

RDRA

Rickmansworth & District
Residents' Association

INDEPENDENCE

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rickmansworthresidents.org



AUTUMN 2015



A facelift at last

(See page 9)

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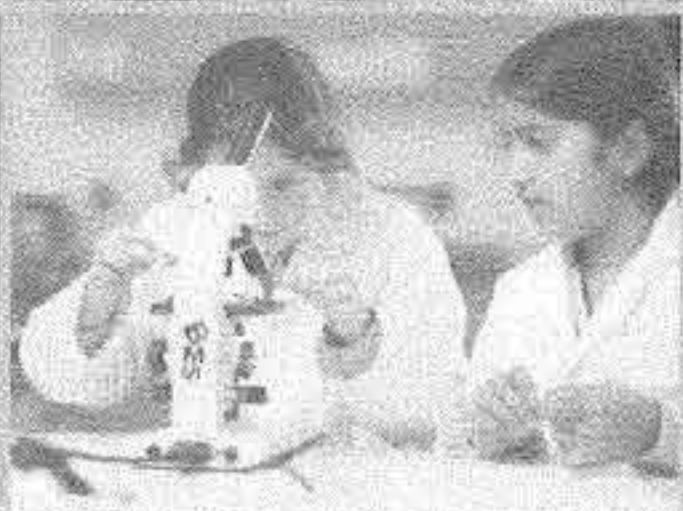
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"We urgently need additional members to join the committee"

FROM THE TILLER

I think the most important thing I have to say is that we urgently need additional members to join the committee and whilst this is a constant cry with any organisation we have now have reached the crunch point with two of our long standing and stalwart committee members, Peter our Treasurer and Bob our membership secretary, having given notice at the start of this year that they wished to stand down.

Both have produced "job specs" which can be found elsewhere in this issue.

To be honest, unless we can fill both these positions by the end of the year we will have serious problems running your Association in 2016!

There must be members out there who can spare the time to undertake these two positions and this appeal is aimed at you – please ring me any afternoon on 01923 770425 to discuss how you can help.

We also need both committee members and road reps.

We have 11 committee meetings a year on Monday evenings in Rickmansworth from 8 to 10 and we discuss matters of concern to our members. Topics range from local transport, planning matters, health and education and our contact with other local bodies with similar interests to ours.

Road Reps are also needed (see the list at the back of this issue for roads with a vacancy) who deliver two issues of Independence to the members in their road (or a road near them) twice a year and collect subs once a year. They are the local contact for members in their road and are a vital link in the working of the Association.

We are short, as you will see, in all areas and, as with any organisation, we do need an influx of members to help run the Association for the future.

If you can help us with any of the above, please ring me to discuss how you think you can help.

Pavements

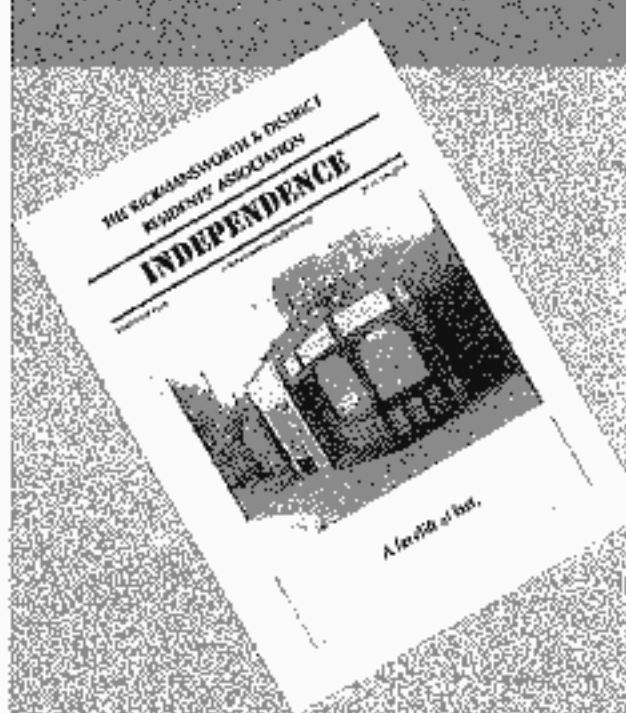
Just a short note to say that a few years ago we lost the paving slabs on many of our pavements and the surface was replaced by tarmac. A few years down the line the pavements are in a very sorry state with tree roots pushing up from underneath and repairs that do not quite do the job and I have asked Committee members to look at the state of the pavements in their area. In some places they are quite dangerous and a definite trip hazard. Please let me have your thoughts by e-mail on StimpsonM@aol.com

Mike Stimpson

Chairman's Notes

**THE
COMMITTEE
NEEDS YOU
BECAUSE
THE
COMMUNITY
NEEDS YOU
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MIKE
STIMPSON
ON
01923 770425**

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DATA PROTECTION ACT 1984

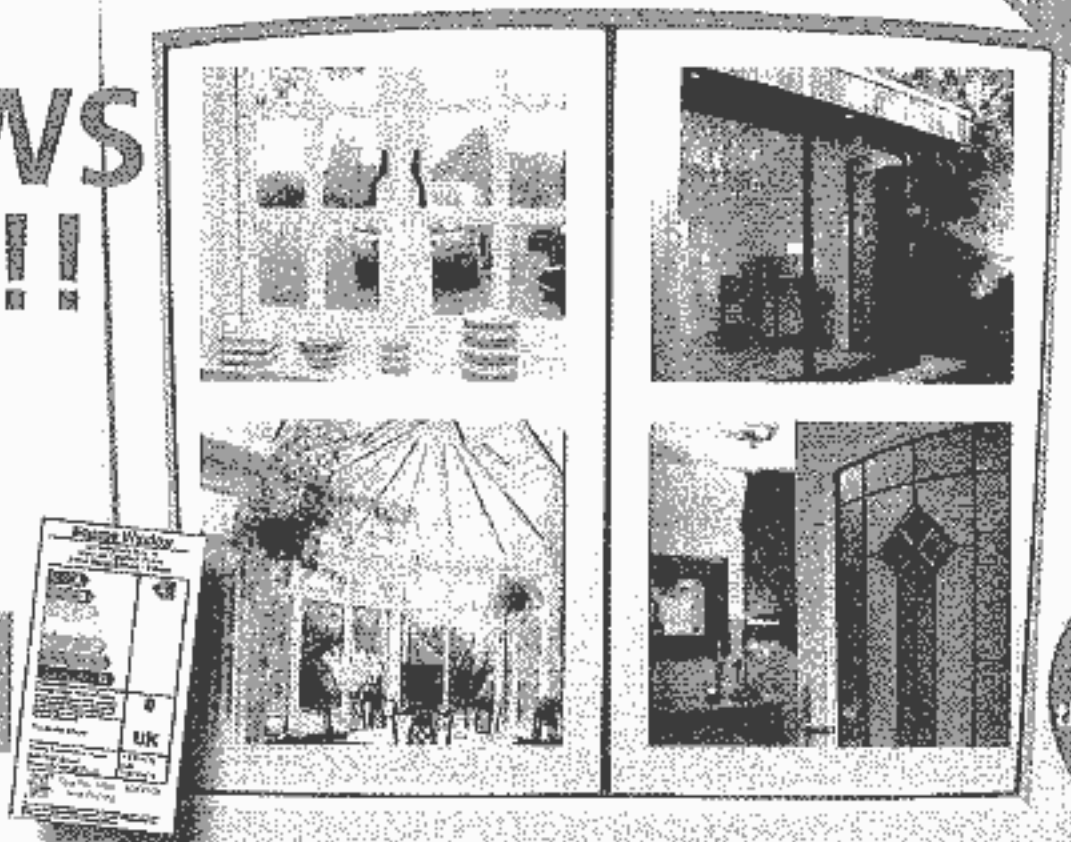
Under the above Act we are required to inform our members that their name, address and road representative will be kept on a computer record. This information will be used solely for the benefit of the Association and will not be disclosed to a third party. Any members who object to their details being recorded in this way should contact the Secretary.

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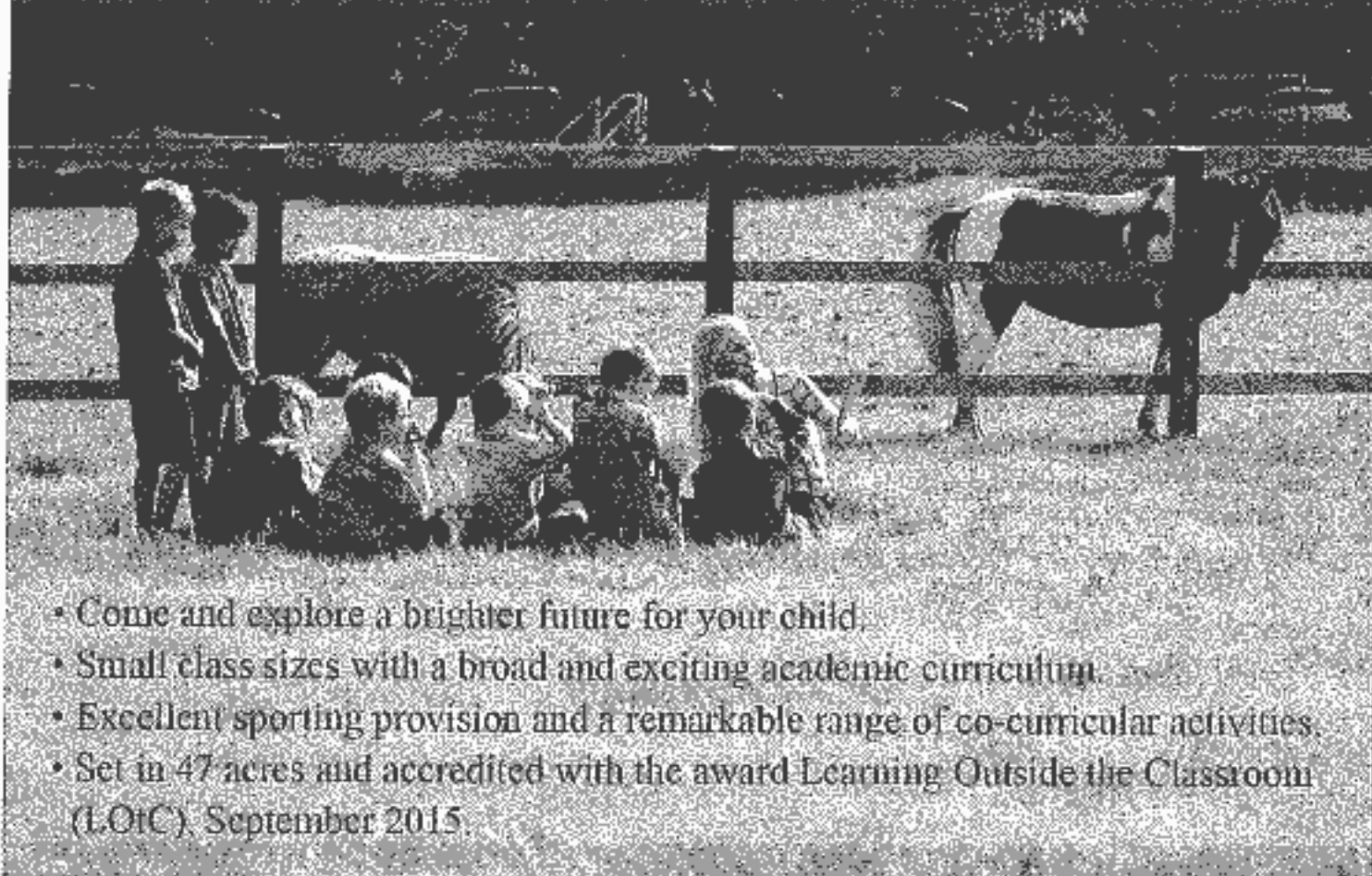
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Secretary's Notes

Writing this column twice a year is quite a challenge to me. Rereading previous copies of **Independence** makes one realise how slowly change happens at a civic level. One year ago I wrote about finding a site for a new secondary school to serve Rickmansworth and surrounding district. The site has now been identified; the Reach Free School is still in temporary accommodation with a "This is a good school" accolade from the Ofsted inspection last school year now available to parents looking for a secondary school place for their child. It gives local parents a further choice from the good schools locally.

Residents' pressure, from your Association and also from many of the local residents, has brought about change to the development plans for Town Wharf where the old gasholders stood. The scale of the build has been reduced to 44 dwellings and the gas pressure reduction station has been buried below ground. The additional cost of these changes has meant that there will be no "affordable" units available on this site though. Property prices in Rickmansworth and district have soared in the last two years and many young people must despair of ever affording property in this area.

The shop fronts on the station approach have been tidied by TfL so that they are no longer an eyesore but there are at present no plans to refurbish the interiors due to the cost. This is a pity as the site would seem to be ideal for an estate agency (as was there many years ago) and little "pop-up" shops selling gift items or cupcakes. There are no toilets in the buildings and those working there would need to access the station waiting room facilities.

The old police station site is still awaiting development. Enquiry reveals that the site remains owned by Lidl who still wish to build a supermarket, although they now wish to build a larger store and are "in discussion" over the possibility of a new site for the fire station so that the whole site can be used for the supermarket and car park.

Bill Bryson, the author of "Notes from a Small Island" which, 20 years ago, took an affectionate look at life in the UK from an American perspective, has published another book "The Road to Little Dribbling" in which he warns that the greatest threat to Britain's beautiful countryside comes not from too great a population, or companies requesting "fracking" licences or nibbling at the Green Belt, but from public apathy. Many more of us need to join the debate on what sort of future we want for our area. Population growth and changing demographics mean that Rickmansworth and district cannot remain untouched, nor should we wish it to, but would many more of you not like to have a say in the nature of that change?

The R&DRA is advertising for more members as currently there are only ten members of a committee which should comprise fifteen. This means that workload for the ten is more onerous than it should be and some of us are no longer in the first flush of youth! The Association President, Brian Morgan, retired this year and the Treasurer, Peter Crispin and Membership Secretary, Bob Templeman, have given notice that they will not take on these rôles again next year. These members have given many years of service to your Association. Peter Waters has been elected President of the R&DRA after 34 years' of service on the Committee, of which he remains a member.

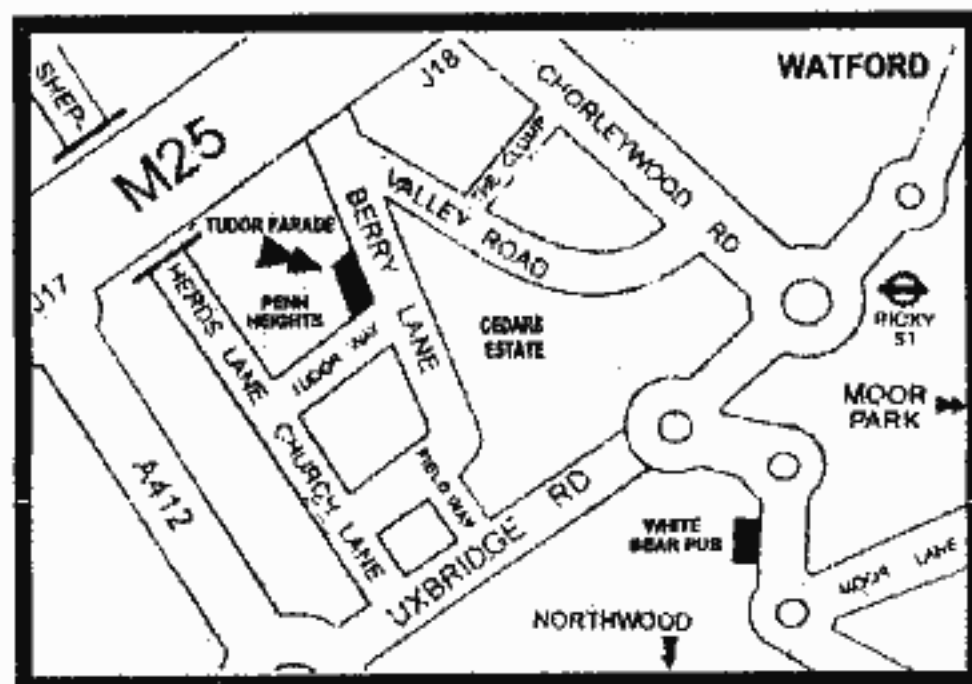
Dianne Passmore

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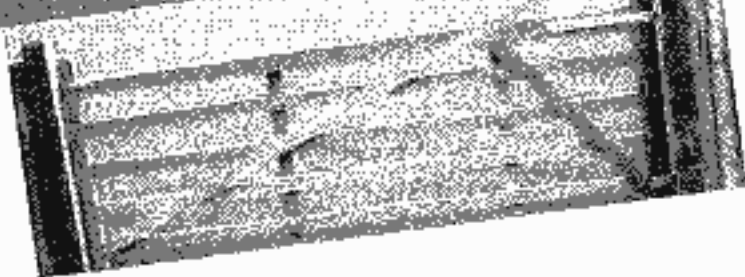
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PETER'S PADDOCK



The Presidency

I must begin with my great appreciation of the honour of the Presidency of the Association to which I was elected at the AGM on the 2nd June in succession to Brian Morgan. Brian, who, seconded by your Chairman, nominated me, had been the President since 2003. I should like here to pay tribute and express our thanks to him for the excellent discharge of his office, in appreciation of which the Chairman presented him on our behalf at the meeting with a suitably large bottle of Glenfiddich.

Brian, who has lived in Rickmansworth for over forty years, enjoyed a distinguished career as a plastic and reconstructive surgeon, having qualified at University College Hospital Medical School in 1959 (several years before I passed through the portals of the parent "godless college" of Gower Street opposite) and taken his FRCS four years later. He is also known to many for his threefold achievements *inter alia* as the leader of a highly proficient jazz band, as an artist (he is the Treasurer of the Rickmansworth and District Art Society) and as a successful apiarist (bee-keeper to you and me). He was also for some years the Chairman of the Rickmansworth Waterways Trust, offering the hospitality of his splendid garden to the Trust's staff and volunteers for their annual parties.

Constitutionally the President is a member of the committee of the Association, but in a "non-executive" capacity, which means in practice that he (we have yet to have a "she") abstains when a vote is taken at a committee meeting. Having been a member of your committee for 34 years (and continuously in office as Secretary (11 years), Chairman (13 years over two terms) and Deputy Chairman (10 years ditto)), I am delighted to continue as one to contribute my two penn'orth to discussions, having no intention of being a "sleeping partner"! Please respond, however, to your Chairman's plea elsewhere for more members on your committee. The Association celebrates its centenary in fourteen years' time, and

Peter discusses the popping of clogs and ice-cold points of light.....!

I hope to celebrate that, but clogs can be popped at any time!

There have now been eight Presidents of the Association since the last war. Before Brian there were (with years of tenure of office in parentheses) Dr A.P. Nuttall (1945-46), eminent QC Frank Heyworth Talbot (1946-65), well-known insolvency accountant Kenneth Cork (1965-73) (later Lord Mayor of London in 1978-79 and Sir Kenneth Cork, GBE), Dr Michael Rope (1973-85), a local GP and owner of the eponymous island in the Colne behind his house in the Uxbridge Road, Pat Moore (1985-89), a former Liberal member of the old Rickmansworth UDC) and war hero Air Marshal Sir Ivor Broom KCB, CBE, DSO, DFC, AFC (1989-2003), for many years concurrently President of the Rickmansworth Society, whom Brian succeeded on his death. I shall do my best to discharge the Presidency worthily and look forward to seeing you at our next AGM.

At the start of the AGM, I was one of two Vice-Presidents of the Association, the other being my old friend Tony Berry, whose 33 years on the committee until 2010 included, as with me, two terms as Chairman. At the time of writing, however, Tony is the only Vice-President : as it would be daft to be styled both President and Vice-President, I asked that my Vice-Presidency be suspended until such time as I may wish to relinquish the Presidency for whatever reason. A Vice-Presidency is an honour, normally conferred for life for services to the Association, although constitutionally holders are subject to re-election each year (perhaps lest they bring the Association into disrepute or decamp with its assets!). It is not an executive post : one does not apply to become a Vice-President, nor is anything expected of one beyond support for the Association. Some years ago your committee agreed that there should not be more than three Vice-Presidents at any one time (to preserve the worth of the honour), but that does not mean that there always has to be a full quota, or even any.

The Long Island Exchange

So the Exchange is no more. As I have said before it was doomed from the moment a decade ago when the Council resolved to rezone its site as suitable for residential redevelopment. The owners did not appear to wish to spend enough money on it to bring it up to the latest standards despite no lack of business (as I know from 36 years' observation living next door). Nobody could pretend that the building was architecturally distinguished, and "locally listing" it proved of no avail, but it had more character than that which will replace it, and served a unique purpose as a valuable facility for Rickmansworth that will be well-nigh impossible to replace. The rumoured plans for another hôtel elsewhere in the town having yet to come to the Council or otherwise appear in the public domain, my lips remain sealed from last time!

Seeing Things

Now that the old sodium lights have been replaced by new LED ones on our local main roads (the A404 and A412) you can decide whether or not the latter "improve visibility", as the leaflet issued by Hertfordshire County Council and Ringway proclaims. I (and others) disagree : the previous ones in Rectory Road, Riverside Drive, the Chorleywood, London and Uxbridge Roads and Park Road gave out a much warmer and more extensive glow, continuous between lamp standards, whereas the new ones are merely ice-cold points of light and their surroundings below that much darker as a result. Pedestrians who risk life and limb daily crossing Rectory Road, for instance, will be more at risk at night as less visible to drivers, especially those speeding up the northbound carriageway with the concealing foliage in the central reservation and poor sight lines. The new lights may be more economical, but should that be the prime concern? What do you think?

And those useless lights on Batchworth Heath Hill (see last issue) still burn on!

Peter Waters



MET LINE - Update

The Met Line Upgrade

Back in 2008, when we were told about the introduction of the new S stock trains, with just 70% of the number of seats of their predecessors, we were promised that by the end of 2013 we would almost get back to the number of seats per hour that we used to have because the track and signalling would have been replaced by then and everything could run faster and closer together.

It is now 2015, the third signalling contract has just been let (its two predecessors were cancelled for various reasons) and if its implementation goes to plan we will have the fully updated Met Line by 2023 – just 10 years later than we were promised 7 years ago. There will be gradual improvements in the schedule, starting next May, as trains, particularly the off-peak ones, go a little faster.

No Full Closure of the Finchley Road to Baker Street Tunnels but

Major work must be carried out in the tunnels between Baker Street and Finchley Road but a solution has been found that avoids the threatened 3 month closure of that part of the line. The solution will probably involve two separate work programmes. The first will be a series of weekend closures in the winter periods of 2016, 2017 and 2018. The second will be the early closure of the Met Line between Wembley Park and Aldgate, at about 1045 pm every Monday, Tuesday and Wednesday from the summer of 2016 for about two years. The Jubilee Line will be able to carry the extra traffic between Baker Street and Wembley Park at that time of night but there will be a slimline timetable on all the Met Line branches after 1045.

Now for more from the meeting between FOMLUC and the Metropolitan Line management, held at Baker Street on 2 September 2015, and chaired by Nick Dent, General Manager, Metropolitan Line.

Performance.

London Underground Ltd's (LUL's) performance figures are based on an operating year which, like the financial year, starts in April. In the 5 months to September the Met Line was achieving

about 98% of planned availability, albeit cancelled trains were, as you probably guessed, mostly in the rush hours. (The figures exclude the availability lost through the strikes over the planned 24 hour operations on some lines. The strikes had a serious impact on the Met Line but the fact that Chiltern Railways kept running provided some relief)

The main aim of current work is reducing "low frequency, high impact" events. For example, the biggest single problem in those 5 months was a signal failure at Rayners Lane on a Friday evening. There has been disruption caused by people trespassing on the track, generally late at night, and reporting was being improved to see if hot spots can be identified.

New Signal Contract and Associated Work.

The new signalling contract, valued at £760 million, was let to Thales in late July, as part of a larger package for the upgrading of every aspect of all the sub-surface lines. LUL is seeking to minimise the number of weekend closures during the work and, as part of that process the planned work at some of the key junctions is being simplified. Further work at Kings Cross should help those travelling to the City as it will minimise the impact of major work which has to be done at Aldgate.

The MAGIC boxes, which provide customer information about train departures, have proved a success on the Uxbridge branch and will be rolled out on the Amersham/Watford branches, starting with the stations between Moor Park and Harrow.

The number of failures of the Harrow North junction has reduced substantially through weather proofing of equipment and the provision of an automatic water-misting system to cool the points during hot weather.

However, our stretch of the Met Line is almost the last section to be upgraded so it will now not be before May 2023 that we will have the number of trains per hour promised to give us the fabled 97% of the number of seats per hour that we had with the old A stock.

Train Modifications.

The fitting of the ATC (Automatic

Train Control) system to the trains will commence, with some of the 7 coach trains used in central London, in October 2016. The total fleet is of 191 trains, which includes 16 "spare", and the ATC refit will take 11 out of the fleet at any one time. That will put pressure on availability and some timetable changes are almost inevitable, which may include reinstating off-peak semi-fast trains in order to get better mileage utilisation out of the available trains. Serviceability of the new trains is now good.

Croxley Link.

LUL will now project manage building the Croxley Link. The latest estimated cost of the Link is £284 million with the extra money found by contributions from local authorities, Transport for London and central government. The latest estimate for completion is December 2019 but mid-2020 is more likely.

Platform/Train Interface.

The blue lights installed at Baker Street have successfully reduced the number incidents where passengers have slipped, whether totally or partially, between the platform and trains, so the system is being rolled out to other high risk stations.

Ticket Machine Layout.

I commented about the ticket machine layout and capacity at Rickmansworth, as the station has had no extra machines installed even though the ticket office is closed. Putting machines in a row with no space means that when a member of staff is explaining how to use one machine he, or she, can be blocking the adjacent machine and there are only two! Rickmansworth has lots of visitors, or occasional travellers, in the summer and the morning period is particularly busy with a fair number of passengers unfamiliar with the machines. I asked whether the station layout is going to be updated and the number of machines increased to compensate for the closed ticket office? No immediate answer but a promise to investigate and respond.

Northwood.

The planned rebuilding of Northwood station is on hold as Sainsbury has pulled out and, without a major stakeholder, the suggested changes would not be viable.

Updates

continued on page 6

continued from page 5

Lifts.

There is a fund of some £90 million to provide wider disabled access across the network. The work would be funded on a 50/50 shared basis by LUL and a local authority. I suspect that the costs at Rickmansworth would be extremely high and your Association has heard nothing from TRDC although letters went out to Leaders of Councils several months ago. Croxley Parish Council is almost certain to push for this for Croxley Station if lifts

are not funded as part of the Croxley Link programme. (A personal view: How about allowing passengers from London direction to travel on to Chorleywood and then back on the up line at no cost? It would give level access to those in wheelchairs, albeit at the cost of longer travelling time.)

Conclusion.

Reliability has improved over the summer but there have been some serious delays. The worst item of news

is that the completion of the upgrade is now planned for 2023, 10 years later than we were promised when we were told about the replacement of the A stock by S stock back in 2008.

Peter Crispin

At the time of writing, there is so much news emanating from central government, on their proposed changes to planning requirements in respect of house building targets; relaxation on planning restrictions in respect of brown field sites and permitting further building on greenbelt land that it would be inappropriate to anticipate the resulting effects on Rickmansworth. All

your association can do, is to follow closely, and, as and when finalised and dictum(s) promulgated can we determine what the impact on Three Rivers will be. You can be assured, that unless the various departmental Ministers consider the implications with their colleagues in this field there will be detrimental unintended consequences, as already shown in the selling off of council and

housing association housing stock to tenants and their failure to foresee the impact of further employment restrictions on non national EU nurses.

Bob Templeman

4wards
COMMUNITY COUNCIL CAMPAIGN
a voice for the community

Having started the petition for a Community Council in earnest at the Rickmansworth Festival in mid May, we are within a whisker of achieving the necessary 7.5% of the electorate signing across the 4 Unparished Wards. In actuality the total is above 10%, as in two

of the 4Wards we have over achieved by some margin! We would like to thank the campaign team for their dedication to the cause, many of whom have been out delivering leaflets and/or collecting signatures, and thank those of you who have shown your support. We hope that by the time this article goes to press, the petition will have been submitted to Three Rivers District Council. Once submitted a the next step in the process is the Governance Review. What happens

next will be dependent on the result of this Review... it may be that you will all get a letter asking for your views, and then there may be a referendum. We will of course keep those who have signed the petition, or signed up on the website, up to date with progress, and our website will be updated also. www.4wards.net – you can also follow us on twitter @4wardsCCC

Nina Hosking

Planning Update

4 Wards Update



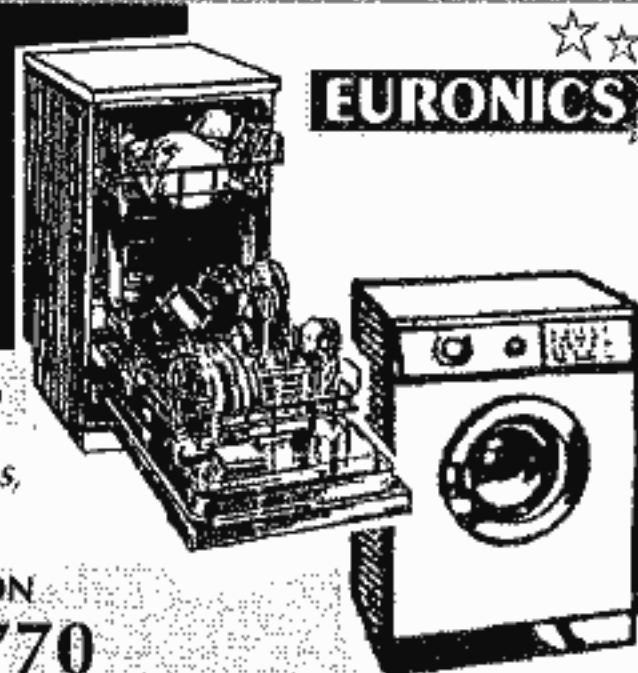
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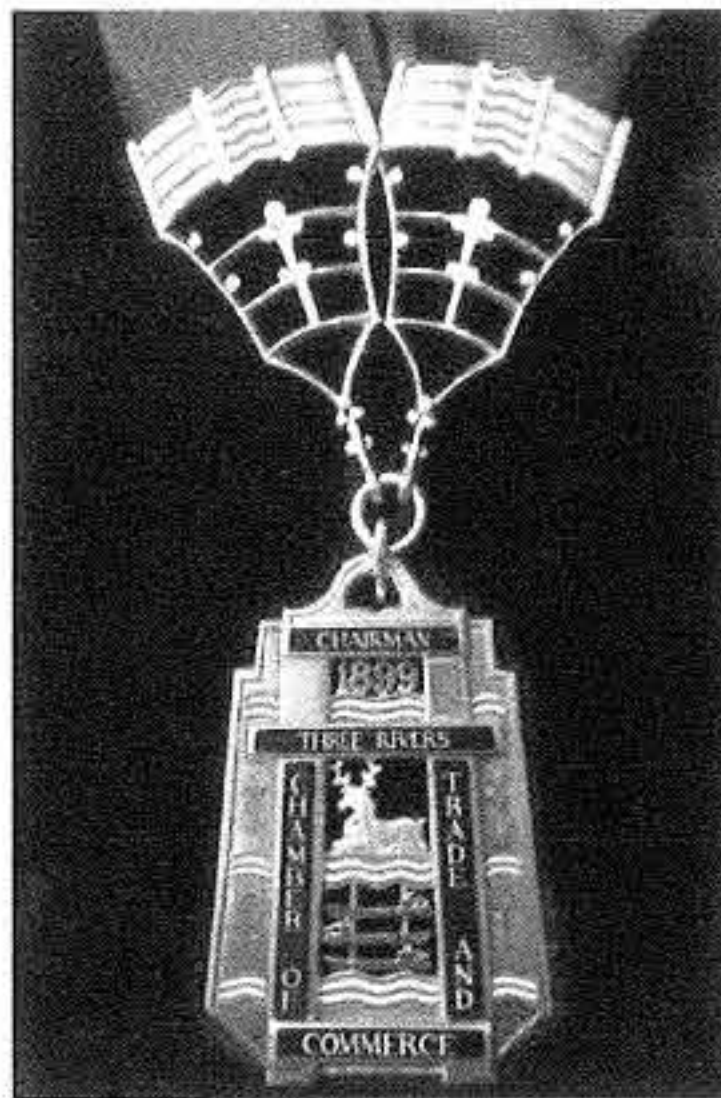
EURONICS

Chamber News



At last year's AGM our members voted to change the name of our Chamber back to its original name of Three Rivers Chamber of Trade

& Commerce. There are a number of reasons for this, but the main reason is to align our business community with the District Council. We know that this will be of great benefit to our members and give the business community a good foundation for assisting economic growth in Three Rivers. At a recent Business Forum held by Three Rivers District Council, the Hertfordshire Local Enterprise Partnership, reported that 4,000 retail jobs had been lost in the last few years, across the Three Rivers District. We are all aware of this when we look at the changing face of the



Business/Community

High Street here in Rickmansworth, and sadly the huge reduction in the office space in the town has only added to the reduction in footfall to the town. Saturdays have become a real struggle for the our town centre, but some shops and traders are now trying to encourage people to shop local by trialling a 'click and collect' service. This has been set up by a new group under the umbrella of Rickmansworth Town Team CIC, they are called Ricky Biz – led by Abbey Booth from Love to Boutique and Patrick Ensor from The Fox & Hounds, they hope to be delivering new projects for the town centre in the coming months. Watch out for more details about Small Business Saturday on 5th December.

Nina Hosking
Chairman

Rickmansworth Chamber of Commerce

Town Team



Another couple of fabulous events have been organised the Team – The French Market, which, despite the rain was a great success. Many people who attended the event said that the publicity could have been better – rest assured we do try our best to get the message out to everyone, but if you can

help with getting the word out please let us know. And the Folk Festival, the second year of this event, and even better than last year... and next year will be even better!. If you would like to help out in anyway with organising these events, please let us know.

The Rickmansworth Christmas Evening will take place on Friday 27th November 2015 -5pm till 9pm. Please let us know if you would like to take part in any way or sponsor the event.
info@rickmansworthtown.co.uk

Rickmansworth will once again be without Christmas lights this year... so if you can help us fund raise to get the lights up, please do get in touch. It will cost around £2,500.

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Nina Hosking

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This article was in the last issue of Independence but was not printed in full. We have therefore printed it in full with apologies to Ann Shaw.

Planning Committees are better attended by the public than any other TRDC meetings. Residents, including councillors, want the local environment, both the green belt and built up areas, protected from unacceptable development. But the planning process is complicated and has become more so in recent years as the government has made significant changes in the rules and regulations and taken more authority centrally into its own hands. For example, only 10% of applications can be decided by councillors at committee, 90% must be dealt with by officers – a government rule. These changes have led to much misunderstanding and many misleading assumptions.

In the past an applicant had to make a good case to be granted planning permission. Now the assumption is in favour of the applicant and it is the local authority which must justify a refusal. This is more than just words – it was a very significant change.

The regulations only allow the Local Authority to consider objections that are recognised planning issues. Public objections can be taken into consideration if they are based on these issues. A referendum of numbers for and against is not allowed. A refusal can be

appealed against and the government inspector can overturn a local decision regardless of the strength of community feeling and give heavy costs against the authority – tax payers money down the drain!

An application can be submitted at any time, and the Council must determine it. But no permission is needed to close a business such as Long Island Exchange. It can be closed at any time, this is not under council control. Equally a plan can be submitted for a new hotel at any time.

Every Council should have its Local Development Plan.. Without a plan the whole area is vulnerable to unacceptable development. The process is laid down by the Government and directed by an Inspector. TRDC was the first authority in Hertfordshire to have its plan accepted, but that was only after the Inspector insisted on various changes to site allocations that TRDC was very reluctant to make but had no choice as refusal would have meant the rejection of the plan and the vulnerability of the whole district. This has happened to other Local Authorities.

In spite of the fact that TRDC has identified 9.7 years worth of housing sites we are still subject to Government

Planning

policies such as allowing office space to be converted to residential. Some people support this as they think it brings increased footfall and business for local retail and services. Others object strongly. Now the Government is considering allowing house building on brown field sites without the need for a planning permission – Local Development Orders! TRDC has objected strongly to this.

We are lucky in Three Rivers. We have a strong business community – confirmed by the South West Herts Business Directory. Unemployment is low and TRDC featured in the top 20% of districts nationally contributing to economic growth, when last recorded. We recently received a letter from the Small Business Federation praising our support of the local economy, especially the free shopper parking which is unusual these days and regarded as very important.

We are lucky in Rickmansworth. In the High Street we have both major brands and excellent small businesses. Instead of the criticism some people indulge in, we need to support them, promote them and engage with them.

Councillor Ann Shaw OBE



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A Small Success

You may have noticed that the row of shops at Rickmansworth Station, long derelict, have been repainted and made safe at last. Your Committee, along with other local organisations has been pressing TRDC and TfL for action for a couple of years and there has been a facelift at last. At recent Area Forums we were told that TfL had initially denied that the shops had even been shops, then argued about who was responsible for them (TfL's operations branch or its "retail" arm) and finally agreed to make them safe and paint them. Perhaps they could now offer them to let for peppercorn rents and see if there are takers.

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Vacancy

R&DRA Treasurer

The R&DRA Treasurer is responsible for:

- Maintaining the accounts for the Association, with itemised records of receipts collated by road and by advertiser.
- Holding the Association's chequebooks and paying-in books.
- Issuing cheques in payment of invoices, countersigned by a second signatory if for amounts of £100.00 or more.
- Paying in cash and cheques when received.
- Maintaining the Association's internet banking service.
- Using internet banking, or branch transfers, to transfer funds as needed between the current and deposit accounts.
- Producing the annual accounts and records for checking and certification by the approved examiner.

The Treasure is also currently responsible for retaining or recruiting advertisers, proposing the advertising rates, issuing invoices for advertising and chasing late payments. Also included is ensuring that advertisers provide updated and correct copy for each issue of the magazine.

**For further details please contact Peter Crispin on
01923 772277**



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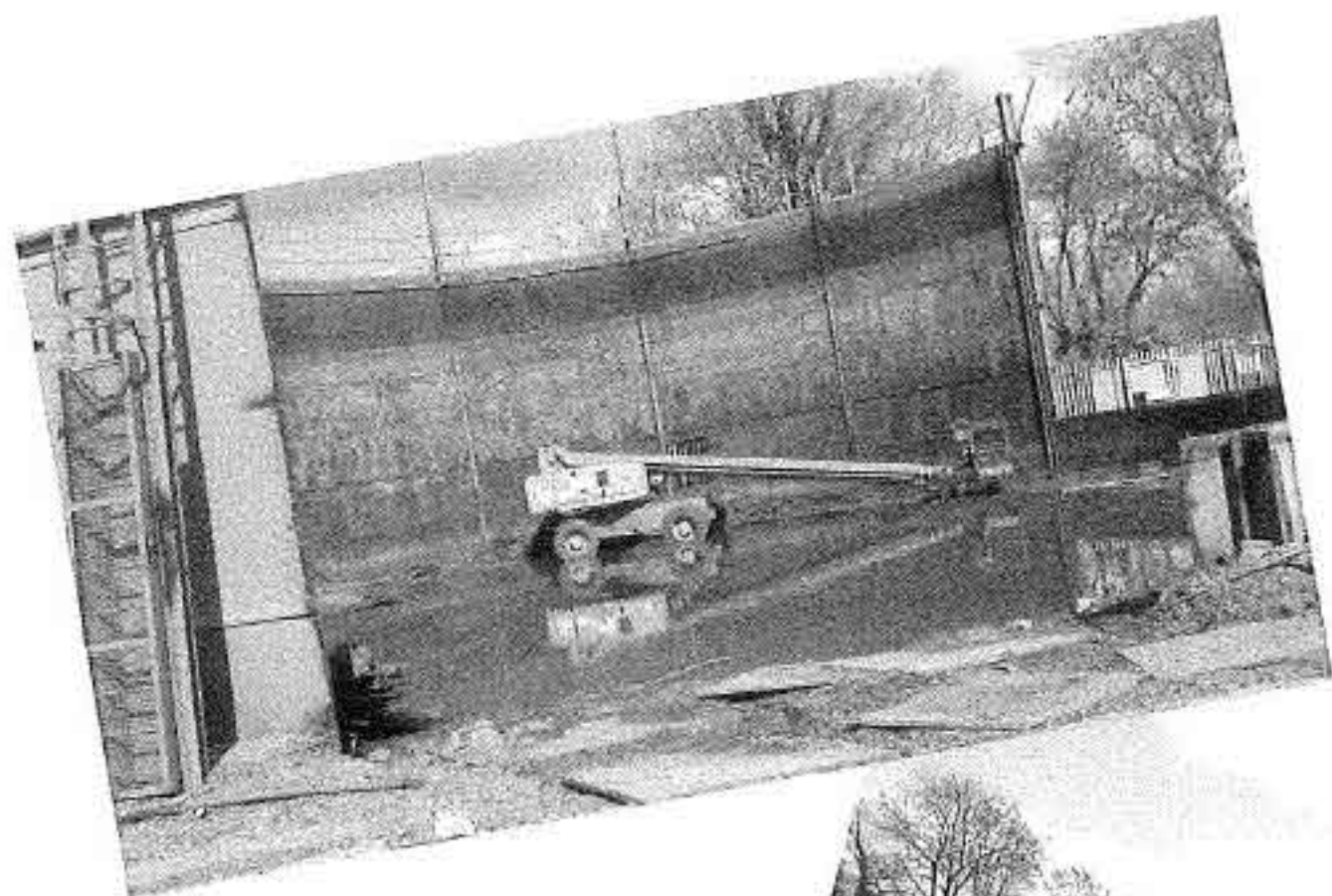
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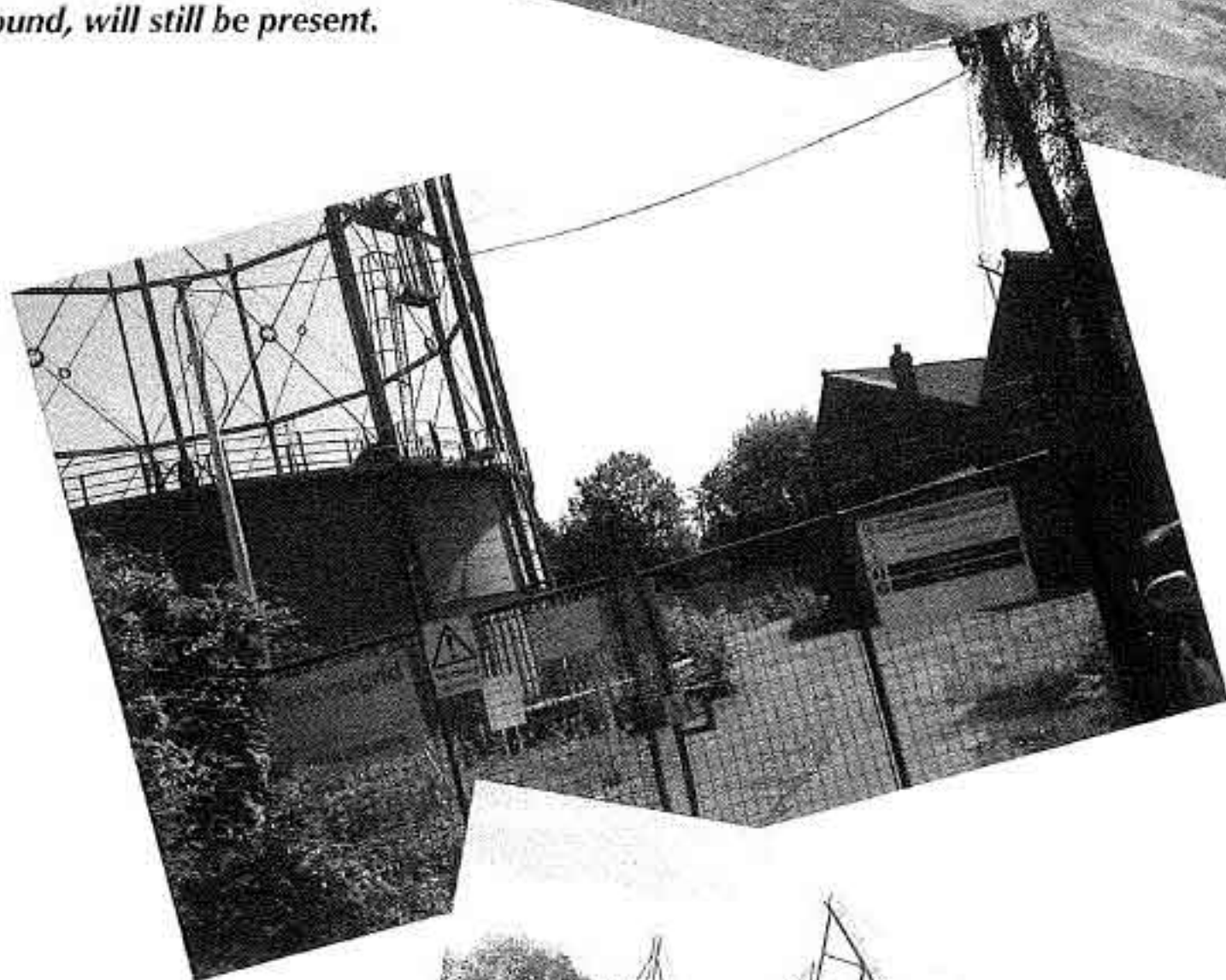
Dismantling of the gas works

Planning



Les Mead was able to take these photos of our gas works being dismantled recently.

The gas holders were a prominent feature of our sky line for many years. The site is now the subject of a planning application for flats to be built on the site although some gas equipment, which is being built underground, will still be present.



Dates for Your Diary

Rickmansworth Local Area Forum

Wednesday 25th November (at Three Rivers House, 7 for 7.30 pm).

Friends of Watersmeet Coffee Mornings

(on Fridays in the first floor foyer at Watersmeet (N.B. except December) 10.30 – 12, all welcome).

13th November

11th December (in St Augustine's Hall,

Our Lady's Catholic Church, Park Road).

8th January (2016)

(others to be announced)

Friends of Watersmeet Film Society

(all Thursdays at 2 and 7.45 pm except where stated otherwise)

15th October :

A Little Chaos (cert 12A, 116 mins)

29th October :

Minions (cert PG, running time TBA) (2 pm matinée only)

4th November (Wednesday) :

True Story (cert R, 100 mins)

Plus the following

(details to be announced) :

15th January (2016) (Friday)

21st January

15th February (Monday) :

(2 pm matinée only)

25th February

Rickmansworth Society Quiz-Supper

(in St Mary's Church Centre, 7.30 pm)

Saturday, 14th November

(NB : a week earlier than usual)

Christmas Evening (organized by the Rickmansworth Town Team ; in the High Street, 5-9 pm) :

Friday, 27th November

Pantomime at Watersmeet :

Cinderella

Friday 4th – Thursday 31st December

Community/Diary Dates



Station Road will be closed for 4 weeks this Autumn for work to be undertaken prior to replacing the bridge next Spring.

Hertfordshire County Council Appeal for Volunteers.

Herts County Council is recruiting volunteers for the "Breakaway for Carers" organisation within the Hertfordshire County Council.

The organisation recruits and trains volunteers to help carers in the Community. The service is free of charge for up to three hours a week. It enables carers who look after a dependent adult to have a break by arranging a volunteer to take over for a couple of hours.

The Breakaway volunteers provide companionship for an older or disabled adult while the carer has a few hours off to see friends, shop or simply to have some time for him/herself. Volunteers are fully trained and vetted by the Council. They do not do any heavy lifting, give medication or do housework. They do not do any personal care but can escort people to and from the toilet and will make snacks and drinks.

The volunteers all follow the County Council's code of practice and are covered by its public liability insurance.

How to get the Service:

The service is provided through Health and Community Services. Carers can request a referral through their care manager, online at www.hertsdirect.org/hcs or by contacting HCC using the details below.

A Breakaway for Carers manager will call and discuss use of the service with the carer and volunteers are matched with the person they look after. The manager will arrange introductions and maintain regular contact while the service is being provided.

How to Volunteer:

The service is flexible so you can arrange volunteering around other commitments. Most volunteers work between one and four hours a week, but it is possible to volunteer for just a couple of hours a month or even volunteer for one off activities.

HCC will give volunteers full training and ongoing support. For more information visit:

www.hertsdirect.org/carers

email breakaway@hertfordshire.gov.uk

Phone: 01442 454280.

Breakaway for Carers

Apsley 1, Brindley Way Hemel Hempstead, HP3 9BF

**THE COMMITTEE NEEDS YOU
BECAUSE
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01923 770425**

Parking - Time to Think Again

Parking Issues

A review of the Controlled Parking Scheme for Rickmansworth is imminent. A key to the answer is how to reconcile conflicting wants, be they of residents who want to be able to park outside, or at least close to their houses, commuters who would like to park for free at or very close to the station or their place of work and some who simply like to have their roads clear of all cars apart from their own. The current scheme is losing money, hence the Council's enthusiasm for a review. We cannot meet all those wants, certainly not for free, so what is the best trade-off?

I will declare an interest. I live in Cedars Avenue, a road with inadequate off-street parking for most of the houses and one which, for reasons that are obvious to all who know the area, is the logical secondary parking area for residents of the Uxbridge Road cottages. It is a road which, on many an evening, has just a few yards of kerbside without a parked car.

Why do we have a controlled parking zone? The Rickmansworth Zone was established in a relatively small area centred on the railway station because residents in that area found themselves unable to park near their homes because commuters or people working in the town had taken over their roads. It was not until the law changed in the early part of the century, allowing non-metropolitan areas to establish controlled parking zones, that anything could be done. The logic of the scheme, as originally established, was that it would be self-financing because there would be charges on residents for the privilege of parking in the road near their homes and fines for those few people who ignored the scheme. Almost all the roads initially included had no, or limited, off street parking and, therefore, a high take-up of parking permits.

All political parties on the Council have agreed, at least since the mid-1990s, that key car parks in the town centre should be free for short term parking, normally up to 2 hours, in an attempt to maintain the viability of the town as a commercial centre.

Your Association remains strongly in favour of retaining free short term car parking in the town centre car parks and in the service roads in Moneyhill. It is highly likely that such car parks cost the community money as patrolling them is manpower intensive and the income from fines is, in all probability, tiny. If this

country had a sensible form of business taxation the Council would be able to offset that cost against the income from business rates as the free parking is a clear benefit to the business community. Notwithstanding the current convoluted system of corporate taxation it remains sensible and fair for the community to subsidise those car parks to the greater benefit of all. The actual cost of patrolling the car parks should, in these computerised days, be easy to determine and be accepted as a cost to the Council for the common good.

I will use the term "commuter parking" as shorthand for parking during the day by people commuting to work whether that work be in Rickmansworth or by onward travel by train.

Now to on-street parking in residential areas. The area covered by the controlled parking zone has grown over the years as residents in roads initially unaffected by commuter parking have, even if they have adequate off-street parking, complained about their roads being filled by parked cars during the working day. There has been little or no attempt to justify the extended parking zone by either assessing the density of residents' parking or the take-up of residents' parking permits, so roads such as Moneyhill Road and Meadow Way have been swept clear of parked cars with, in all probability, no or minimal income from parking permits. One quick way to assess the demand for on-street parking by residents of a street is to count the parked cars, or the empty spaces, late at night; this would show that, for example, that the two streets that I mentioned have almost no demand for residents' parking whilst other roads, such as Ebury Road and Talbot Road, are almost overflowing with cars. So it is time for fresh thinking.

First, the Council must use the data that it has, together with that easily obtained by walking around, to identify those roads where the provision of residents' parking, with paid permits, is essential to a reasonable standard of life. That same data can be used to identify those roads where residents' parking control is either totally unnecessary or could be combined with paid-for parking by commuters.

Secondly, the Council must take steps to minimise "gaming" of the system. Having a road included in the parking zone unnecessarily, as described earlier, is one example. Others, unfortunately,

include the use of the annual visitors' permits as a substitute for purchasing a proper parking permit or, quite possibly, as a source of income by "loaning" such a permit to a non-resident. Inconvenient though it may be, we may have to move across to the one-day paper visitors' permits with, possibly, limits on how many could be purchased. Another possibility of gaming would be opened up if the various zones were simplified; the temptation for residents of an outer road in the zone to drive and park in central Rickmansworth would be too much for some to resist. Yellow lines should only be painted where parking control is essential for safety as they are a cost with almost no off-setting income; the cost of policing yellow line areas can then be fairly considered as a another cost to be borne by the whole community.

Thirdly, the Council must work with Transport for London and Chiltern Railways. The steady increase in the number of rail commuters, with a 67% increase in the 11 years from 2003 to 2013, has led to both station car parks being full by about 0945 on most school days. There is no space for further car parks in Rickmansworth but both Croxley and Chorleywood car parks could have a second deck provided, thus giving an alternative to Rickmansworth. Such an option will surely be needed given the forecast of a further 30% increase in Rickmansworth passenger numbers by 2023 whilst Croxley will doubtless see a similar increase as the Croxley Link comes into action from 2020.

Finally, explore the dedication of commuters to saving money. Rather than just abolish the residents parking area in Meadow Way, would it be productive to install parking meters so that commuters could park there for half the price of the station car park? Given the time it takes to drive the final half-mile to the station it might be a bargain.

The roads can reasonably be described as a common good and like many common goods are open to exploitation and to simple human selfishness. It is time for the Council to reconsider the parking zone and its car parks, treating them as separate assets to be funded separately, and to design and implement a scheme that is both fair and cost-efficient.

Peter Crispin

Rickmansworth Service Station

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Vacancy -

Membership Secretary

The Association is looking for a Membership Secretary.

The outputs of his/her endeavours will be the ongoing maintenance of the membership database. The records are kept on a road-by-road basis (comprising approx 112 word files, listing 1750 households). This enables easy updating from returned sheets and simplicity in running off the road sheets for both the Spring and Autumn issues of **Independence**. Ongoing updating of the Distribution Lists of Road Representatives contact details, collated under those Committee Members responsible for delivering "**Independence**" to Road Representatives. The collection, collation of a new xls spreadsheet listing email addresses of members.

You will have a computer, with a suitably maintained firewall, a broadband connexion and software to provide the above records in both word and xls format. (Libre Office is an ideal freeware program). Additionally software cleaner and a shredder to demonstrate to members that their stored personal data files and hard copy are appropriately "shredded" when disposed of.

Further details are available from bob_templeman@tesco.net.



85th Annual General Meeting June 2015

Minutes of the 85th Annual General Meeting held on Tuesday 2nd June 2015 in St Augustine's Hall, Our Lady Help of Christians Catholic Church, Rickmansworth.

In The Chair: Brian Morgan, President of the Association. Brian is retiring from this office

1. **Apologies for Absence :** Steven Roberts, Independent Examiner of the R&DRA accounts.
2. **Minutes of the 84th Annual General Meeting** held on 4th June 2014: These were approved as a true record.
3. **Honorary Treasurer Statement of Accounts:** Peter Crispin thanked Steven Roberts for examining the accounts. The Association is showing a small loss of income over expenditure but it is hoped that removal of the pensioners' discount and reduced printing costs for the **Independence** magazine will reduce this. The reduction of income is due to loss of membership as there are fewer Road Representatives and there has been a reduction in advertising revenue. Peter Crispin announced his retirement from the rôle of Treasurer for R&DRA effective at the next AGM. He was thanked by Brian Morgan and the report was approved by the meeting.

Steven Roberts was appointed as the Independent Accounts Examiner for the coming year.

4. **Amendments to the Constitution:** These had been published on Page 11 of the Spring issue of **Independence**. The amendments were proposed by Carolyn Venn, seconded by Bob Templeman and were adopted without opposition after some discussion on how best to acquire email addresses of members.
5. **Chairman's Annual Report:** Mike Stimpson thanked all the members of the Committee and the Road representatives for their work in the past year. He mentioned the work done by the Association in the past year: monitoring and opposing some of the large scale planning applications for housing developments in the district with no additional infrastructure development, monitoring the changes to the Metropolitan Line TfL service to ensure that the views of residents were taken into account. The Croxley Link is now estimated to be completed by 2019 and the new signalling infrastructure fully installed by 2022.

Mike mentioned that in order to keep printing costs down the **Independence** magazine will be produced in an A5 format next year and for those members who were willing to sign up for a digital copy, the magazine will eventually be produced in a digital format. A hard copy will continue to be produced for those who want it but delivery may eventually be by mail with the costs being passed on to those members wishing to receive it by this means. He invited members of the Association attending the meeting to volunteer to join the Committee, without success.

6. **Election of new President and Vice-President:** Firstly Brian Morgan was thanked for his service since 2003 and presented with a bottle of single malt whisky by Mike Stimpson. Peter Waters was proposed as President by Brian and duly elected. He asked that his Vice-Presidency, which is an honour, normally conferred for life for services to the R&DRA although requiring re-election at every AGM, be regarded as in abeyance until such time as he relinquish the Presidency. Tony Berry was re-elected as a Vice-President. Mike Stimpson has agreed to remain as Chairman for another year. As the Committee is short of members it was agreed not to elect another Vice-President but to co-opt a member if required.

Brian Morgan thanked everyone and said he felt hopeful for the Association's future.

7. **Election of Officers of the Association for 2015/16:** Dianne Passmore has agreed to stay on as Secretary and Peter Crispin has agreed to remain as Treasurer for another year.
8. **Election of Association Committee 2015/16:** The existing Committee members have agreed to serve for another year. There are a number of vacancies for Committee members.
9. **Presentation by Councillor Ralph Sangster:** Parking Problems and Possible Solutions in Rickmansworth. Ralph Sangster gave an interesting talk on the problems of vehicles parking in residential roads in Rickmansworth. The problem is mostly caused by commuters driving in to use the station in Rickmansworth, with Chorleywood and Croxley Green experiencing similar problems. It is not useful to deal with the problem in an ad hoc manner when residents complain, as parking restrictions on local roads simply displaces the problem to roads where no parking restrictions apply. This approach is a problem in itself.

There is currently a review of parking in progress, starting with Croxley Green this year and Rickmansworth next year. The officers will formulate an holistic solution for the whole area on which the residents will be consulted before it is implemented. Unfortunately it is currently the view of Central Government that any housing development in the centre of a town does not need parking provision. Once the review of parking is completed the process for consultation is prescriptive and will have to be followed.

Mike Stimpson thanked Ralph Sangster for the interesting talk.

10. **Open Discussion:** A resident mentioned that the Café in the Park in the grounds of the Aquadrome has applied for a licence to sell alcohol until 9 p.m. and an occasional licence to provide music out of doors. He is concerned about increasing traffic on the approach road and noise nuisance from the public leaving the café after 9 p.m. Apparently one cannot object in advance of possible nuisance but can lodge complaints and object if nuisance occurs. Evidence of nuisance would be required usually before the licence is revoked.

There was discussion regarding regular "failure to stop" on the pedestrian crossing at the Ebury roundabout on the A412 in the direction of Mill End. The Herts County Council is unlikely to take action on either this or the crossing on the A404 over the canal bridge in the direction of Northwood as there is no history of accidents on these sites.

The meeting closed at 10 p.m.

RICKMANSWORTH & DISTRICT RESIDENTS' ASSOCIATION

rickmansworthresidents.org

COMMITTEE 2015-2016

President	Mr Peter Waters, 7 Priory Lodge, Nightingale Place WD3 7DG	01923 775505
Vice-President	Mr Tony Berry	
Chairman	Mr Mike Stimpson, 12 Heron Close, WD3 1NF	01923 770425
Secretary	Mrs Dianne Passmore, 115 Tudor Way WD3 7HT	01923 775466
Treasurer	Mr Peter Crispin, Leybarn, 22 Cedars Avenue, WD3 7AN	01923 772277
Membership Secretary	Vacancy	

Mrs Helen Burdis, 47 Middleton Road, WD3 8JE	07947 208266	Mr Laurie Irvine, 57 Norfolk Road, WD3 1JY	01923 217212
Mrs Carolyn Venn, 68 Mount View, WD3 7AY	01923 770434	Mrs Nina Hosking, 14 The Cloisters WD3 1HL	01923 888399
Mr Richard Lawman, The Old Vicarage, 10 Church Street, WD3 1BS	01923 776542	Mr Bob Templeman, 11 Ebury Road, WD3 1BL	01923 773973

ROAD REPRESENTATIVES

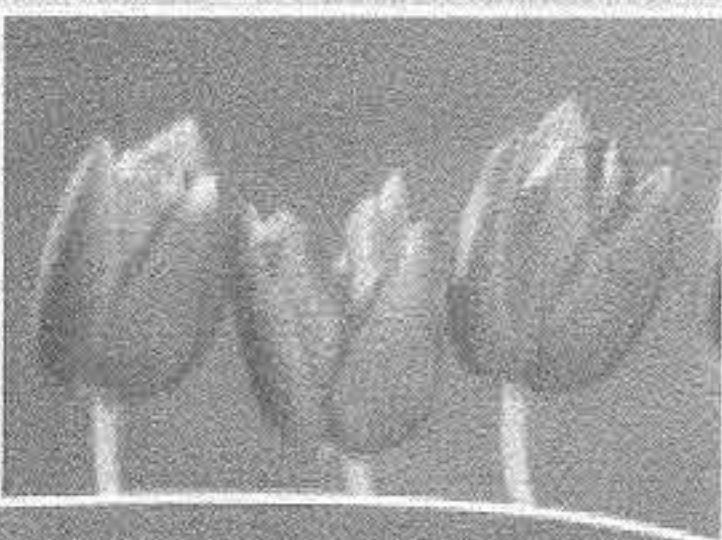
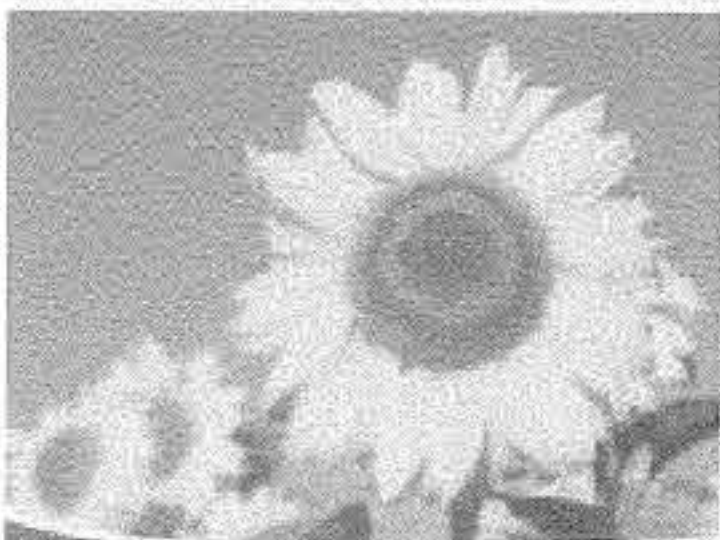
ROAD	REPRESENTATIVE	HOUSE NO.	ROAD	REPRESENTATIVE	HOUSE NO.
Arnett Close	Mrs S. Denham	21 Arnett Way	London Road	{ Mrs T. Golden Mrs A. Levy	17 Batchworth Hill 6 The Byeway
Arnett Way	} Miss B. Bell Vacancy Mrs C. Smith Vacancy	26	Long Lane	Vacancy	
Ashleigh Court		24	Malm Close	Mr G. Greenhough	53 Sherfield Avenue
Barn Lea		49	Maxwell Close	Vacancy	17
Beacon Way		25	Millennium Wharf	Mr R. Lycett	15
Berry Lane	Mrs Mary Fagan	49	Middleton Road	Mrs H. Burdis	47
Berry Way	Mr F. Pinder	25	Meadow Way	Mr J. Peters	42
Broughton Way	Mrs How	25	Money Hill Road	Ms L. Fowler	26
Bury Lane	Vacancy			Vacancy	
Bury Meadows	Miss R. Lake	29	Moor Lane	{ Mr Roy Davis Mr M. Collier	6 9
The Bury	Mrs J. Haigh	7	Moss Close	Mrs J. Gordon	15
The Byeway	Mrs T. Golden	17 Batchworth Hill	The Mount	Mrs J. Berry	4
Cedars Avenue	Mrs J. Riddleston	8A	Mount View	Mrs B. Davies	27
Chess Hill/Chess Close	Mrs M. Smith	Endways, Chess Close	Nightingale Road	Vacancy	
Chiltern Drive	Vacancy			{ Mr A. Tucker Mr P. Waters	21 Hill Rise 7 Priory Lodge
Chorleywood Road	Mrs. S. Butler	Banstead Down	Nightingale Place	Vacancy	
Old Chorleywood Road	} Vacancy		Nightingale Court	Vacancy	
Church Lane		Mr L. Irvine	57 Norfolk Road	Norfolk Road	Mr L. Irvine
Church Street	Mrs H. Burdis	47 Middleton Road	Park Road	Mr T. Tims	16 The Cloisters
Clarkfield	Mr T. Tims	16	Park Way	Vacancy	
The Cloisters	Mrs M. Jones	11	Parsonage Road	Mrs C. Fenton	9 Rectory Road
The Close	Vacancy		Pheasants Way	Mr D. Maskell	2A
Colne Avenue	Miss S. Jacobs	6	Plaitford Close	Mr M. Weinberg	12
Colne Mead	Mrs A. Rae	6	Rectory Road	Mrs R. Fenton	9
Coombe Hill Road	Vacancy		St Peter's Close	Vacancy	
Curtis Close	Miss T. Jeneid	5	Rushmoor Close	Mr R. Lees	10
Drayton Ford	Mr A. Berry	4 The Mount	Salters Close	Mrs A. Booth	75
The Drive			Shepherds Way	{ Mr A. S. Taylor Mrs S. Rickayzen Mrs C. Simpson	20 17 75
Eastwick Crescent	Mr W. R. Williams	30		{ Mrs P. Warmington Mr J. Freeman	33 13 Landford Close
Ebury Road	Mrs M. Templeman	11	Sherfield Avenue	Mrs Daniels	24
Elm Way	Mrs C. Venn	68 Mount View	Skidmore Way	Mrs S. Mazhar	5 Lynwood Heights
Field Way	Mrs A. Kent	27	Spencer Walk	Vacancy	
Frogmoor Lane	Mr M. Woods	12	Springwell Avenue	Mr P. Harman	2 Juniper Gate
Goral Mead	Vacancy		Stockers Farm Road	Mrs E. Childerhouse	6
The Greenway	Mrs D. Passmore	115 Tudor Way	Swallow Close	Mr P. Waters	7 Priory Lodge, Nightingale Place
	{ Mr J. Freeman Mr G. Greenhough Mr M. Woods	13 Landford Close 53 Sherfield Avenue 12 Frogmoor Lane	Swan Close		57 Norfolk Road
Harefield Road	Vacancy		Talbot Road	Mr L. Irvine	
Harriet Walker Way	Mrs B. Stevenson	23	The llusson Way	Vacancy	
Heron Close	Mrs Brett	1A	Thompson Way	Mrs J. Clews	50 Williamson Way
High Close	Mr R. Templeman	11 Ebury Road			
High Street			Thrush Green	Mr B. Graham	4
Highfield Way	{ Mr R. Pratt Mrs R. Miller	45 7	Townfield	{ Mr M. Baker Mrs P. Jago	5 Parsonage Farm 40
				Mr R. Bangs	130
The Highlands	Mr R. Weller	17	Tudor Way	Mr A. Tucker	21 Hill Rise
Hill Rise	Mr S. Fryer	19	Upper Hill Rise	Mr K. Pragnell	109
Home Way	Mrs K. Panton	3	Uxbridge Road	Mr S. J. Cohen	57
Hutchings Lodge	Mr P. Waters	7 Priory Lodge Nightingale Place	Valley Road	Mr P. Waters	7 Priory Lodge, Nightingale Place
			Victoria Close		
Jordans Road	Mrs J. Clews	50 Williamson Way	Vine Tree Court	Vacancy	
Juniper Close	Mrs P. Warmington	33 Sherfield Avenue	West Way	Mr S. Hill	69
Juniper Gate	Mr P. Harman	2	Williamson Way	Mrs Redwood-Williams	47
Kenwood Drive	Mrs R. Tame	19	The Willows	Vacancy	
Landford Close	Mrs D. Champion	5	Winchfield Way	Mrs J. Berry	4 The Mount
Lime Tree Walk	} Mrs S. Mazhar	5 Lynwood Heights	Woodcock Hill	Vacancy	
Lynwood Heights					

ROAD REPRESENTATIVES

Road representatives are required for some roads. This involves the delivery of **Independence** with collection of subscriptions in the spring and delivery of **Independence** only in the autumn. Road representatives are invited to assist the Association by canvassing for new members in their roads.

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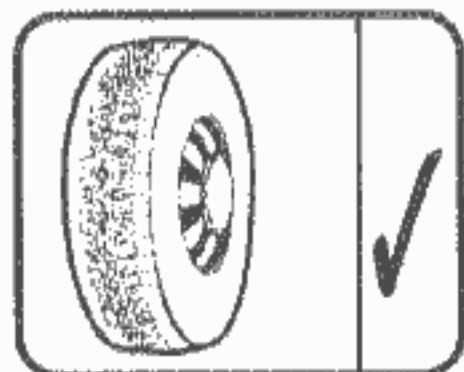
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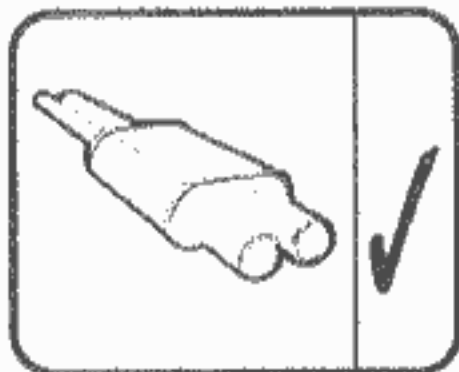
FAIRWAY

THE ONLY WAY TO GO FOR:

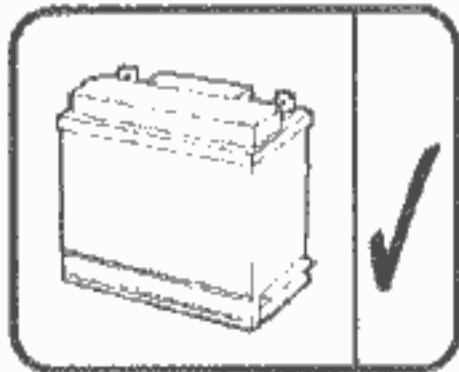
TYRES



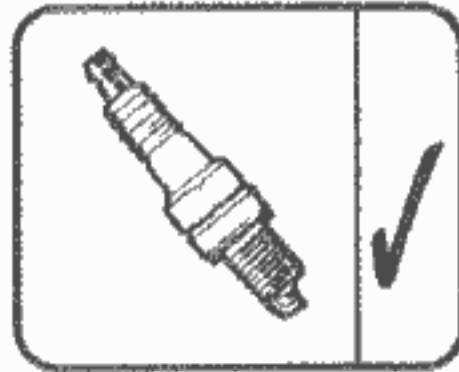
EXHAUSTS



BATTERIES



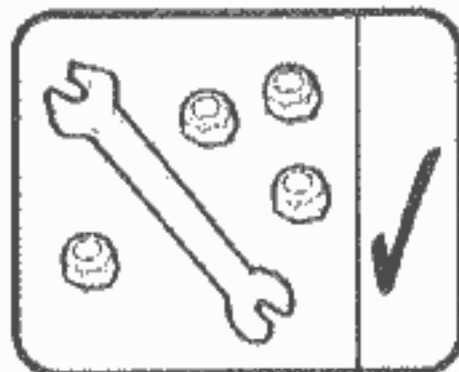
TUNING



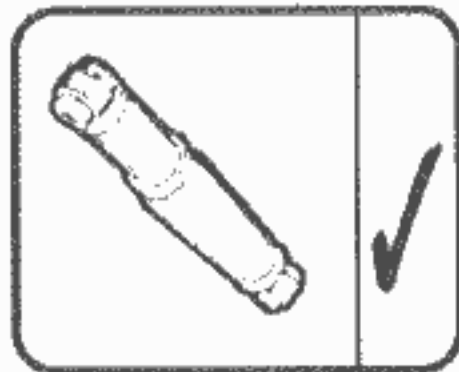
M.O.T.s



REPAIRS



SHOCKS



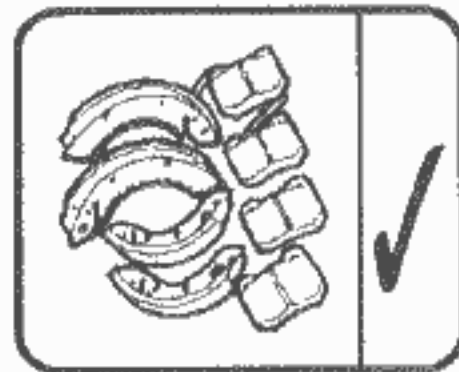
ALLOYS



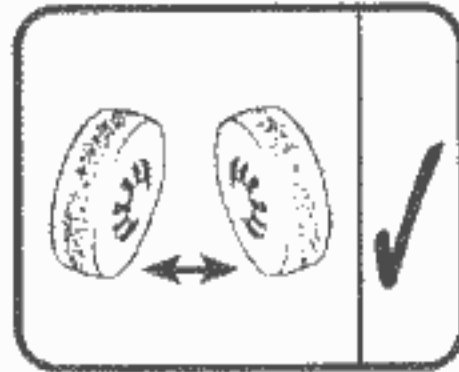
CLUTCHES



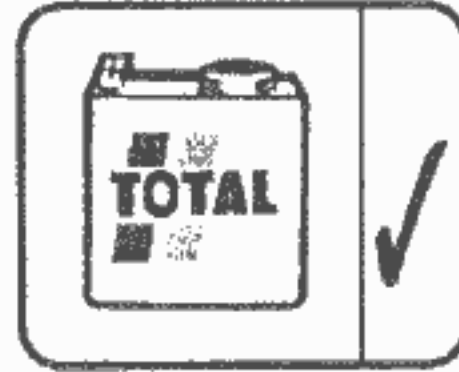
BRAKES



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