



# Nine lives well spent for friendly Tiggy

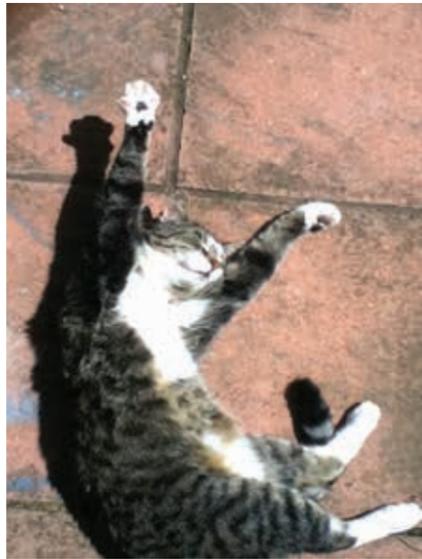
*Affectionate and mischievous, Tiggy the cat was a firm favourite with many neighbours on his patch around the Durham Road and Huntingdon Road area. Owner Abigail Downer-Wills pays tribute to the big personality who lived with her family for 14 years.*

Since Tiggy passed through heaven's cat flap in May, we have been encouraged by many people who knew him to share stories and conversations that have taken place at the corner of Tiggy's domain. Over the years, folks passing by appreciated his engaging, trusting and friendly nature. He was a regular catalyst for conversation. I would often joke: "This is a cat who thinks he is a dog."

Stories abound of Tiggy's neighbourhood house calls, rounds with the postman, exploits in car boots, stand-offs with foxes, and games of hide and seek as my husband Bob, son Ted and I tried to get to work or school without him following us up to the High Road.

Our vet commented that we cared for an extraordinary creature with oriental genes: long curly tail held high in a question mark, slimmness of build, full toned meow, and a questioning interest and engagement with everything and everyone.

Tiggy, a tiger with socks, was an East End moggy born in Bow, so we like to think that some generations ago, when the London Docks were in operation with vessels docking from



Open arms: Tiggy was a friendly character. Photo Bob Wills.

far and wide, each with their own ship's cat, that one such oriental four-paws sauntered down the gangway, liked what he discovered up some back alley and so, generations later, we shared 14 years with Tiggy!

The postie, whom Tiggy accompanied, summed it up: "Tiggy was so trusting and generous with his affections that everyone looked out for him." Folks made sure he didn't rush across the road, carried him home if he was found too far from his corner patch and scooped him up when he was outnumbered by foxes. Nine lives well spent in a caring community.

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## Letters



'Overgrowth: Vegetation blocking the pavement off Long Lane.



...and a bin taking up the pavement in Long Lane.

### Obstacle course

**Dear Editor,**  
I'm writing to highlight an issue of pavements being instructed by overgrowth and bins. I'm 100% for biodiversity and encourage as much greenery as possible to be planted in our homes and urban spaces. However it should not be at the sacrifice of public safety.

I ditch the car as much as possible and aim to walk with a buggy and two small children but in certain cases, as pictured, we're just forced into the road. Bins left on pavements can cause the same obstruction. I suggest the council should carry out a survey of bins on pavements and maybe give three strikes and a fine for leaving them out beyond collection day.

But I endeavour to be a 'solutionist'. If the household with overgrown hedges in this case has the tools, then I will gladly lend my hands and help trim it back. In fact, if any of my neighbours need a hand I'll be there!

**Yours faithfully,**  
**Shan Magnusson,**  
Address supplied.

### What a waste!

**Dear Editor,**  
Earlier this year, you kindly wrote a piece about the 200th anniversary of our carpet business S&M Myers in East Finchley. Until the end of last year, we could, unofficially, take our broken cardboard tubes to the dump. Now, we aren't even allowed to do that.

The council are quite happy to collect domestic waste at great environmental expense, as it's in

the public eye, whereas there is no provision to recycle commercial waste, like our cardboard tubes. Each one is equivalent to a couple of months of a typical household's weight of cardboard waste, and is solid, clean, compact and needs no sorting.

It is scandalous. And the same can be said for all the clear, clean plastic sheeting we get from each of the carpets, which are wrapped when they come in.

Surely something needs to be done about it and the sooner the better.

**Yours faithfully,**  
**Richard Myers,**  
**S&M Myers,**  
East End Road, N2.

### Bus sails past

**Dear Editor,**  
There is a hail and ride section on the 143 bus route along Squires Lane and Manor View, N3. Earlier this year, I tried to hail a bus on two separate occasions, only for it to sail past me to the next bus stop, to which I had to hurry while the bus waited there (at least the drivers waited).

The drivers on both occasions told me that hail and ride had been discontinued. When I contacted Transport for London, they assured me this was not the case and that the drivers would be interviewed and advised of the correct procedure. I wonder if any other readers have had this problem?

**Yours faithfully,**  
**Charles Thomson,**  
Address supplied.

### 20mph zones don't work

**Dear Editor,**  
While it is a terrible tragedy that a small child was killed in East End Road (*The Archer*, June 2019), it is not rational to jump to the conclusion that a 20mph limit would improve the accident rate, and the petition so far signed by 2,700 people, while meant for good reasons, is not really taking account of the facts.

Bath and North East Somerset Council found that reducing the speed limit to 20mph has caused a rise in deaths and serious injuries. The Council spent £871,000 bringing in the 13 new speed zones just 12 months ago. But one year on, a report has found that the rate of people killed or seriously injured has gone up in seven out of the 13 new 20 mph zones.

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Letters without verifiable contact addresses will not be printed. Contact details can be withheld on request at publication. We reserve the right to abridge letters for reasons of space.

The review of the traffic control measures warns that this is a problem nationally, adding: "There is no simple explanation for this adverse trend but it could be that local people perceive the area to be safer due to the presence of the 20 mph restrictions and thus are less diligent when walking and crossing roads, cycling or otherwise travelling."

Meanwhile, Manchester City Council plan to halt their flagship 20mph limit roll-out after finding it has made almost no difference to speeds or accidents. Council chiefs say speeds have not changed significantly where the new limit has been introduced and on some roads they have actually gone up.

The other considerations are the high costs of setting up the zones, and the fact that at 20mph a journey takes 50% longer than at 30 mph. This means that the pollution emitted by a vehicle is increased by 50%. Add to this that by taking longer, roads are more crowded and there is a cost to business in lost time. These factors together suggest that, in spite of an emotional reaction, a lowering of the speed limit is not justified.

**Yours faithfully,**  
**Barry H White,**  
Fordington Road, N6.

### Road users must pay attention

**Dear Editor,**  
What a terrible tragedy for the family of the three-year-old boy killed on the crossing on East End Road (*The Archer*, June 2019). The whole question of road use needs to be carefully analysed.

It is all too easy to oversimplify the problem in the heat of the moment. A blanket 20mph ban is unnecessary, uneconomical and potentially dangerous. It also adds to pollution when vehicles are deliberately driven 'on the brakes' in an effort to hold back.

Anyone who drives from East Finchley to Highgate will have experienced the frustration of keeping to 20mph on a wide empty residential road, trying to achieve enough acceleration uphill and hold back downhill, all the time concentrating on the speedometer instead of the traffic conditions. It is always a relief to be back in Barnet with more sensible speed limits suited to the particular road.

All road users have responsibilities. Many cyclists weave in and out of traffic and claim the privileges of both drivers and pedestrians. Is it time for cyclists to be licensed and insured? In the past there were clear rules, and children and their parents observed the Green Cross Code. Mobiles on the move are a menace, whether used by drivers or pedestrians.

**Yours faithfully,**  
**Valerie Jablon,**  
Gurney Drive, N2.