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RESIDENTS' ASSOCIATION**

INDEPENDENCE

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SPRING 2015



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"If you live in a road with a vacancy for a Road Rep, can you help?"

Chairman's Notes

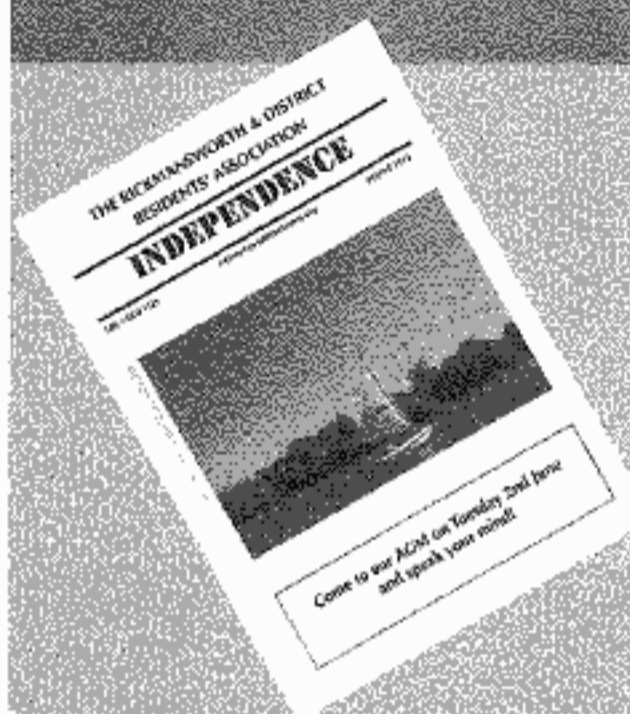
FROM THE TILLER

Since the last edition of **Independence** your Committee have been working on plans to revise the way we operate the Association.

The way forward, used by many other Organisations, seems to be two fold. We think it will take a couple of years to achieve these goals but, with your help, it could happen sooner.

At present we are losing money each year and we either need to update our method of operation or increase our annual subscription.

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Independence could be distributed by e-mail. The benefit of this will be the cost of printing will be reduced (there will be members who do not have access to the internet so we will still have to print a reduced number of copies) and, of course, the Road Reps will no longer have to deliver the copies to most of the membership. We could also, using this system, increase the number of editions from two to four each year.

The Road Reps also collect your subscription of £2 every year. We could transfer to standing orders to collect your subscription – this will result in the Road Reps no longer having to collect the money each year which will leave them free to concentrate on the job of contacting residents who are not members and increasing our membership which, at present, is only 20 – 25% of the population of the area we cover.

The initial set up of such a system will involve some work and, of course, we need your help. If we decide on the above actions we will, of course, need your e-mail address and will also need you to complete a Standing Order!

There will, of course, be work involved in trailing through the bank statement to see who has paid but there is a lot of work at present in collecting the money and still ticking off the membership list.

At this point I would like to mention the great work undertaken for the Association by Helin Burdis – our IT expert on the Committee. We now have a new web site and a Facebook Page – if you use Facebook, do "make friends" with the page.

At the time of writing we have arranged an evening for the Road Reps to join us to discuss these ideas and obtain their thoughts and comments and the results of this meeting will be advised to members both at the AGM and in the next edition of **Independence** – watch this space!

More help needed – please look

at the list of Road Reps. If you live in a road with a vacancy for a Road Rep, can you help? At present this involves two trips a year to deliver **Independence** to those in your street (or one near you!) but, as you will see from the above, we hope this role will change in the future. We also have some spaces on the main Committee. A bit more involvement here – we meet 11 times a year if you exclude the editorial meetings for **Independence** and the extra meetings we have been having on the modernisation project. Can you help? It is your Association and if you can help in either role then your involvement will be greatly appreciated.

Michael Stimpson

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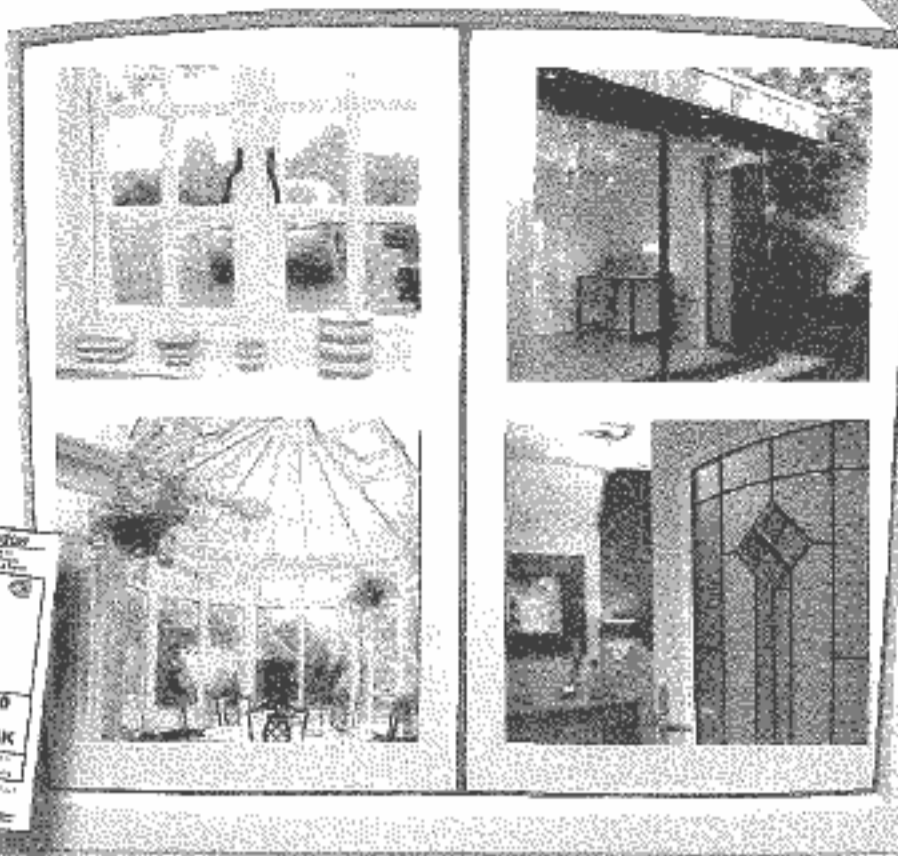
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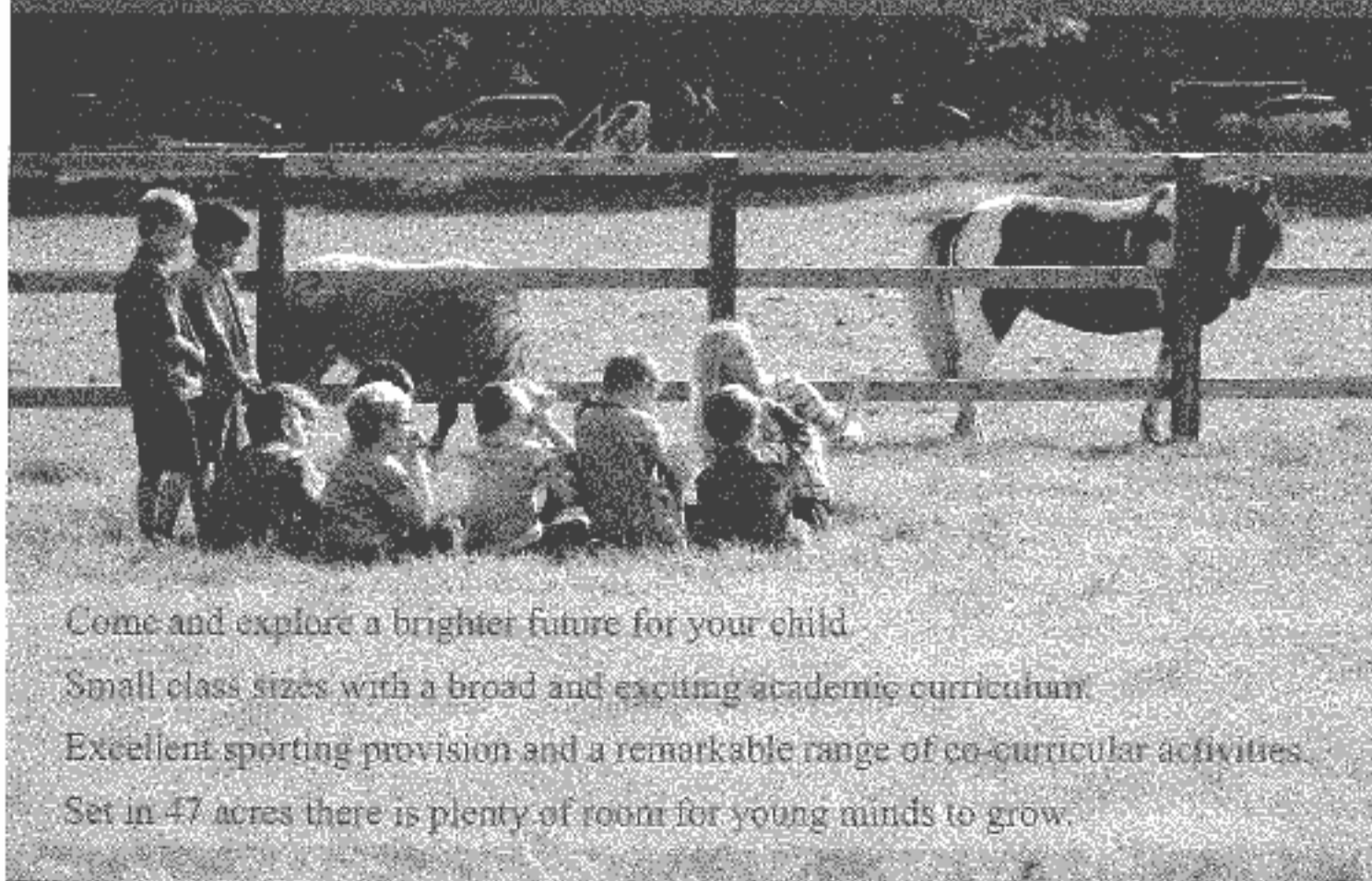
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Secretary's Notes

By the time this magazine arrives on your doorstep the cold, dark winter months will be behind us and we will be well into Spring. This always feels like a time to celebrate - days are longer and warmer and the promise of Summer is just around the corner. There has been a lot of clearing and cutting back of the trees in the Aquadrome and the Environment Agency has also done a lot of clearing of the Chess River, strengthening the banks and helping the flow of the river in order to prevent a recurrence of the flooding of the winter of 2013/14.

Around Rickmansworth the old Police Station has been demolished but at the time of writing there is no indication of Lidl reapplying to build on the site. There is hoarding too around the old Long Island hotel site and demolition works are taking place. Change is inevitable and we need to monitor this in order to stop that which is destructive and needless, assist that which is necessary and embrace that which enhances life for the residents of Rickmansworth and District (perhaps I should add Lord help us to know the difference).

The plans for the development of apartments on the site of the old gasometers at Town Wharf have been made public and while your Committee agrees that this is exactly the sort of brownfield site which should be developed, the scale of that development should be challenged. Apparently the height of the proposed building, which is four storeys high and will comprise a mix of 66 one, two and three bedroom apartments, is the same as the old gasometers that stood there originally. The gasometers though were not a solid block, did not add to household waste, put water to the sewers and drains and were silent and dark at night. The scale of the proposed block is not in keeping with the area and careful consideration must be given to the impact of such high density housing on the surrounding homes and roads.

Rickmansworth is fortunate in having good local businesses which we should support by shopping there as much as possible. The bakery in Church St has won awards for the quality of their products - my daughters treated me to a bread making course there some years ago, the benefits of which we are still enjoying! The butcher in the High Street has won awards too for sausages and the shop is well stocked with choice for the evening meal or weekend joint, with pleasant and friendly staff. The greengrocer's is always a bright presence on the High Street and is well stocked with seasonal and exotic fruit and veg.

Recently I realised that what is a disaster to one is a business opportunity for another. The approach to the Metropolitan Line station passes a small parade of derelict commercial premises, but fortunately that does not carry over into the station itself. The station café was recently purchased from TfL and is now a little local enterprise owned and run by local lass Kelly and her husband Keith Joyce. It has been renamed Katie's in memory of Keith's young niece, newly painted and serves freshly brewed tea and coffee, filled rolls, sandwiches and simple meals. The place was quite busy when I was there with commuters and workmen from the Long Island site giving witness to the quality and value of the products. Why not pop in for a full English breakfast, a light lunch or a coffee to go before the next trip to London?

Dianne Passmore

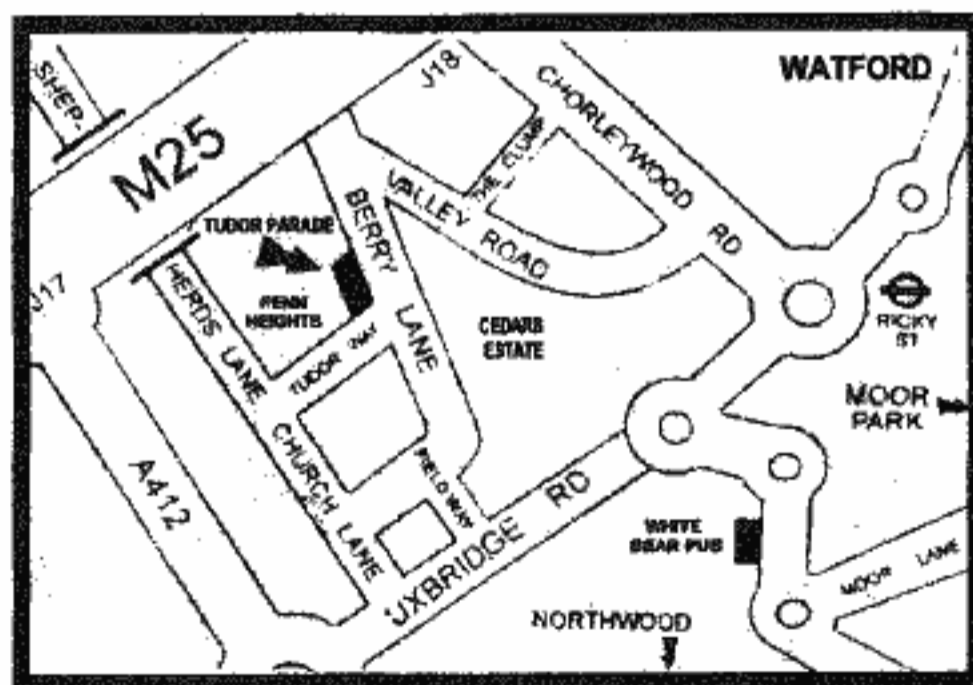
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PETER'S PADDOCK

Peter asks you all to air your views in order that the Committee is better able to represent them.

Gerry Koller

A vote of thanks was proposed at the 1964 A.G.M. "to Mr G.L. Koller for the very satisfactory way in which he had carried out his duties during the period he had held the post of Hon. Secretary". He was in post for a year only but clearly made his mark. For those who remember him, and having held the same post from 1981 to 1992, I had the melancholy privilege of serving at his funeral at Our Lady's last October. Gerry died at the good age of 87, and had lived for many years in Long Lane before moving to Meadow Way, and I extend our condolences to his widow Maureen and his family.

As one door closes

You may remember the cover of the spring 2013 issue of **Independence**, with a photograph of the Long Island Exchange and the one word "Doomed?". Two years later the demolition men poised to knock Ricky's one hôtel down (the position is still unresolved thanks to yet another application by the developers to knock everything down and build some more units). The rest of the site has been cleared, including all the much newer buildings at the side and back.

At the time of writing in mid-March I do not expect the Rectory Road façade of the original building to be preserved. Not that it was distinguished architecturally, but it was distinctive and preferable to what I fear will now be visible from the station. Even if fewer units are eventually built than originally applied for, one anathematizes planning inspectors who come from distant parts to override local wishes.

.... so another opens?

The Long Island Exchange had the advantage of proximity to the station (as witness all those fans over the years staying there and going by train to cup finals and other sporting events at Wembley Stadium). Now I hear of a plan, subject to all necessary permissions, to build a 60-bedroom

hôtel on the other side of town. Not nearly so handy for the station, of course, but half a loaf

Any such facility must be good for Ricky, as local bed and breakfast providers cannot cope alone with current demand. As I have yet to see this proposal confirmed in print I shall not mention the site but leave the reader to speculate. Perhaps I shall be able to say more next time.

Pointless posts

Regular drivers along the London Road will recall that quite a few years ago a new golf course (the Nine of Herts) was opened on the site of the infill land (which has blocked a good view over to the Colne valley) to the left as you come down Batchworth Heath Hill from the London end. At the same time the road, hitherto marked "unrestricted" in terms of a speed limit, was reduced (why?) to a 40 m.p.h. limit. The geniuses responsible for our principal roads, however, seem not to have realized that this rendered the two posts with "unrestricted" signs at the top of Batchworth Heath Hill surplus to requirements as there was already a 40 m.p.h. limit up to that point.

The posts are both still uselessly in position and, what is more, lit up day and night with nothing to illuminate. How much has such stupidity cost in wasted electricity? In all this time those responsible for our (county) roads have proved singularly unobservant. I have mentioned this more than once to those responsible : how much longer before somebody takes obvious and long overdue action?

Fifty years ago

In the March 1965 issue of **Independence** the editorial began: "The winds of change are blowing uneasily around Rickmansworth. There are faint stirrings in the Aquadrome ... and the Council is set on spending our money in several directions at once. We ourselves don't seem to find much difficulty in finding things to spend money on. We

bet the rates are going up for a start, the cheque for our season ticket looks like a half share in the National Debt. We pay more for our Pension which in our present state of health we seem unlikely to draw anyway, and now, so help us, we may have to pay the Doctor as well! Where does it all end?" Plus ça change...

"Youth" was the headline for the following: "Another problem which Rickmansworth shares in common with almost everywhere else, is how does the youth of today find its recreation? There are no cinemas, the telly is middle-aged, there are no dance halls and roaming the streets palls after a while, so you have to break a window or beat up an old woman or something. The problem is a real one and we cannot blame the youngsters for not having anything to do. They are largely what we made them ..."

The editorial ended with sentiments also just as true to-day : "In conclusion, the Committee feels it must reiterate what it has said so often before, that the success or failure of a society like ours depends on the co-operation or otherwise of our members. We are grateful to those who have expressed a point of view during the past year and only wish that there were more of you. How can we possibly claim to represent your views when so many of you fail to let us know what they are?"

So if you have ideas which you think will make Rickmansworth a better place, or from your reading of our journal and the local press, you find a desire to comment, do not keep it to yourself but write to us [or e-mail, ring or otherwise communicate these days]." Come to our A.G.M. on Tuesday, 2nd June (see the agenda at the back) and speak your mind! And, if you appreciate what the Association does and can spare the time (not that demanding), join our Committee – please!

Peter Waters

MET LINE - Moving Slowly Towards Faster Trains

Back in 2008, when I started writing about the Met Line, we were promised that we would have more trains per hour by the end of 2013 because the trains would be running faster on updated track under the control of a new signalling system. That promise has turned out to be a fantasy and anyone who used the Met Line in the autumn and early winter knows just how far reality is from the great service we were promised 7 years ago.

The current signalling and points control relies on equipment and cabling that is between 40 and 80 years old. Hardly surprising, then, that it frequently fails when the weather turns even a little unkind. As a result of the many problems that struck from mid-December onwards LUL set-up two specialist Met Line teams, one for signals and one for cables, so that the current system can be kept working. This won't stop failures delaying your journey but it should reduce the number of failures and speed up fixing problems.

Why, you ask, hasn't the system been updated before now? The first plan to update the Met Line was born in the mid-1990s but that got lost somewhere in Whitehall later that decade. Then came two contracts in succession to update the signalling on the line, enabling work to be scheduled to update all the major junctions, and both were

cancelled in turn. As recently as 2008 it was intended that the line would have its new signalling in place by the end of 2013 but that dream has faded. A new signalling contract, the third, which will cover all the sub-surface lines (Met, District, Circle and Hammersmith & City), should be signed this Spring and, when that happens, plans can be made for updating such key junctions as those at Harrow and Baker Street. We are, once again, promised faster trains and more trains per hour when the points have all been updated and the new signalling is in place, so you may then have a better chance of a seat. Alas, with the priority being to first upgrade the line and signalling in the centre of London, targeted to be complete by the end of 2018, it will be 2020 before the work out here in the Hertfordshire countryside will be complete and the better service in place. The Croxley Link is now scheduled for completion in 2018 and work will not wait for the new signalling.

June this year should see a lot of work at the railway bridge over Tolpits Lane. London Underground will be installing crash protection beams to prevent damage in the event of a lorry strike together with better signage to warn of the low bridge.

The summer should see the closure of Rickmansworth ticket office and work

to revamp the entrance hall to provide more, and improved, ticketing machines. That work should take about a month and be completed by the end of September.

Next year will see the railway bridge over Station Road replaced. That will be a big job and we can expect plenty of warning and a few days with the road and railway closed.

So be prepared to hang on to the handrails and hanging straps for your slow trip to town for another 6 years, with a few big jobs to complete that will close the line for, at best, several weekends.

STOP PRESS

Just as we were finalising this issue, London Underground issued a press statement about the delayed, and more expensive, upgrade to the sub-surface lines. They include the Met Line and it would appear that the completion of the work to far flung places like Rickmansworth will indeed not be finished until 2022, a mere 9 years late on the forecast given in 2008. The link to the press release is:

<http://tfl.gov.uk/info-for/media/press-releases/2015/march/plans-to-improve-next-four-tube-lines-confirmed>

Peter Crispin

MORE AND MORE HOUSING - The Unplanned Consequences?

We are seeing ever more offices and other commercial property in Rickmansworth either converted for housing or demolished to make way for housing. I suspect that this will help balance the council's books, as the council's council tax income from, say, 3 dozen Band G flats is doubtless substantially more than its share, as decided by central government, of business rates from a commercial building on the same site. The costs that arise as a result of this change in our town are generally borne elsewhere. The Association has previously highlighted the contrast between an alleged commitment to more "greenery" and the consequence of ever more commuting as the town's employment opportunities are destroyed. It would be interesting to know how the consequential costs of this change of use are felt and how we pay as there has been no word from TRDC

about the management of the town's infrastructure:

Fewer workers in the town by day shrinking the demand in the local shops, further undermining their viability. The cost for residents could be through fewer shops forcing us to make even more trips to Watford.

The growing pressure on the Met Line: We have seen a near 70% increase in passengers over the period 2003 to 2013 inclusive and TfL are forecasting a further 35% increase over the period to 2023. No wonder we have a parking problem but there has been no word about how TRDC will manage the impact on the town or whether it is working with TfL. Croxley and Chorleywood are also running out of parking space.

The increase in road traffic and resulting road damage, meaning that the repair cycle will accelerate and put more pressure on County Council funds, whilst

the ever increasing traffic will surely soon bring Uxbridge Road to a complete standstill, and gridlock all the town's roundabouts, on every weekday in term time.

Greater demand for doctors and schools, putting pressure on the NHS locally and on the County Council.

Potentially greater load on the utilities, be it gas, electricity, water or sewage, presumably to be funded by higher utility bills.

We have a district plan but it can hardly be described as holistic. It is time for TRDC to bring together all the players to work out how to manage the effects of population growth in the town and the inevitable increase in commuting in every direction as employment opportunities are destroyed.

Peter Crispin

TRDC PLANNING COMMITTEE

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.

Ann Shaw

Updates on the Coach House, and the Long Island and gas work sites

Since our Autumn Issue, the site of the new Free School has been announced, and at the time of writing, the Coach House in the Bury is being demolished, the latest application for the Long Island Exchange site has been deferred as has the proposed building application on land at Eastwick Crescent both for clarifications.

Additionally, in the case of Long Island, for a site visit to enable the planning committee to see all of the side

elevations of the original hotel building now that the adjacent accommodation blocks have been demolished.

Lastly the proposed development of the Gas work site, Wharf Lane with the construction of 66 residential apartments, car parking, open space, landscaping and associated works to relocate the existing Gas pressure reduction station to a new site", adjacent to Wharf Lane, with up to date equipment. Over 190 comments for the former application and 30 comments

for the latter have been submitted to TRDC. Your association has put forward robust objections to both applications and look forward to following the progress of the proposals and the lively debate that it has generated, due partly to the apparent non-transparency created by the way the two applications were submitted and or dealt with.

Bob Templeman

Planning Update



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EURONICS



Chamber News

Community



What will Rickmansworth High Street Look Like in the Future? Are you having problems parking

in the town centre? Have you seen a drop in footfall in the town?

If you can answer yes to either of these questions, we would be really pleased to hear your views on why you think this is happening. If you are the owner of a business in the Town Centre and you have any evidence you can share with us please do get in touch.

Please contact chairman@rickmansworthchamberofcommerce.org.uk or leave a message on **01923 888399** (we cannot return any calls I am afraid- but please do leave a message so that we can log your call).

In the last issue of **Independence** you may remember that we had requested an Article 4 Direction



be considered for the whole of the town centre to protect the Commercial premises in the town from being converted to residential (the full planning process has to be followed if there is such a direction). Sadly, this was not supported by Three Rivers as they would like to complete a survey on Employment prior to making a decision. Will this be too late for Rickmansworth? Watford BC has 6 pages of such Directions to protect their commercial premises and many historic buildings and places.

Nina Hosking
Chairman
Rickmansworth Chamber of
Commerce



Our Social Media Surge



At the Rickmansworth and Districts Residents' Association, we have been trying to embrace the 21st Century by the use of technology (some more readily than others!) The **Independence** magazine is a great source of information and views on local things, however, we wanted to try to be more day-to-day relevant to our residents by providing news and information when it happens. That way we can keep the community informed quickly, not only to help residents, but also to assist with Rickmansworth Police, Herts County Council and Three Rivers District matters which we have managed to do with the help of our Social Media 'friends' and 'followers'. We are trying to work with the residents of our wonderful community to provide

a useful service that draws and builds the area together. We have a great website where you can see local news (including a Twitter feed), health reports, societies and clubs that operate in the area, you can also raise issues to the Residents' Association and keep up to date with Three Rivers District Council's press releases.

Our budding Facebook account has over 300 friends who we update regularly on the whats and wheres of Rickmansworth and surrounding districts, including traffic reports and Met Line updates. We also have our Twitter followers who we can quickly contact with information that is relevant. We have regularly used these tools to ask for information regarding missing persons, change

of businesses and many other things. You can access all of these wonderful resources using the following addresses: www.rickmansworthresidents.org, www.facebook.com/profile.php?id=100008919724973, and twitter.com/Rickyresidents (already a Facebook / Twitter user? Search for Rickmansworth Residents or @Rickyresidents respectively).

We look forward to having more contact with our outstanding community!

Helen Burdis

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David Gauke: Your Local MP writes.

The last time I wrote for this magazine, I addressed the issue of transport links and, in particular, the Metropolitan Line service.

Complaints about the service continue and it would be fair to say that the service could best be described as uneven. Progress towards completion of the upgrading works is also uncertain with the risk of slippage until 2020. This matters because it is upon completion of the upgrading that we should see the long promised increase in capacity and reduced journey times. With those improvements should also come the reinstatement of the fast off-peak service. I have taken this issue up with Transport for London (as has the Residents' Association).

There is better news about the Croxley Rail Link. The Government has signed off the project (notwithstanding a significant increase in cost) and the Watford branch of the Metropolitan Line will, from 2018, stop at new stations at Ascot Road and Vicarage Road before going on to Watford High Street and Watford Junction.

This will make Watford much more accessible by public transport for

Rickmansworth residents, although they will need to travel south to Moor Park before changing line.

My proposal to address this point is to establish an Amersham to Watford branch of the Metropolitan Line so that it would be possible to catch a train from Rickmansworth direct to Croxley and on to the Watford stations. It should be possible to get from Rickmansworth to the Watford stations in 10 to 15 minutes.

The challenge is to persuade Transport for London that there would be sufficient demand for the service but my view is that many local residents would welcome much easier access to Watford Junction, the Harlequin Centre, the hospital, football ground and Watford schools. It would also be the case that many Watford residents would be able to gain easier access to businesses in Rickmansworth.

Another longstanding complaint in our part of the world is the lack of secondary school places. I remember the point be raised with me in my first ever canvassing session soon after being selected as the Conservative Parliamentary candidate in 2003 and, since that time, I have met or

From Our MP

corresponded with numerous parents anxious about the issue.

In the run up to the 2010 General Election, I argued that we desperately needed new schools in the area to cope with the demand. Creating new schools was not something we did very much in this country but the case for our area is clear.

Five years on and a huge amount of progress has been made. The Reach Free School is up and running and, from September 2016, will be located in the Mill End and Maple Cross area, as was always the intention.

And in recent weeks, it has been announced that the Croxley Green School has been given approval by the Department for Education to be opened in 2017. This school will be part of a multi school partnership with the very successful St Clement Danes School in Chorleywood.

I know that there are parents who are disappointed that the school will not be opening in 2016. I understand the reason is that current projections suggest that there will be school places in the area.

David Gauke



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On a Positive Note: Since November 2014 the NHS has a Duty of Candour.

NHS Matters

I have decided to begin this article with the good news - an additional £80 million will be invested in 2015/16 by NHS England to deliver waiting time standards for mental health services for the first time. Mental health is often the "Cinderella" of the NHS services. There is also to be an additional £30 million funding nationally to improve treatment for children and young people with eating disorders. Since November 2014 the NHS has a duty of candour towards those who use its services, so that if things go wrong because of human error you will be told what the error is and what is being done to put it right and ensure that appropriate lessons are learned. This is a very good directive as even doctors and nurses, radiographers, pharmacists and physios make mistakes. We cannot learn how to avoid these unless we are open about them.

The NHS is always in crisis (from "The Week" 18th Oct 2014). Back in 2002 after a vast boost in funding by the Blair government, a health progress report boasted that the longest waiting times for treatment had reduced from 24 months to 15 months. Now if the NHS slips below its target of admitting 9 out of 10 patients for treatment within 18 weeks, all hell breaks loose in the press. Since that time too, the number of

operations performed on the NHS has increased by 60%, hospital acquired infections have plummeted, deaths from cancer and heart disease have fallen steadily; infant mortality is down.

Yet we forget all this, we talk only of crisis. Of course there is one; we badly need to redesign services to cope with ever growing demand at a time of unprecedented financial squeeze. However a recent study by the Commonwealth Fund found that of 11 health systems studied, including those of Sweden, France, Germany and the US, the NHS was ranked top for "safe, effective, patient centred care".

This is always a difficult column to write, not least because there is so much to report on the way the NHS is delivered at present. The aim is to make the service more transparent and to bring services closer to where people live. Both are very good aims although there may be unintended consequences by breaking up effective teams in moving services.

By the end of 2016 there will be more than 1000 people diagnosed with cancer each day in the UK. An analysis of Commissioning in England following the NHS reforms in 2013 revealed fragmentation and confusion about who is responsible for

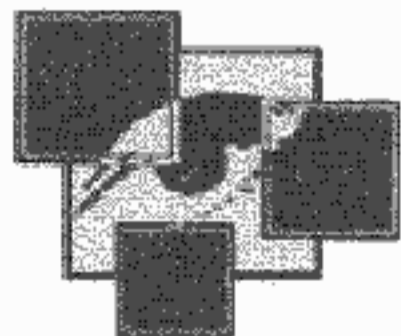
commissioning cancer services. Certain stages of the cancer care pathway, such as diagnosis, treatment and end of life care are usually commissioned by CCGs (Clinical Commissioning Groups), but this varies with the type of cancer and the treatment. The extent to which CCGs use commissioning support services also varies across the country (post code lottery to you and me). Specialist services and primary care (GPs) are currently commissioned by NHS England local teams, cancer screening services by Public Health England – and social care, prevention and awareness raising are commissioned by local authorities. According to the Health Service Journal much specialist cancer knowledge has been lost during the transition from primary care trusts to CCGs and from cancer networks to strategic clinical networks making access to local data of vital importance, so that cross- CCG comparisons can be made. Let's not throw the baby out with the bath water.

I recently took part in a "mock" CQC (Care Quality Commission) walk through at Watford General Hospital to help the hospital prepare for the inspection due in April. Part of the brief was to talk to patients and every patient questioned was warm in their praise for the care received from staff there.

If anyone reading this article is interested in becoming involved in having a say about the way in which NHS services are developed locally, there is a website www.yourcareyourfuture.org.uk which points to ways in which to have some involvement. From April this year GP contracts will make it necessary for GP surgeries to allow Patient Participation Groups to be set up in their practice.

Lastly, one for the ladies: a sponsored Ladies in the Night Walk in aid of Michael Sobell Hospice will take place on Friday 12th June 2015. Further details are available from the organisers on 01923 844938.

Dianne Passmore



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ALTERATIONS TO THE CONSTITUTION

It is proposed to amend the Association's Constitution as follows, taken as three separate votes at the Annual General Meeting.

Item 1. Minor correction - Paragraph 8, Line 5. Delete "Rule 8" and insert "Paragraph 9"

Explanation: The change in Paragraph 8 is to correct an error that was created by a previous re-numbering of paragraphs.

Item 2 - Use of Electronic Communications. Paragraph 26, Notice. Delete existing Paragraph 26 and insert the new Paragraph 26 shown below:

Notice

26. The Association may give notice to any member, either personally or by sending it by post or messenger to his or her postal address or by sending an electronic form of notice to his or her e-mail address or similar, as registered in the records of the Association. The notice may be given by inclusion in the Association's magazine "Independence", duly sent by any of the means described above. Notice shall be deemed to be given 2 working days after it has been sent if sent by post or in electronic form and 14 days after the publication of the Association's magazine if included in the magazine.

Paragraph 27. Insert new Rule "Use of Electronic Communication." and new paragraph 27 below:

Use of Electronic Communication

27. The Association and its members may use electronic communication as follows:

(a) By the Association.

(1) Any member of the Association, by providing the Association with his or her e-mail address or similar, is taken to have agreed to receive communications from the Association in electronic form at that address, unless the member has indicated to the Association his or her unwillingness to receive such communications in that form.

(2) The Committee of the Association may, subject to compliance with any legal requirements, by means of publication on its website provide members with the notice referred to in Paragraphs 19 or 20 (General Meeting of the Association).

(3) The Committee must:

(i) Take reasonable steps to ensure that members are promptly notified of the publication of any such notice.

(ii) Send any such notice to in hard copy form, which may be by inclusion in the printed version of the Association's magazine, to any member who has not consented to receive communication in electronic form.

(b) To the Association. Any member of the Association may communicate electronically with the Association to an address specified by the Association for that purpose, so long as the communication is authenticated in a manner which is satisfactory to the Association.

Renumber Paragraphs. Renumber existing paragraphs 27 to 30 as 28 to 31.

Explanation of the changes: The change to the Notice section and the introduction of a section dealing with the use of electronic communication is to allow the Association to move to the use of electronic communication, in any of its formats, rather than relying on the printed word. The wording is similar to, but rather simpler than, the wording now recommended by the Charity Commission for use by charities. The introduction of this sections means that the final 3 paragraphs in the constitution must be renumbered.

Item 3. Change to the rules governing subscriptions.

Subscriptions: Delete Paragraph 6 and replace with the following:

6. The annual subscription shall be determined from time to time by the Committee, subject to ratification at the subsequent AGM.

Explanation of the change. The make-up of our membership is changing fast and the Committee believes the current rule, whereby any change can only be implemented with a year's delay, is too restrictive.

Dates for Your Diary

May

Ricky Week Carnival Parade

Saturday 9th (*High Street & The Bury*).

Ricky Week

Saturday 9th – Sunday 17th.

Rickmansworth Canal Festival

Saturday 16th – Sunday 17th (*The Aquadrome*).

Friends of Watersmeet

Friday 22nd Coffee Morning (*at Watersmeet, 10.30 am – 12 noon*).

June

RTT French Market

Sunday 28th (*in Town Centre*).

July

Rickmansworth Local Area Forum

Thursday 2nd (*at Three Rivers House at 7pm*).

Friends of Watersmeet

Friday 10th Coffee Morning (*at Watersmeet, 10.30 am – 12 noon*).

RTT Rickmansworth Folk Festival Morris and Folk

Saturday 18th (*in Church Street*).

Julie Felix

Saturday 18th (*at St Mary's Church in evening*).

September

Friends of Watersmeet

Friday 11th Coffee Morning (*at Watersmeet, 10.30 am – 12 noon*).

November

Friends of Watersmeet

Friday 13th Coffee Morning (*at Watersmeet, 10.30 am – 12 noon*).

Rickmansworth Society Quiz-Supper

Saturday 14th (*St Mary's Church Centre, 7.30 pm*).

RTT Christmas Evening

Friday 27th (*in the High Street, 5-9 pm*).

December

Pantomime : Cinderella

Friday 4th – Thursday 31st (*at Watersmeet*).

In addition to above, Friends of Watersmeet Film Society (*all Thursdays at 2 and 7.45 pm except where stated otherwise*).

16th April : *The Homesman* (*cert 15, 122 mins*).

13th May (Wednesday) : *Unbroken* (*cert 15, 137 mins*).

Friday 21st May : *The Theory of Everything* (*cert12A, 123 mins*).

Friday 12th June : *Testament of Youth* (*cert 12A, 120 mins*).

18th June : *The Second Best Exotic Marigold Hotel* (*cert PG, 122 mins*).

16th July : *Selma* (*cert 12A, 128 mins*).

Community

4 WARDS COMMUNITY COUNCIL CAMPAIGN

Readers will be aware of the growing campaign to provide Rickmansworth Town with the equivalent of a Parish Council.

The campaign team will be starting the petition phase of the campaign during April and will be present at the **Rickmansworth Festival on the 16th & 17th May**.

If you would like to know more about the campaign or would like to join us please contact us at info@4wards.net. More information can be found at www.4wards.net

Nina Hosking

**THE COMMITTEE NEEDS
YOU BECAUSE
THE COMMUNITY NEEDS
YOU
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Colne Valley Special Sailors



CVSS

Sailing for people with disabilities

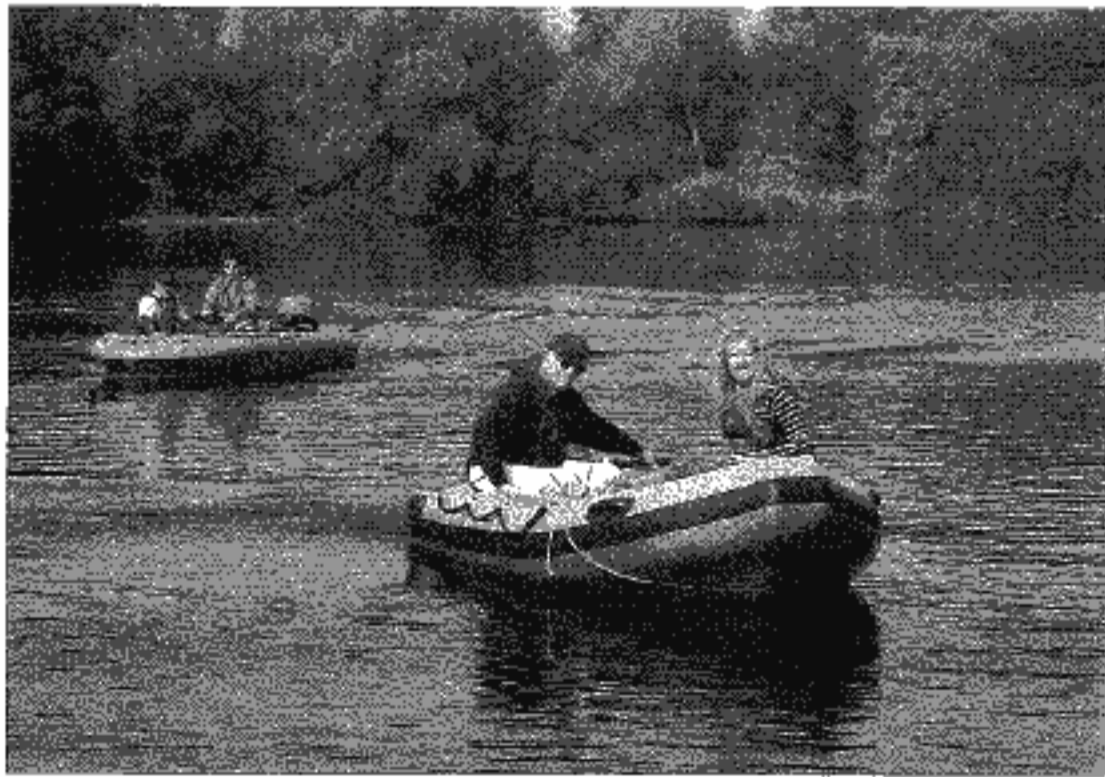
The Colne Valley Special Sailors (CVSS) is a registered Charity based in Rickmansworth.

CVSS was formed in 2000 and operates on Bury Lake, one of the three lakes forming the Rickmansworth Aquadrome.

They provide the experience for disabled people of all ages to sail on Bury Lake and over 250 come to the facility every week between May and October each year.

They own a specially designed fleet of boats being 13 Access Dinghies and 2 Katakanoes which are shepherded by 2 RIBs which are loaned to CVSS by Bury Lake Young Mariners who also provide assistance in many other ways.

CVSS have two winches to assist in transferring the disabled between their wheelchairs and the craft if required.



They were awarded the Queens Award to Voluntary Groups in 2013 and were very proud to receive this honour.

What CVSS does is very worthwhile and is appreciated by local specialist schools, care homes and respite facilities who bring groups to the lake. In addition there are a number of individuals who come to enjoy the facilities on a regular basis.

They operate 4 days a week in the summer months and all the members are local volunteers.

If you have some time you can help this worthwhile cause who need a minimum of 12 members to be present

Local Charities

on each operational day to receive visitors, their parents or carers, to the site and assist in helping them into the boats and, if you wish, buddy sailing with them in the two man craft.



You don't need any previous experience with either disabled people or sailing as training on site is given to all members – you simply need to just want to help.

You are welcome to volunteer for as much or as little time as you can spare on a regular basis from half a day upwards.

They sail from the beginning of May until the end of October on Mondays, Tuesdays, Wednesdays and Saturdays from 9.30 to 4pm.

Why not join a great bunch of people – CVSS is operated entirely by volunteers who enjoy the social experience, the friendship and the pleasure of sailing but, most importantly, the rewards of helping others – this could be you and they need your help.

You can find out more on their web site cvssailors.org.uk or by ringing **Elaine on 01923 826313** or **David on 01923 283183**.

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Advice column from your local CAB

I'm hoping to buy a second hand car but I've heard so many horror stories about dodgy dealers. How can I avoid being ripped off?

You're right to be wary. Problems with used cars bought from dealers top the list of consumer complaints brought to the CAB. Follow our top tips to avoid problems.

Know what you want and get a feel for how much it should cost - check second hand car prices in your local press and used car values online.

Find a reliable dealer - look for an established firm with a good reputation which belongs to a trade association and comes recommended.

Look over the car's condition - check every aspect of the car, from the paintwork to headlights, tyres to seatbelts.

Check the mileage - Average mileage is around 10,000 per year. If it's much higher it could mean problems, much lower could mean it's been tampered with.

Investigate the car's history - check through DVLA, do a private history check and an MOT check.

Take it for a test drive - check the brakes (including handbrake), steering and gears. Listen for banging or rattling and any unusual engine sounds, and be alert for a strong smell of petrol or oil - these can all indicate potential problems.

Be wary of specific buying terms - if you see signs such as 'sold as seen' or 'no refund' as these are illegally trying to limit your rights.

Make sure you fully understand the conditions of the sale - including trade-in price and any finance agreement terms and charges - before sealing the deal.

Use your consumer rights - when you buy a car from a dealer, the car must be of satisfactory quality; fit for purpose, and match its description. Otherwise you have a right to a repair, replacement or refund.

For further help and advice, contact your local CAB.

Rickmansworth CAB,
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Thursday

Wednesday 10.00am - 12.30pm
Friday 10.00am - 12.30pm

Saturday
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85th Annual General Meeting June 2015

The 85th Annual General Meeting of the Rickmansworth & District Residents' Association is to be held on Tuesday June 2nd at 8 p.m. in St Augustine's Hall, Our Lady Help of Christians Catholic Church, Park Road, Rickmansworth.

AGENDA

1. Apologies for Absence.
2. To consider and, if thought fit, approve the minutes of the 84th AGM held on 3rd June 2014.
3. To consider and, if thought fit, adopt the Honorary Treasurer's Statement of Accounts.
4. To discuss and, if agreed, approve any amendments to the Association's Constitution, due notice having been given by publication in **Independence**. (See page 11)
5. To appoint an Honorary Auditor.
6. To receive and, if thought fit, to adopt the Chairman's Annual Report.
7. To elect the President of the Association
8. To elect the Vice-Presidents of the Association.
9. To elect the Officers of the Association (Honorary Treasurer and Honorary Secretary). Peter Crispin is willing to serve as Treasurer for one more year and Dianne Passmore is willing to stand as Secretary.
10. To elect the Association Committee for 2015/2016.

The committee for 2014/2015 comprised, in alphabetical order: Helen Burdis, Peter Crispin, Nina Hosking, Laurie Irvine, Richard Lawman, Dianne Passmore, Michael Stimpson, Bob Templeman, Carolyn Venn and Peter Waters. Brian Morgan has given notice that he will be stepping down from the Presidency. There are five committee vacancies to be filled.

11. A Presentation : Parking Problems and Possible Solutions for Rickmansworth by Councillors Ralph Sangster and Martin Trevett.

An interval during which tea/coffee and biscuits will be available. This will be followed by an opportunity to ask questions of the speakers followed by open discussion on matters of local interest.

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COMMITTEE 2014-2015

President	Mr Brian Morgan, Stockers House, Stockers Farm Road WD3 1NZ	01923 773922	
Vice-Presidents	Mr Tony Berry, Mr Peter Waters		
Chairman	Mr Mike Stimpson, 12 Heron Close, WD3 1NF	01923 770425	
Deputy Chairman	Mr Peter Waters, 7 Priory Lodge, Nightingale Place WD3 7DG	01923 775505	
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	Mr Bob Templeman, 11 Ebury Road, WD3 1BL	01923 773973	
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		

ROAD REPRESENTATIVES

ROAD	REPRESENTATIVE	HOUSE NO.	ROAD	REPRESENTATIVE	HOUSE NO.	
Arnett Close	Mrs S. Denham	21 Arnett Way	London Road	{ Mrs T. Golden Vacancy	17 Batchworth Hill	
Arnett Way	} Miss B. Bell	26	Long Lane	Vacancy		
Ashleigh Court			Vacancy	Malm Close	Mr G. Greenbough	53 Sherfield Avenue
Barn Lea			Mrs C. Smith	24	Maxwell Close	Vacancy
Beacon Way	{ Vacancy		Millennium Wharf	Mr R. Lycett	15	
Berry Lane	Ms 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	{ Mrs G. Gowing Mr M. Collier	94 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	{ Mr D. Brown Mr A. Tucker	17 21 Hill Rise	
Chiltern Drive	Vacancy		Nightingale Place	Mr P. Waters	7 Priory Lodge	
Chorleywood Road	Mrs. S. Butler	Banstead Down	Nightingale Court	Vacancy		
Old Chorleywood Road	} Vacancy		Norfolk Road	Mr L. Irvine	57	
Church Lane		Mr L. Irvine	57 Norfolk Road	Park Road	Mr T. Tims	16 The Cloisters
Church Street	Mrs H. Burdis	47 Middleton Road	Park Way	Mrs J. Holdstock	8	
Clarkfield	Mr T. Tims	16	Parsonage Road	Mrs C. Fenton	9 Rectory Road	
The Cloisters	Mrs M. Jones	11	Pheasants Way	Mr D. Maskell	2A	
The Close	Vacancy		Plaitford Close	Mr M. Weinberg	12	
Colne Avenue	Miss S. Jacobs	6	Rectory Road	Mrs R. Fenton	9	
Colne Mead	Mrs A. Rae	6	St Peter's Close	Mrs A. Booth	75	
Coombe Hill Road	Vacancy		Rushmoor Close	Mr R. Lees	10	
Curtis Close	Miss T. Jeneid	5	Salters Close	Mrs A. Booth	75	
Drayton Ford	Mr A. Berry	4 The Mount	Shepherds Way	{ Vacancy Mrs S. Rickayzen	17	
The Drive				{ Mrs C. Simpson	75	
Eastwick Crescent	Mr W. R. Williams	30	Sherfield Avenue	{ Mrs P. Warmington Mr J. Freeman	33 13 Landford Close	
Ebury Road	Mrs M. Templeman	11		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		Stocker's 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	13 Landford Close	Swan Close		57 Norfolk Road	
Harefield Road	{ Mr G. Greenbough	53 Sherfield Avenue				
	{ Mr M. Woods	12 Frogmoor Lane	Talbot Road	Mr L. Irvine		
Harriet Walker Way	Vacancy		Thehusson Way	Vacancy		
Heron Close	Mrs B. Stevenson	23	Thompson Way	Mrs J. Clews	50 Williamson Way	
High Close	Mrs Brett	1A				
High Street	Mr R. Templeman	11 Ebury Road	Thrush Green	Mr B. Graham	4	
			Townfield	{ Mr M. Baker Mrs P. Jago	5 Parsonage Farm 40	
Highfield Way	{ Mr R. Pratt	45	Tudor Way	Mr R. Bangs	130	
	{ Mrs R. Miller	7	Upper Hill Rise	Mr A. Tucker	21 Hill Rise	
The Highlands	Mr R. Weller	17	Uxbridge Road	Mr K. Pragnell	109	
Hill Rise	Mr S. Fryer	19	Valley Road	Mr S. J. Cohen	57	
Home Way	Mrs K. Panton	3	Victoria Close	Mr P. Waters	7 Priory Lodge, Nightingale Place	
Hutchings Lodge	Mr P. Waters	7 Priory Lodge Nightingale Place				
			Vine Tree Court	Vacancy		
Jordans Road	Mrs J. Clews	50 Williamson Way	West Way	Mr S. Hill	69	
Juniper Close	Mrs P. Warmington	33 Sherfield Avenue	Williamson Way	Mrs Redwood-Williams	47	
Juniper Gate	Mr P. Harman	2	The Willows	Vacancy		
Kenwood Drive	Mrs R. Tame	19	Winchfield Way	Mrs J. Berry	4 The Mount	
Landford Close	Mrs D. Champion	5	Woodcock Hill	Vacancy		
Lime Tree Walk	} Mrs S. Mazhar	5 Lynwood Heights	ROAD REPRESENTATIVES			
Lynwood Heights						

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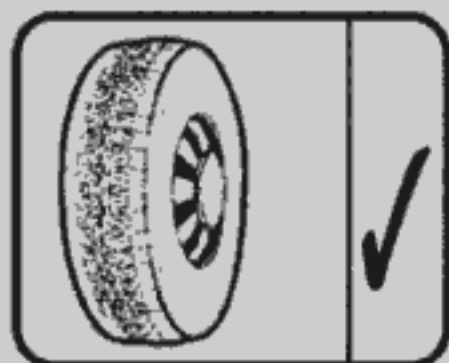
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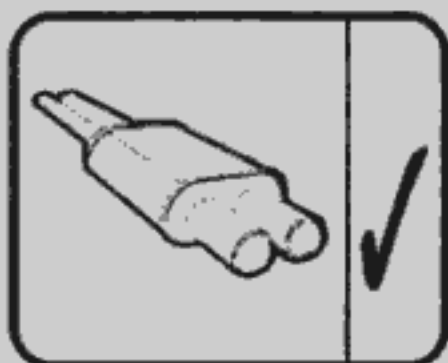
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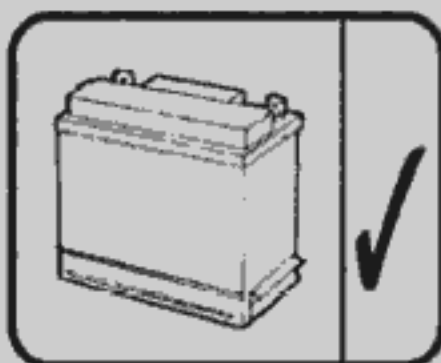
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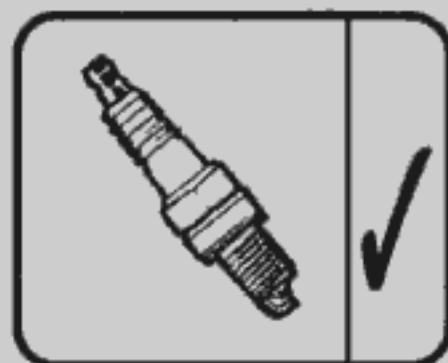
EXHAUSTS



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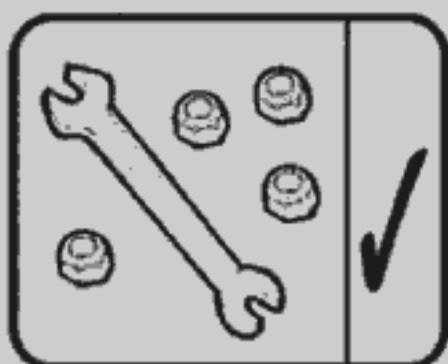
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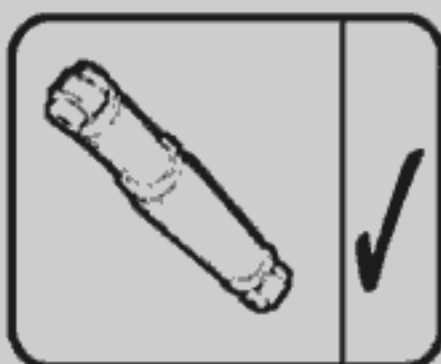
M.O.T.s



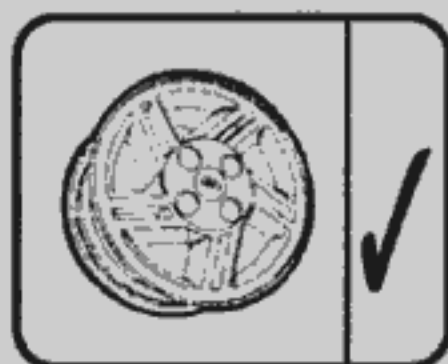
REPAIRS



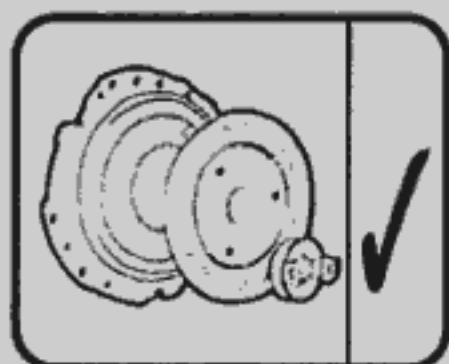
SHOCKS



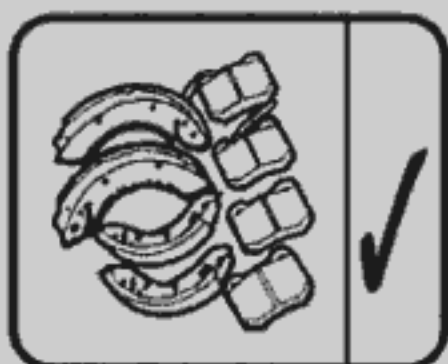
ALLOYS



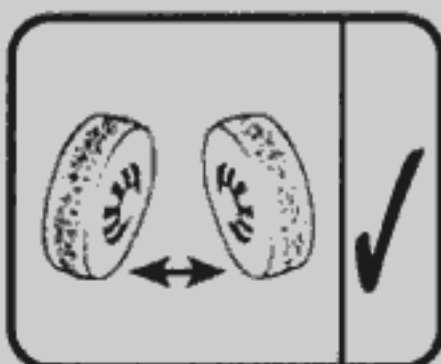
CLUTCHES



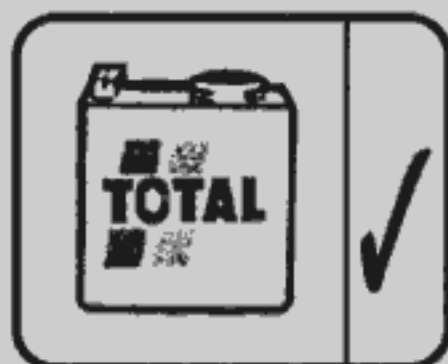
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