



Proposal to Barnet Council
for the construction of
The Hendon & Golders Green Eruv

June 1991

**THE UNITED SYNAGOGUE
ERUV COMMITTEE**

Technical Consultant : Alan Perrin B.Sc.
Albert Villa 298, Golders Green Road London NW11 9PY
Tel 081-458 0036 Fax 081-458 0096

The Eruv: *Concept & Function*

The Jewish Sabbath is, by law and tradition, a day which brings the family together, providing a rest from the working week and encouraging social and spiritual pursuits. In order for the community to be able to benefit fully from this rejuvenating day, certain conditions must be met. One such condition is the provision of an *Eruv*.

According to ancient Jewish law, a distinction is drawn between the public and the private domain and the carrying of any item, even small personal items such as house keys, gloves or handkerchiefs is forbidden from one such domain to the other. The purpose of the Eruv, however, is to convert the entire area within the boundary into one, notional jointly owned domain, and this would permit carrying personal items and pushing wheelchairs and prams in the streets and parks.

The majority of an Eruv perimeter is defined by natural or existing boundaries such as railway embankments, motorway barriers - even the frontages of houses are quite acceptable. However, in order to complete the boundary, existing gaps need to be symbolically indicated as 'gateways'. This is achieved by erecting two poles with a lintel wire spanning the opening (a solution which originates from Solomon in biblical times!).

In addition, there may be a need to upgrade some fencing alongside a river, pond or park, where the existing fence does not meet the height requirements of Jewish Law.

The Eruv: *Benefits to the Community*

The Jewish community in Barnet is estimated to exceed 50,000, the majority of whom are members of the United Synagogue.

Over recent years the demand for an Eruv to cover all of Hendon & Golders Green has grown significantly. A study to establish the viability of an Eruv within the context of Jewish law was carried out and this resulted in the setting up of a committee, under the auspices of the United Synagogue Council to promote and establish the Eruv, which when

in place, will serve the Jewish community as a whole.

Under the guidance of the Court of the Chief Rabbi, we have defined the boundary for Hendon & Golders Green. The proposed scheme requires approximately 40 unobtrusive pole/wire constructions needed to complete the Eruv.

The Eruv, when complete, will be of immense benefit to the thousands of orthodox Jews living in this area of Barnet, particularly young mothers and children, the elderly and the handicapped, all of whom are frequently housebound every Saturday.

It is worth noting that in most major cities which have a substantial Jewish population - in the USA, Canada, Europe, South Africa, Australia and, of course, Israel, an Eruv has been in existence for decades.

All the cost of the project, including construction, maintenance and public liability insurance, will be met by the proposers. There will be no cost implications to the Council and no inconvenience to the general public.

Proposal

The proposed Eruv is designed to encompass all of Hendon and Golders Green, together with small areas of Hampstead Garden Suburb and Cricklewood. It is approx 6.5 square miles, with a total perimeter of 11 miles (17.5km).

The perimeter is breached by 27 roads of which each requires a post-and-wire gateway. Their average span, given that the posts straddle the grass verges, pavements and the carriageway(s) is about 18m.

Gateways which do not cross roads account for another 11 constructions with spans ranging from 6m to 40m.

In addition, the Southern perimeter fence of Golders Hill Park requires enhancing and a short section of the Heath Extension will also require a series of discrete gateways.

The vast majority of the perimeter requires no attention whatsoever. Existing structures, perimeter fences and topography are satisfactory boundaries for Eruv purposes. The designation of a particular feature as the limit

of the Eruv is of relevance only to those who wish to know "up to here I may carry", but in every other respect remains unchanged and effectively invisible.

Location

The locations of all the required constructions are listed in Table 1 and shown in Figures 1 to 31i inclusive. The general location plans are sections of Ordnance Survey 1:1250 Town Plans, with the Map and Grid References clearly shown. A detail, at a larger scale, shows the planned Eruv line and the position of the support posts. Neither the thickness of the line nor the size of the support posts are to scale.

Figures 10 and 11 which show Golders Hill Park are not accompanied by enlarged details. The rustic palings which define the Park's boundary run from A to B on Fig 10 and C to D on Fig 11. The fence requires enhancing because in its present dilapidated state, much of it is lower than the minimum height (c1.0m) to form an acceptable perimeter.

Fig 13 shows a section of Wildwood Road and incorporates a reduced scale detail in which peripheral details have been omitted to clarify the route of the proposed gateways.

Figs 31a-i show the construction required at Brent Terrace. It may be possible to construct these gateways without poles, utilising the flank walls of the terraces.

Design of Gateways

The simple form of a gateway comprises a wire stretched from the top of one pole to another, see Fig I.

Where this is not possible, in order to comply with Rabbinic law concerning the form of the gateway, a secondary token beam (approximately 1m x 300mm) must be set at the base of the support column so that the aerial wire traverses directly above it. In this manner, lamp-posts and telegraph poles are obvious candidates as support posts, with the wire running over a bracket below which the token beam is located. See Fig II.

Whichever system is used, the first and last posts should be within 300mm of the existing boundary. Posts are therefore commonly

erected at the innermost edge of a pavement or verge, adjacent to perimeter walls of houses, fences and the like, see Fig III.

Materials

For crossing roads, it is proposed that support posts be tubular aluminium, in a finish to an approved colour, and the wire would be a single strand of high tensile nylon monofilament or other approved material. The system of attaching the wire to the posts will incorporate an automatic tensioning system to ensure the wire remains taut and to compensate for effects of wind and temperature. The height of the posts will be approximately 7m and thus the wire will span carriageways in compliance with local authority and DoT regulations.

Should there be a convenient lamp-post, then the method of wire attachment will be to a design approved by the Borough Engineer.

The posts for Golders Hill Park, many of which are obscured by brambles and rhododendrons, will be about 1m tall and the wire will be plastic coated, commonly used for fixing chain link fencing. This wire should be robust enough to withstand falling branches whilst not presenting a hazard to the public (should they be able to venture close). The post will be treated timber and will abut the existing fence line.

The six posts on the Heath Extension will be short telegraph poles. The wire will be as for Golders Hill Park. This combination will ensure that the posts blend in to the surrounding copse and remain virtually invisible.

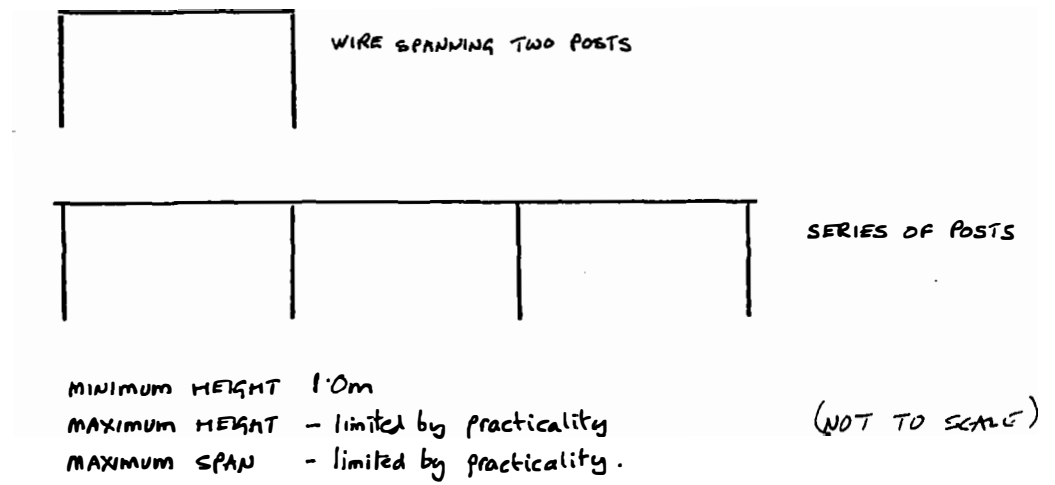
Maintenance

Since it is imperative that the Eruv is intact every Sabbath of the year, a system of weekly inspections will be instituted and a protocol to cope with, say, the replacement of an aerial wire, will be established.

Fig Ref	Location		Length /Span	Notes
01	Lichfield Rd	NW2	15.0	
02	Farm Avenue	NW2	11.5	
03	Hendon Way	NW2	31.0	Possible cable support on central reservation
04	Lyndale Avenue	NW2	14.5	
05a	Sunnyside	NW2	12.5	
05b	Ridge Road	NW2	9.5	
06	Finchley Road	NW2	15.0	
07	Devonshire Place	NW2	12.0	
08a	Hermitage Lane	NW2	13.5	
08b	Pattison Road	NW2	13.0	
09	West Heath Road	NW3	12.0	
10	Golders Hill Park	NW3	c200m	The existing perimeter fence would be supplemented with a series of short posts (c. 1.2m high) of 10m, along the tops of which a "wire" would run.
11	Golders Hill Park	NW3	c280m	As above
12	North End Way	NW3	16.5	
13	Wildwood Road	NW11	c95m	A series of 6 poles, c.5m high, with a "wire" running along their tops.
14	Hampstead Lane	NW3	18.0	
15	Aylmer Road	N2	31.5	Possible cable support on central reservation
16	Bancroft Avenue	N2	12.5	
17	Cherry Tree Hill	N2	30.0	Possible cable support at mid-span, above pavement
18a	East End Road	N2	11.5	
18b	Prospect Place	N2	9.0	Pedestrian access only
19	Church Lane	N2	8.5	
20	North Circular Road	N3	22.5	
21	Squires Lane	N3	8.0	
22	Regents Park Road	N3	13.0	
23	Devonshire Road	N3	18.0	
24a	Great North Way (pavement)	NW4	40.0	North pavement, possible mid-span support after entrance to garage
24b	Great North Way (pavement)	NW4	15.5	South pavement
25	Watford Way	NW4	54.0	Mid-span support required above central reservation. Alternative route provided by local lamp-posts
26	Colindeep Lane	NW4	18.0	Existing lamp-posts in ideal location

Fig Ref	Location	Length /Span	Notes
27	Station Road NW4	16.0	
28	Park Road NW4	10.0	
29a	Templehof Avenue NW4	10.0	North bank of bridge over River Brent
29b	Templehof Avenue NW4	10.0	As above
30	Templehof Avenue NW4	11.0	
31a	Brent Terrace NW2	7.5	Joining fence to end of terrace
31b	Brent Terrace NW2	6.0	Joining terraces (7 to 8)
31c	Brent Terrace NW2	6.0	Joining terraces (21 to 22)
31d	Brent Terrace NW2	6.0	Joining terraces (35 to 36)
31e	Brent Terrace NW2	6.0	Joining terraces (49 to 50)
31f	Brent Terrace NW2	6.0	Joining terraces (63 to 64)
31g	Brent Terrace NW2	6.0	Joining terraces (77 to 78)
31h	Brent Terrace NW2	22.0	Joining terraces (84 to 89)
31i	Brent Terrace NW2	6.0	Joining terraces (91 to 92)

FIG.i



SERIES OF POSTS

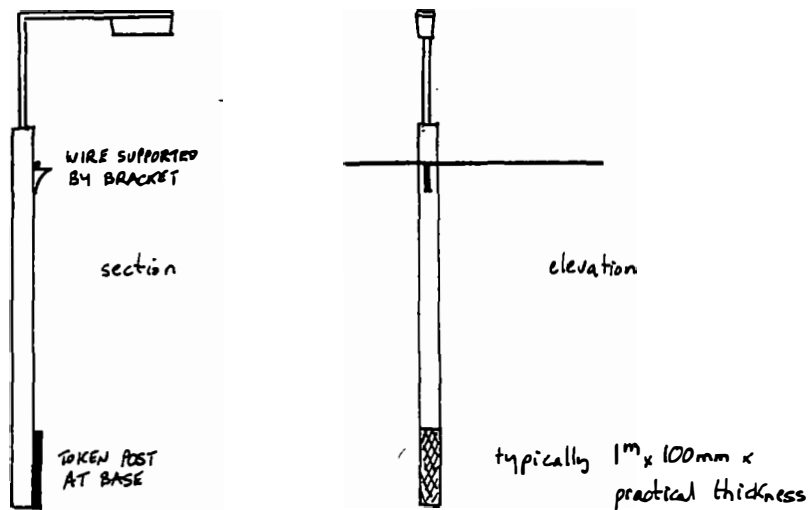
MINIMUM HEIGHT 1.0m

MAXIMUM HEIGHT - limited by practicality

MAXIMUM SPAN - limited by practicality.

(NOT TO SCALE)

FIG. ii



section

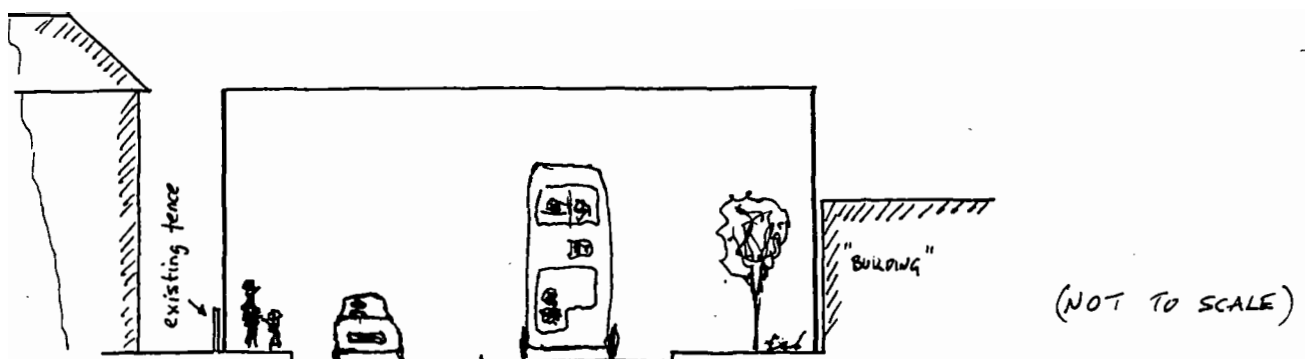
TOKEN POST
AT BASE

elevation

typically $1\text{m} \times 100\text{mm} \times$
practical thickness

(NOT TO SCALE)

FIG. iii

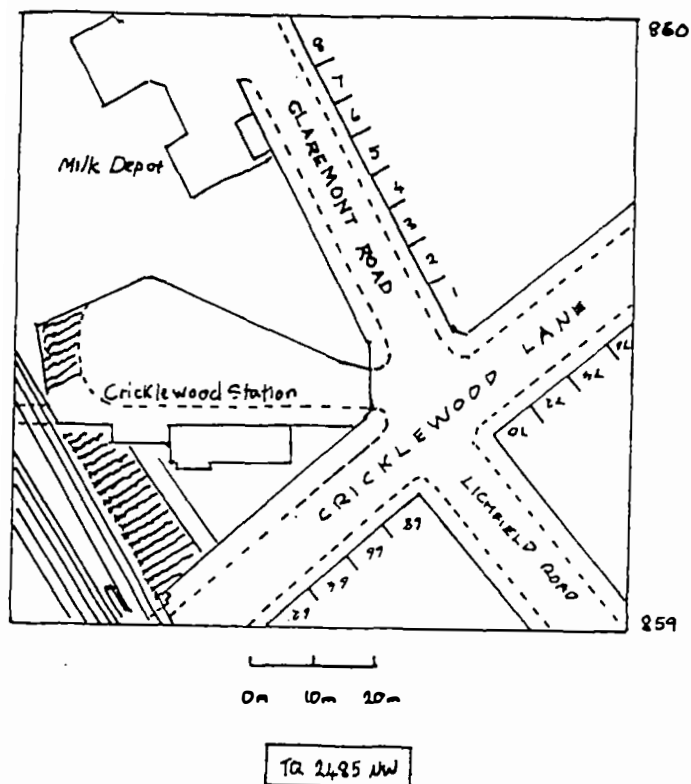


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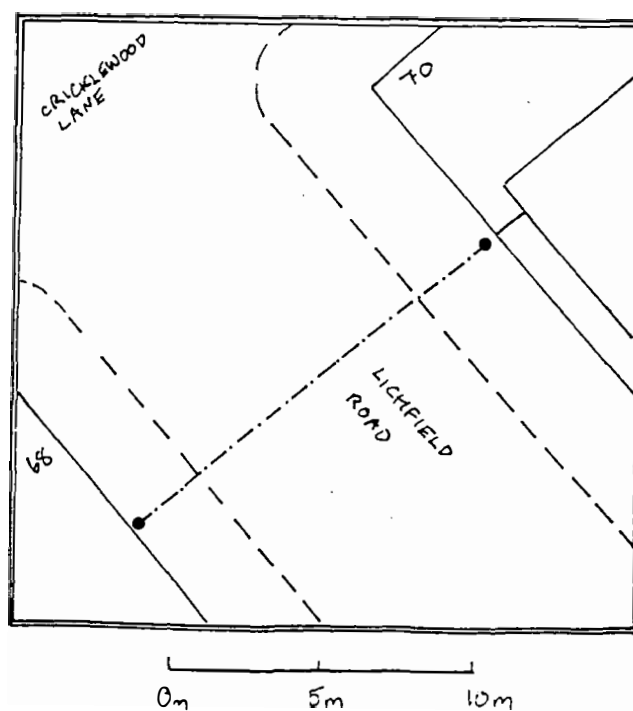
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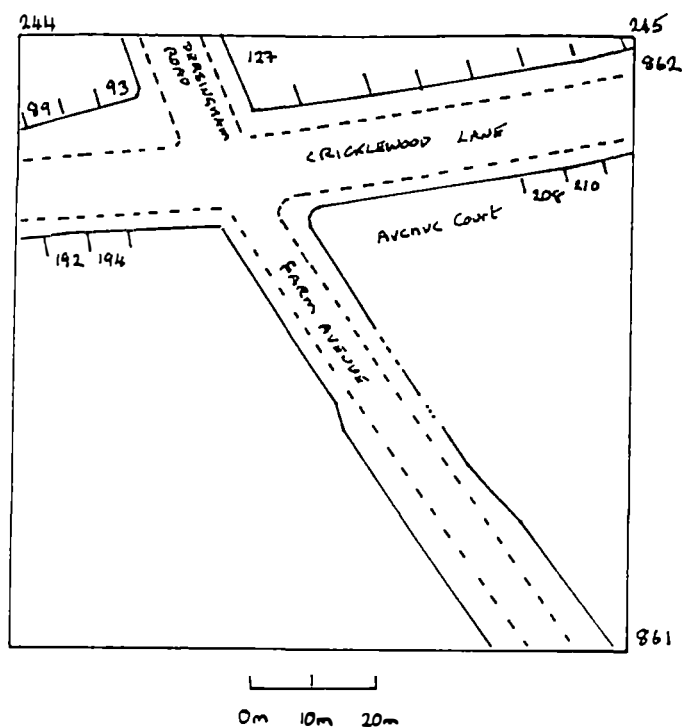
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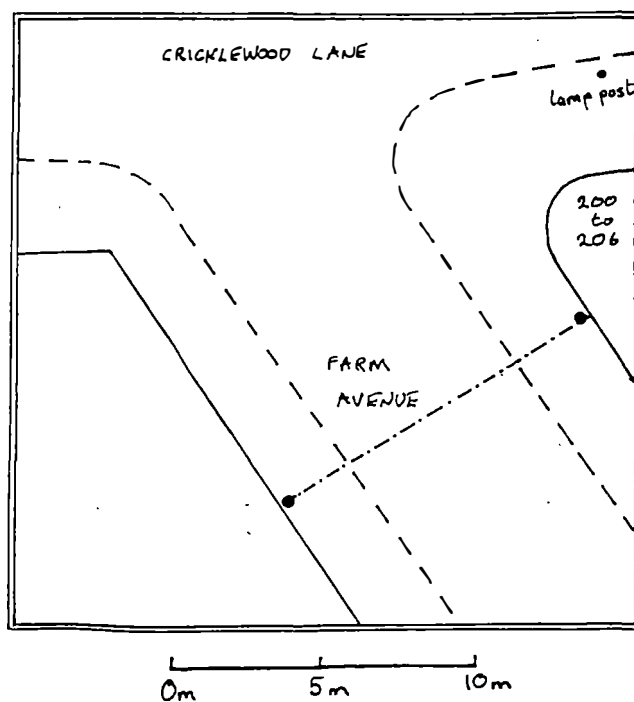
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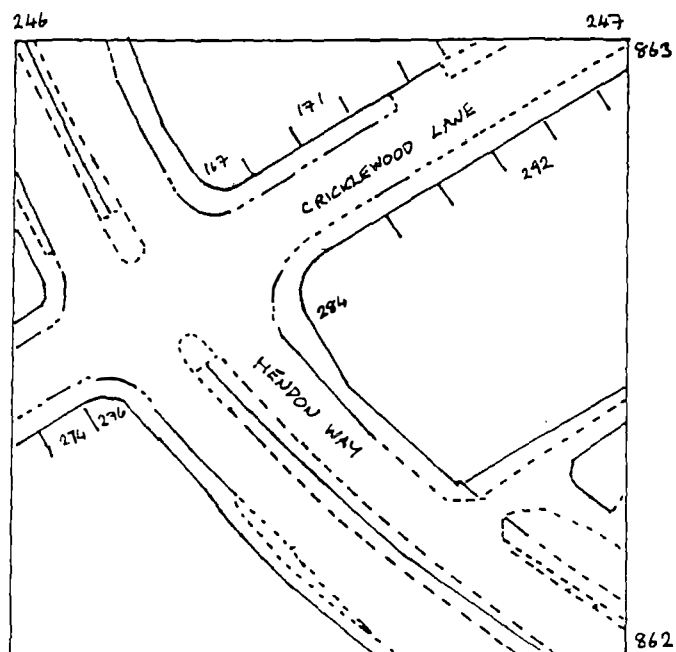




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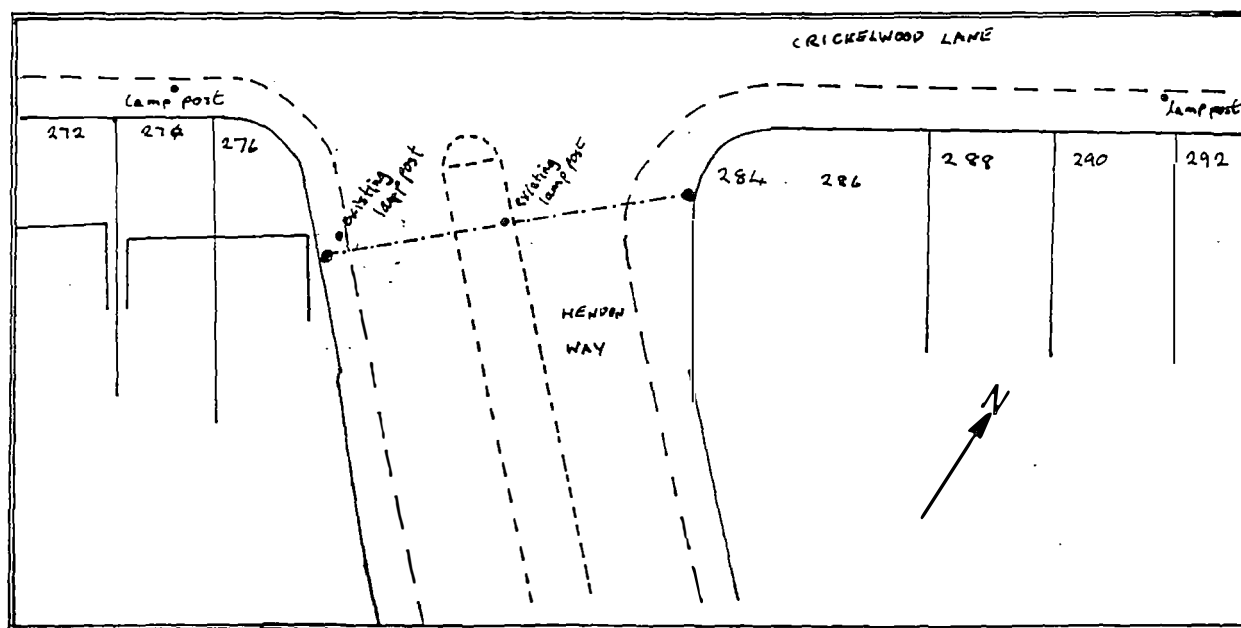




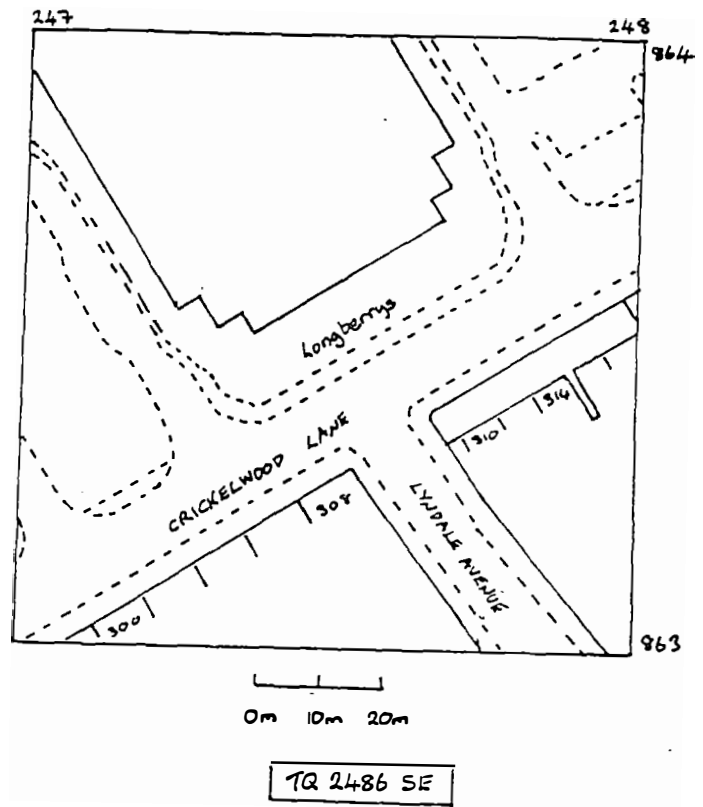
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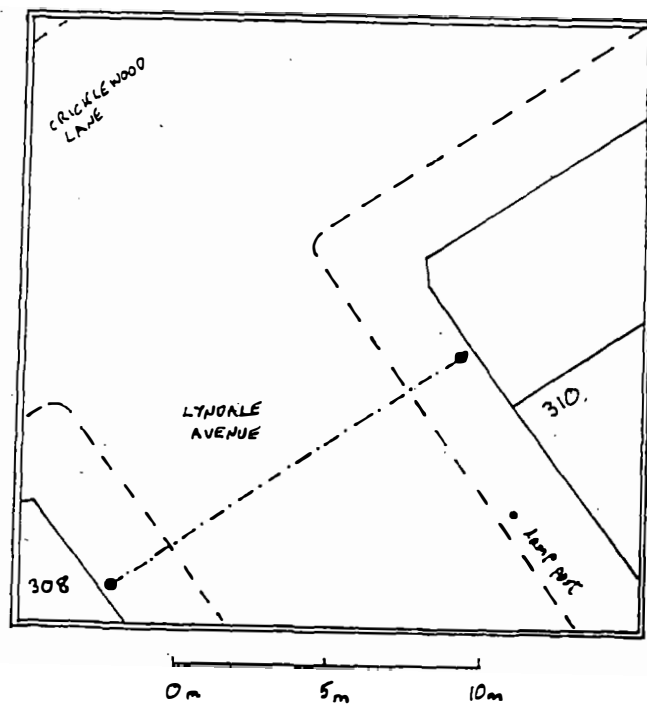
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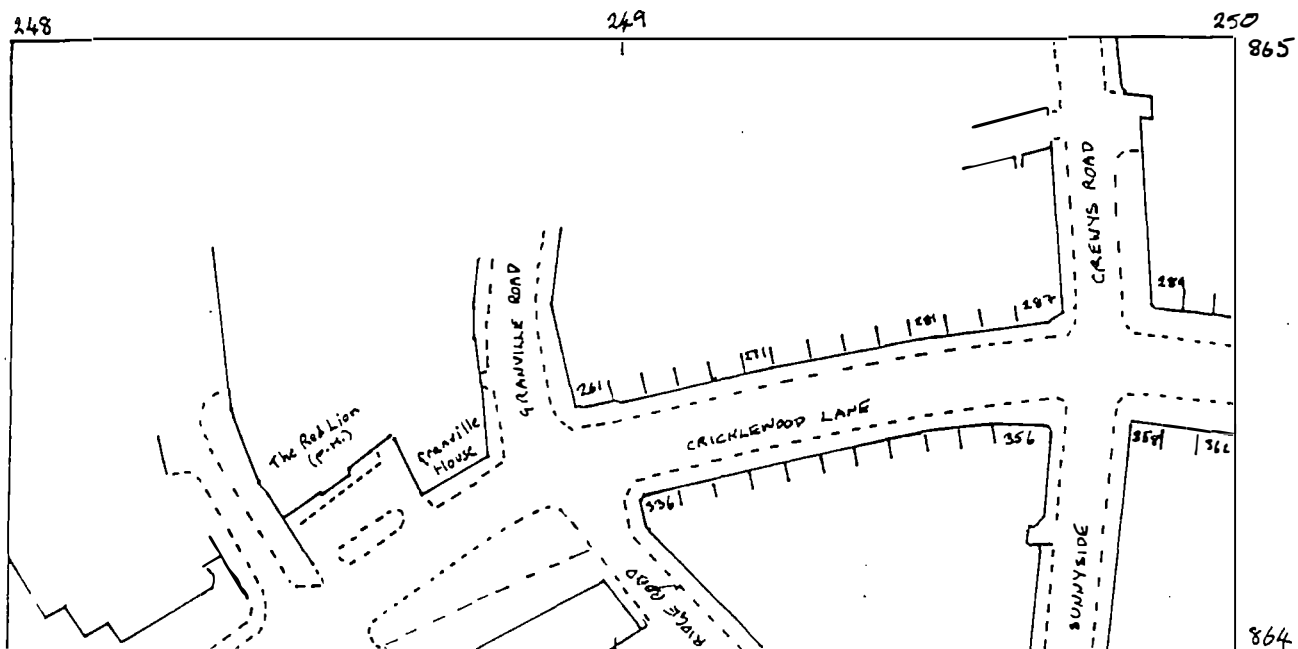


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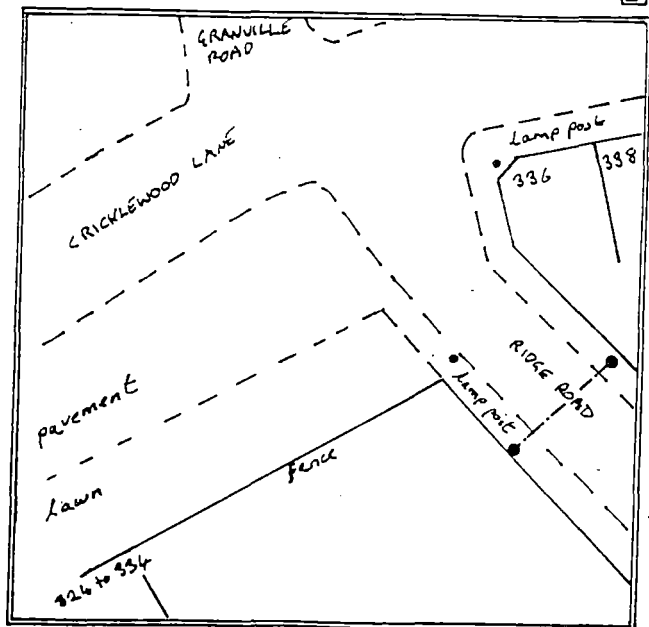


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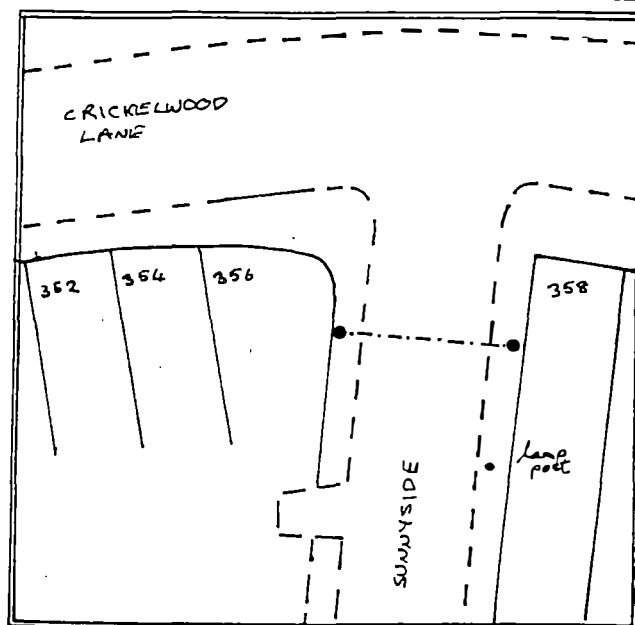




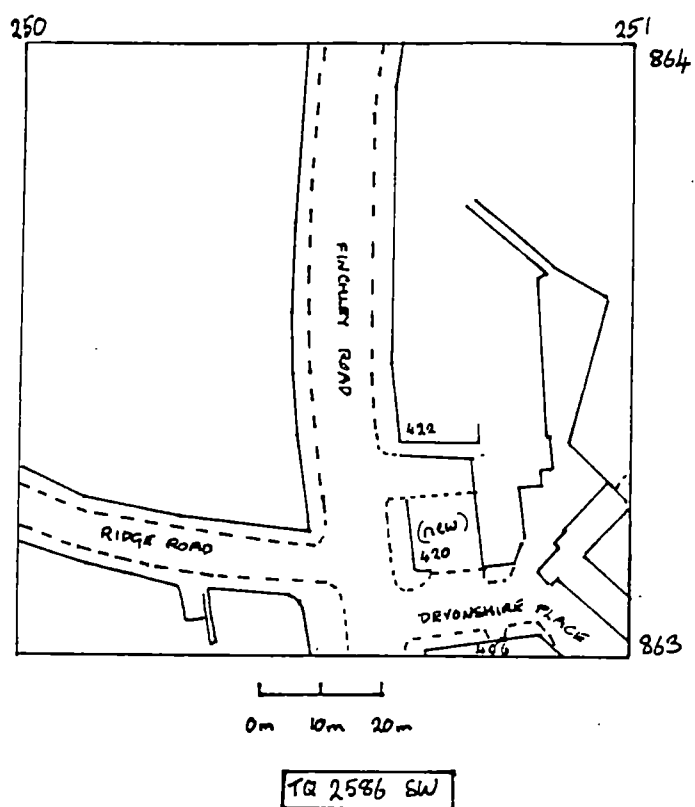
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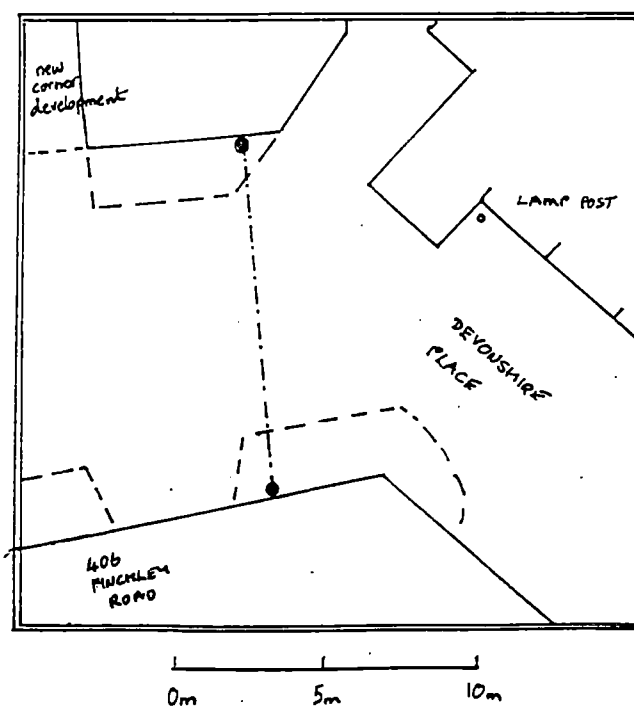
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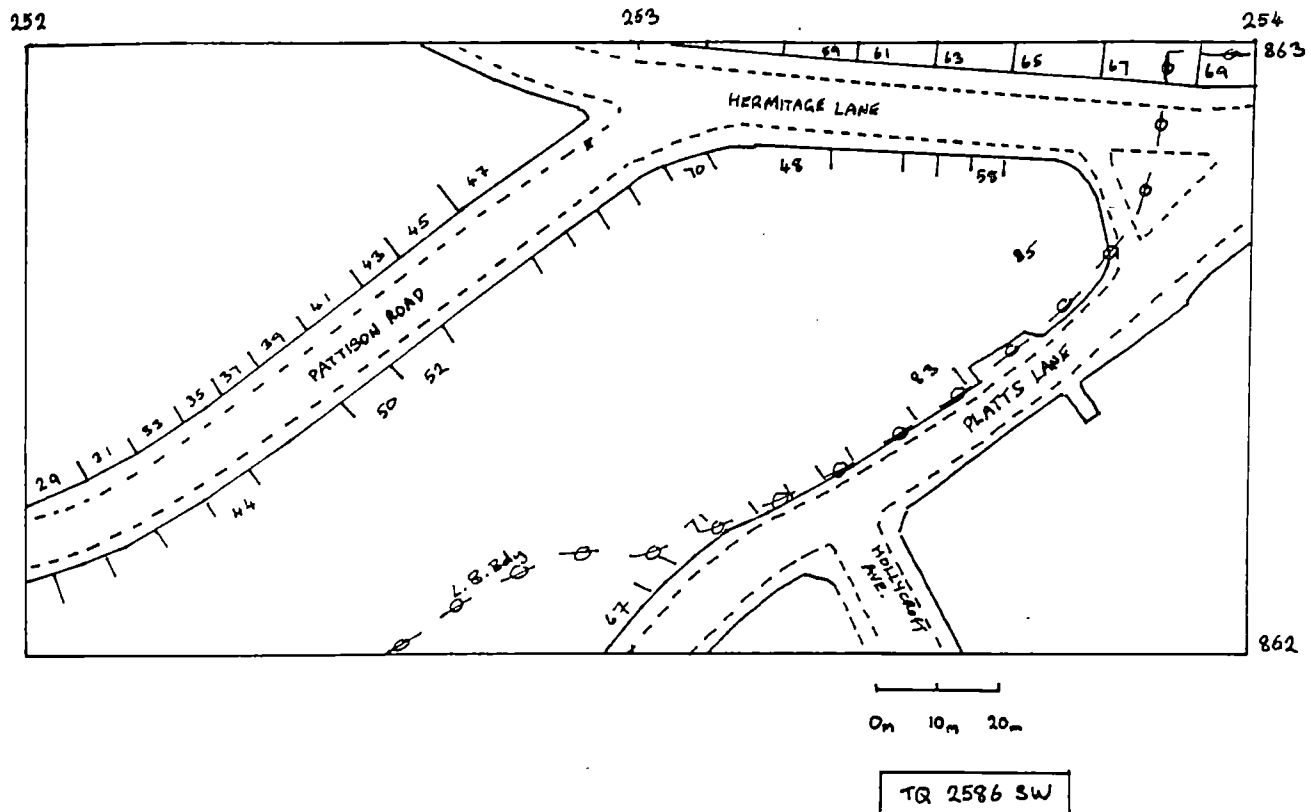


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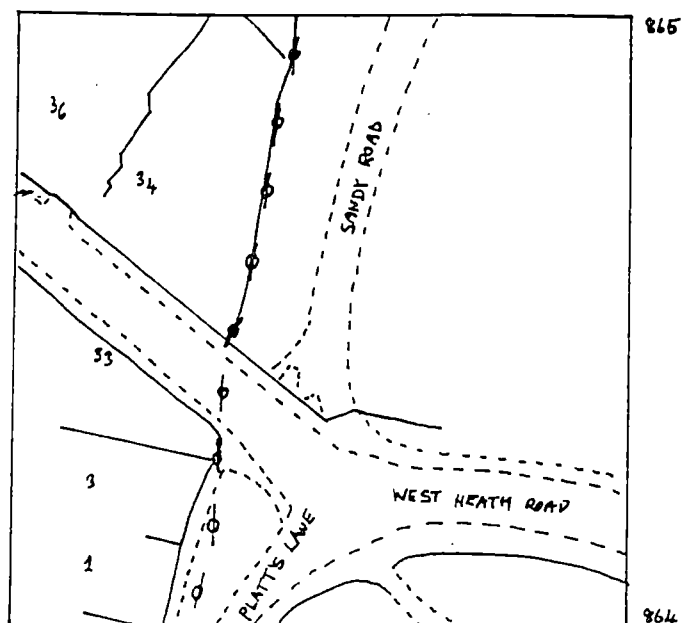
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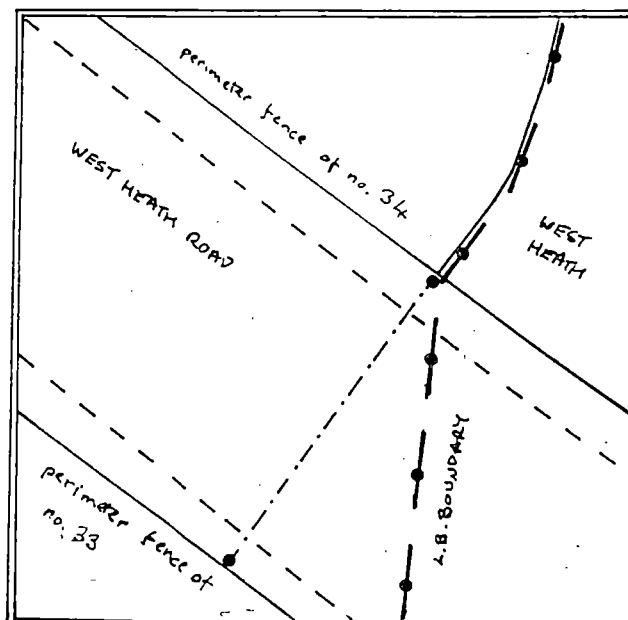
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0m 10m 20m

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DETAIL @ 1:250



0m 10m 20m

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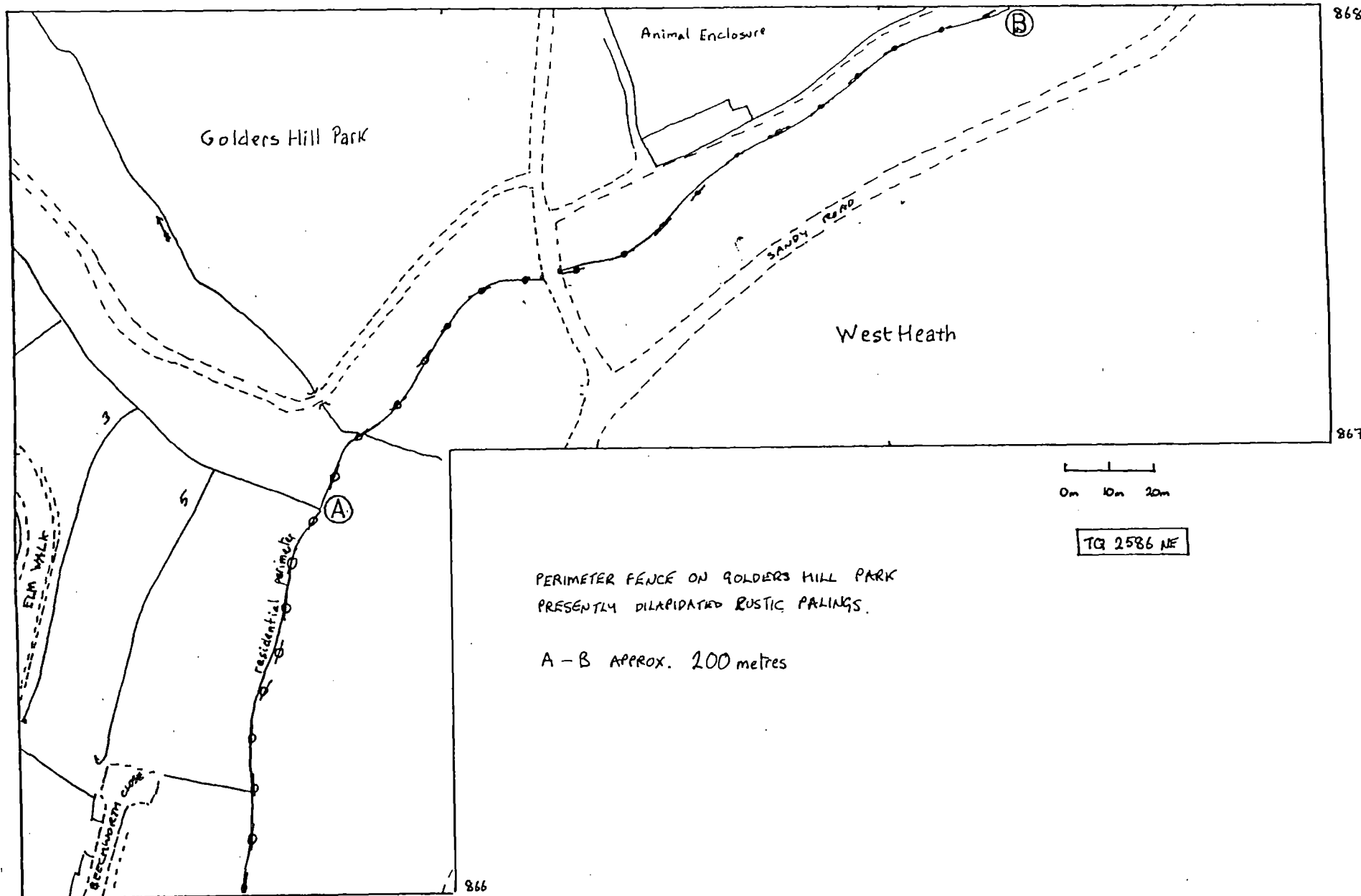
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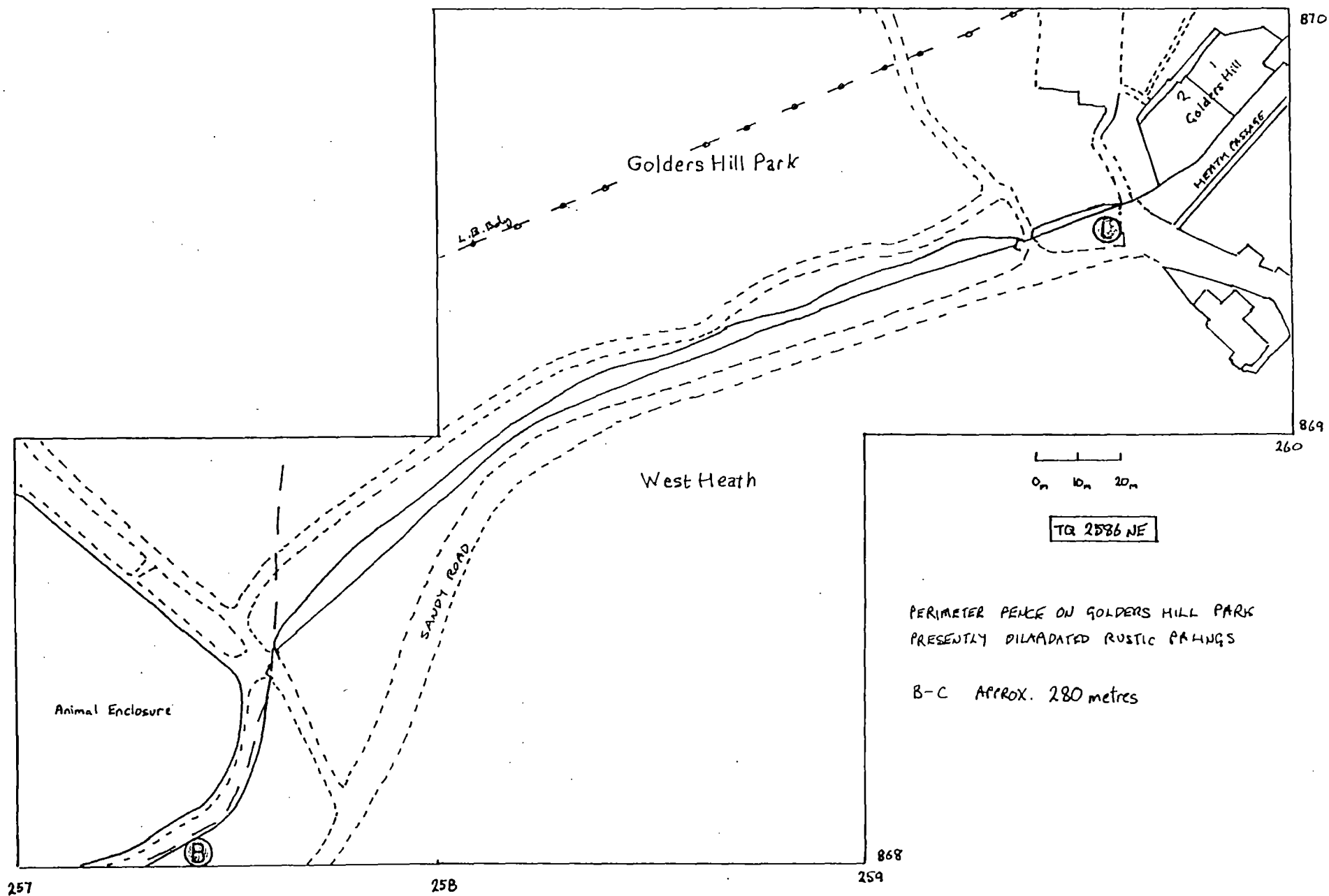
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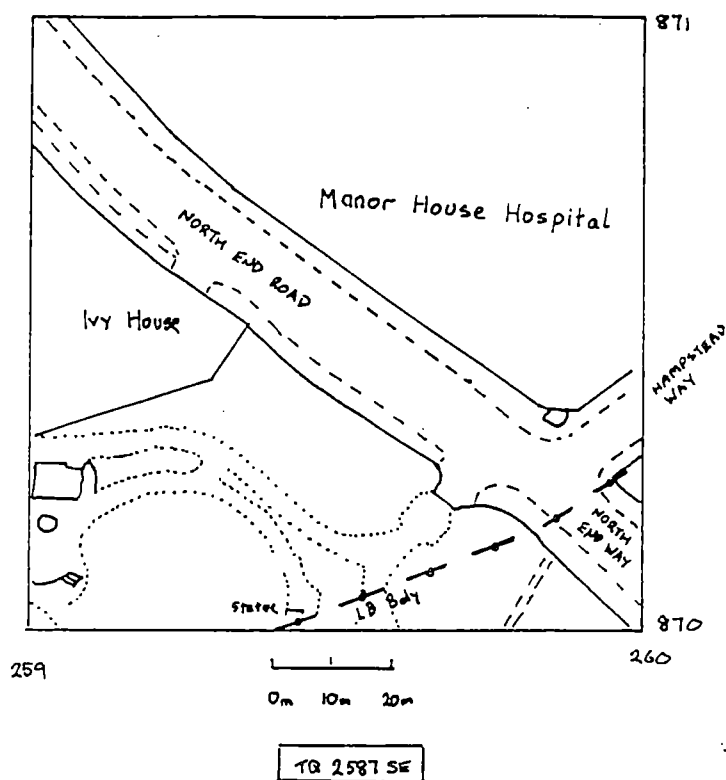
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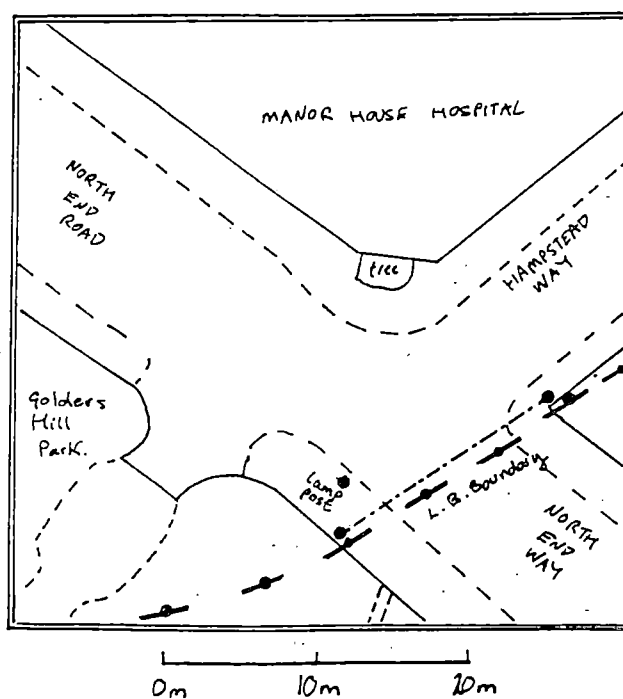


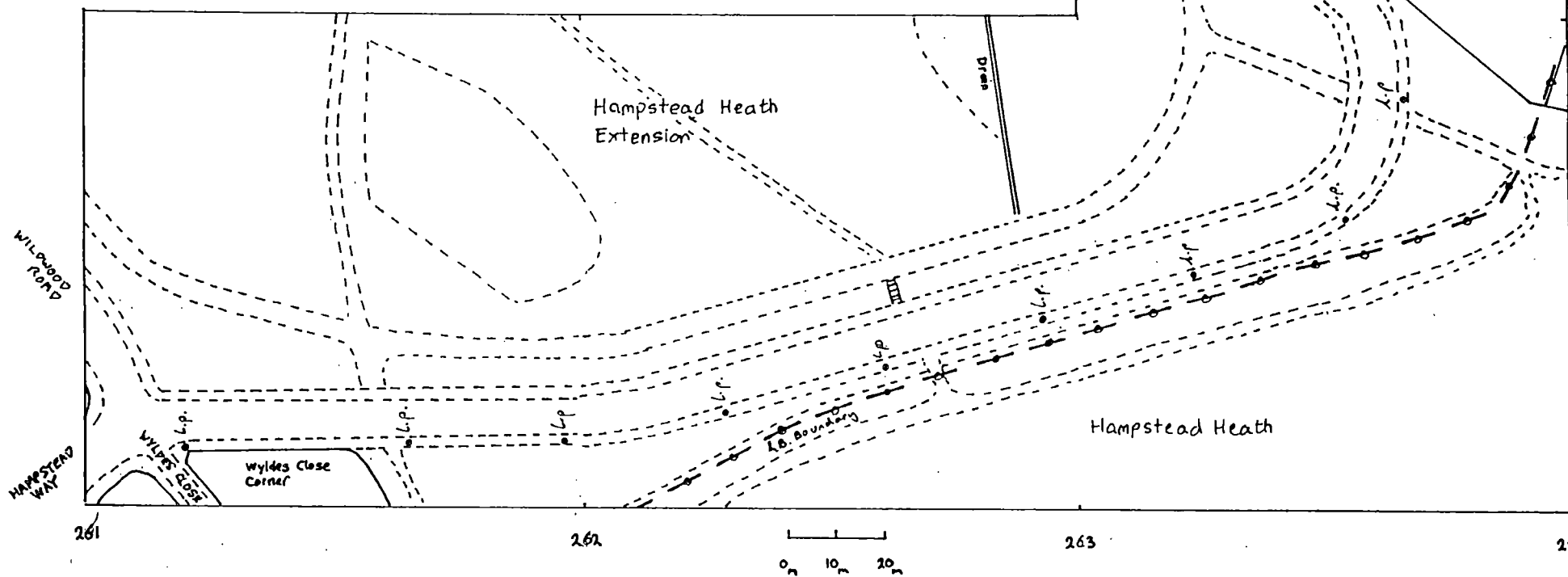
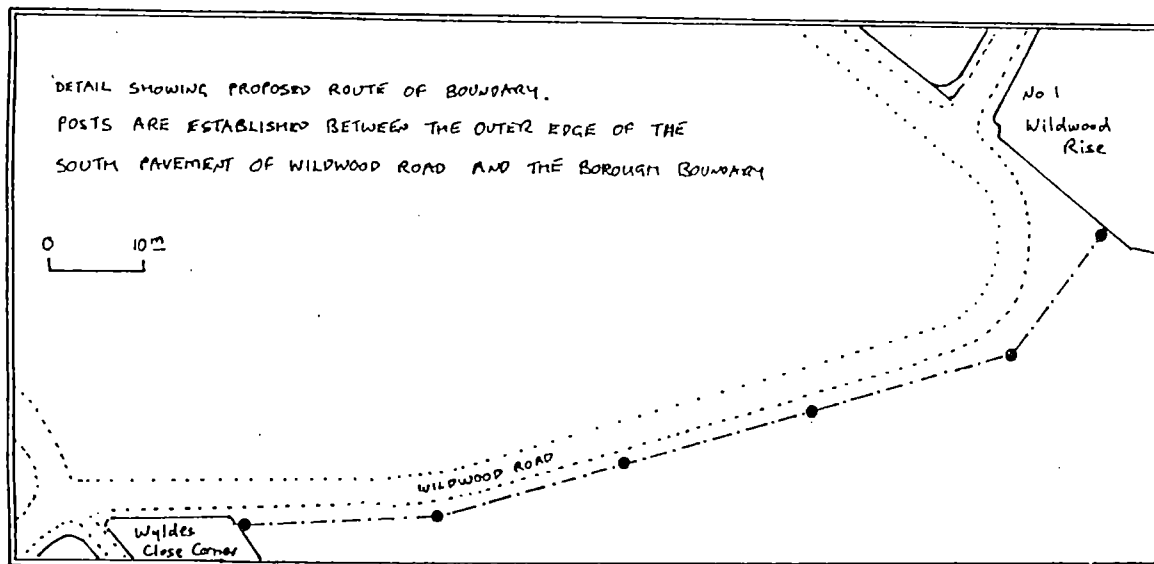
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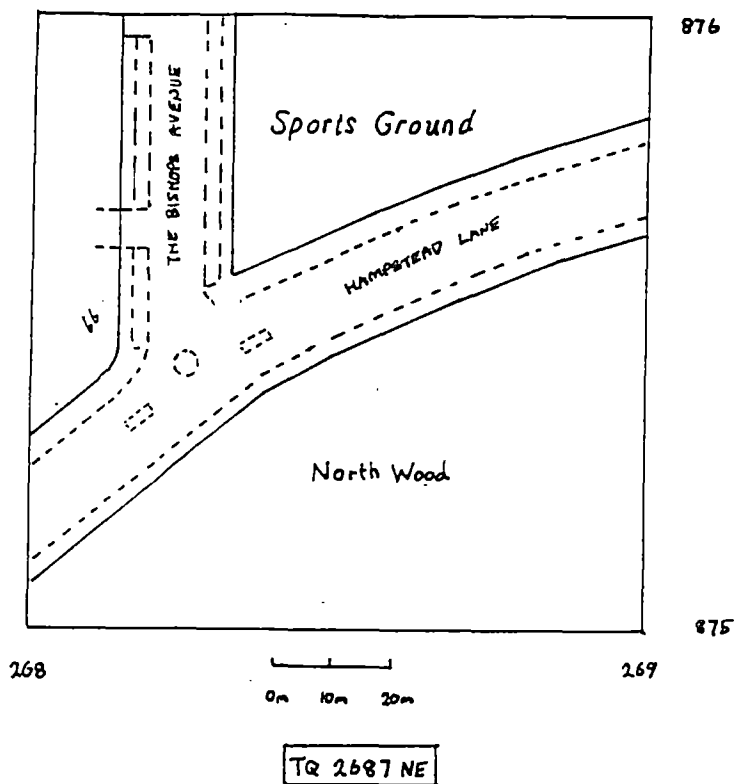




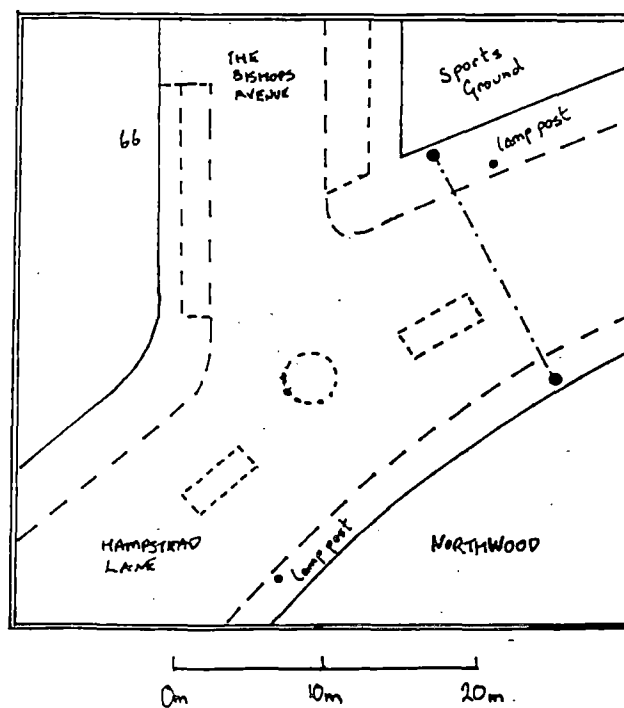
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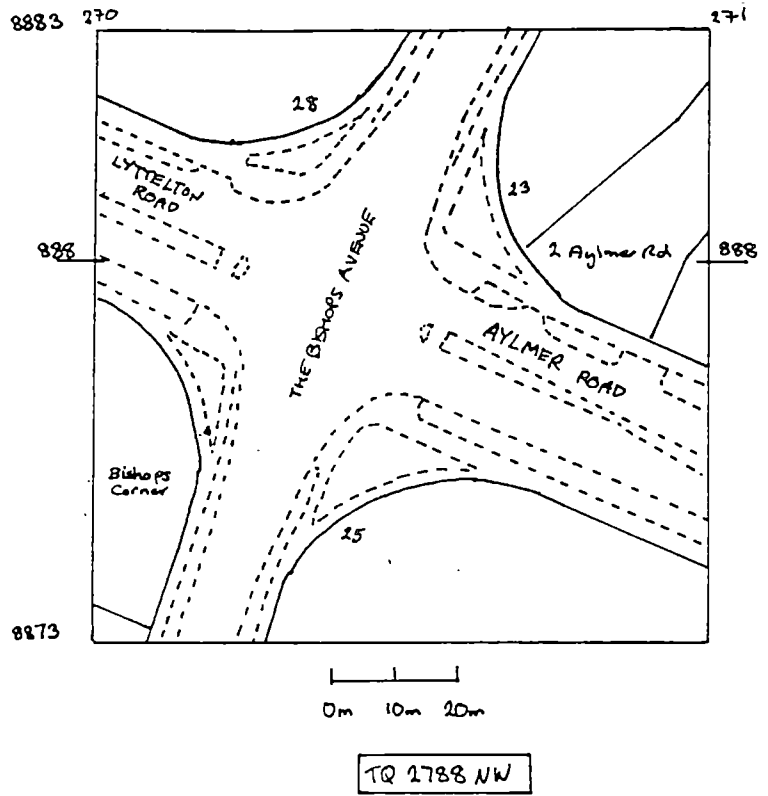




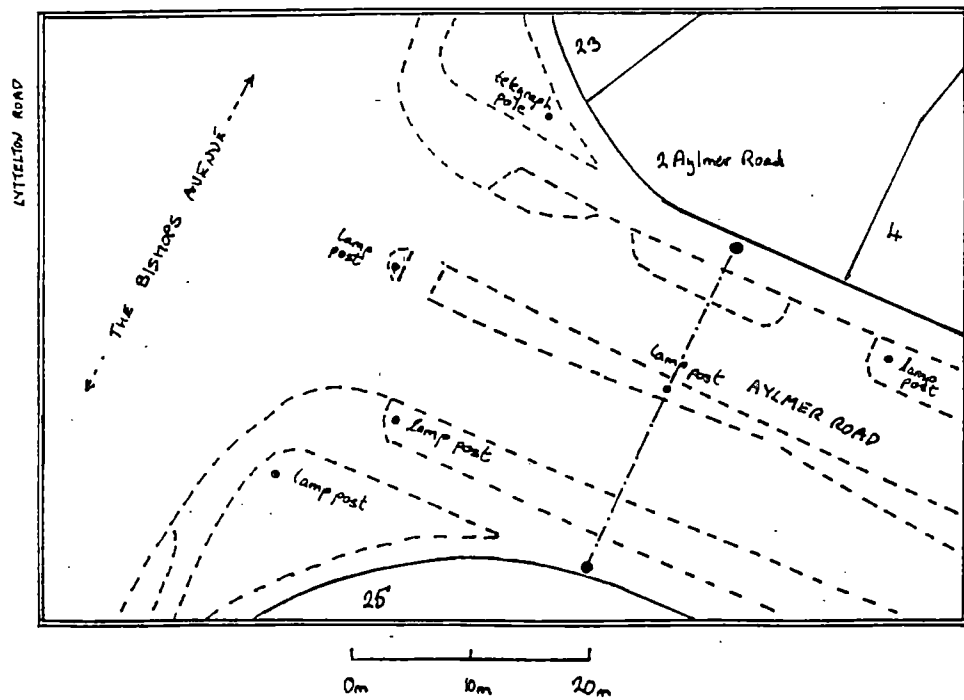


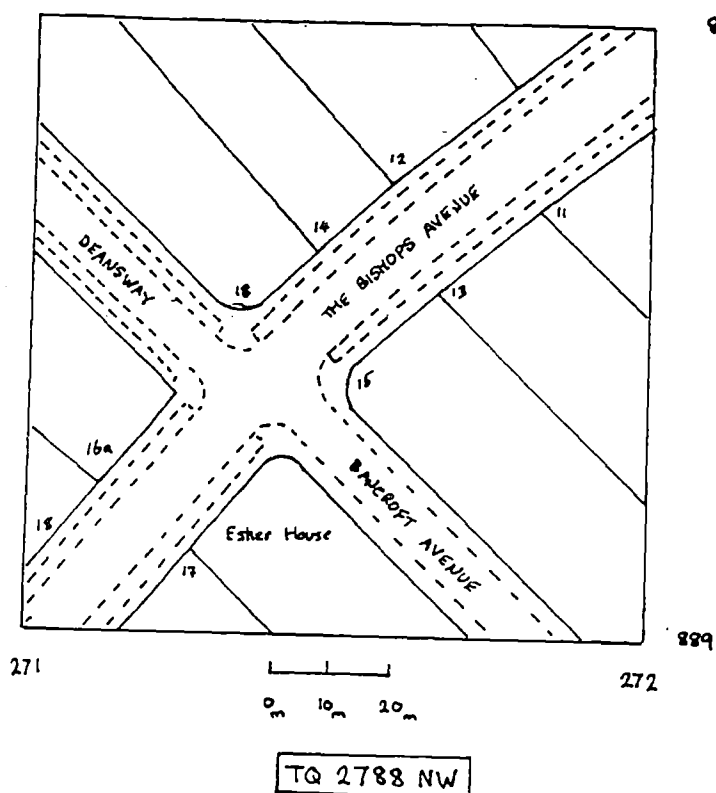
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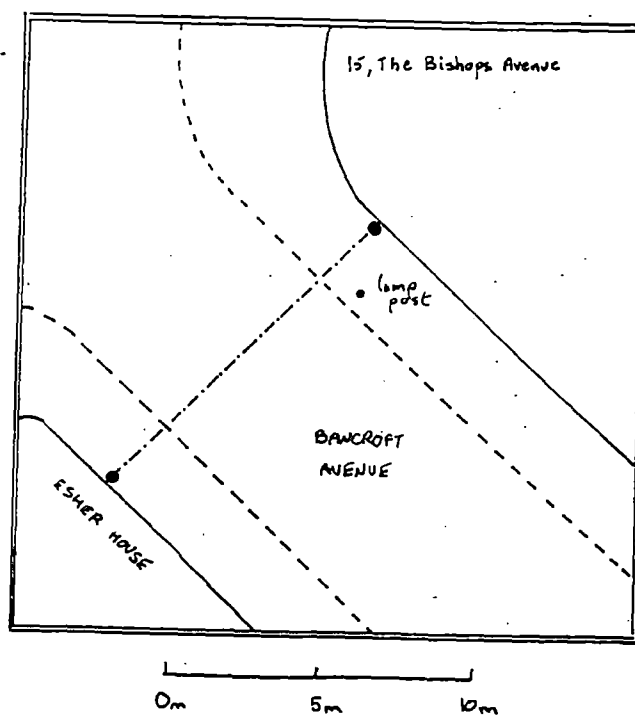


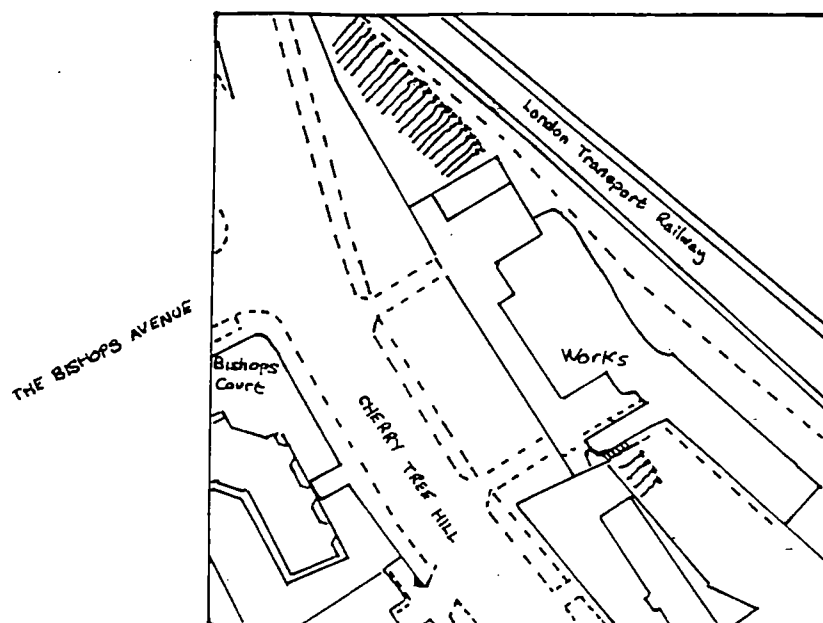
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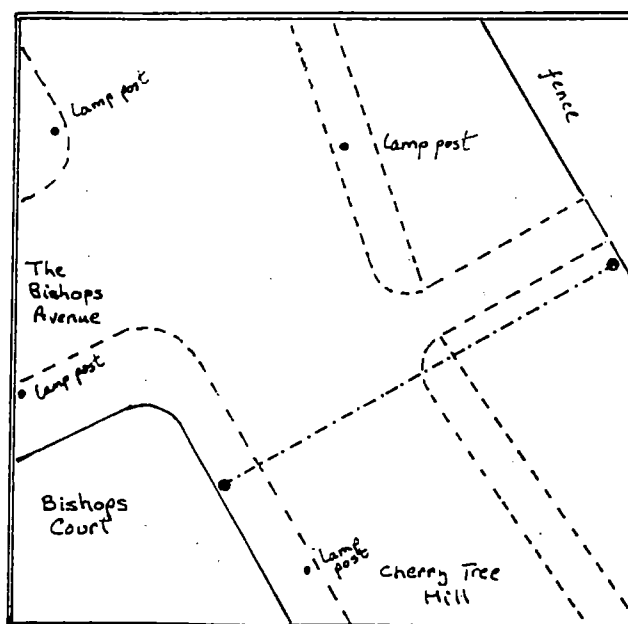
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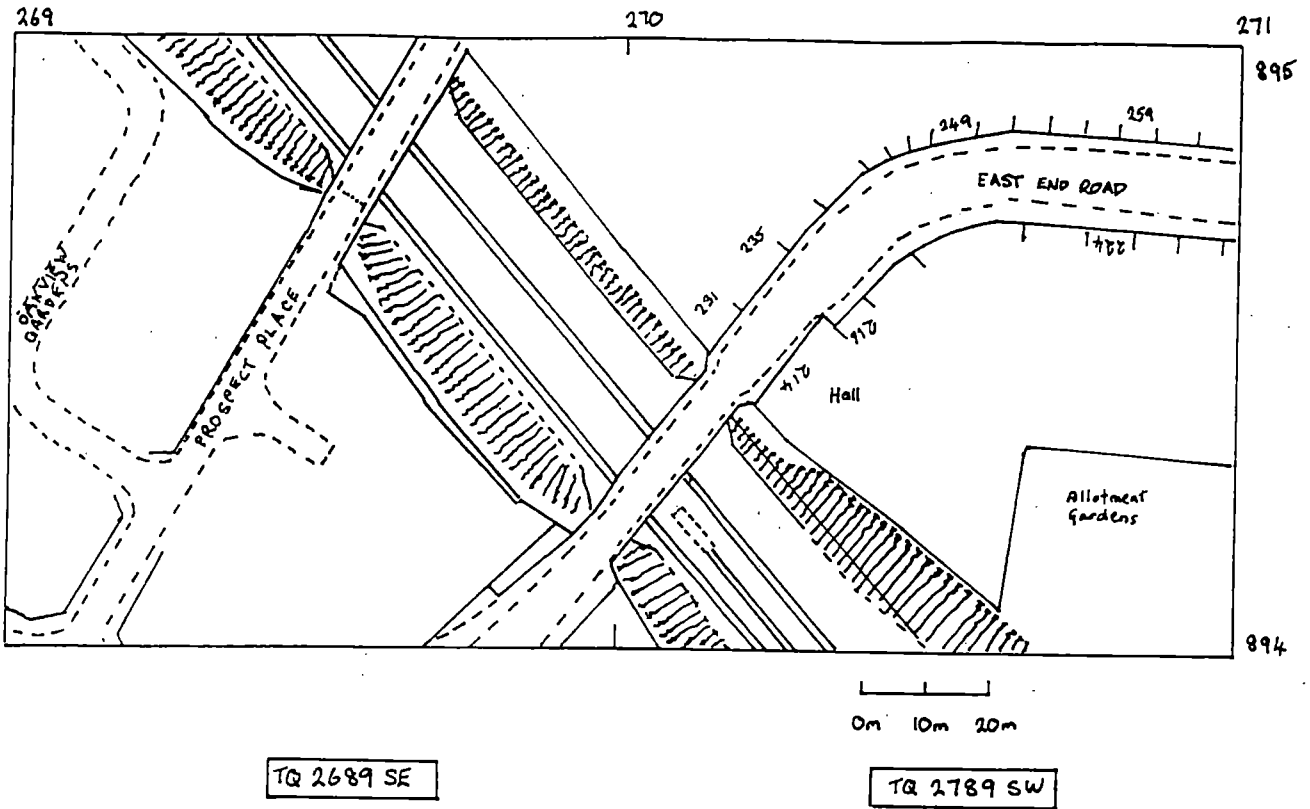
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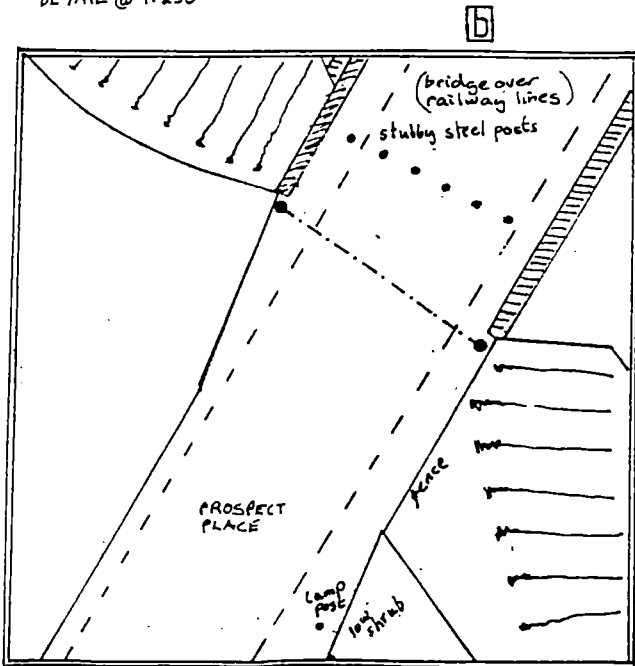
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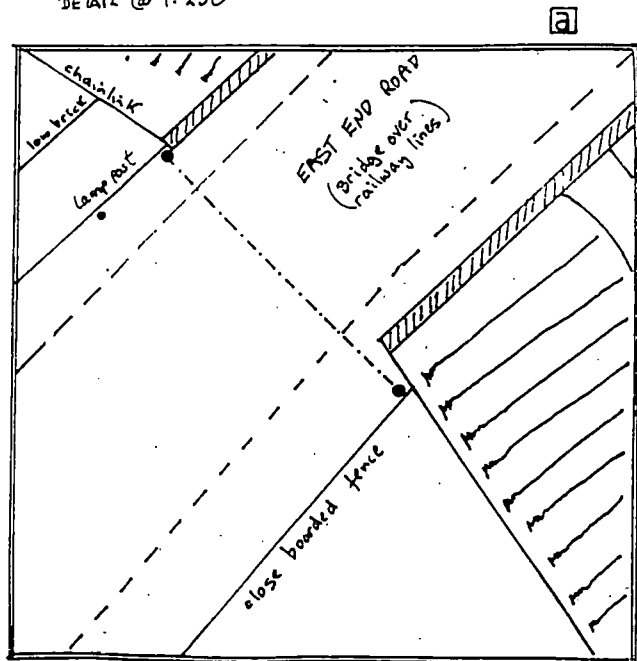
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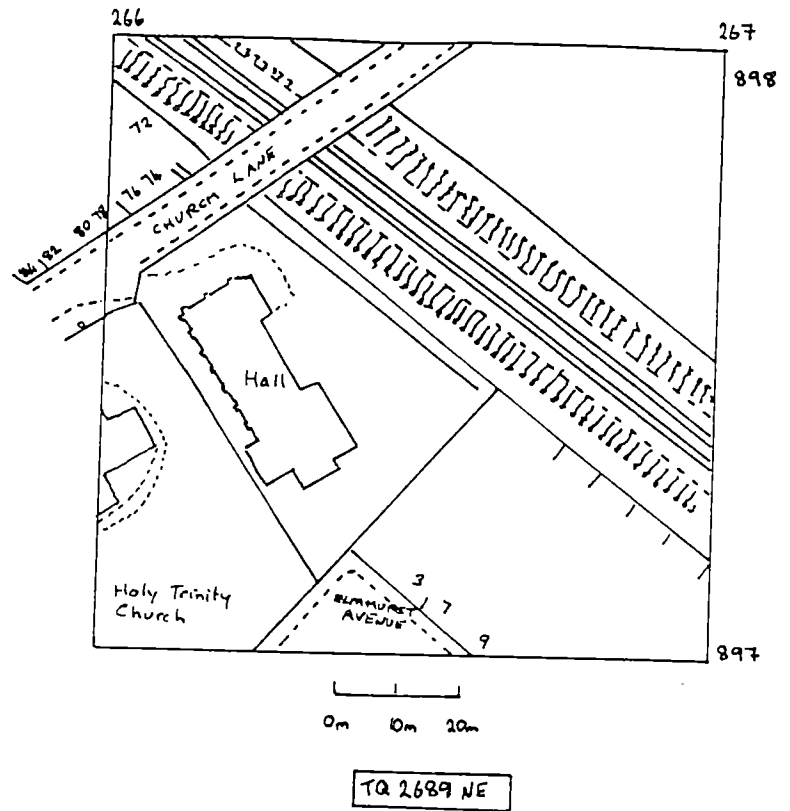


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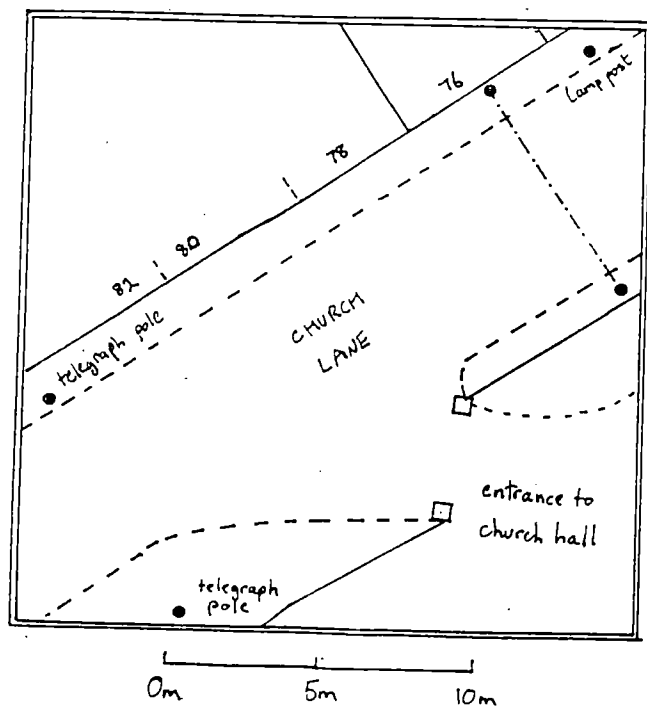


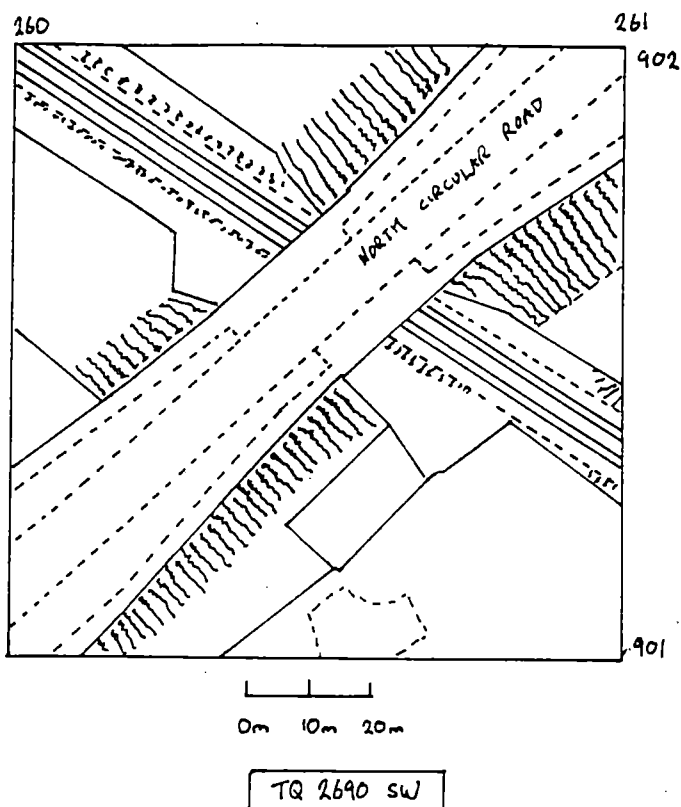
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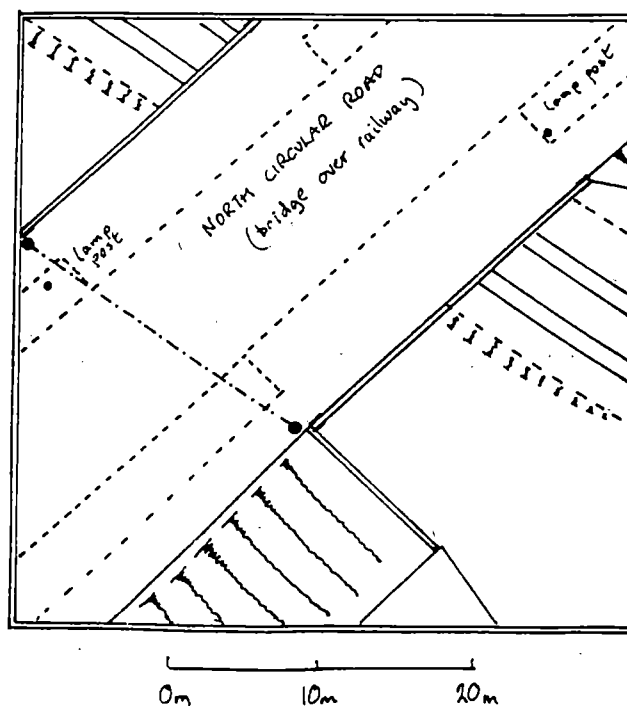


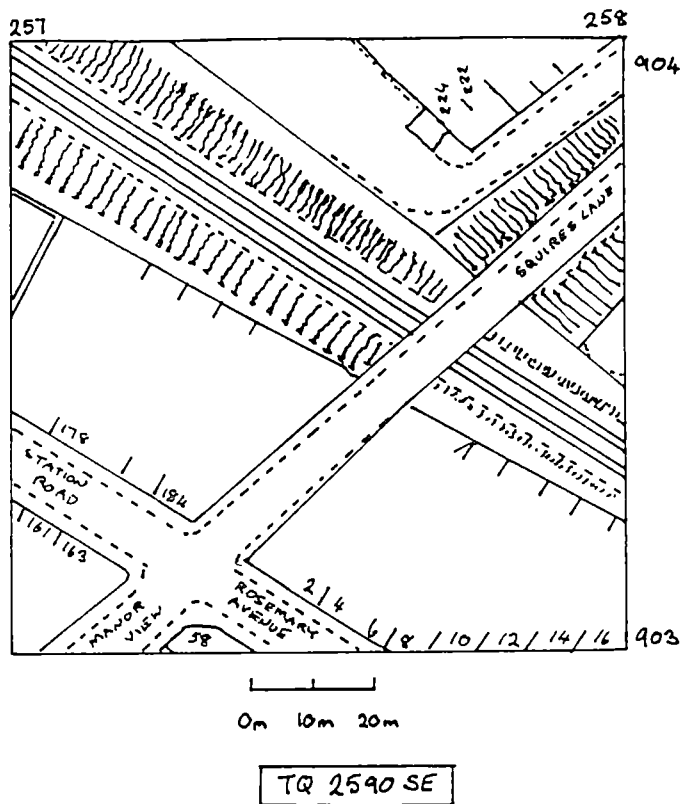
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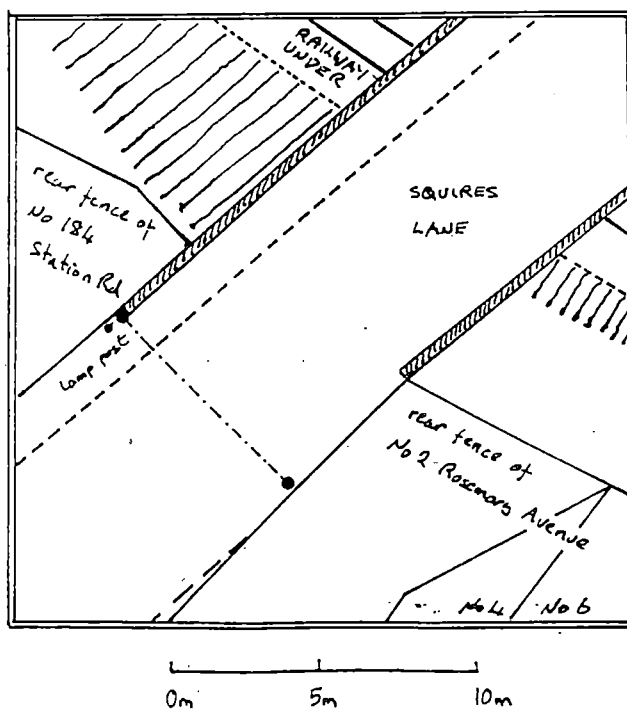


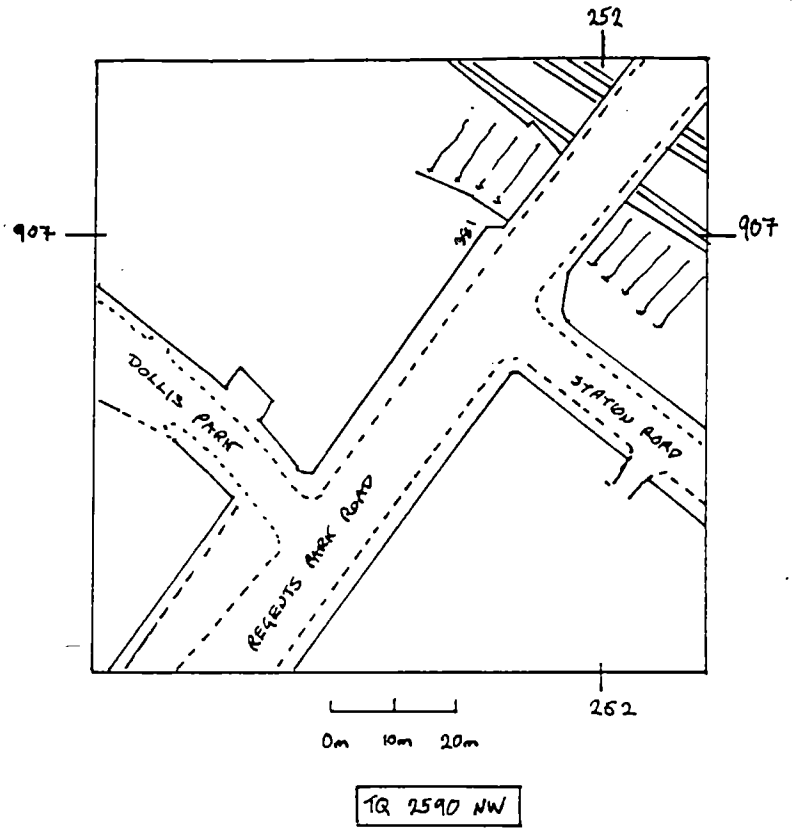
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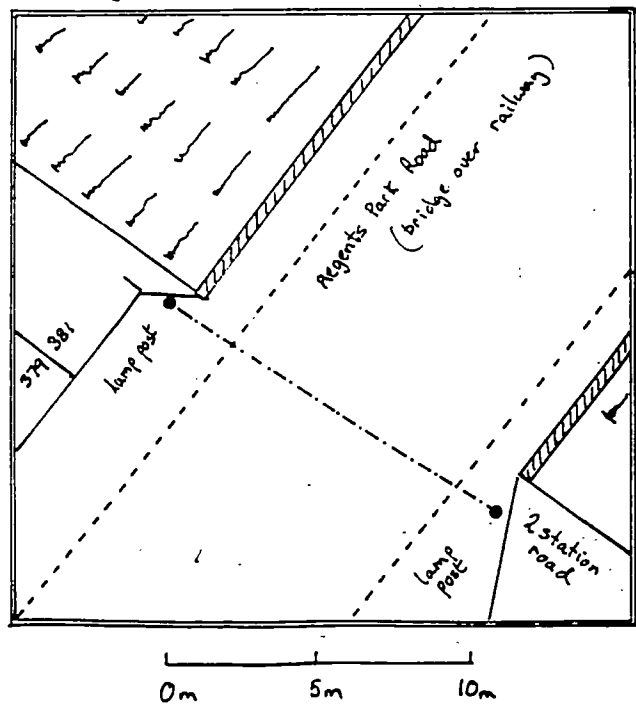


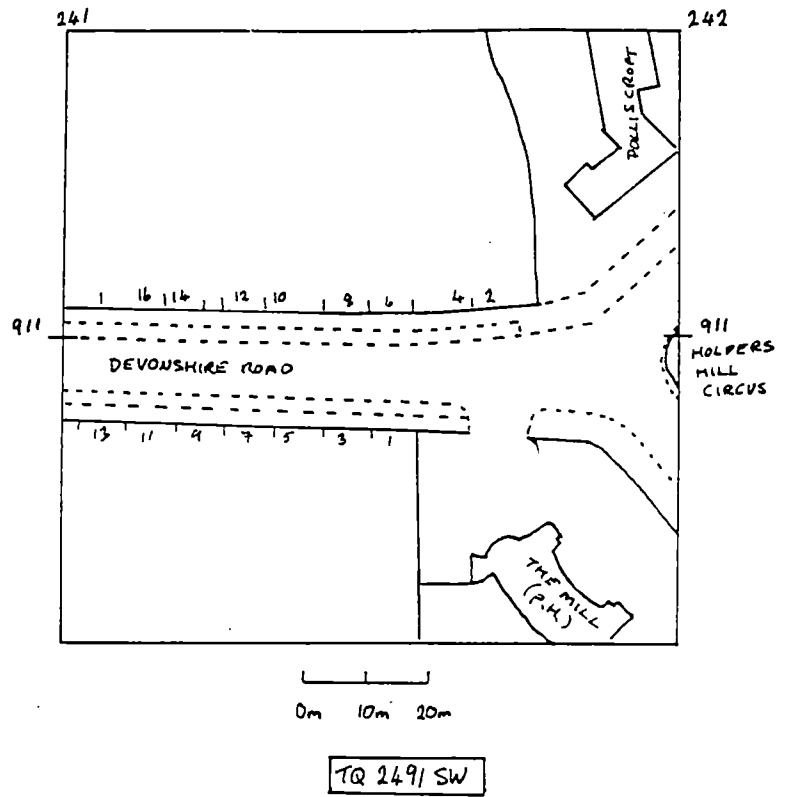
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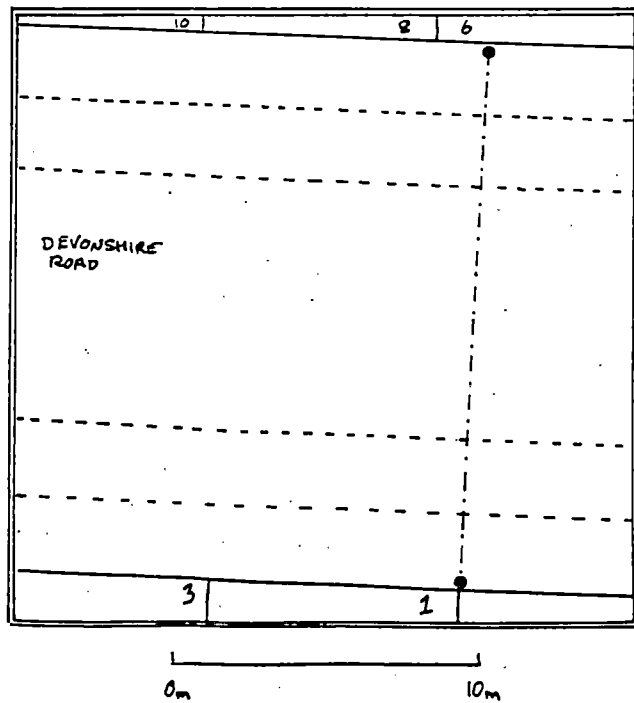


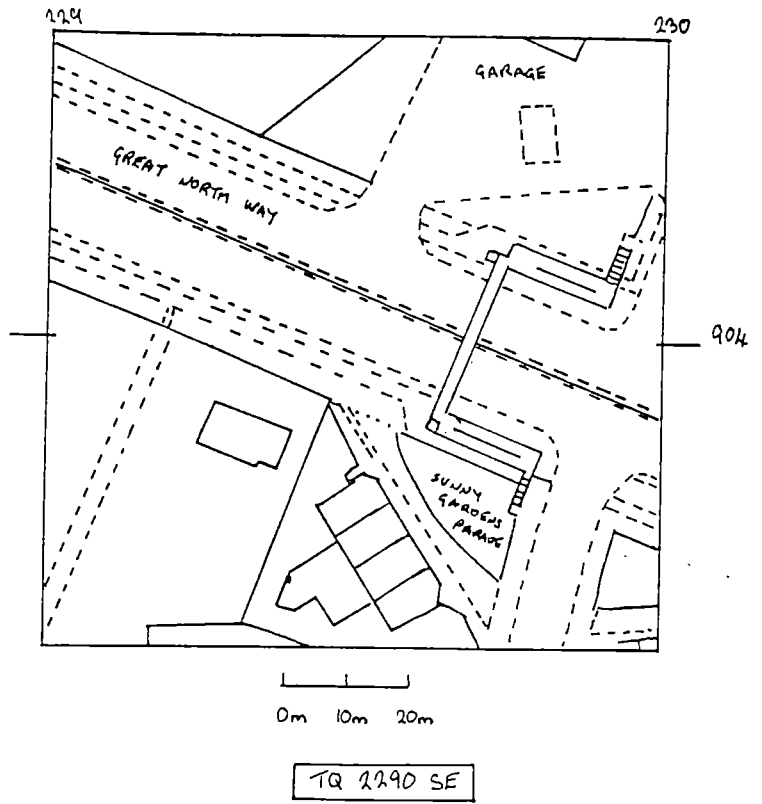
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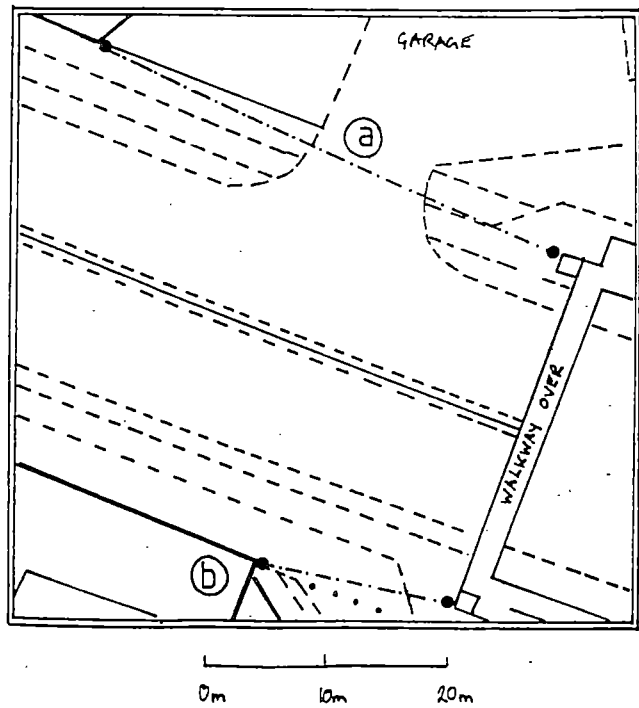


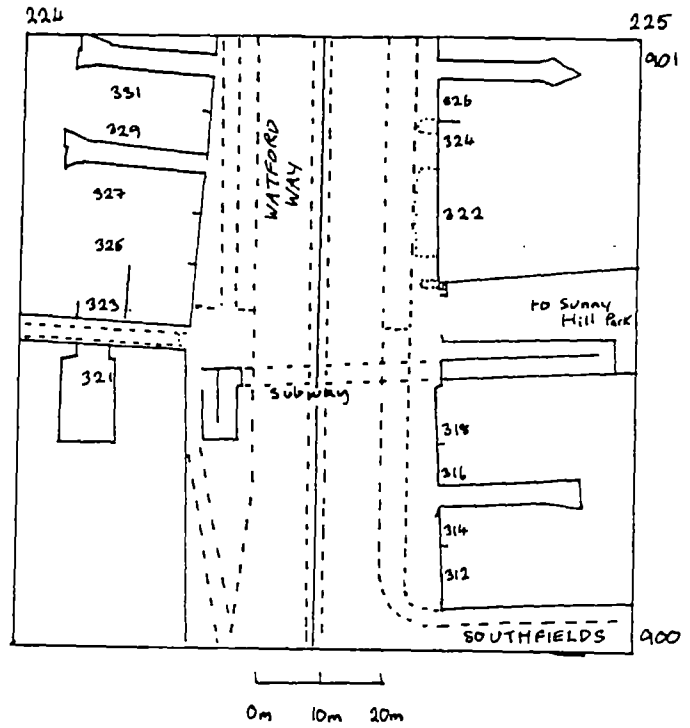
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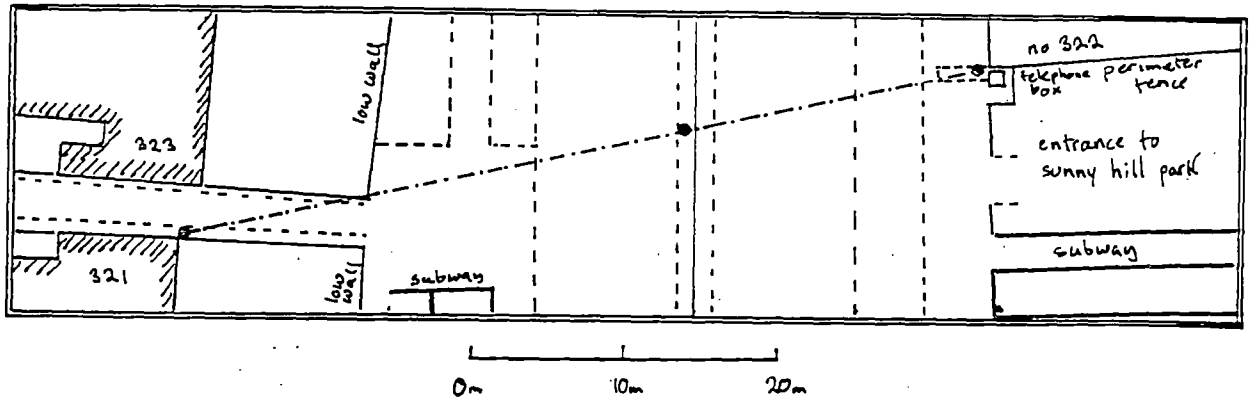
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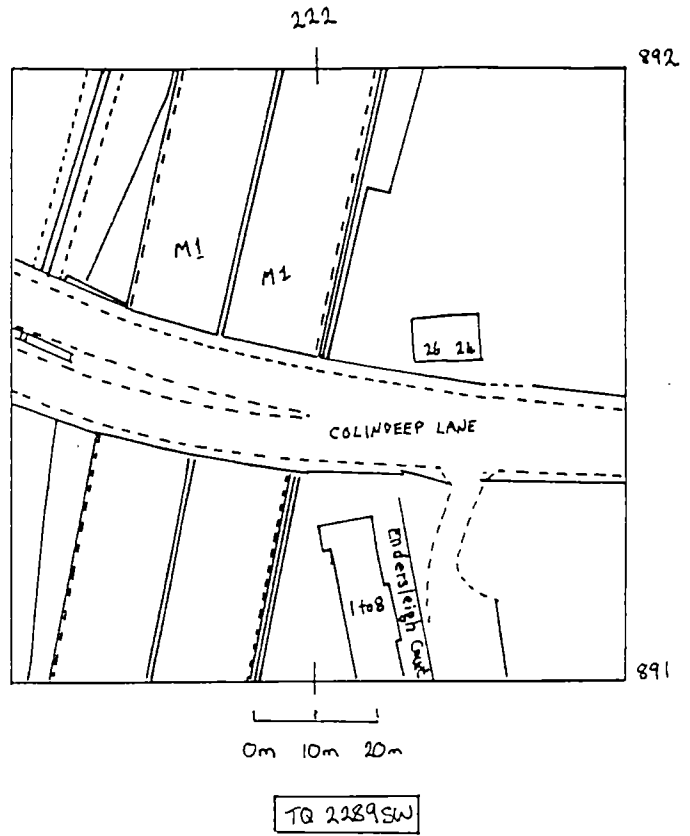


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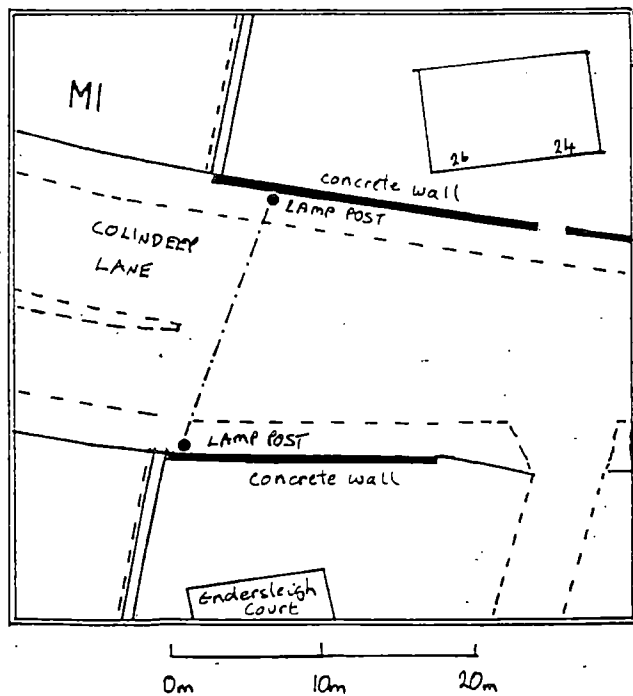
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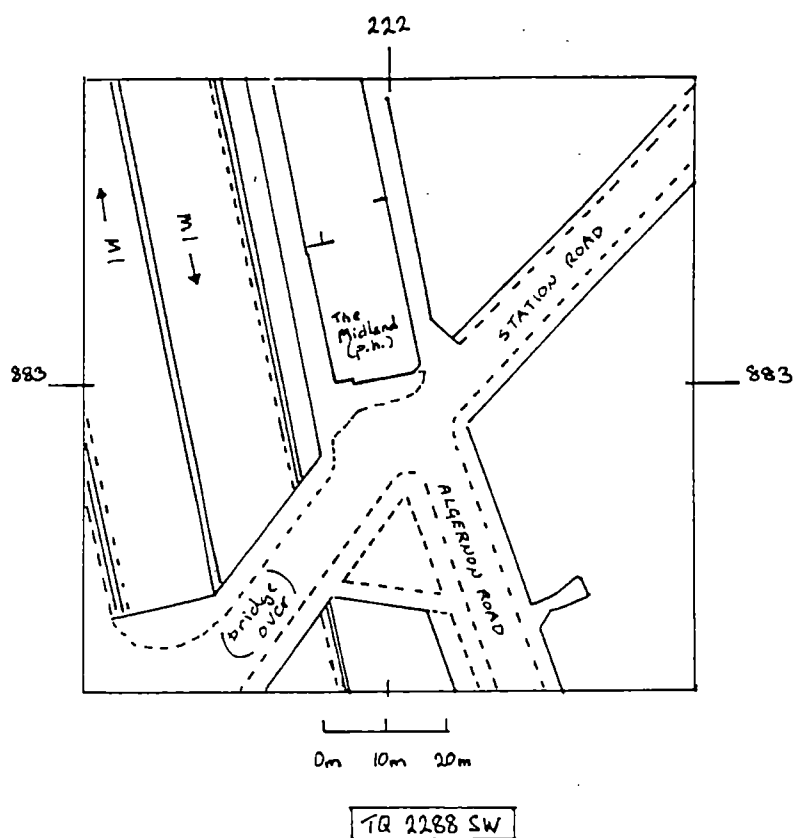


- preferred route of wire
- support pole (diameter not to scale)

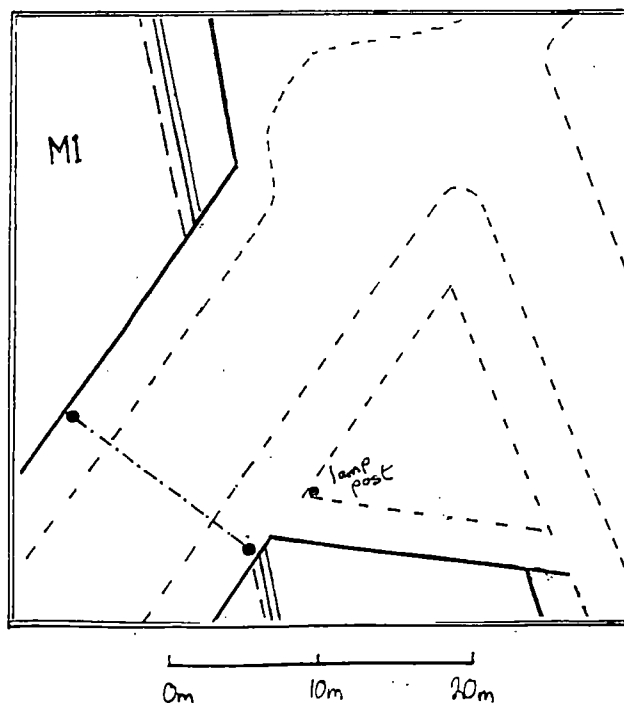


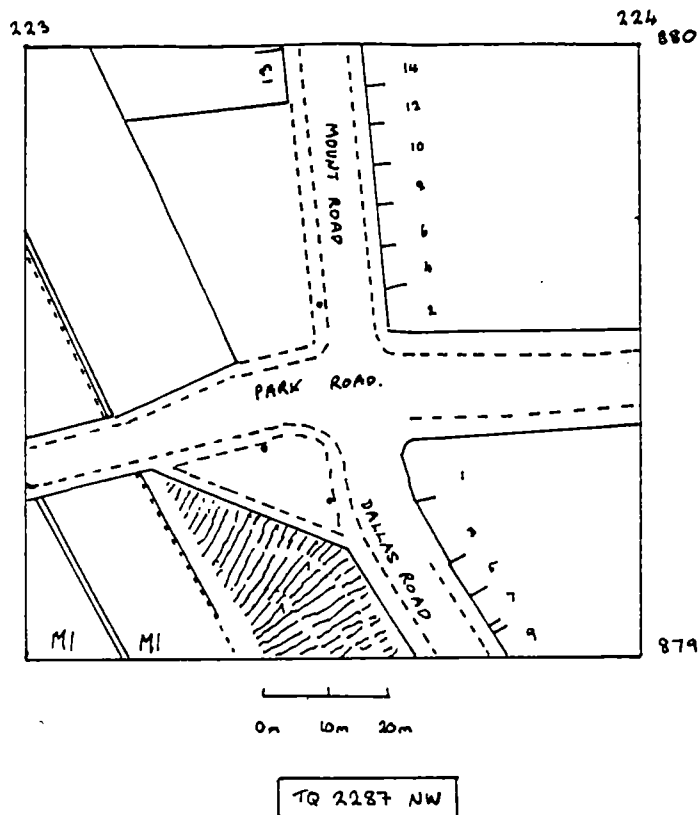
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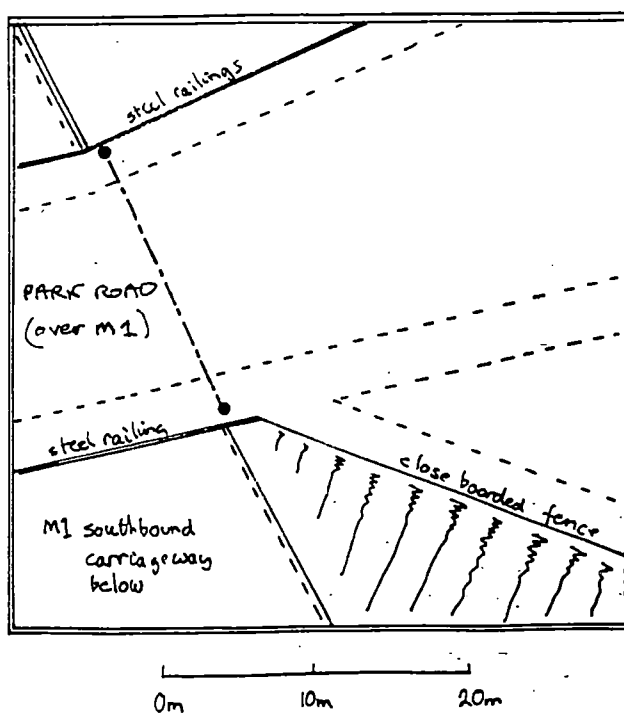


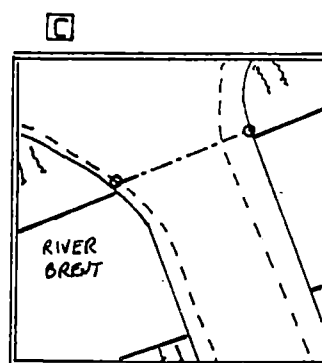
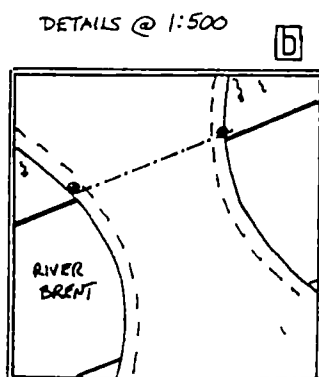
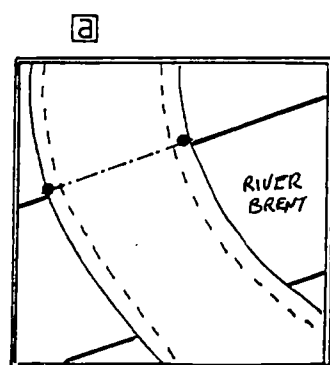
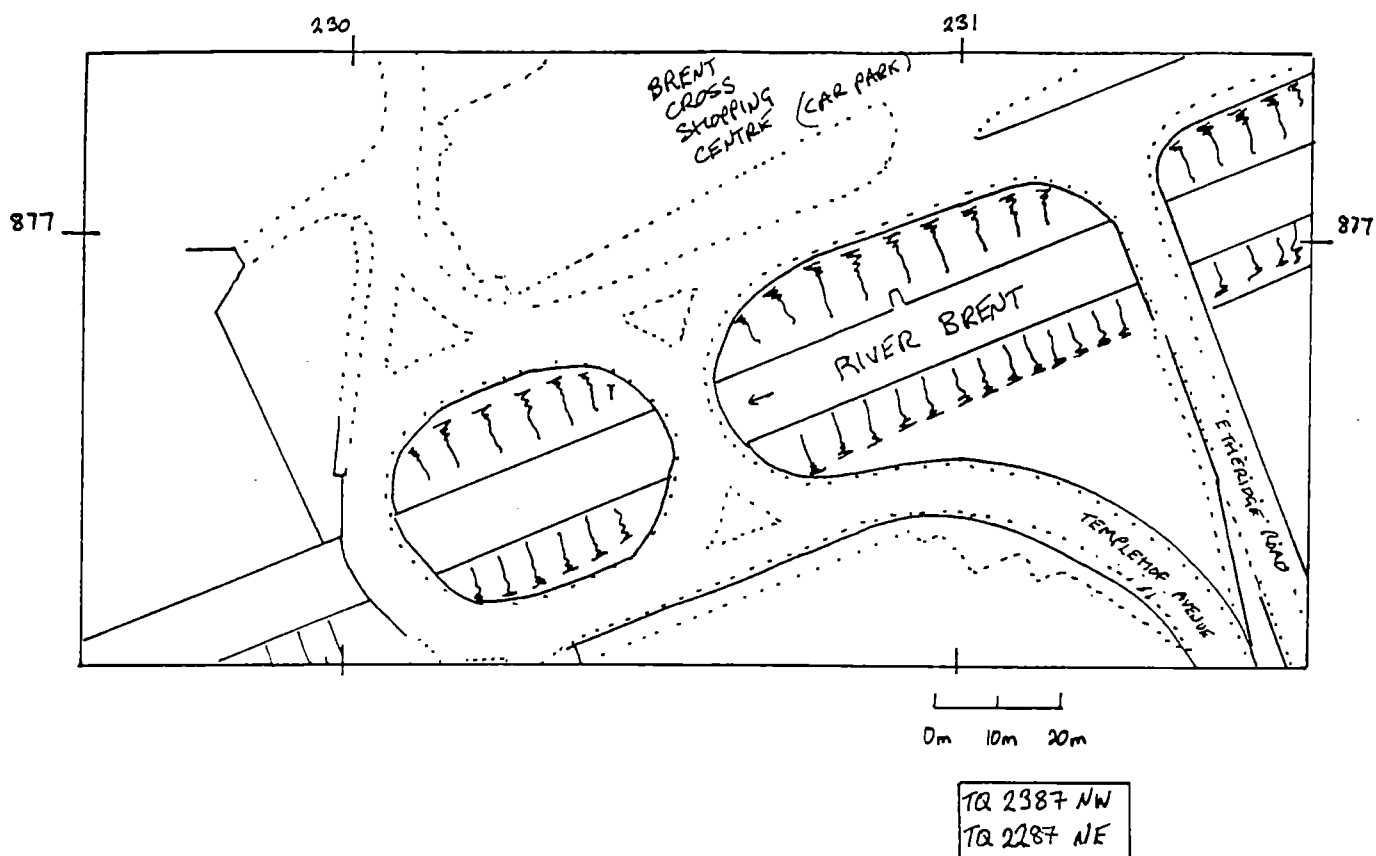
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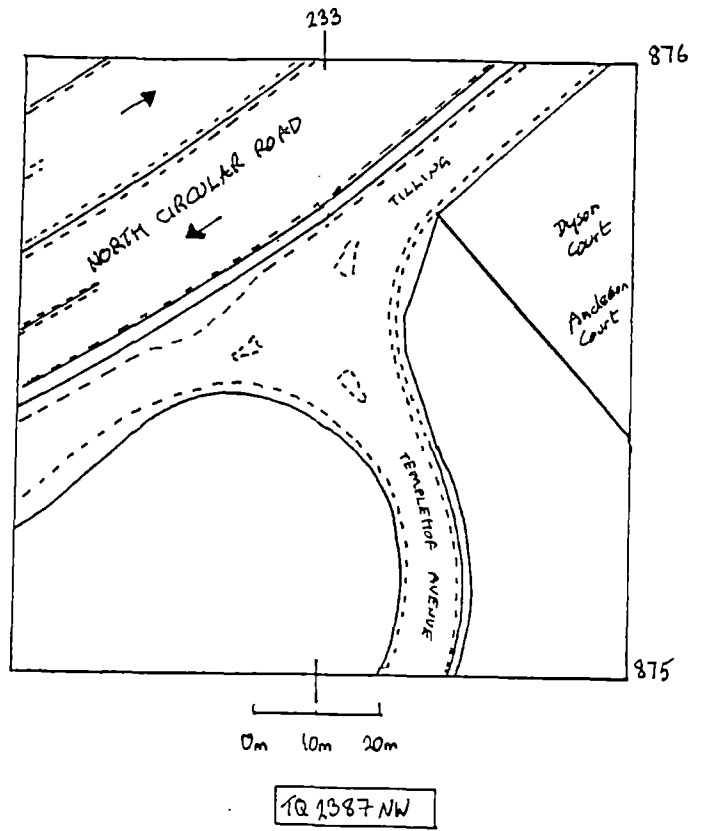




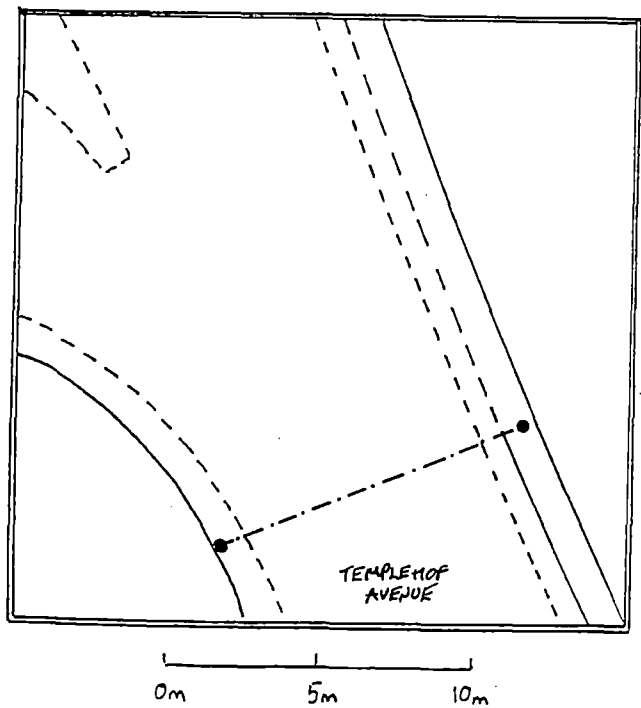
DETAIL @ 1:250

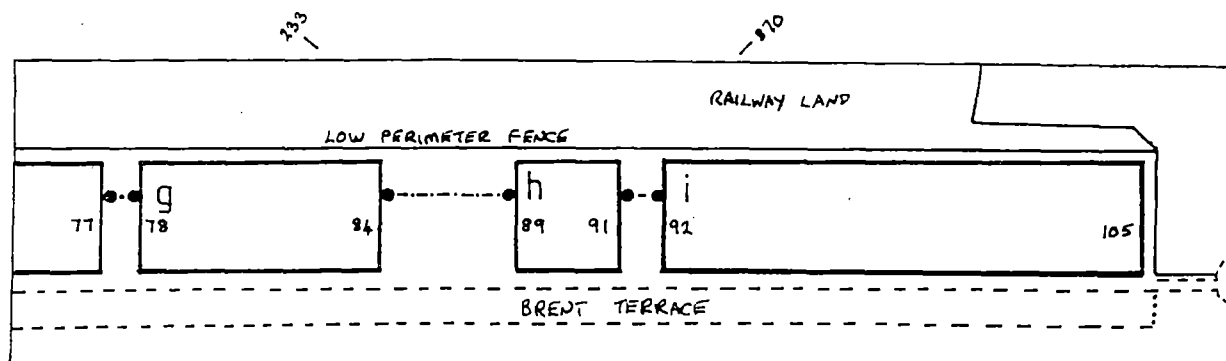
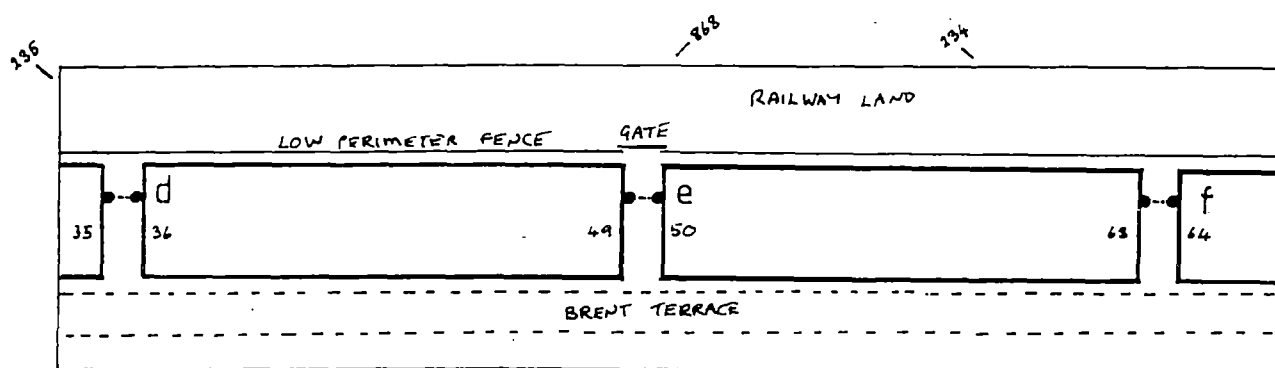
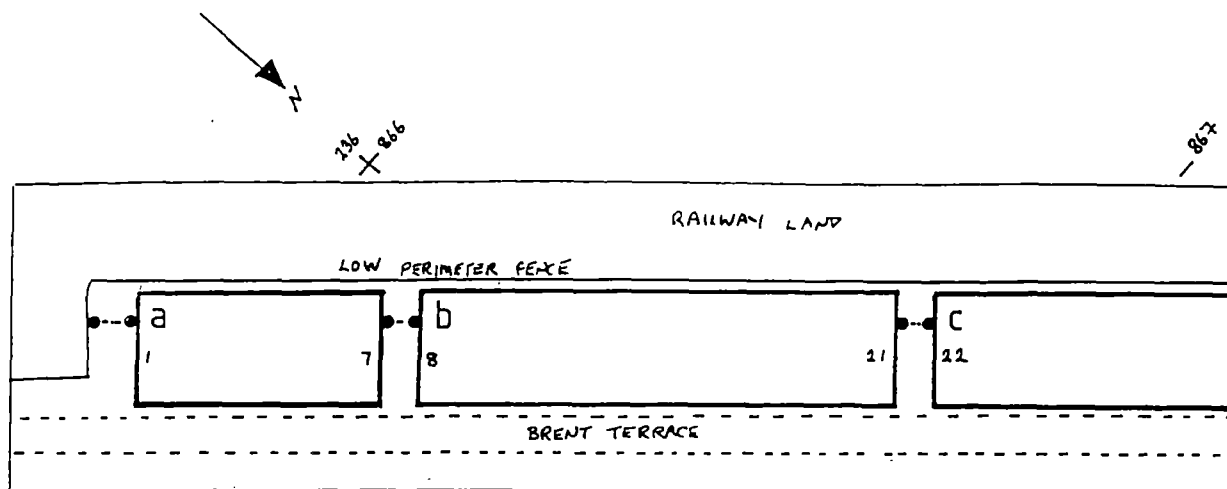






DETAIL @ 1:250





0m 10m 20m

ALL PLANS @
1:1250

SOURCE MAPS:

TQ 2386 NE
TQ 2386 NW
TQ 2387 SW