

THE AIRPORT: FACTS

MERSEYSIDE air traffic is so small and growing so slowly that development of Liverpool Airport cannot be justified for many years.

It would be barely worth developing if it could pinch trade from Manchester Airport.

No international scheduled airlines operating through Manchester have any intention of diverting, fragmenting or duplicating their services by coming to Liverpool. Manchester is a multi-regional

airport better placed than any other for international services to the North. (Try looking at any map). Fragmenting to other airports — like Liverpool — might lead to an overall reduction of service to the region.

With the possible exception of a route to Paris, it is unlikely that any new international service to or from Liverpool will start inside the next ten years.

No new domestic routes are

likely within ten years either.

Existing domestic markets are largely to the Isle of Man and Ireland. Neither is a growth market.

The only growth market is in charter operations. This is likely to grow by 20% per year for a couple of years. Charter activity is only 12% of the total traffic.

Noise from the developed airport will be unpleasant or even prejudicial to health for all of the Speke estate, all of Hale and some of Halewood and Runcorn.

Closing down Liverpool Airport

would lose between 500 and 1,000 jobs on Merseyside.

Closing down Liverpool Airport would cost Merseysiders an unknown amount (probably a bit more than the airport loses) in extra travelling time going to and from Manchester. But air travellers would pay these costs; the ratepayers now pay the losses.

Keeping Liverpool Airport open will cost up to £1 million per year to the ratepayers. Shutting it down would still cost £1½ million per year to pay off its present debts.

Living in the clouds

Liverpool airport: The fantasies

CITY COUNCIL leaders are in a squandary. They do not know whether to waste money on the Civic Centre or the airport. So guess what? They are going to waste money on them both!

Liverpool Airport loses £½ million each year. And it's getting worse. Shutting it down would cost £431,000 each year to pay off its debts. Expanding for a grandiose future will cost £7 million and may drive the annual loss up to £1½ million.

A difficult choice. One not made easier by the blustering nonsense talked by city leaders like Sir Tiny Mac and Wee Willie Sefton, not to mention former bomber pilot Ald Ross of the Transport Committee and Ronald Williams, the transport director. Here is the real argument.

assumed that 500 extra people at Ringway would be needed to handle the work that Speke's 800 handle now, then there would be a further 750 jobs outside Ringway — of which perhaps 500 would be on Merseyside.

Add these all up and less than 200 jobs will be lost overall — though as many as 900 jobs will be lost on Merseyside. It is still the most potent reason for retaining Liverpool Airport. But let nobody tell you that 2,000 jobs will go if it shuts. They are talking nonsense.

AIRPORT ERRORS

These are just some of the omissions in the three latest reports on the airport:

- They omitted to find out where air passengers go to and from on Merseyside, so inflating the true value of an airport near the city centre.

- They omitted to calculate the added attraction of Manchester when the Liverpool-Manchester and Wirral-Manchester motorways are completed.

- They omitted to estimate the number of new jobs which would be created if the airport closed, thus magnifying the number of jobs which would be lost.

- They ignored the 2-hour rail journeys to London which will operate inside five years, thus taking more traffic from the London air route.

- They ignored Manchester's projected rapid transit system, the definite extension of London Underground to Liverpool, and the projected electrification of the Lime Street-Warrington-Manchester rail line, all of which will cut down transfer times via London or Manchester.

- They ignored the projected Liverpool loop rail lines which will make Liverpool Airport more quickly accessible to Merseysiders.

- They ignored the development of vertical take-off aircraft which will not require a new long runway.

- They ignored the growing restrictions on night charter flights, both in Britain and in holiday resorts — which would remove from Liverpool its only genuine short-term expansion possibility. (Night charters are less than 25% of charter activity, so maybe it was an expansionary mirage anyway).

4. Manchester Airport is saturated. Liverpool must be expanded to play its full part in the region.

WRONG AGAIN! 'Its full part' equals 'negligible use for at least 13 years.' Manchester is not saturated for passengers, freight, cars, aircraft or runway capacity. It is building a £2 million freight terminal, multi-storey car parks, an intercontinental passenger terminal. Permission for its second runway is awaited from the Government.

Liverpool's expansion will not be required until at least 1985 — if then.

MOST OF THE FANTASIES about Liverpool Airport are emotionally appealing. Just in case anyone takes them seriously we have listed some of the more obvious mistakes:

1. *Hardly anyone will be affected by noise if Liverpool Airport is developed.*

WRONG. The statement is only true if you use the sloppiest noise standard — at which noise is so bad that you can claim grants to soundproof your house.

If you take a lower noise level that is merely 'prejudicial to health' then God help you if you live in Speke or Hale.

If you take the noise level used in the Third London Airport Inquiry then you include all Speke, Halewood, Hale, parts of Runcorn and even bits of Bromborough. Even this assumes that people will not object more in the future than they do now.

Williams' report also insinuates that if you object to aircraft noise you may be psychologically unstable. So if noise upsets you, slink away, you defective slob!

2. *If Liverpool Airport closes then 2,000 jobs will be lost. Williams even tries to claim it might be 8,000 jobs.*

800 people work at Liverpool Airport and it is probable that 1,200 others outside depend on it for their jobs. (This is the ratio used on the Third London Airport Inquiry). So the claim is that shutting the airport would cause some 2,000 jobs to be lost. The claim is wrong.

For a start the £½ million saved each year by shutting the airport would make it possible for the Corporation to employ 300 more people to improve the city's services.

Then the airport site could be developed for other uses — employing, say, a modest 150 men.

The new users would pay rent and rates (£240,000) — enough to create a further 150 new Corporation jobs.

Finally, no account whatever has been taken of the extra jobs created in moving Merseyside people to and from Manchester Airport if Speke closes. There will be railmen, bus, truck and taxi drivers, hotel workers, motor mechanics, freight forwarders, etc. If it is

by Tom McGuire

'Yes, I hit him'

Published for the first time below are extracts from the Barton family's recording of their 20-minute conversation with the policeman on February 19. The recording is important, not only because of the evidence it contains about Paul's case, but also because of what it shows about police/public relations in Kirkby.....

Mother: You think he's done it.
Constable: I think he has.

Mother: And yet you've been told that they seen the lads that did it. Why do you think he did it?

Constable: Circumstantial evidence. Everything that happened last night points indirectly to your lad.

Father: You'll have a dossier on him. I've said that all along. I've told him. I said, "Once you get into trouble with the police they won't leave you alone."

Constable: Your argument, Mr Barton, is up the chute straight away, for the simple reason that I'd never seen your son till last night. I didn't know he lived at 59 Broad Lane. Mother: Because he run, he proved himself guilty!

Constable: No, he didn't prove himself guilty, love. It was just the series of incidents that happened last night.

Constable: I know the circumstances he lives in round here. I don't know

WHAT THE P.C. SAID

about your house, but your house is clean compared to some of them in Kirkby — it's a very well run house. But compared with some of the houses — I mean, some of them live like bloody pigs.

Father: You can't chain him up like an animal. You've got to let him out. Mother: He wasn't anywhere near there and yet he's getting blamed for it. We'll build a cage around him and leave him. Will that suit you?

Constable: It's not what suits me. It's what's good for him.

Mother: We let him out and this happens. He gets picked up and blamed... I said to him, "If any police come near and you're not in it, run away. You don't want nothing to do with it." And because he's run he's getting the blame for it.

Constable: What I'm convinced of is this. It's half a dozen things that were done last night which point

to your son. If he hadn't run away it wouldn't have pointed to your son. But that's to clinch it. I'll tell you what would have happened. We'd have just had words with him. We wouldn't have taken him in, because where he was, he was nowhere near the trouble. OK? All I was going to ask was, "Have you seen any lads running through?"

What happened last night. We got to the shop as I've explained to you before. (We could lock him up on this. We could get a conviction, no messing. Easy as that, we could get a conviction on your lad. And it would be stiffer next time because he's on probation, isn't he?) Some lads were seen running from the shops. They ran out the back of the shops, they ran in the direction of this back field here, I lose sight of them... Two minutes after that there's four lads come out from this back field from behind a wall. My sergeant says to me, "Go and have a word with them four." I shout: "Come over here!" and they've split — gone.

FRIGHT

Mother: The other lads are the same. They've been told to run off.

Constable: I catch your lad and he says he was nowhere near the shop. I say, "Why are you running?" He says, "I was frightened." I said, "Why were you frightened if you've

ONE NIGHT IN FEBRUARY...

At 8 p.m. on February 18 some youths broke into a supermarket in Kirkby. The police arrived and the youths ran off.

Three hundred yards away in Broad Lane 14-year-old Paul Barton was outside his home when the police came along. Paul, who is on probation, says he was frightened by their approach. He ran off, but was caught.

Several other boys say they saw Paul being taken away. One says he saw him being held by a sergeant and hit by a constable.

Paul claims he was then frog-marched to the scene of the break-in, hit again and punched so hard into the broken shop window that the glass cracked even more. He was then taken

into a police van, hit over the head — he claims — several times and taken to the police station. Mrs Barton heard of her son's arrest from two local boys. She phoned the police and Paul was released without any charges being made.

The next day a policeman called at the Bartons' home. Unknown to him, a tape recorder was switched on throughout the conversation which followed. On the recording, a voice identified as that of the policeman says: "Yes, I hit him." The tape is now in the safe-keeping of a local priest.

The Barton family have made a formal complaint to the police about the boy's treatment

nothing to fear?" He said, "Well, I was frightened."

Father: Well, he's on probation... Mother: Listen, if he didn't run what would have happened?

Constable: I've just told you what would have happened...

Mother: You'd have said "Right! We know you. Come on, we'll take you in anyway for questioning."

What evidence would he have had? We've always told him — any trouble, turn the other way and run and keep on running, I told him, because if they pick you up you'll get blamed.

Constable: It's the environment of Kirkby — it just makes every bugger suspicious. I live in Warrington. I'm a single bloke. My parents live in Wallasey. I don't trust any bugger. Nobody at all, because of the bloody environment.

Father: But what's it like in Wallasey?

Constable: They have trouble, but

they don't have it to the same extent. They have trouble — you know, traffic offences and stuff like that, but they never have any burglaries like they have here. It's the environment. It's the unemployment. You can't go anywhere.

TRUST

Mother: I mean, you've got to look at it both ways and trust them.

Constable: Oh yeah, I agree. Mother: You've got to gain their confidence — you don't beat them around.

Constable: I admit that. Daughter: Did you hit him?

Constable: Yes, I hit him. Daughter: Did you hit him the way Paul said?

Constable: No. I hit him on the back of the head.

Mother: It was his head. Now he suffers with his head. This is why

I'm so annoyed because he does suffer with very bad headaches... You hit him on the head... Constable: I know, love. But — I mean — I admit it. I admit I'm in the wrong.

Mother: I don't see why you should punch him around.

Constable: I've just told you I've got no right to touch your son.

Father: But this is what we're on about. Your job is to question him.

Constable: When you were a kid if you'd given a mouthful to a copper — what would have happened?

Father: When I was a kid I never gave a mouthful to a copper. I suppose I didn't have reason to.

Mother: Did he give a mouthful to you?

Constable: He didn't last night but in the circumstances...

Daughter: He didn't even give you a mouthful but you still hit him.

An old woman's heart attack and

The long wait for a hospital bed...

by BOB DANIELS

IN JANUARY an eighty-years-old woman living in Fazakerley collapsed from a stroke in her kitchen. As she fell she cracked her head on the stone floor.

The doctor summoned rang Walton hospital first to get her admitted. The reply was, "No beds." Ormskirk Hospital — near to the woman's relatives — gave the same answer. In desperation the doctor tried the Regional Hospital Board's bed bureau. In the doctor's words, "I was subjected to a virtual inquisition about whether the patient really needed a bed, or whether she could be treated at home."

"Eventually they found her a bed in some out-landish hospital."

The case is true, and typical. It happens every week to doctors throughout Liverpool. Frequently a doctor can find it well-nigh impossible to get an acute case admitted to a hospital.

One Liverpool doctor admitted: "On one occasion I could do nothing else but call an ambulance and tell them to take the patient to hospital."

That way they have to find a bed, when the patient is on the doorstep.

"The difficulty of getting emergency cases admitted is a constantly recurring headache. It exhausts you and wastes a lot of precious time."

GPs are finding it especially difficult to get geriatric cases and acute psychiatric cases admitted.

The Liverpool local medical committee states that only one other area provides a lower ratio of geriatric beds per hundred people.

They point to "the poor state of mental welfare in this area and the apparent lack of progress that is being made either under the auspices of the hospital board or the local authority."

The administrators on the United Liverpool Hospital Board and the Regional Liverpool Hospital Board are in agreement with the Department of

The Department of Health are upset because Liverpool has 5.2 hospital beds per 1,000 people compared with a national average of 3.3. But there are other statistics which tell a different story about Liverpool:

MORTALITY RATES

LIVERPOOL	ELSEWHERE
Death from lung cancer 8.6 per 1,000 people	London: 7.5 Cardiff: 5.3
Death from pneumonia 11 per 1,000	London: 9.9 Cardiff: 7.5
Deaths due to ischaemic heart disease: 27.3	London: 25.8
Liverpool's death rate from bronchitis among men is the highest in the country, and second only to Manchester for women.	

Health requirements for cutting down the number of beds. Their only disagreement is the date by which the reduction of beds can be achieved. The Department want it done by 1973. The Board say it will take until 1975.

The reduction will be achieved by means of the tremendous upheaval that is now taking place in Liverpool's hospitals. Many of the older, smaller hospitals are closing.

In their place will come the big modern hospitals, such as the new teaching hospital in Mount Vernon Street, the new General Hospital at Fazakerley and one that is still on the drawing board scheduled for the south-eastern part of the city if it is ever built.

The two hospital boards hold the opinion that following their large capital investments in two new hospitals there will need to be a substantial reduction in the number of beds elsewhere in the city. Most of these are expected to be in the southern and central part of Liverpool.

At present about 2,800 beds serve a population of about 200,000 in south Liverpool. By the 1980s

the hospital administrators plan to cut this figure to less than 2,000 beds serving nearly 300,000 people; 1,000 less beds but 100,000 more people.

The Boards acknowledge the consequent need for comprehensive community health services, but on present indications these won't be forthcoming and an even greater nightmare lies ahead for GPs called to attend to emergency cases.

Most doctors do not deny the eventual need to reduce the number of hospital beds, and increase community care. Their opposition is to a reduction in hospital beds while the alternative local authority services are inadequate — and in some cases declining.

The Conservative council have one inadequate and poorly equipped health centre in Mill Street, Toxteth to show for their efforts in introducing health centres. They have a dismal record of co-operation with Lancashire over the Cantril Farm health centre.

The Civic Centre and Inner Motorway have pre-occupied MacDonald Steward to the detriment of the vitally needed community services.

It's not only the number of hospital beds that is concerning local doctors. It is where they are sited. One GP pointed out:

"If you draw a line from the Pier Head through Pembroke Place to Broadgreen there will be no district general hospitals on the south-east side.

"The effect of this is that if patients are admitted it is a long and expensive job for their relatives to visit them, and if they are attending out-patients, it is a long and expensive job for themselves."

If the Department of Health, the two local boards and the local authority had bothered to co-ordinate the health services, the hospital beds and siting of hospitals the present chaos might have been avoided.

Moved to the point, the real sufferers might have set them right if they had been consulted.

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