



Above: Otto Moy won a first for his mask at the Horticultural Society's Autumn Flower Show.



Right: Jonathan Ross and Jane Goldman as Presidents, judged more entries than ever in the Spring show's scarecrow competition.



## Transport for London to refund wrongly issued parking tickets

After a long campaign, the Hampstead Garden Suburb Residents Association (RA) has learnt that Transport for London (TfL) is to refund all parking tickets issued at the former Red Route loading bay in Hill Rise NW11.

The bay, which had been located outside the local library, was found to have been wrongly positioned and encroached partly onto a section of roadway that was not within TfL's jurisdiction. It was de-restricted last January.

The restriction had originally been enforced only intermittently by traffic wardens but following TfL's introduction of the controversial Market Place CCTV camera it fell under constant surveillance raising revenue of nearly £21,500 in 2007.

RA Roads and Traffic Committee chairman, Gary Shaw said, "This is excellent news for all those motorists who were wrongly fined. We will now press on with trying to recover money for the people who fell

foul of the confusingly signed Market Place loading bays. The story there is different but the effects are just as unjust as in the Hill Rise case."

Mr Shaw continued, "TfL has told us that it is in the process of contacting motorists fined for parking in Hill Rise and that refunds are being arranged. We don't know how long that might take but anyone who would like more information or help with obtaining refunds should contact the RA."

## Letters to the Editor

IN RESPONSE TO MR HALL

Erskine Hill  
NW11 6EY

Sir,  
Mr Hall makes some interesting suggestions and his proposal that the junction priorities along Willifield Way be reversed is one which the R&T Committee has also made to Barnet. Mr Hall is also right that the entry points to the 20mph zone are not always clear to motorists - although more signage would likely bring in arguments about street clutter.

However we are concerned about the way in which the 20mph limit may be enforced now and in the future. Before joining calls to extend the 20mph zone residents might pause to consider whether they might not themselves be the main victims of the kind of inflexible and anti-commonsensual enforcement drives which are now commonplace on our roads.

We have surely had enough experiences in the Suburb of how readily the authorities abuse control (TfL at the Market Place and Hill Rise, LBB's refusal to consider mitigating circumstances for minor or technical parking or bus lane infringements). Such restrictions are always ostensibly put in place for the benefit of residents but are frequently turned against them as the priority once they are set up often seems to be revenue rather than sensible control.

Despite the talk of 'rat-runners' the most frequent users of our roads are the area's own residents. It would be wise to consider very carefully the implications of inviting tighter controls in such circumstances. We need to be thinking carefully about the right balance of safety and practicality before calling for extensions to the 20mph limit on the often misguided (if understandable) basis that a lower speed limit automatically means a safer road.

Yours,  
Gary Shaw, RA Roads and Traffic Committee

### Open letter to Chief Superintendent Kavanagh at Golders Green Police Station

Sir,

In the 40-odd years I have had the privilege to chair the Lorry Route Joint Action Committee on the Suburb, I have watched with great satisfaction as the residents of Falloden Way have achieved an improvement in their environment unimaginable when this committee was formed in 1967.

Then they were faced with losing most of their front gardens to a six-lane motorway which no-one gave them the remotest chance of defeating. Nevertheless, over the years they have countered every threat from successive transport authorities and are now in the happy position of having a single lane of traffic in each direction which, is largely self-regulating.

There is now, however, a disturbing threat to their hard-won achievement. The practice of your police drivers of using their warning sirens at all hours of the day and night, whether or not there is other traffic present to warn, is causing serious and unnecessary disturbance to residents. I have witnessed on more than one occasion police cars on Falloden Way with their sirens blaring at two or three o'clock in the morning with not another vehicle in sight. I can only hazard a guess at the reasons for such behaviour, but I doubt whether it is regulation procedure. The effect this has on (particularly elderly) residents, who have difficulty sleeping, is unacceptable and I urge you most respectfully to take steps to ensure that your drivers deploy their sirens in the hours of darkness only when strictly necessary.

Yours,  
Terry Rand, Chairman

Erskine Hill  
NW11

Sir,  
Barnet Council's recent resurfacing of Willifield Way has been extremely well done and the removal of the 'sleeping policemen' welcomed. However, the downside of the removal of these bumps and the very worrying removal of the mini roundabout at the junction of WW and Asmunds Hill has allowed the 'rat run' drivers to drive unbindered and at speed well in excess of the 20mph limit imposed on the Northern section of WW.

Some years ago when there was discussion on the problems with the junction of WW and Temple Fortune Hill I suggested to the RA a simple solution to reverse the priorities making TFH the 'through' road.

I have now written to Barnet to suggest a simple solution to the present dangers not only of speed but the present problems in having no view of the North bound traffic when approaching WW from the West up both TFH and AH.

Firstly extend the 20mph to Hampstead Way, to start on the North side of the new successful min-roundabout at the junction of Meadway and to finish at its junction with Finchley Road. This would then include HW and 'lower' TFH into the 20mph limit.

Secondly to reverse the priorities at the junction of WW with both TFH and AH and also that between Erskine Hill and TFH.

Thirdly to paint 20mph signs on the road at the start of the 20mph limits, I see no reason for them not to do so as there are numerous examples of irrelevant 'SLOW' and other markings all over the roads.

I believe this would make sense not only for the management and control of the speed limits imposed but would, instead of the introduction of further expensive mini-roundabouts with all of their accompanying signs, not only work but would also be the least costly to implement.

Yours,  
Ivor Hall

# Hotblack Dixon

Estate Agents - and a little more



17 Market Place  
Hampstead Garden Suburb  
London NW11 6JY  
Tel: 020 8458 8411 - Fax: 020 8458 4992  
E-mail: sale@hotblackdixon.co.uk  
Web site: www.hotblackdixon.co.uk