

COMMITTEE DETAILS

CHAIRMAN

Harold Ross

VICE CHAIRMAN

Lawrence Waller

SECRETARY

Annika Chaudhry

TREASURER

Norman Bradstreet

COMMITTEE

Mrs. Blight

Mrs. Collinson *

Mr. Corbett

Mr. Dunn *

Mr. Grant

Mr. Grater

Mr. Hare

Mr. Hills

Mr. Kerr

Mr. Minsky

Mr. Prudente

Mr. Rumens

Mr. Ross

Dr. Sharpe

PRESENT ASSOCIATION OFFICERS

53 Lullington Garth

445 5753

72 Linkside

346 5131

54 Chanctonbury Way

445-2646

63 Cissbury Ring South

445 4765

62 Chanctonbury Way

445 3778

20 Pyecombe Corner

445 4599

101 Cissbury Ring South

445 7230

18 Cissbury Ring South

445 4656

8 Cissbury Ring South

446 3825

4 Wolstonbury

445 4198

36 Lullington Garth

445 7175

21 Cissbury Ring North

445 7455

46 Cissbury Ring South

445 6970

11 Pyecombe Corner

445 4319

30 Chanctonbury Way

445 8176

11a Linkside

346 1177

1 Folkington Corner

445 5560

82 Chanctonbury Way

445 4906

(*On the Social Committee)

ON SOCIAL COMMITTEE ONLY

Mrs. Austen

35 Lullington Garth

445 5062

Mrs. Garbutt

67 Chanctonbury Way

445 7118

Mrs. Hollis

123 Chanctonbury Way

445 3817

Mrs. Ross

53 Lullington Garth

445 5753

Anglo Road Islands P3. Right of way 27 area P5
Social Committee P3
**WOODSIDE PARK RESIDENTS'
& RATEPAYERS ASSOCIATION**

terNEWSLETTERnewsletterNEWS

Summer 1979

One of the senior residents leaving the area retained the original brochures issued when the development company were first selling houses in Woodside Park in the early 1930's. The prices for houses then ranged between less than £700 and £1250. and deposits required were between £45 and £75. Times and prices have changed somewhat since then.

However, an important selling point for the houses was the rural aspect and the immediacy of open country to the suburb. Your Association still feels that this is one of the most important amenities of the suburb, and we will continue to fight for our country atmosphere. We have recently been in touch with the Barnet Council regarding the number of trees felled in our area, but the Council tell us that more trees have recently been planted than removed. Possibly if we include the trees placed in Riverside Walk behind Chanctonbury then perhaps this is so, but there are still a number of ugly gaps in Lullington Garth and other places. We will continue to keep an eye on this.

Lullington Garth is, at long last, in the process of being re-surfaced. Although the outcome may not be all we hoped for, there must be an improvement in the new surface, following the ravages of winter. Strict budgetary control, unfortunately, limits the extent of repair work.

Departure and Arrival.

Dr. Brian Austen (Secretary), his wife (on Social Committee) and family, will shortly be leaving the district. We on the Committee thank them most sincerely for their extremely valuable help as members and wish them every success in wherever their travels may lead.

This has meant a search by the Committee for a new secretary, and in this we have been extremely fortunate in obtaining the services of Mrs. A. Chaudrey of Chanctonbury Way. In welcoming our new Committee member, we sincerely hope that she will not find her task too onerous.

Barnet Northern Area Road Safety Committee.

The following items have been extracted from the Minutes of the above Committee held on 3rd April 1979 - Councillor Michael Hill (Chairman)

Longland Drive (see previous issue of News Letter pages 5 & 6)

The Borough Engineer and Surveyor's representative informed the Committee that the Annual General Meeting of the Totteridge Ratepayers' and Residents' Association had been informed of the proposed scheme, and that he hoped the experimental scheme would come into operation in June or July this year.

The representative of the Totteridge Ratepayers' and Residents' Association stated that the feeling of the meeting was that the scheme should go ahead on an experimental basis.

Totteridge Lane/Hendon Wood Lane/Highwood Hill

The Borough Engineer and Surveyor's representative informed the Committee that he was in the process of investigating traffic and accident conditions in Totteridge Lane from the junction with Hendon Wood Lane to the High Road and that this examination would result in a report being submitted to the Public Works Committee in due course.

Resurfacing Works.

The Borough Engineer and Surveyor's representative informed the Committee of the problems caused by the weather and industrial disputes over the past weeks which had resulted in long delays in resurfacing programme, and in routine repairs to the carriageway. Now that works were able to be put in hand a strict priority had to be observed and the Committee were assured that attention to all resurfacing and carriageway defects would be given as soon as possible. Members were asked to inform the Borough Engineer and Surveyor's representative of carriageway defects and were assured that attention would be given to these as soon as possible.

Illumination of skips.

A member asked if something could be done to publicise the regulations relating to the illumination of skips on the highway. The Borough Engineer and Surveyor's representative stated that he had requested the Press and Information Officer of the Council to include this matter in the next edition of the Barnet Civic News and he had requested the local newspapers to give similar publicity.

London Borough of Barnet

Extract from Public Works Committee Decisions (15.5.79)

Argyle Road, N12 - Junction with Westbury Road -
Traffic conditions.

The Borough Engineer and Surveyor reported that, following complaints from local residents regarding the number of accidents at the above junction, he had carried out an investigation into traffic conditions at that location, and submitted details of a vehicular and pedestrian survey of the junction and of the personal injury accident record for the vicinity. He considered that the situation could best be improved by the installation of two central refuges with associated hatched carriageway markings in Argyle Rd, as shown on drawing No.12481, to assist turning vehicles and deter speeding. The cost of implementing the scheme was estimated at £2,300 for which adequate estimate provision existed. The Committee RESOLVED - That the Borough Engineer and Surveyor be instructed to implement the scheme shown on Drawing No.12481.

Social Committee.

Early in 1977 a suggestion was made by one of our residents that it would be a nice idea to celebrate the Queen's Jubilee Year by having a "Family Picnic" in the open space behind Chanctonbury Way. This suggestion met with a favourable response from the Senior Committee who agreed to make a donation towards expenses.

A small group of people including representatives from the Association's Officers was formed, and as a result, on the 7th June 1977, the "Family Picnic" was held and included organised games, fancy dress, and other activities. The idea turned out to be a resounding success.

The original idea of this small group was a "one off" occasion, but it carried on to organise two extremely successful Cheese and Wine Evenings, a further "Family Picnic", carols round the Christmas Tree, to the accompaniment of the Salvation Army in 1977 and with the Frith Manor School Orchestra in 1978.

Unfortunately, the Committee now finds itself unable to carry on as previously, having lost the valuable services of a Chairperson plus two other members.

In order that past happy events may be repeated, will anyone interested in offering his/her services to the above Committee, please contact the Chairman, Mr. H. Ross, phone number and address on last page of this News Letter.

Good Neighbourliness.

Now that summer is with us again (at least it is as this is written) may we again, for the benefit of newcomers to the estate, ask you to think twice before you light that bonfire. Remember there may be neighbours sitting or working in nearby gardens, and bonfire smoke can be most unpleasant. Put what you can on the compost heap, and if you have had a really good clean up with a fairly large collection of weeds, twigs, branches, old roots, etc., why not take the short trip to the Summers Lane, N12, council "tip", where you can dump almost anything at "no charge" to the householder - any day. If you must have a bonfire occasionally, please light it in the evening when there is a reasonable breeze to assist speedy burning and make sure that what you have to burn is dry.

May we also remind you that the music you had on in the back room to entertain you whilst in the garden is not necessarily entertaining for your neighbours.

Incidentally, several people have mentioned the hazards and inconvenience of low trees and overhanging branches across the pavements thus making walking particularly dangerous for the elderly and poor-sighted. Please try to keep these trimmed so that they do not overhang public rights of way.

Finally, one last plea to residents, especially those with young children, and it concerns the general tidiness of our roads. The

aftermath of the dustmen's strike left many items of rubbish all over the Borough, but this has now largely disappeared. However in the area around Sussex Ring shops particularly, there are many sweet wrappers, cartons, lolly sticks etc., to be seen, and this litter is most unsightly. It need not be there if a little thought could be spared and children instructed either to use the refuse bin or take their litter home for disposal.

We sincerely hope that you will appreciate that the above comments are intended for the benefit of all residents who take a personal pride in their surroundings.

A Country Walk, by Fieldrover.

Probably long established residents of the suburb will know all the local paths, but some newer residents may not yet have had the opportunity of sampling some of the delightful walks near to Woodside Park.

My favourite is the one that starts in Lullington Garth. Only 50 yards past the last house on the right-hand side going towards Partingdale Lane, take the stile and the sign that points towards Burton Hole Lane.

Keep to the top of the field and walk towards a point in the hedge about 50 yards below the farm buildings where there is a swing gate. Through the gate and keep to the left of the field and aim for a white painted gate at the top left-hand corner. At the gate there is a fallen tree, but do not be too inquisitive regarding the tree because it houses a wasp nest.

Turn right into a bridle path which leads downhill. For pedestrians there is a path of railway sleepers, and in wet weather you will know why. After passing the electric sub station on the left and a number of lovely oak trees you will arrive at a T-junction. Notice the "Beware of the Bull" sign. This bull is fairly old now. The writer remembers the same sign some 18 years ago.

At the T-junction turn left and follow the path which leads past Burtonhole Farm. Turn right at the end of the path after some houses and follow the road down past on your left Finchley Nurseries and Mill Hill Village sports ground. You may even stop

to watch a part of a cricket match at what must be one of the prettiest grounds in the London Area. Just before reaching Folly Farm turn right and continue alongside the small stream on the path marked to Totteridge. After the path leaves the stream and comes into open ground you will cross a cornfield. At the end of the field take the right-hand path signposted towards Totteridge Church. Spare a little time to investigate the delightfully kept churchyard at St. Andrews Church. The oldest tombstone in the churchyard remembers the death on 17th February 1712 of Elizabeth Sanders of St. Buttolph, Bishopsgate, aged 12.

Continuing from the end of the path turn right along Totteridge Lane. Soon you will pass on your right (some may prefer not to pass immediately) the "Orange Tree" and then Totteridge Green. Turn right at the end of the green and continue for about a quarter of a mile until you reach the duck pond in front of the farmhouse. Just before the pond take the path leading towards Mill Hill. Continue along the path and you arrive again at our "Beware of the Bull" sign. Turn left, along the bridle path and home.

About 3½ miles of very easy walking, but unless the weather is very dry you are recommended to take stout footwear.

Extract from "Rospa" Publication "Care on the road" (June 1979)

Painted crash hats - warning.

A grim warning of the dangers of painting crash helmets has come from the British Standards Institution. At the request of Rospa, BSI technicians have carried out a detailed examination of a helmet that had fractured in a crash which resulted in the death of a motorcyclist. The helmet, a Kangol Kestrel, had an outer shell made from polycarbonate, which can be adversely affected by paints and solvents. The BSI investigation strongly suggests that the painting of the helmet was responsible for the fracture of the shell. A spokesman said: "This particular shell has almost certainly been painted after it left the manufacturer, and against the specific advice given on Kangol's warning label". (The text of this warning label includes the statement: "This helmet should not be cleaned with hydrocarbons or cleaning fluids. Nor should

the user paint or apply transfers or other extraneous addition to the helmet").

The BSI spokesman said, "Our experience is that considerable energy is required to fracture a polycarbonate shell, but that many solvent based paints will dramatically reduce this strength. It is therefore my opinion that the painting of the helmet was responsible for the fracture of the shell, as a result of this it could not be reasonably expected that this helmet would give the degree of protection specified for a helmet certified to BS 2495:1977".

He went on to say that the lesson to be learnt was that the painting of helmets with thermoplastic shells is extremely dangerous and that more publicity should be focused on this. He said: "There are helmets available which can be painted in reasonable safety, and we now require that every helmet not of this type is accompanied by a further warning label. Consumer demand for helmets is so high that it is not practicable to prohibit those with thermoplastic shells, indeed the overwhelming majority of those used are of this type".

The BSI technicians found that the polystyrene shock absorbing liner was severely compressed on the left hand side where it would have covered the rider's forehead. In compressing to this degree, the helmet undoubtedly absorbed a considerable amount of energy. The report from the BSI states that the compression was typical of the damage caused by the shock absorption tests required by the standard and that the liner performed as it should.