



IAN HATWELL is a 29 year old schoolteacher who has lived in the area for five years. He is a founder member and co-ordinator of the East Dorset Branch of the Party.

The encouragement of office development in the town is, he believes, short sighted. This is the field of employment which will bear the brunt of the micro-processing revolution. Small scale, labour intensive industry must be encouraged to keep the town alive and working, and it should be within easy reach of people's homes.

But the main threat to Bournemouth's unique environment is posed by unrestricted housing development in and around the town, and by the ever growing number of destructive road-building schemes that ratepayers are expected to finance.

THE ECOLOGY PARTY was founded in 1973 and the local branch in 1977. It has no link with Right or Left, and its funds are contributed by its members. It has put up candidates in national and local elections, and has won seats on county, district and parish councils. The local branch has actively opposed the South East Dorset Structure Plan's proposals for massive increases in house building, road construction and destruction of the countryside.

Published by J. Keeling, 22, Horsa Road, Southbourne.
Printed by Devon Ecology Party, 15, Lower North Street, Exeter.

STABILITY NOT GROWTH. CONSERVATION NOT WASTE.



IS BOURNEMOUTH WORTH SAVING ?

Bournemouth is famous throughout Britain for its cliff scenery, its beaches, its woods and green spaces, its unique environment.

It is being ruined by hideous, ill-conceived and costly road schemes like the Wessex Way, which has divided communities and scarred the town.

It is threatened by intrusive housing developments which do not provide the type of accommodation urgently needed by young families.

Unimaginative approaches to public transport allow traffic conditions to deteriorate, polluting the atmosphere and poisoning our children's brains with lead.

Council planning is directed towards tourists (the prohibitively expensive rebuilding of the pier) or commercial interests (office developments), not towards the aims and wishes of local people.

Yet Bournemouth can still be a fine place to live - if we look after it. Is Bournemouth worth saving? The answer must be yes.

THEN

VOTE

ECOLOGY



BOURNEMOUTH DISTRICT COUNCIL CANDIDATE
BOSCOMBE WEST WARD.

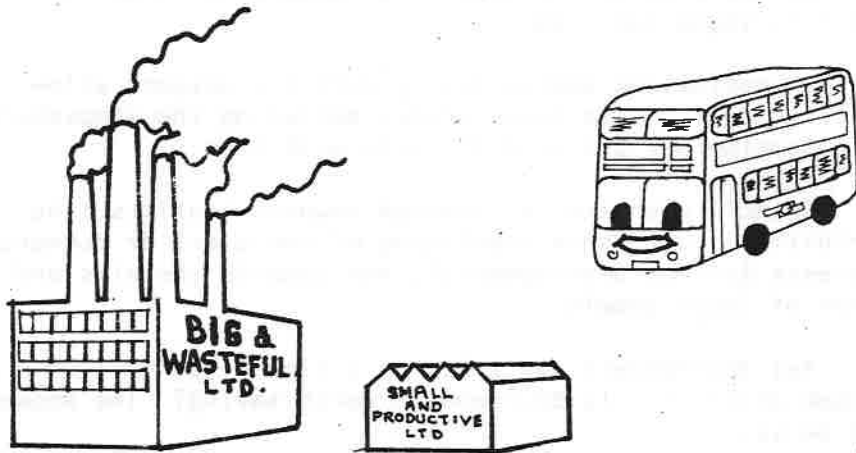
Bournemouth Council - Vote Ecology - Vote Hatwell

HOUSING

Housing development should be designed in the interests of local people, providing suitable accommodation for young families. This will involve the Council much more actively in the housing market, either building for rent or sale, or offering mortgages for key workers. Otherwise, the creation of new jobs will be pointless: no one will be able to afford to live here.

CASTLE LANE, LITLEDOWN, TALBOT HEATH

The three most threatened areas in Bournemouth. Development of these sites will cause traffic problems, destroy valuable green fields and open space, and in the case of Talbot Heath, ruin an ecologically important site. Redevelopment of areas such as Lansdowne/Central Station for housing and the use of "infill" sites in the town are the answers.



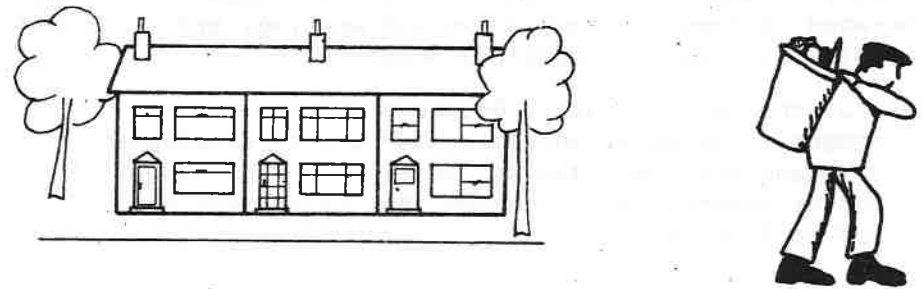
JOBS

Sites exist in the district that are suitable for small-scale industry. This is how jobs can be created, and a full range of employment opportunities should be made available within the district. The council has a part to play in recycling schemes.

WASTE DISPOSAL

There should be more recycling of waste with separate collection of paper, and use of the metals and glass in the borough's rubbish. An incinerator plant could provide district heating, as a scheme in West Yorkshire shows.

Your candidate will, if elected, vigorously resist any Wessex Water Authority scheme to pump untreated sewage into the sea off Bournemouth, endangering public health and the cleanliness of beaches. Sewage should be processed to produce fertiliser for sale, reducing the rate burden.



PUBLIC TRANSPORT

A cheap, flat rate fare on local buses would save time and money, give a faster, more reliable and efficient service. Such schemes work well all over Europe, and would cut traffic congestion at busy spots. A cross town rail service is an urgent priority, and more consideration should be given to pedestrians and cyclists in town planning.

ROADS

The Richmond Hill underpass and the Wessex Way show how transport policy based on the private car can destroy a town's character. Stop the Kinson, Winton and Moordown Relief Roads, and the destruction of property.