

SELFISH PARKING

I'm sure we're all guilty, at some time in our lives, of parking selfishly — either in an inopportune place, or too close to the car in front/behind, making it difficult for it to be driven away.

Inside ourselves we know we shouldn't do it, but we justify it with 'I'm only going to be a couple of minutes' or 'I must park here because I have something heavy to collect/deliver'.

There are times, however, when selfish parking is downright dangerous. For some months now, I have been politely requesting drivers not to park across the dropped kerbs in the Temple Fortune shopping area: I point out to offending drivers that London Borough of Barnet has gone to a great deal of expense to lower the kerbs to assist the wheelchair-bound and the elderly, and that, in parking there, the disabled and the frail are forced out into the traffic stream, which is dangerous. Usually the offending driver says 'Oh, I didn't think' and moves, but sometimes I get a great deal of abuse. Who will join me in this little campaign?

The R.A.'s Traffic Committee is very concerned that residents of this outstanding conservation area do not think sufficiently of other residents and visitors when they are parking their cars. There have been instances at both the Orchard and Abbeyfield House when ambulances have not been able to gain access because of thoughtless parking.

Our H.2 'bus drivers are splendid people, friendly and helpful to all their passengers — but their patience must be surely

tried by motorists who park on the yellow line right up to the junction of Northway and Market Place so that — because of the traffic island — the 'bus cannot get round. The same applies at the top of Northway and round North Square — car owners park right up to the corners, making it well nigh impossible for the 'bus to turn.

The story at the Garden Suburb School in Willifield Way is even more horrendous: at 'dropping' and 'collecting' times parents park on both sides of the road making it impossible for through traffic to pass. There ensues, most days, a bonnet-to-bonnet confrontation, with drivers refusing to give way and a snarl-up for several roads around.

Come on, everyone, how about being a little more neighbourly and think before you park. EW

David Baker's sketch showing the proposed revised development for the garage and chauffeurs' flats at Corring Way. The development has been altered several times and has been the subject of heated debate between the residents of Corring Way who want to see it go through and end years of slum conditions and people in Waterlow Court, who wrote to express their fears in our last issue and fear overdevelopment and loss of screening trees.

Now that approval has been obtained from both the Trust and Barnet, there is still some concern over whether the scheme is commercially viable. RW



Old age is not easy —
But then — never mind.
What does it matter
When folks are so kind?
There are corns and bunions
And varicose veins —
And a gradual lessening
Of 'holding the reins'.
And — 'I didn't see that' —
And — 'I didn't quite catch' —
And grey curls instead
Of a thick golden thatch.
But my family's so caring
And friends are so good
Running to bring me
Flowers, books or food.
All kinds of joyous things there
are —

Cards and letters from afar.
The changing seasons bring
delight
From sunny morn 'til moon at
night.
I've passed through the burden
and heat of the day
But God has guided me, come
what may.

And now, there's THIS!
SHEER BLISS!

Written by, and recited in
dramatic style by Mary Butler of
Willifield Way at her 90th birth-
day party arranged by her family
at Fellowship House. RB



Chris Page and Ken Murrell swap gardening tips at the HGSHA autumn show.

CHAIRMAN'S INTRODUCTION TO THE TRUST ANNUAL REPORT

This has been a year in which the Trust's involvement in broader environmental and conservation issues has been a great deal higher than usual. The Trust Council has taken the view that its responsibilities were not and could not be confined to the immediate task of preserving the Suburb and that residents would expect it to be concerned with threats to the environment in the vicinity, since these would directly affect most residents. Hampstead Heath is a case in point. During the debate on the future of its management, the Trust felt it right to take an active part in the process of consultation since the Heath Extension is enclosed on three sides by parts of the Suburb and residents are frequent users. The Trust's preferred solution was the creation of a separate Authority as manager of the Heath. It was through no lack of effort on our part that that solution did not find favour with the LRB and, ultimately, the Secretary of State.

The Trust was also asked for its views on a proposal put forward by the London Fire and Civil Defence Authority, to replace the existing tall radio mast at Whitestone Pond by an even taller structure. This would have involved the taking-over of the site, which is part of Hampstead Heath, by the LFCDA, thus constituting the first encroachment on the Heath to be authorised by Parliament since the passing of the original Hampstead Heath Act of 1871. The dangers of the proposal as a precedent were obvious in an area where pressure on building land is very high. I was called to give evidence, together with others, before a House of Lords Select Committee charged with deciding on the matter, and it is nice to be able to report that the proposal was turned down.

The Henly's Corner Traffic Scheme inquiry has pursued its laborious and controversial proceedings, and there too the Trust has thought it right to take an active part. Suburb residents in the immediate vicinity would be directly affected and the implementation of the Scheme would have wider implications for traffic on Suburb roads. Dr. Mervyn Miller, a Trust Council member gave lengthy and detailed evidence to the inquiry on the adverse effects the Scheme would have on the Suburb environment.

On these issues, as also on the question of the introduction of wheeled refuse bins ('Wheelie bins') on the Suburb, the Trust has worked in close and amicable co-operation with the RA.

There was a slight fall in the total number of applications for planning consent in the year under review — 341 as against 352 last year. It is not possible to assess its significance at this stage. The trend would need to continue over a longer period to constitute a major change. However this fall, together with a number of other factors, has contributed to a decline in the Trust's income from the fees charged for dealing with applications for consent.

It is perhaps worth reminding Company Members at this point that the Trust's resources would be on an altogether different scale had the original Trust not been sold in 1969. It would itself have been the ground landlord for much of the Suburb drawing income from ground rents, enfranchisements and the sale of tenanted houses. For example, at the end of last year The Chauffeur's Flats in Corringway were sold at auction for over £1.3 million, which is equivalent to seven and a half times the Trust's annual income. Unfortunately it is the shareholders of Freshwater rather than Suburb residents who have benefitted from this sale.

As it is, the Trust is run on a shoestring as compared with comparable estates such as Letchworth, Bourneville, Dulwich College and Grosvenor. The Trust Manager has regular consultations with the managers of these estates, who have constituted themselves into an association of which he is the Chairman, and it is clear from these exchanges of views that despite its limited resources the Trust exercises stricter and more effective controls than any other comparable estate. These may seem excessive to some residents, but the benefits the Suburb derives from them are there to be seen. The evidence of what was allowed to take place in past years, when controls were slack and inconsistent, suggests that any watering down of current standards would rapidly lead to a damaging erosion of the quality of the environment. I feel certain that this is not what the majority of residents desire.



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