Hunter's Hill	14,100	0.68	\$60	1972	\$18.00	736,000	470,000	260,000
Ryde	89,700	0.87	\$60	1972	\$16.38	5,200,000	3,260,000	1,940,000

NO MORE MONEY FOR FREEWAYS....

The Federal Minister for Transport, Mr C. K. Jones, indicated strong doubts about money being available to pursue expressway construction following an overseas examination of fifteen countries last month.

He said the States would have to reconsider their freeway building plans.

He said money earmarked for future freeway construction would be diverted to improving public transport.

The previous Federal Government had committed \$1252 million for road building in the five years ending next year.

"Just to keep that program going would cost \$2300 million in the next five years," he said.

"There is a reaction against the motor car and

freeways all over the world. Freeways tear the insides out of cities. "I'm more than ever convinced that the State Governments should re-examine their freeway policies.

"We are in a similar position to Los Angeles 20 years ago when they were going to have public transport or the motor car.

"Places such as Los Angeles decided on the car and now they are trying to get back to public transport."

Mr Jones said he would start a re-examination of transport proposals from the States next week.

"If need be we will have talks with the States to see if their programs could be changed and if they should be changed," he said.

The best way to attract

people back to public transport was to provide fast, clean and frequent rail or bus services.

Many trains were too old and not fast enough, he said.

In Sydney some railway carriages had been made before World War II and because of this were very expensive to maintain.

Mr Jones said it was obvious the Federal Government would have to provide more money for buses and trains.

He had not realised how much other countries subsidised public transport before his world trip.

He said he would recommend Federal Cabinet to provide money in this year's budget to remove the "bottlenecks" in Sydney train services.

New carriages and signalling systems would help overcome these.

Committee 1973-74

Following the Trust's Annual General Meeting and Elections, the following committee was elected for this year.

PRESIDENT: PROF. R. T. MARTIN
HON. SECRETARY: MR S. SHEFFER
HON. TREASURER: MR R. B. BUDD
MR F. W. KIRBY
DR R. B. TEMPLE
MR M. BAUME
MR T. FARRELL
DR C. E. COULMAN

At the time of writing the following sub committees have been appointed.

Clarks Point: Convenor, Prof R. T. Martin; Mobil Oil: Convenor, Mrs A. Oppen; Town Planning: Convenor, Dr A. Bradfield; Anti-Amalgamation: Convenor, Mr T. Farrell; Lane Cove Valley: Convenor, Dr C. E. Coulman.

Centenary Celebrations

The Hunters Hill Congregational Church has celebrated 1973 as its centenary year.

The fellowship of some 50 members was called together in 1873, however construction of the church building was not completed until 1878. The total cost, including land, was £1145.0.0. Erection of the Manse commenced in 1886.

First Pastor for the Church was Rev John Beckenham. An excellent brochure detailing the development of the church has been prepared by Mr A. C. Bristow, the present Pastor. The Hunters Hill Trust was pleased to be of some assistance in compiling historical information for this.

In the brochure, Mr Bristow says "The Church goes into its second century knowing that there is plenty of work to be done in the future. It acknowledges all those faithful workers named and unnamed who have contributed so much of their lives to the Worship of God and the service of the community."

The Congregational Church has also submitted plans to Council for a retirement village to accommodate 44 people.



PUBLIC TRANSPORT — THE ONLY ANSWER

by Dr. J.O. Ward

It is coming to be recognised in professional town-planning circles around the world today, that our cities cannot survive in their present form unless we get out of our cars and write urban expressways off as a thing of the past — like the world wars.

Even if petrol would still be available in 60 years time (which it won't), unrestricted use of private automobiles in closely built up urban areas is wasteful of space, destructive of historic or high-capacity, low-cost housing close to all amenities and employment, damaging to the living environment, and socially inequitable. Less than half the population of any modern city is licensed to drive a motor vehicle and the cost to public transport users of excessive private auto-usage, in the form of high fares (due to reduced patronage on public transport vehicles) and high public transport operating costs (due to automobile caused road congestion) is unfairly high, particularly in view of the fact that these remaining users of public transport are, in large part, the young, the old, the poor, the housewives and the sick.

It is impossible in an urban context ever to cater for an infinity of desired automobile trips. Roads generate traffic, freeways displace residents of inner areas to the outer suburbs and attract them back as road users, necessitating an expansion of road area (already 20-25% of urban space), which displaces further residents, and so on. Bottling the displaced residents up in middle suburbs high-rise is no answer; people stay here, frequently, only long enough to get a house and garden for their own.

POLLUTION
The automobile user in cities is heavily subsidised, in terms of the noise and pollution damage he causes, the strain placed on public hospitals by traffic accidents, the social impact of expressways and road widening programs on inner area residents and the costs of congestion to public transport users and operators.

If we are to survive for very long in this world, we must both house people and move them in less space and resource consuming ways. An efficient, comprehensive and up to date public transport system might do this to Sydney. Dr. Nielsen, the Director of the Sydney Area Transportation Study, has predicted that between now and the year 2000, perhaps \$1 billion will be spent on improving public transport. But how?

Sydney's current public transport system is, in general, a failure. In 1971 the Department of Government Transport buses carried about 170 million passengers; in 1945 Sydney's Government trams and buses, using hardly any more vehicles, carried close to 530 million passengers. Yet the costs of operating today's buses have gone up four times over yesterday's trams. Our trains too, have been losing patrons and money fast, despite a slight rise in usage between 1969 and the recent fare rise. Government trains and buses in Sydney now lose between \$20 and \$30 million annually.

LOSSES

To cover annual losses alone, between now and the year 2000, would require more than one and a half times the \$1,000 million Dr. Nielsen has said would be devoted to 'improving' Sydney's public transport over the same period!

It is clear that however much money is spent on Sydney's public transport in its present form, no appreciable dent will be made in the growing demand for road space in the city area. The reason is simply that the two major transport modes in use are inefficient.

Trains, the most costly form of mass public transport, cater to high passenger volumes (above 20,000 persons per direction per hour) and for 'middle distance' travel — average trip around 9 miles. In Sydney, except on a few miles of track for a few moments a day, no railway line ever carries more than 20,000 passengers per hour per direction. Railways do not cater to dense traffic along the major shopping, commercial and residential arteries of the city. Trains are not fast: 18 miles per hour in inner areas, 22 m.p.h. in outer areas.

BUSES LOW

Buses cater to passenger volumes in the vicinity of about 3,000 — 4,000 passengers, per direction per hour, yet they often have to work at loads of up to twice this volume — which they cannot do economically (see table). They are extraordinarily slow, 5 — 7 miles per hour in the city and inner areas during the day.

Both buses and trains have very poor accelerating and braking rates despite the fact that more than a quarter of all vehicle time in public transport working is spent accelerating.

Buses and trains do not serve people adequately now. How will the expenditure of millions of dollars alter the situation? It will not, and in fact, the authorities never intend it to. They want to build freeways, not efficient public transit systems.

Other cities overseas have, on the other hand, begun to solve the problem of an efficient public transport system. In Toronto, Canada, public transport riding increases faster than the city's population. In Sydney it falls as fast as the city grows. Two important means adopted overseas in this connection are token zone fares (a single pre-paid 'token' fare within, say six miles of the G.P.O. so simple that all street public transport vehicles can be one-manned without fare delays) and the light rail vehicle.

MODERN TRAM

The light rail vehicle (a cross between a train and a modern tram), as currently built in Europe and planned in the U.S.A. (Boeing Aircraft Corporation expects U.S. orders for 3,000 light rail vehicles by 1982). It can carry up to 400 passengers per one-man articulated unit, along its own tracks on a reservation or down ordinary streets, at speeds of up to 50 miles per hour. It can operate in shallow under-street tunnels (impossible for a bus), along concrete/steel 'guideways' above a road, down the centre or by the side of a road in a 'reservation'. It can stop at every street corner, or every half mile like a train. It requires no costly high-level platforms, no station staff (fares are sold on the vehicle), no deep tunnelling operations, no massive, completely segregated rights-of-way with complicated signalling etc. like the heavy railway, and it can draw its power from a single wire (like a tram) or from a third rail at track level. Its right-of-way structures cost, on average, one tenth those of conventional rail undergrounds, less if surface running is adopted; one third to one quarter the cost of heavy rail elevated lines and from one fifteenth to one seventh the cost of a freeway. It accelerates at



Modern articulated 'light rail car' in use in Germany.

twice the rate of a modern light weight train, three times the rate of a bus.

CITY LOOP

If a basic 'city access light railway network' were to be built in Sydney, from a city loop to transit interchanges in the inner middle suburbs, and supplemented or extended by fast, small, frequent feeder buses, ferries, the existing heavy rail system and some outer suburban light rail routes (e.g. Camden to Campbelltown), then, I contend, the load could effectively be taken off our roads without constructing any inner urban freeways. Such a network could be built from land and development taxes (as overseas). Federal grants, parking fees, and surcharges on the licenses of those who wished to use cars in the inner area.

Apart from a few shuttle buses and one through route, no buses would go downtown: they would off-load their passengers onto the City Access light railway system wherever their routes met it.

FREE

Thus light rail vehicles, which combine the speed and capacity (up to 20,000 persons per direction per hour) of a train with the accessibility of the bus, would take over from buses when loads justified the use of a faster more economical vehicle.

Ideally, public transport would be free. Overseas studies have shown that a free efficient public transport system might cost less per head than fares currently do.

The table (below left) shows the advantage of light rail vehicles over buses/trains:



... "One-fifteenth the cost of a Freeway".

Dr. John Ward is a lecturer with the History Department at Sydney University. With a father and brother involved in Town Planning, Dr. Ward has always shown a keen interest in the subject and undertaken several studies on the long term effect of the motor car and its impact on our society. He has travelled extensively in North America and Europe visiting, as a hobby, all cities which employ trams or 'light railways' in the modern sense.

TOWN PLAN IMMINENT

Information from Council officers has led us to believe that the Town Plan for the Municipality of Hunters Hill will be on display shortly.

This most vital document, which will concern everyone within the Municipality has been eagerly awaited by many residents.

Members of the Hunters Hill Trust Town Planning sub-committee, spent hundreds of hours in the preparation of a draft for the Town Plan, many suggestions from which were incorporated in the Council's official Draft.

The Plan will be on exhibition for a period of three months during which time objections may be lodged. Following the hearing of any objections from the people, by the Council, or an individual appointed by them; the plan is then returned to the State Planning Authority.

Without doubt, it is the duty of every resident and ratepayer to examine this plan. It is the single, most important document affecting the future of your way of life in the Municipality.

Trust subscribers can be assured that their Committee will be watching the situation closely and undertake to make detailed submissions to the Council if this is believed necessary.

THE TRUST AUXILIARY

A meeting of the Hunters Hill Trust Auxiliary is to be held on 19th July at 10 Ferry St. Hunters Hill to adopt a Constitution and to elect a committee.

The Auxiliary, membership of which is open to all members of the Trust, was formed to assist in the furtherance of the Trust's aims and to raise money for Trust purposes.

The Committee of the Trust felt that while the Auxiliary had rendered most valuable service in the past the time had now been reached when the activities of the Auxiliary should be governed by a formal constitution. Amongst other things it is hoped that the re-organisation of the Auxiliary will encourage wide participation by Trust members in all of the Auxiliary's activities.

Trust members are encouraged to join the Auxiliary.

To move 10,000 people per direction per hour would require:

Mode	Space	Vehicles	Operate	Speed
Expressway	3-5 lanes 100 wide	60,000	6,000	32 m.p.h.
Ordinary road (Car)	10 lanes 100' wide	6,000	6,000	3-20 m.p.h.
Heavy traffic (Bus)	2-3 lanes 20-30' wide	228	456	6 m.p.h.
Single track railway	50' wide	58-car sets	10 + station staff	18-22 m.p.h.
Single track light railway	8' wide	27	27	20 m.p.h.

Time taken to cover one-third of a mile, with passenger stops.

Light rail vehicle:	45 seconds + one stop, 11 seconds = 56 seconds
Train (Off-peak):	75 seconds + one stop, 22 seconds = 97 seconds
Bus (Off-peak):	270 seconds inc two stops, = 270 seconds

In Sydney currently, only 22 trains per hour can use any one track. In London, up to 43 trains can use a single track each hour. On light rail systems, up to 70-80 vehicles can use the same track per hour.

HUNTERS HILL TRUST JOURNAL

Our National Estate . . .

The recent decision by the Federal Government to establish a Committee of Inquiry into the National Estate must be applauded as a fine example of advanced thinking.

Mr Justice R. M. Hope will Chair the Committee to examine the role which the Australian Government could play in the preservation and enhancement of the National Estate and the manner in which the National Trusts of Australia and other appropriate conservation groups could be supported by public funds to best serve their work.

In their terms of reference, the Committee considers the "National Estate" to broadly include — parks, reserves and other places for the protection of plants and animals; buildings and structures by themselves or in groups which should be preserved and/or restored for historical, architectural or other reasons; areas of

special scientific, geological or archaeological interest including aboriginal sites; the coastline; waterways; recreation and amenity areas together with scenic places.

Submissions are being invited from interested persons or groups and, as a result the Hunters Hill Trust will form a sub-committee to prepare a suitable document suggesting the best measures which may be adopted to have certain features of our area recognised in The National Estate.

Trust members interested in contributing ideas to this sub-committee should contact the Trust president, Prof R. T. Martin on 89-2178

Auxiliary Activities

The romantic story of old Hunters Hill — of its peoples and its buildings — has recently been told in a new book called "Hunters Hill Sketchbook."

The stories have been integrated with delightful black and white sketches of nearly 30 buildings in Hunters Hill, drawn by Cedric Emanuel, and interwoven with amusing anecdotes and interesting historic facts by the author, Patricia Thompson.

The Auxiliary was delighted to help launch this book in Sydney on Sunday 27th May, at historic "St Ives" Crescent Street, the home of Mrs

Claude Simpson.

Over 130 residents and their friends viewed this lovely old home with its gothic towers and commanding view over Alexandra Bay. Each visitor received a copy of the book autographed by Cedric Emanuel and enjoyed a most pleasant few hours.

You can buy "Hunters Hill Sketchbook" at the Centre (44 Alexandra St) and also see the original sketches for the book, which are for sale at \$45 each. Mr Emanuel has kindly donated his sketch "Garibaldi Inn" to the Trust and we are running a "guessing competition" at 20c per ticket.

STOP PRESS!

Milton Morris, NSW Minister for Transport, has joined the Federal Minister, Mr Jones, in his views against inner city expressways.

Speaking on his return from the overseas study he said freeways had disastrous effects in some cities, by ripping the heart out of them.

"Dr Nielsen's report will be used as a blueprint for future spending in Sydney, however, it is expected he will recommend against inner city freeways," he said.

Mr Morris said he would like to see a light railway system (see Dr Ward's article) servicing the Manly-Warringah area of Sydney before 1976.

MAPS OF HUNTERS HILL

The Trust still have for sale a number of excellent six-colour maps of the Municipality featuring drawings by Charles Altman, who was commissioned for the project.

Suitably framed, they make an ideal lounge room conversation piece.

The maps are a limited printing and are available from the Trust Centre at only \$4 each.

A reminder that the Centre at 44 Alexandra Street is open Tuesday and Wednesday 10 am to 3 pm and Saturdays 10 am to 1 pm.

MEMBERSHIP APPLICATION

The Treasurer,
Hunters Hill Trust,
PO Box 85,
Hunters Hill, NSW 2110

I wish to open/renew membership with the Hunters Hill Trust and enclose \$..... for subscription valid to February 28, 1974.

FAMILY \$4.00 () (tick appropriate space)
INDIVIDUAL \$2.00 ()
STUDENT OR PENSIONER \$1.00 () DONATION \$

NAME *OCCUPATION

ADDRESS

POST CODE

CHRISTIAN NAMES (Family Membership)

(*optional)

8 EXPERTS TALKING OF FREEWAYS . . .

"Are urban freeways really necessary?" is the title of a day-long symposium to be held at the University of NSW on Tuesday, August 21.

Expert views will be put forward on all aspects of freeways, and the audience will take part in discussion.

The eight speakers will include Mr T. Uren, Minister for Urban and Regional Development; Mr K. E. Thompson, Commonwealth Bureau of Transport Economics; Mr A. Jakubowicz, Department of Sociology, University of NSW; Dr M. Henderson, NSW Traffic Accident Research Unit; Mr R. E. Johnston, Department of Main Roads.

People interested can get registration forms from the secretary, Sydney division of the Institution of Engineers, Australia, PO Box 138 Milson Point, NSW 2061; telephone 929-8544, registration is \$12.

EAST WARD RESIDENTS

DON'T FORGET BY-ELECTION JULY 28

PARTICIPATE BY CASTING YOUR VOTE

HUNTERS HILL TRUST JOURNAL

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