

Mr. Ogden then asked for nominations for the committee and said that he and his two colleagues were prepared to carry on if requested with Mr. Ashworth and Mr. Hooper who had offered to serve. He now invited Mr. Templeton to join the committee and Mr. Templeton signified his willingness.

Mr. Gridland, Chilton Hill then proposed Mr. Morgan, who was a building contractor, should be elected to the committee and another resident proposed Mr. Lee of Chilton Hill who was engaged on road/work. This would make a committee of 8 as follows:-  
research

Mr. Ashworth  
Mr. Hooper  
Mr. Lee  
Mr. Manson  
Mr. Morgan  
Mr. Ogden  
Mr. Reeder  
Mr. Templeton

The election of these gentlemen as a committee was carried unanimously.

Mr. Ogden thanked everybody for attending and contributing to the discussion, and then proposed that he should offer to the Secretary of the Golf Club the residents' deep appreciation of the facilities given to them.

J.A.C. MANSON  
17th April, 1957

traffic load on Chilton Hill.

20. Mr. Brightwell, Chilton Hill: spoke in favour of going for the full scheme. He was sure that all property on the estate would benefit from having improved roads, and it would be money well invested from the householders' point of view.

Mr. Ogden then said he felt that the meeting was tending to crystallise in favour of the limited patching scheme, but he would like to put to the vote of the meeting the proposal that all householders should be asked to deposit £50 with a view to making up the two main hill roads to a standard which would last for years. He already had 12 favourable replies in writing and he asked for any who had not favourably replied in writing to show their hands if they now were willing to support the scheme. 6 residents voted in support.

Mr. Ogden stated that it was obviously impractical to go on on that basis and proposed then to take a vote from the meeting on the question of patching. A resident however said that if a majority of the residents would contribute, more people might be prepared to deposit or to guarantee their full share of the reconstruction scheme and Mr. Ogden then put to the meeting a vote on the basis that if 75% of the residents came in it would require about £30 per house to make up the two hill roads. 33 residents voted in favour of this proposal and the chairman said that it could not, therefore, be carried.

Captain Foster made a suggestion that in order to stop traffic travelling too fast gutters should be provided across the road to make people slow down, and at the same time to carry off rain water.

Another resident asked if the Council could force us to make up the roads. It was reiterated that only if a majority of residents asked for it would the Council take over any road.

Mr. Simons said that he thought the committee should be given greater flexibility and that contributions of up to £5 should be asked and that he, personally, would be willing to help in a house-to-house canvass.

Mr. Templeton of Lincoln Road said he spoke as a professional civil engineer and asked whether the committee in proposing to get professional advice would seek the advice of a civil engineer or contractor. He thought that the present policy of patching was literally throwing money down the drain. He asked if the committee had made any attempt to get builders and Electricity and other authorities to re-instate roads where they had damaged them.

Mr. Ogden said that he welcomed Mr. Templeton's opinion, and we would be very glad to have his help and advice. Mr. Ogden then called for a vote on the proposal that a committee should continue with the work of patching the roads on a contributory basis of up to £5 per house per annum, giving special attention to the worst part of Woodside Hill and initiating a house-to-house canvass to try to get all residents to contribute on an equal basis. This proposal was put to the meeting by a show of hands in favour and a show of hands against. Only 4 voted against and the proposal was therefore almost unanimously accepted by the meeting. He proposed that the Committee should carry on on this basis.

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13. Mr. Ashworth, Lewis Lane: said that most of the discussion had been raised by Upway and Woodside Hill users, but there was in his opinion a basic financial problem. If we failed to maintain Woodside Hill in particular in its present state by not adequately combating the destruction by the weather, might we not be faced with a much heavier bill. He considered that, with this in mind, it might be cheaper in the long run to re-make some parts at least of Woodside Hill.

14. Mr. Wickham, Upway: said that he would like to express his thanks, which he was sure all residents would endorse, to the committee for their initiative in attempting to tackle the problem as they had done. He thought, however, in regard to the proposal to deposit £50 per house to re-make the roads, that a lot of people living in Upway and perhaps in Lincoln Road and the lower parts of Chilton Hill would be unlikely to support such a scheme, and that perhaps only half of the residents in the centre of the estate might be prepared to support it. On the other hand he considered that the work which required to be done was much too big a job to expect the committee to do on £3 per house per annum, plus their own time and effort, and he suggested that it might be wiser to ask for a slightly greater contribution per house now. He said he would like to put a firm proposal to the meeting that the present committee be asked to carry on if they were willing to do so.

Mr. Ogden said that the size of the job depended very much on our attitude towards Woodside Hill. Mr. Manson said that he considered that the time had come when a much bigger proportion of the available money should, in the interests of all residents, be spent on saving Woodside Hill than had been done in the past.

15. Mr. Hildrew, Ellis Avenue: said that he thought there were at least another 9 or 10 houses to be built at the top of Woodside Hill and the builders' lorries would do a very considerable amount of damage. Had the committee considered the possibility of requiring payment by the builders. Mr. Ogden replied that the builders' attitude was that they were building for house owners; thus house owners had legal access to their sites for the contractor and the house owners had accepted liability for the maintenance of the roads. It therefore did not rest with the contractors, and he thought we must accept this situation.

16. Mr. Eyre, Chilton Hill: said that he had changed his mind three times since he came to the meeting, but right now he did not feel that he wanted the roads to be made too good. He thought, however, we would have to face up to the question of all or nothing. It appeared that the meeting was now tending to agree with the idea of patching. He thought that we would need to contribute more than £3 per head, and residents must be prepared to face up to this, especially in the present season in order to get the roads protected before too rapid deterioration set in.

17. Mr. Wickham, Upway: said that it was not in his opinion so much a question of a bigger contribution per head, but of a bigger proportion of the residents paying their contribution.

18. Mr. Cakebread, Chilton Hill: suggested that the committee should co-opt a number of residents to make a house-to-house canvass to persuade everybody to join in.

19. Mr. Ford, Woodside Hill: spoke strongly in favour of doing something to save Woodside Hill which would then carry its own proportion of traffic and help in the

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building plots, but not the roads, to the householders and therefore legal liability probably lay with the Stroud Trustees. On the other hand we had taken liability to maintain our half of the road frontage, and it was possible that some onus lay on the householder. The committee would take legal opinion on this.

4. Mr. Manson, Chilton Hill: expressed his wish that the roads should remain in a semi-made condition in order to keep away all unnecessary traffic, and he was very strongly of the opinion that patching, on the lines of the work just completed on Chilton Hill that day, would give adequately serviceable roads for the reasonably foreseeable future.

5. Mr. Moore, Woodside Hill: SPOKE in favour of patching rather than making up to full standard.

6. Mr. Ogden, Woodside Hill: said that he considered Woodside Hill was the main problem before the committee, and he was extremely worried that, unless we did something in the near future to protect and surface that hill, the very foundations would be washed away and we might be faced with a much greater expense.

7. Mr. Cakebread, Chilton Hill: suggested that we might take Col. Nasser's attitude to keep out unnecessary traffic by putting up narrow gates which would permit a car but not a lorry ( This is obviously impractical since lorries must come to deliver goods to various houses).

8. Mr. Hitchings, Upway: spoke against making the roads too good as he liked the freedom from traffic.

9. Mr. Allen, Chilton Hill: asked if the committee had considered making strip concrete tracks for the two wheel tracks of traffic rather than attempting to make up the whole surface. This had been considered but was not thought likely to be successful since rain would scour the softer surface on each side of both tracks.

10. Captain Foster, Ellis Avenue: said that such strip roads were alright on level ground, but in his experience were no good on hills.

11. Mr. Clark, Woodside Hill: referred to the gutters which had been provided on Woodside Hill down to Mr. Crane's house where the last drain was blocked. From then onwards the rain water had very badly torn up the road and would continue to do so unless the ditching and gutters were extended down to the bottom of the hill. Then only would it be worth while making up the road with gravel or tarmac or some other economic means. Mr. Ogden referred to the filling up of the ditches and drains put in by the committee with sand and gravel scoured from the roads higher up. It would greatly help if householders would keep their own section of pipes and gutters cleaned out. He referred to the suggestion of making a narrow entrance to the estate and questioned whether any committee had power to close our roads at this date.

12. Mr. Wilson, Chilton Hill: endorsed the idea of keeping the roads in their present state, i.e. not too good, and suggested we should re-consider the private road gate at Upway and impose a speed limit. (Both these things were done before the war with no effect).

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4.1 He referred to quotations which had been received from 3 contractors showing a cost of between £2,000 and £3,000 for making up the hill roads, and £3,000 to £4,000 additional for making up the remaining roads, and pointed out that if 60 residents were prepared to pay a deposit of £50 this would give the £3,000 necessary to cover the making up of the hills.

4.2 Some few residents had stated that they considered we should apply to the Council to make up the roads and take them over, but Mr. Ogden said that the committee had had an interview with the local and County surveyors and had received assurance from them that

- a) the Council would not take over the roads unless a request was made by a majority of the residents in that road and if that road gave on to another road already taken over by the Council.
- b) they would not take over and make up the roads until main drainage was installed, and
- c) they would not in any case be in a position to install main drainage in less than 5 to 7 years and they had at the moment no plan to do so.

The cost if the Council took over would be not less than £4 per foot frontage, i.e. much more than the schemes submitted to the committee.

5. Mr. Ogden referred to the timing of the proposal to make up the roads and said that there were certainly some additional plots on Woodside Hill on which building would be undertaken, and heavy lorry traffic would, therefore, continue for some time. This would have to be borne in mind in making any decision to make up the roads.

6. He closed with reference to the courtesy of the Gerrards Cross Golf Club in giving permission to use their lounge for this meeting and invited residents to speak, limiting this to 2 minutes each and giving their name and road for ease of reference.

The meeting was now open

1. Mr. Dexter, Winkers Close and Upway: apologised for speaking first as a very recent arrival, but he would like to question his liability in regard to the schemes proposed by the committee and said in effect that he would much prefer the roads to remain in their present usable but not good condition since he did not wish to attract through traffic. His understanding was that he was responsible for his half of the road on his frontage and/or to contribute to the funds of the Roads Committee.

2. Mr. Hooper, Chilton Hill: said that he preferred the road to remain in its semi-rustic state and himself normally preferred the exit by Upway on to Joiners Lane. He suggested that the committee might consider putting up gates at each exit as a token that the estate was private.

3. Mr. Morris, Ellis Avenue: raised the important question of the householder's legal liability to third party, if we had in fact taken liability for the maintenance of the roads. Mr. Ogden replying said that the Stroud Estate had conveyed the

≡ Please read "Chiltern" Hill all through

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CHALFONT HEIGHTS ROADS COMMITTEE

Notes of a Meeting held at the Gerrard's Cross  
Golf Club on 15.4.57 at 8 p.m.

Present: Mr. R.B.Ogden  
Mr. J.R.Roeder  
Mr. J.A.C.Manson  
Plus about 72 residents

1. Mr. Ogden, taking the chair by consent, welcomed all those present and introduced himself and his two colleagues.

1.2 He referred to the circular letter sent out by the provisional committee convening this meeting, and stated that in response to the 126 letters sent out 65 replies had been received.

1.3 Analysing these replies he said that the response to the proposal to continue patching the roads at a cost of about £3 per house per year had evoked 43 replies in favour and 12 against. Compared with this, 64 people had actually paid the 1956 subscription and of these 64, 27 had not replied to the circular.

2. As regards the proposal to call for a deposit of £50 per house to reconstruct the two main hill roads there had been, in general, a holding back although 12 favourable replies and 12 probables had been given.

2.1 As regards the fuller and more expensive scheme for doing all the roads the number of favourable replies was negligible.

3. Mr. Ogden said that the work of the provisional committee had started some 4 years ago and the 3 self-appointed members had initiated some work, but since very little money had come in in the earlier years patching was the only possible work and this had been done with varying success using either hogg, or concrete or tarmac. We had been faced with continual difficulties in getting labour or contractors who had the labour to do this work, and we as a committee were not satisfied with our results. We considered that only the re-making of roads on a proper basis would be of any permanent value. However, there had been such lack of interest on the part of residents in the past that we had been unable to go any further. For this reason he was glad to see so many residents present this evening.

4. Mr. Ogden pointed out that some people had suggested that the main hills were not the concern of all residents, but the committee considered that any expenditure on them should be shared by all residents since everybody used these in some degree for access even if only for their tradesmen.

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