

Sleepers Hill Association

Minutes of Committee Meeting

Held on Thursday, 2nd September 1999 at
Manor Cottage, Sleepers Hill, 8.00 pm

Present: Christopher Croft, Steve Osborne, Joan Elliott, Jane Crabtree, Ray Cherrett.
Apologies: Derek Wilmshurst. Steve Harte

1. Minutes of Meeting of 20th April 1999

All agreed the Minutes were a fair record of that Meeting.

2. Matters arising

a) Research into the original function of SHA.

Mr Osborne reported that he had searched through the minutes of various meetings of SHA back to 1948, but could find no formal statement of a constitution or function of the SHA. It was decided that the purpose of the SHA, as minuted in the Committee Meeting of 20th April 1999, was a reasonable starting point which could be amended in accordance with Members wishes.

b) Pentargon

As agreed at the previous meeting, the Secretary had accepted the subscription from Mr Meyer. Pentargon had been added to the List of Members.

c) Design Study and funding for Traffic Calming.

Three Civil Engineers had been approached to produce a design and specification for speed tables.

Mr Ron Hewitt refused on grounds that he did not wish to become involved in any possible litigation that may arise over the installation of speed tables.

Mr Colin Lillicrap refused owing to previous commitments.

Mr Nigel Gunner of Patterson Reeves & Partners, agreed to meet Capt. Croft and Mr Osborne to discuss possibilities.

Mr Gunner, as had previous engineers, said that the Hill below the bend at High Wyck was unsuitable for any calming scheme, owing to its gradient. Furthermore he pointed out that a speed table could not straddle any driveway or road junction unless the table was extended at least one cars-length up and down the Hill i.e. a car emerging from a driveway must be able to align with the carriageway with all four wheels on the speed table at once before moving off. If tables were built across drives etc., their size would make them much more expensive to construct. This restriction in practical terms, limited the sites for speed tables to four on the upper part of the Hill. It was agreed on site that Mr Gunner should give the Association a quotation for the preparation of plans.

The Secretary reported that his requests for contributions towards any expense from the Winchester City Council and the Hampshire County Council had been turned down again.

3. Meeting with Mr Jones Group

Capt. Croft explained that he and Mr Osborne had attended a meeting of the 'Safety on

Sleepers Hill' group to be given the results and conclusions of their research. Mr Iain Fleming had given a very thorough presentation of the various traffic calming schemes they had studied and the reasons for their rejection. The group was of the opinion that the best solution was the adoption of speed tables. Mr Jones had canvassed most of the residents on the Hill and had stated that 75% of the residents asked, wanted action to improve safety on Sleepers Hill. Since the 'Safety on Sleepers Hill' Group had arrived at the same conclusion as the Committee, Capt. Croft had informed the Group that plans were being prepared for such a scheme.

One area of concern was the effect on the insurance situation if speed tables were installed. Mr Fleming had agreed to ask his wife Louise, a lawyer, to investigate.

4. Letter to Members and Latest Developments

Mr Osborne reminded the Committee that following the receipt of Mr Gunner's quotation of about £1000 to prepare the plans, he and Capt. Croft had drafted a letter to Members inviting them to contribute towards this cost. The letter had been circulated to all Committee Members and Mr Jones. A final draft had been agreed upon and the letter sent out. The results were:

Total number of households	79
Wishing to contribute	41
Not wishing to contribute	19
Not in favour but willing to contribute if that is the majority view	10
No response (despite our best efforts)	9

There being a majority in favour, it was assumed that the 10 Members above would agree to pay and Messers Patterson Reeves had been instructed to prepare the plans. Capt. Croft showed the Meeting a draft letter to be sent to all Members explaining the latest developments. It was agreed to circulate the letter as soon as practicable.

5. Any other business.

a) Letter from Dr Bolwell.

Mr Osborne circulated 2 letters he had received from Dr Bolwell in which a number of points had been raised. The individual points discussed in detail, a précis of the conclusions to these discussions appears below:

A small pressure group had authorized unlimited spending on the verge at St Marys.
This decision had been taken by a show of hands at the AGM

Could not the top of Sleepers Hill be completely closed at the top?
This had been discussed on many occasions and deemed unfeasible. See Minutes passim.

SHA should oppose all new development on Sleepers Hill

Reference was made to the purpose of SHA as defined previously. Mr Osborne had in the past objected to non-commercial development on behalf of Members but only when a significant number of residents had requested him to. Otherwise it was up to individuals to object.

The road surface should be allowed to deteriorate as a form of traffic calming.

If the road was not in good repair, the SHA could be liable for any accidents occurring. In addition, the Highway Authority could carry out such repairs as they deemed necessary and present the residents of Sleepers Hill with the bill.

Why did the committee not embrace Mr Jones' "energetic group".

In view of the discussion in item 4, this had been dealt with.

b)The Secretary explained that he had with hindsight closed the Natwest Deposit Account prematurely. The poor rate of return that Mr Jones had complained of was, due to the fact that the balance had fallen below £2000. If the balance was above £2000, the rate of interest was about 1% higher than the new account with the Nationwide. Mrs Crabtree asked for the Natwest Account to be re-opened when funds permitted. This was agreed by all.

c) Storm damage to new verge at St Marys.

Mr Osborne said he had received a complaint from Winchester City Engineers Dept. regarding the washing out of gravel from the verge at St Marys and it being deposited in Airlie Road. He had been warned that it was an offence to discharge surface water and debris on to the public highway (Airlie Road),

Previously he had been in discussions with Mr Hewitt (the engineer who designed the verge) and Serco, who had built it. They did not admit liability for the problem but agreed to make repairs and modifications at cost price of £150.00 plus VAT. Some members had been of the opinion that Serco should be made liable for the repairs, but this was rejected on the grounds that over the years, Serco had consistently given the lowest quotations for work by a considerable margin. Falling out with Serco was agreed to be undesirable. Mr Stanning had agreed to pay half the cost of repairs. It was agreed to have the repairs carried out with the Association and Mr Stanning sharing the cost.

d)Neighbourhood Watch

Mr Cherrett informed the Meeting that there had been a few minor incidents since the last meeting but generally things were quiet.

Meeting closed at 21.00