

The Croxley Green Resident

OFFICIAL ORGAN OF THE CROXLEY GREEN RESIDENTS' AND RATEPAYERS' ASSOCIATION

No. 124.

Editor — John E. Gell

Winter 1974/75.

EDITORIAL

Common Moor: New moves to curb Model Aircraft flying — M.P. called in

We are publishing two letters in the "Resident" each defending the right to fly model aircraft on Common Moor. Our last edition contained an article written on behalf of local residents.

This problem has been with us for nearly fourteen years now and we think it is high time that some sort of an agreement should be made with all parties concerned.

To assess recent local opinion we sent two of our Committee Members down to the roads most affected by the flying. It appears that the noise has grown worse over the years and it is quite apparent to us that a quiet weekend in the garden is an impossibility in the summer. Frequently the noise reaches intolerable levels so it is for these reasons that we support the council in the action they propose to take on the matter.

Perhaps I might be permitted to state the facts of the case as they stand at the present moment. In August 1973, the former Rickmansworth U.D.C. tried to obtain a voluntary agreement with the Watford Wayfarers Club to stop flying on Sundays after midday between May and September inclusive and that if this request was not carried out, the Council would draft suitable by-laws to enforce the ruling.

The Club said that they were opposed to a by-law which would ban or severely restrict flying but that they preferred a by-law specifying maximum aircraft noise in the belief that this would force engine manufacturers to produce more effective silencers.

This request would be difficult to enforce and, in any case, the Council cannot be expected to wait for manufacturers to sort out their problems.

In the circumstances the necessary by-laws are now being drafted (they have to be approved by the Home Secretary) banning the use of the Moor to flying from 2 p.m. on Sunday afternoons in the summer months.

It appears that the Club are not satisfied with this ruling and, from what one would gather, are prepared to fight it to the bitter end. In the circumstances and in response to Mr. Crossgrove's letter, our Member of Parliament, Mr. Geoffrey Dodsworth, M.P. has offered to discuss the matter with all parties concerned, including the Residents Association at the House of Commons. We accept this suggestion.

Watersmeet (late Rickmansworth Hall) Hiring Charges dramatically cut

An interesting decision has recently been made by the Leisure Services Committee. In response to many appeals and objections to the very high charges that were to be levied to all and sundry who wished to hire a room in the hall, the Council have agreed that "hiring the Hall may apply for reductions of the order of 100%, 75%, 50% or 25% of the cost of hiring. Just who will get which reduction is not clear, but I do note that the Townswomen's Guild will be allowed a 50% reduction for their monthly meetings so also will the Rickmansworth Horticultural Society.

We must, however, bear in mind that Rickmansworth is quite a long way off to most elderly people on a cold winter's night with poor public transport; most local organisations think twice of moving such a distance to hold their meetings, although these reductions sound tempting enough.

Bus Services

Councillor Wilyman's report on the Working Party makes interesting reading and we feel sure that, provided the service ran regularly and on time, people would support it.

However, one is tempted to ask just when will this service start? With the current economic climate and heavy financial pressure on councils throughout the country, one might well ask!

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LETTERS TO THE EDITOR

Dear Sir,

Model Aircraft, Common Moor

I have been a subscriber to The Croxley Green Resident for more years than I care to remember because I admired its principles and what it has achieved for the area, but it was with utter dismay that I read the article under the above heading.

This writing is not only inaccurate, but the few facts that it attempts to portray are grossly exaggerated and typical of the reporting we see in some of the more sensational press of the day. I consider it is quite unfair to attack a small group of people engaging in a healthy outdoor past-time which is both educational and instructive to the younger element as well as the older participants. Many of the Model Fliers at the Moor are local residents who well know that it is only a handful of "killjoys" in Frankland Road that keep stirring up the poison. In fact, many of the residents of Frankland Road have expressed their approval of model flying at the Moor and have ignored the requests of the petitioners time after time.

Many of the phrases used in the article, such as "plagued by incessant whine", "considerably marred by this nuisance", "flown dangerously close to houses", "no longer can a handful of people be allowed to destroy the peace of hundreds", are sheer exaggeration. As a past member of the Watford Wayfarers Club and Chairman until this year, I know just how much care has been taken by the Club members to ensure that no model aircraft, except the midgets, are allowed into the air without efficient silencers on the engine exhausts. As for "rogue operators" from outside the Club, there are none — the few modellers from the outlying area are well known to club members and fully abide by the silencer rules.

You may not know that this Club has hired a flying field at Edgware at very great expense and throughout the past Summer it has been very seldom indeed that more than three small radio-controlled aircraft have been present at the Moor on Sunday

afternoons. I have myself been present most Sunday afternoons when the weather has been suitable for model flying and I can assure you that there has been less noise from this source this year than there was sixteen years ago when I first used the Moor for this same purpose.

In referring to the so called voluntary ban on Sunday afternoon flying in the Summer months surely the fact that many of the participants work throughout the week, most are otherwise engaged on Saturdays.

Finally, to say "that much of the modern sophisticated equipment used has been developed in Japan" is just typical of the inaccuracies of this article. It has come largely from electronics used in Space Research in this Country and the United States and the Japanese as usual, copy with good effect but produce only a minor percentage of the radio-control equipment sold in this Country.

I am indeed sorry that you have printed such a biased article as this knowing full well that the 'handful' of people you have attacked do not have the same means to defend themselves. What you have done, however, is stimulated the members into continued use of the Moor for this hobby just when there was a general drift away to the other site at Edgware. On the other hand, I can assure you that the silencer rules will continue to be enforced and I can further say that silencers for model engines are being improved and made more efficient all the time, to the point where they will be practically inaudible at 50 metres in the next year or two.

I am sending a copy of this letter to Mr. Geoffrey Dodsworth M.P. and Mr. Keene of The Three Rivers Council hoping that by doing so they will also see 'the other side of the coin'.

Yours faithfully,
G. Crossgrove
C.Eng., M.I.Mech.E

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The Watford Wayfarers Model Aircraft Club,
19 Harford Drive, Watford.

Dear Sir,

In your recent newsletter I noticed a paragraph concerning Model Flying at Common Moor. There are one or two points I would like to take up.

First, the comment about the use of silencers by our aircraft. ALL our engines use silencers. They are obliged to have silencers to comply with Third Party Insurance that each plane must have. Also no member or non-member is allowed to fly without one. We do not create noise just for the sake of it. The effectiveness of these silencers is steadily being improved and the last year or two has seen big improvements.

Secondly, low flying over the Frankland Road area is impossible. None of our members can see that far!

Thirdly, the use of Japanese equipment. Most of the equipment used by the Club is British. My own radio gear is made in Brighton. The Club has recently moved to a new flying site at considerable expense (£200 per annum). The noise at Common Moor has, therefore, been considerably reduced. Nevertheless, we still wish to return to the Moor because we believe in freedom of choice in a democratic society.

To this end we have recently had a meeting with the Director of Environmental Health at Rickmansworth, to try and sort out the problem. It is interesting to note that he has received only about six written complaints from the residents surrounding the Moor. He has seen your petition but is very suspicious of 'that sort of thing'.

I think, therefore, that the Club is doing all it can to alleviate the problem and further somewhat misguided remarks in your newsletter do not help the situation.

Yours sincerely,
J.V. Sharman
(Hon. Secretary)

TRANSPORT IN THREE RIVERS

The above is the title of a report to the Council by the Transport Working Party, which was set up early in the year to look into the problems of Public Transport within the District. The report outlines many of these problems, and suggests means by which some of these may be relieved.

It will be no surprise to the long-suffering residents of Croxley Green that the Working Party has been primarily concerned with the Bus Services, or rather the lack of them. The problems of London Country Buses are formidable, and the Service falls far below that which the Public require and expect. It is not possible to attribute the blame in a failure of service fairly if the event is not reported promptly. Passengers should complain, giving fullest details, direct to the bus company, preferably in writing, and preferably with a copy to their local Councillor. In this way, complaints can be followed up and documented, and eventually, by process of attrition, improvements achieved.

The Working Party feels that London Country Buses should concentrate on the more profitable 'trunk' inter-urban routes, and make strenuous efforts to provide a more regular and reliable service. The Local Authority, which is increasingly being asked to provide subsidies for the unprofitable rural routes, should take a more direct part in their provision.

As a first step, Three Rivers are proposing to set up a Shopper Bus service which would be centred in Rickmansworth. Consideration has been given to Post-buses, Dial-a-Bus, and minibus services, but experience of others in these fields would appear to make them too expensive for the present day economic situation. Also the capital expenditure required would increase the risk of loss to the Authority, and in any case is not likely to be made available. The proposal is that

(Continued on page 6)

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THE WELCOME CLUB

Founded just over 21 years ago by Mr. George Wilcox, The Welcome Club came under the wing of the British Red Cross Society in the late 1950s, when Mr. Wilcox following a period of ill-health, asked the Society to take over the responsibility of running the Club. At this time the membership was in the region of 60, meeting once a week.

Eight years ago the Red Cross Centre was opened, a very new type of venture, the building being sponsored jointly by Hertfordshire C.C., Rickmansworth D.C., The British Red Cross Society and by public appeal. The Centre housing The Welcome Club, is run by the Red Cross Society. The Club has approximately 240 registered members. It is open six days a week, Monday — Saturday, 10.00 a.m.—5.00 p.m., when members can enjoy all the facilities of this lovely modern warm building including, if you wish, a bath! A foot clinic is held every Monday afternoon, a Whist Drive every Tuesday afternoon and the highlight of the week is their social afternoon, with entertainment on Saturday. In addition hot lunches are served on Tuesday, Wednesday and Thursday. They also benefit from arranged coach outings to the coast and theatre, teas and lunches etc. to celebrate special occasions, e.g. Christmas.

This might be an opportune place to make it quite clear that despite the fact that the majority of the foregoing are only available to the membership, which of necessity has to be limited, the Club is open for teas and coffees any weekday to all retired Croxley people, members or not, as are the Foot Clinic and Whist Drives.

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The office at the Centre is open from 10.00 a.m. — 12.30 p.m. Monday—Friday and is really quite a hive of industry. This allows any elderly person to obtain help and advice about anything that might be troubling them and the variety of problems is quite an eye-opener. Such matters are confidential, it is therefore, not possible to give examples.

It takes a great number of voluntary staff to keep the wheels turning and without our car driver, kitchen helpers, members, V.A.D.s. and Cadets, it would not be possible. The Red Cross are constantly grateful for all their devoted assistance.

To end on rather a sombre note, we find that in common with other organisations, the increasing cost of all services makes it very difficult to maintain the running of such a Club for the benefit of as many elderly as possible. Hall lettings and fund raising occasions at which Club Members are encouraged to help, have to be maintained to keep pace with these increases. Furthermore we are very grateful for the help received up to now in the form of grants from the Local Council.

J.W. Howard,
Centre Organiser.

WELCOME CLUB

Would anyone who has a car, and is willing to give one Saturday afternoon a month to drive people to and from the Welcome Club, please contact Christine Wilyman, telephone: Rickmansworth 75389 for details. A petrol allowance is made.

17—21 NEW ROAD

Permission has been refused for the erection of 29 flats with garaging. Reasons given include overdevelopment, lack of privacy to surrounding residents and lack of sight lines for the proposed access with New Road.

CASSIOBRIDGE WHARF

Application has been sought to intensify the mooring of boats to about 100 craft — quite a considerable increase — together with plans to construct a boat basin, car parking facilities, boat sales and boat repair buildings.

The land is, in fact, owned by the Council and is let on a yearly tenancy. The Council feel that some sort of co-operative venture should be given with a view to achieving a high standard of development. It was decided that a report be submitted showing the financial implications of such a venture.

C.G.R. & R.A.

The Croxley Green Residents and Ratepayers Association is pleased to publish this magazine quarterly, and ensures that a copy goes into every house (about 4,500) in Croxley Green, irrespective of the householder being a member of the Association. We would like to achieve a 100% membership. The annual subscription for the year to 30th September next is 12½p. which covers husband and wife. Our collectors, however, will call once every two years thus requesting a subscription of 25p.

CROXLEY GREEN BAPTIST CHURCH

Holiday Adventure '75

In view of the warm response given to last year's Adventure and to the enjoyable week which the young people spent at the Castle of Adventure, we are pleased to announce a bigger programme for this summer. So that all the young people of Croxley who want to take part may have an opportunity of doing so, this year's Adventure programme will be spread over a period of two weeks, as follows:

Adventure '75

For the 5-12 age group.

This will be held during the week of July 28th to August 1st and the theme will be "The Treasure Seekers". There will be two sessions each day, but it will be possible for anyone to attend one of these sessions and you will be asked to kindly come to the same session throughout the week. The morning session will be from 9.30-12 noon, and the afternoon session from 2-4.30 p.m. Both sessions will be exactly the same and the programme will include games, handicrafts, helpful talks and sing-along (which we hope to record). Refreshments will also be served.

You may apply to enrol for the morning or afternoon session and we shall endeavour to fit you in for the session for which you ask, but applications will be dealt with in the order in which they are received, so that you may think it worthwhile to get in your enrolment application as soon as possible.

Junior Adventure

For the 3-4 age group.

Many parents were disappointed that their younger children could not participate in Holiday Adventure last year, so we are arranging a special morning activity for these kiddies on Wednesday, Thursday and Friday, August 6th-8th. The most acceptable time for mothers appears to be from 10 until 11.30 a.m., and the activities will be the same as for the older children but at a more simple level. We are afraid that it will be necessary to limit the number of youngsters who can be accommodated to 50, so to avoid disappointing your kiddie, please ask us to enrol your child as soon as you can.

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Evening Venture For the 13's and over

There will be a different type of programme for growing-up young people, and a prospectus of what we hope to do, will be available later on. You should, however, enrol to ensure that you will be able to take part, and we will let you have full details as soon as the prospectus is ready.

How to Enrol

You can be sure of a place in our 1975 Holiday programme by enrolling now. Please complete the Early Enrolment form which you will find in the Croxley Green Resident and send it to the address shown, or you can telephone Adventure Office — Watford 44119.

All materials and books are supplied free, so there is nothing to pay to take part in Holiday Adventure, but it may be necessary to ask parents to kindly make a small contribution towards the cost of the refreshments which are supplied at each session.

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(Continued from page 3)

an agreement would be made with a private bus firm to provide a limited service at off-peak times from West Hyde, Chorley Wood, Sarratt, and Croxley Green, to the centre of Rickmansworth. The four routes would be covered by the same bus at fixed and regular times. At a later date consideration will be given to other routes, e.g. a hospital visiting service to Mount Vernon, as and when the initial services prove successful.

It is not thought, provided that a good measure of public support is provided, that the amount of financial aid supplied by the Council need be very great. Money spent by the Authority can be better monitored than that provided in a blanket subsidy to London Country Bus Ltd. If more than 750 passengers are carried weekly a profit could be made at a flat fare rate of 10p.

The proposals will require the approval of the Traffic Commissioners, and this will delay the start of the service. It is hoped that the bus company will not object to the proposals, but if they do, help may be needed from Residents to support the case for a Shopper Service. It is becoming increasingly clear that with the lowest cost of motoring running at about £9 per week, Local Authorities must promote and support an effective Public Transport service, instead of the travesty which at times exists today.

John M. Wilyman,
Chairman, Three Rivers D.C. Transport Working Party.

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Mrs. M. Wise

Mrs. M. Wise of Kenilworth Drive, Croxley Green, wishes to thank everyone who bought their Christmas cards, etc. from her, and to inform them that, through their generosity a cheque for £46 was given to the Welcome Club.

COPTHORNE ROAD

The way now appears clear to close off this road at its junction with Scots Hill Lane. Bollards have been ordered and the work should be completed in a few weeks.

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CROXLEY GREEN HORTICULTURAL SOCIETY

The Hon. Secretary has asked us to make a reference to the way in which the sum of £48 realised from the sale of plants, etc. on the Society's stall at the Revels in June was distributed. The money was shared between the Croxley Society, The Red Cross for the benefit of the Tuesday Handicapped Club, The Local Arthritic Association and the local Association for the Blind.

PEDESTRIAN CROSSING – WATFORD ROAD/HARVEY ROAD

Complaints have been received from nearby residents that motorists cannot see pedestrians using this crossing at night and in view of the many school children that use it our Committee have recommended to the Council that spot lights be fitted on the beacons. We understand that the suggestion has been forwarded to the County Highway authority.

ZEBRA CROSSING – WATFORD ROAD

Complaints from nearby residents have led the Planning Committee to discuss the unsatisfactory siting of the zebra crossing adjacent to Croxley Green Motors. It is felt that the crossing should be placed at the brow of the hill, i.e. nearer to Winton Approach although this would mean resiting the bus stop. Furthermore drivers have sometimes been unable to see the crossing at night as the light from the belisha beacons has tended to merge in with the yellow sodium lighting. This could be rectified with flood-lights across the road.

It was decided to recommend to the Highway Authority that the crossing be converted to a pelican crossing. It is hoped that local residents may have a chance to express their reaction to the proposal.

HIGHFIELD ESTATE Proposed Council Purchase

The Council are considering the offer by the developers of this estate, Bryant Homes, to sell 60 houses and flats for occupation between September 1975 and July 1976. Approval has to be sought from the Department of the Environment. The Council is also waiting to see the Housing Capital Estimates which should be ready soon before entering any agreements with the Company.

FRIENDS OF THE GREEN The Green Conservation Area

A General Meeting was held on 4th December in which details of the Society's latest moves towards the establishment of a Conservation Order for the Green were given. A large plan of the Green showing the boundaries of the area, very gratefully produced by Mr. Julian Thompson of F.J. Thompson & Company, New Road was shown. A booklet is now being prepared with photographs, maps and text, copies of which will be distributed to District and County authorities.

WATFORD ROAD/THE GREEN JUNCTION

Proposals by Three Rivers D.C. for improving this trouble spot were sent to the Highway Authority – Herts C.C. – a few months ago including the suggestion of traffic lights to ease the trouble motorists are experiencing in crossing Watford Road from The Green.

The County's reply was something of a dampner – all plans for this junction to be deferred until after the opening of the North Orbital later this year.

The District Council are now trying to persuade the County to make some sort of temporary provision for pedestrians. A reply is awaited.

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PUBLIC MEETING

County Structure Plan: Public Participation Stage III

There will be a meeting, arranged by this Association
with the Croxley Green Society and the Friends of the
Green on:

Monday, 21st April 1975
at 8 p.m.

in All Saints Church Hall

A talk will be given on the County Structure Plan
by an officer of the County Council. The meeting is a
continuation of Herts C.C.'s campaign entitled "How
do you see Herts?" in which members of the public
are asked to discuss the future of the County.

EDITOR'S NOTE

The Editor would be pleased to receive articles or
letters concerning matters of local interest. Contributions,
please for the Spring issue must be received
by the 31st March. His address is: Little Waterdell
House, Little Green Lane, Telephone: Rickmansworth
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Mrs. P. Renoldson, 26 Warwick Way.

Mrs. W.D. Roach, 58 Sherbourne Way.

Mr. J.G. Tither, 22 Oakleigh Drive.

Mrs. D.B. Whitfield, 224 New Road.

Mrs. C. Widd, 50 Beechcroft Avenue.

The Committee

Due, perhaps, to my warning of the possible closure
of this Association in the last edition, I am pleased to
report that volunteers to serve came in thick and fast
at our A.G.M. in November; we are now, in fact, at full
house which is a very healthy state of affairs.

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