

Letters to the Editor

Ludlow Way
N2

Sir
May I thank John Davis (his letter in the Winter issue) and indeed many other residents, former and present, for the kind words about my earlier article: The Battle of Britain 1940. Mr Davis also comments on the ratio of 'kills' in the air battle, RAF v Luftwaffe, which at the time were greatly exaggerated.

It was perhaps confusing of me in telling an already abbreviated story to slip from the event itself to the ratio as Churchill saw it after the war. It was not until joining the RAFVR that I learned about this. In 1940 it did not matter because the enemy's estimates were even more exaggerated, though the relative position was still

heavily in our favour. And it was enough to frighten Hitler off.

Churchill did come clean in 1949, although his explanation was not so graphic and exciting as Mr Davis'. Winston wrote in "Their Finest Hour" p278: "No doubt we were always over sanguine in our estimates of enemy scalps. In the upshot we got two to one of the German assailants instead of three to one, as we believed at the time." Mr Davis puts the ratio of RAF victories as 1.7:1. Using the figures of the official RAF war historian Denis Richards, I make it 1.89:1. In any case Churchill could surely be forgiven for rounding up to 2:1.

Yours
Michael Holton

Middleway
NW11 6SG

Sir
Although it is hard not to agree with proposals to slow traffic in the Suburb in order to protect ourselves and our children, let us be careful that the cure is not worse than the disease. Plans to slow traffic on Meadway could not be acceptable if that simply redirected frustrated motorists down the (narrower) side streets. That would surely lead to greater risk and more noise: not the desirable improvement.

The ideal solution is that larger roads continue to carry the same levels of traffic but that it travels more slowly. Achieving this end without redirecting speeding cars down 'easier' roads will not be an easy task. I urge the Suburb planners to avoid simply shifting a problem from one set of residents to another.

Yours
Brian Finch

Ken Murrell responds:
There is no doubt that residents prefer traffic to be restrained in their residential roads. The RA will seek solutions wherever possible, but will not agree measures that simply transfer the problems to other roads within the Suburb. This attitude is shared by Barnet Council who evaluate any possible diversion of traffic when designing schemes.

142 Hampstead Way
NW11 7XH

Sir
The Residents Association should be congratulated on their success in obtaining a 20 mph zone for part of the Suburb. Whilst one should be grateful for small mercies, it is a pity that it has been introduced into an area where it is difficult to drive at more than 20 mph anyway. Where the 20 mph is really needed is in roads like Meadway, Hampstead Way, Wildwood Way, Northway, Southway and Thornton Way. I have lived in the Suburb for many years and am well aware of the speeds people drive at. Meadway is especially bad and many is the time I have seen cars overtake one another between the junction of Hampstead Way and Meadway and Meadway Gate.

I hope the RA are going to do something about reducing the speed in these more important areas.

Yours
M D White

Ken Murrell responds:
The RA commissioned traffic surveys in the 1990s to assess speed and volume of traffic in the Suburb and are aware that the new 20mph zone will not answer all the Suburb's traffic problems.

6 Temple Fortune Lane
NW11

Sir
It is good to read that Barnet have allocated £27,000 for the 20 mph zone in the suburb out of its 'Safe routes to school' budget (see the article in your Winter issue).

We learn also that the rat runs of Meadway, Holne Chase, Kingsley Way and Ossulton Way are a particular priority and that speed tables will be installed in Willifield Way and Addison Way.

A few years ago Barnet conducted a traffic census and speeds of 78 mph were recorded in Temple Fortune Lane - the highest in the Suburb. Because of today's higher performance cars, these speeds are regularly exceeded - sometimes very greatly; yet no priority is given here.

On 10 September 1998 I attended a meeting in Fellowship House at which Robin Hodsdon, Barnet's chief highways engineer, was the speaker. His message was that no funds were available for the Suburb.

At my request he said he would draw up and cost a suitable programme of calming measures for Temple Fortune Lane and state how much of the cost Barnet could afford out of the next year's budget. I said I would do my best to raise the shortfall by approaching other nearby concerned residents.

Nothing happened. I therefore wrote to Mr Hodsdon on 30 December 1998 - over 3 months after the meeting. He had clearly lost interest as my letter was answered by Paul Smith, trainee traffic technician, and did not mention my offer.

Eventually I was told that a rough estimate for the cost of erecting two signs at a location is £1,000; "if speed reducing measures are found to be necessary along Temple Fortune Lane the funding will come from this budget" and that "members of the public cannot fund measures for implementation on the public highway." This last statement was in direct contradiction to what I had been told at the meeting.

Local opinion is that nothing will be done until one or more fatalities occur. What is infuriating is that Barnet have erected signs and marked roads where traffic speeds and danger are much less - for example in Armitage Road and Wayside in Golders Green.

To add insult to injury in all the proposed schemes you refer to, no mention is made of the most dangerous road in the suburb - Temple Fortune Lane.

Yours
T. Sales

Ken Murrell responds:
Previous articles in Suburb News have explained that the funding for the 20mph zone has been provided by Barnet Council as part of the Safe Routes to School programme. Measures in Addison Way, Brim Hill and Deansway are separately funded by Transport for London as part of the Red Route scheme. Other roads will need to be funded from Barnet Council's traffic management budget and must compete for its limited funds with the remainder of the Borough's roads. Priority for such funding is based on accident records.

Lifeboats on the Suburb

Thanks again from the hardworking HGS branch of the RNLI to all those who contributed to a grand total collection of £2,166 during the Lifeboats Flag Week.



Peter Loyd bows out after starting and making a success of Neighbourhood Watch on the Suburb. Richard Wakefield, on behalf of the Residents Association presenting him with a watercolour view of the Suburb by Annie Walker said "It is in recognition of the fact that you have done more than anyone to rid the area of two scourges of our age; litter and crime." Seen here Inspector Maurice Hartnett, Deputy Mayor of Barnet Cllr Ansula Sodba, Cllr John Marshall, Peter Loyd and the new chairman David Fulton.

'Barnet in Bloom' competition

'Barnet in Bloom' is a free-to-enter gardening competition for Barnet residents. The competition is now in its eleventh year and its success continues to grow.

Its aim is to make Barnet a bright and colourful borough in which to live and work. Winners are entered into the regional competition 'London in Bloom'.

Special rules apply to the Hampstead Garden Suburb category because many cottage gardens are near to a road. Gardens in this category may be entered if they are at the side or back of the property.

Temple Fortune Garden Centre (Capital Gardens) supports the

HGS category. First prize is the Temple Fortune Garden Centre Trophy and a £25 RHS gift voucher. Second prize is a £15 RHS gift voucher and third prize a £10 RHS gift voucher.

Judges will be looking for bright, colourful gardens and floral displays which are original and interesting. Entry Forms are available from your local library or complete the form below.

All entries must arrive by Friday June 22 to Pauline Varnals, The Town Hall, The Burroughs, Hendon, London. NW4 4BG. Or you can fax to 8359 2666 or email to pauline.varnals@barnet.gov.uk

I wish to enter The Hampstead Garden Suburb Category in the 'Barnet in Bloom' competition.

NAME: _____

ADDRESS: _____

TEL: _____

FAX: _____

EMAIL: _____

I agree to abide by the rules.

SIGNATURE _____

DATE _____

RULES (1) All entries must be within the London Borough of Barnet. (2) No correspondence will be entered into, and the judges' decision will be final. (3) Exhibits must be ready for judging by 22 June 2001. (4) Entries must consist of live plant material only - no artificial plants or spray paint must be used. (5) Any photographs organised by the council remain its property and may be used for any reasonable purpose. (6) Only displays that are visible to the passing public will be judged (with the exception to certain displays in the Hampstead Garden Suburb).

Hampstead Heath's 'Lost path'

A 'lost' path on Hampstead Heath Extension has provoked a lively discussion between the Residents Association and the Corporation of London, which runs the Heath. The path used to join the one beside the Great Wall with the lit path across the middle of the Extension, running along the Hampstead Way side of the central hedge (see map). It may have 'disappeared' when a new gas main was laid across the Heath in the mid-1990s, or when the sports pitches were drained shortly afterwards.

No one raised the matter with the RA then, but a local resident later wrote to the RA asking for the path to be reinstated. The RA supported this request, but it came at a time when footpath issues were becoming more controversial because protesters, including the Heath & Hampstead Society, were objecting to the use of new surfacing materials on the Heath.

The Hampstead Heath Consultative Committee have discussed the 'lost' path on a number of occasions and last October visited the area where it used to be, but are not convinced of the need to reinstate it.

Recently the Corporation has revised its management plan for the Heath. One policy is that no new surfaced footpaths will be provided. The RA proposed that an exception be made for reinstating former paths where a local need could be made out, but this was seen as potentially controversial and not accepted.

The RA would like to know what you think. Drainage has made the central area less wet than it used to be, and the Superintendent has agreed to mow through the long



grass to allow easier access to the surfaced path beside the Great Wall. On the other hand a convenient route across the Heath, once popular with those who like to walk to Golders Green station, is now available only to those wearing stout footwear.

Before deciding whether to pursue the matter further with the Corporation, the RA needs

your views. Do you think the path should be reinstated? Would you use it if it were? Please write by May 26 to Colin Gregory, 70 Denman Drive, NW11 6RH. The Corporation may stick to its line on the issue, but if the RA is to make progress it must show that local people want the path back and will use it.

COLIN GREGORY



Hampstead Garden Suburb Horticultural Society

Please note three exciting dates for your diary:

Saturday 12 May

Book now for coach trip to Goodnestone Park in Kent (price, time and booking details from Diane Berger 8455 0455).

Saturday 19 May

Annual Plant Sale, Fellowship House, 10.30-1.00pm.

Saturday 26 May

Morning walking tour of four Suburb Open Gardens, including the winning Garden Suburb garden in the 2000 Barnet in Bloom competition. Tea/morning coffee. Discount day for walk participants at Temple Fortune Garden Centre (Details from Diane Berger, as above).

Also:

'Suburb in Bloom' - take part in the special 2001 Garden Suburb class of Barnet in Bloom; 3 prizes sponsored by the HGS Horticultural Society. Details and entry form on this page.

JOIN YOUR LOCAL HORTICULTURAL SOCIETY. THIS YEAR INCLUDES TWO FLOWER SHOWS, TALKS, OUTINGS, NEWSLETTER, DISCOUNTS, ETC. ANNUAL MEMBERSHIP COSTS £3 (DONATIONS ARE ALSO WELCOME) AND ENTITLES MEMBERS TO FREE ENTRY TO EVENTS, DISCOUNTS AT TEMPLE FORTUNE GARDEN CENTRE ETC.

Joining details from Ruta Teteris
8455 9944



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