

# the Miller's Tale



## Impressive Turnout For the Traffic Calming Exhibition

The night of Monday 24<sup>th</sup> October was windswept with torrential rain but despite that, enough people braved the weather to impress the council. Over the years the residents of Millers Dale have maintained an interest in the safety of the road through the estate in particular the effects of 'rat running'. The North Millers Dale Community Association have campaigned on your behalf and a motion from Councillor Mrs Doreen Wellfare was adopted at the Chandler's Ford and Hiltingbury Local Area Committee meeting.

"In view of the concern expressed by local residents, this Area Committee requests that officers upgrade the North Millers Dale Traffic Survey, scheduled for North Millers Dale, to a full Road Traffic Management Study and provide recommendations for measures designed to deter rat running and reduce the speed of traffic using North Millers Dale Road"

represented the basis of the selections on the questionnaires. In addition there were three representatives from the council, who were responsible for preparing the study, on hand to answer questions. They were Kevin Dearing Construction Manager (Team Leader), Gavin Bourn Assistant Engineer and Andy Milner the Area Co-ordinator. Andy tells me that the completed questionnaires are now being analysed and that he will provide the Millers Tale with feedback once that

If you were unable to get to the display and fill in a questionnaire you may still like to make your point. You could either write to the Millers Tale editor@nmca.org.uk or to Andy Milner Area Co-ordinator (Chandler's Ford & Hiltingbury) Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh SO50 9YN or andy.milner@eastleigh.gov.uk



Following this a further traffic study was carried out in February this year. The results of this were in the last issue of the Millers Tale and a full copy was available on the website. The council then drew up some proposals for the North Millers Dale residents to consider that were displayed at the exhibition on Monday night. In addition all the residents attending the display in the community hall were asked to complete a questionnaire to investigate local opinion on these ideas. On the night nearly one hundred questionnaires were handed in, since some were completed on behalf of households and a few people did not fill them in Andy Milner the Area Co-ordinator believed that the turnout was in the order of 120 to 130 residents.

There were six suggested schemes put forward and examples of these overlaid onto large map diagrams of the estate. These were displayed along with descriptions of their relative effectiveness and the potential disadvantages. This

has been done.

The types of measures suggested were, speed cushions (like speed humps but narrower to allow buses and emergency vehicles to straddle them), chicanes, single buildouts with priority working, pinch points with pedestrian refuges, modified road markings and junction realignment. The costing of these schemes was estimated at between £4,300 for the lining option to nearly £75,000 for the combination of pinch points with pedestrian refuges. In the feasibility study document the weight of opinion seems to come down in favour of the effectiveness and costing of the speed cushions as many of the other options could not be safely used on the long sweeping bend and would therefore allow traffic to speed up over the potentially most dangerous section.

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*the Information board*



**what's on at the community hall?**

- Mon:** *Yellow Dot*  
8.10am-5.30pm  
Rainbows 4.30pm-5.30pm
- Tue:** *Yellow Dot*  
8.10am-5.30pm  
Brownies 6.00pm-7.30pm
- Wed:** *Yellow Dot*  
8.10am-5.30pm  
Brownies 6.00pm-7.30pm
- Thu:** *Yellow Dot*  
8.10am-5.30pm  
Yoga 7.00pm-8.30pm
- Fri:** *Yellow Dot*  
8.10am-5.30pm

**HALL BOOKINGS:**

Contact: **Mrs Linda Mandley**  
C/o Eastleigh Baptist Church  
Wells Place, Eastleigh, SO5 5LJ  
☎ 023 80 613210  
between 9.30am-4.30pm  
weekdays, answer-phone at all other times.

**Newsletter team**  
Charles Lewry: editor

**Contact:**

Articles or  
Advertising:  
023 80268562

E-mail [editor@nmdca.org.uk](mailto:editor@nmdca.org.uk)  
Website [www.nmdca.org.uk](http://www.nmdca.org.uk)

**Or drop articles into:**  
8 Weavers Place  
North Millers Dale



Welcome to Issue 26 of the Millers Tale.

The more observant of you may have noticed that some colour photos have appeared in the Millers Tale. That is because this is our first home produced edition with our newly acquired A3 printer.

My wife and I have just got back from another aid convoy to Kosovo and I would like to take this opportunity to thank everybody in Millers Dale who supported us before and during this trip. Once again through the magic of cellular text technology we were able to provide a running web diary of our progress through Europe and our work we carried out once at our destination. Anyone interested in looking back at our exploits can see the diary and many other items on the Hope and Aid Direct website [www.hopeandaiddirect.org.uk](http://www.hopeandaiddirect.org.uk).

Following the success of the 60s/70s night it has been decided to have another nostalgia themed night. This time James Bond 007 is to be the subject and should give the extrovert amongst us the opportunity to dig out the DJs and elegant dresses and enjoy the odd dry martini (shaken not stirred).

For those of you who were unable to make it to the traffic calming display in the hall on 24<sup>th</sup> October there is a feature in the centre of the Millers Tale outlining the options suggested by the council. I have extracted the text directly from the councils paper and therefore the opinions expressed do not necessarily reflect the views of the editor or the committee of the North Millers Dale Community Association. The full text will be available on the NMDCA website [www.nmdca.org.uk](http://www.nmdca.org.uk).

It is with great sadness we say goodbye to a supporter of the Millers Tale since our first edition back in 1997 Brian and Suzette Matthews have advertised in every issue but they have now decided to call it a day and close down the Precinct Gift Centre after Christmas. I for one will miss browsing for that slightly unusual gift that always seemed to be in the shop somewhere. I'm sure you will join me in wishing them every happiness in their retirement and thanking them for providing a facility that will be greatly missed.

**Useful Numbers**

Instead of thumbing through the Telephone Directory or Yellow pages to find that important number, look no further than the Millers Tale. If you have any suggestions for a useful number that is not included please contact us

Editor Millers Tale Charles 023 8026 8562

**Emergencies**

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Gas ( escapes) 8000 111999  
Police ( non urgent ) 0845 045 45 45  
Southern Water 01961 714585

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Hiltingbury Junior School 023 8026 1808  
Knightwood Primary 023 8026 1900  
Merton County Junior School 023 8026 5255  
Thornden Secondary School 023 8026 9722  
Toynbee Secondary School 023 8026 9026

**Post Office**

4 Ashdown Road 023 8025 2791

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# GIFT SHOP TO CLOSE AS BRIAN FINALLY RETIRES

Shopkeepers with time for their customers is a very rare luxury these days, but as I sat down with Brian and Suzette Matthews in the coffee shop at the back of the Precinct Gift Shop I, like many of their customers, was made to feel very welcome and important. Sadly this customer care is soon to come to an end. After sixteen years 76-year-old Brian has decided to call it a day. He would have dearly liked to have sold up the Gift Shop as a working business but there have been no takers. He doesn't know what the shop unit is to become when it is taken over in the new year.

The shop in the precinct has always sold gifts, long before Brian and Suzette moved in and they have worked on providing an interesting mix of gifts and cards at prices often rivalling the major outlets. But what they have done best is to offer a range of cards and gifts from small suppliers from as far away as Scotland and as near as Winchester along with friendly advice for finding a perfect and unusual gift. One of their most popular lines being the extensive range of costume jewellery they offer. 'Many of our customers are also our friends and we will miss them' said Brian and judging by the customers greeted by their first names even in the short time I

was there, these were clearly not hollow words.

Before he opened the shop Brian was a factory manager and he says this was an important part of his ability to talk to people and make them feel at ease. After he was made redundant moving into the shop business was a way to gain some independence and to finance their son's education. They had pondered opening a vegetable shop or a newsagents but were not enthusiastic about the necessary early starts involved in those businesses. The Gift Shop in Chandlers Ford became available and Brian and Suzette felt that was the place for them.

Their place in the community has not gone unrecognised and Suzette and Brian were shocked and surprised when in March last year Fred Dinenage walked into their shop followed by a TV cameraman. Unknown to them they had been nominated for a 'Good Neighbour Award', the first shop to have been presented with this award. 'We seem to be the first place people seem to come for help' said Suzette. Anyone from a young lad who was being



Brian offers coffee, gifts and good company

bullied, to a person who had been taken ill out on the precinct. They always were able to find the time to sort out people's problems. They have been strong supporters of several local charities and been generous with raffle prize donations. They have also supported our Millers Tale newsletter being regular advertisers since issue one.

'Giving this up will leave a big hole in our lives' as indeed it will leave a big hole in the community but at 76 Brian believes it's time to make time for the people he's been unable to visit and spend time with because of the full time commitment to the shop. The shop will remain open over Christmas and into the New Year but will close once the new tenant is ready to move in. They've asked if they could say a 'heartfelt thank you for all the support from all the local customers over the years and we will miss them.' As indeed Brian and Suzette will be missed by us.

## COMMUNITY POLICE REPORT

By PC Sturt Goodyear



The problem of anti-social behaviour in the Chandlers Ford area is not considered to be a serious problem at present, although we do recognise that even the minor incidents can and do have a detrimental effect on the quality of life for many residents. The damaging of garden walls and cars during the hours of darkness seems to have peaked thankfully and the situation is a lot quieter. With regards to North Millers Dale I have seen very few crime reports relating to the area over the last few months, so from my perspective this is positive. However I only read what is reported and no doubt some of the residents have suffered and witnessed anti-social behaviour and for various reasons have not reported these incidents. Crime Reduction Environment Week (CREW) was in the area. This was a multi-agency approach to tackling nuisance behaviour and involved EBC, Trading Standards, Youth service, Fire service and of course the police, local officers, traffic officers, dog section etc. Activities included cleaning up the area, trading standards visiting off-licences/ 24hr stores, targeted police patrols, extra activities being laid on for the youngsters. This was over the course of a week and since then I have had limited reports of nuisance behaviour in the area. I will continue to patrol the area and respond to reports and information as they are made to me.

Being the local officer I do get to know many of the people within the groups. By getting to know them I do get to know whereabouts they are likely to hangout, and what sort of problems if any they are likely to be involved with. I am though aware that not all problems within the area are down to the young people living in this area and I am keen to dispel this myth! Adults returning from pubs can also be a problem etc.

The current location of the skate park assists in that it can be viewed from the road. The area is mainly used by genuine skateboarders who do not cause any problems and the location is no doubt reassuring for them. Any problem groups tend to gather in other less well lit areas in the rec or by the bench near to the scout hut.

I would urge parents to monitor their stocks of alcohol and challenge their children should any go missing! I would also encourage parents to challenge their children should they come home smelling of alcohol. Although it may seem harmless on the face of it some young people are causing real quality of life issues for some residents and everyone has a responsibility for the community in which they live.

If experiencing anti-social behaviour I would encourage residents to note the time of the incident, note how many people involved, clothing, description, do you know them? What they are doing, are they influenced by drink? Which way were they going? I am happy to be kept informed of what is happening and will endeavour to trace those responsible. But I can only do this if I am told. Alternatively if a crime is being committed or has been committed then residents should call the police. I would not encourage residents challenging people themselves, nor taking photo's or videoing them, please leave that to the police and provide the call taker with all the information requested above.



Suzette and Brian Matthews outside their business of 16 years

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These are the five options suggested by the Eastleigh Borough Council. The full transcript is available on the NMDCA website.

**Option 1 - Speed Cushions**

A scheme consisting of speed cushions would be required to meet the requirements of the Highways (Road Humps) Regulations 1999 including illumination requirements. Being a modern estate the lighting levels in North Millers Dale are likely to meet the relevant illumination levels contained within the Regulations and observation of the site indicates that the columns are spaced within the 38m maximum spacing allowed by the Regulations. However, the final decision is as to whether any upgrade to the streetlighting is necessary rests with the County Council.

The installation of speed cushions in North Millers Dale is likely to achieve a substantial reduction in traffic speeds, particularly in the western half of the road contributing to an environmental improvement as well as a safety improvement. Although not as effective as full width road tables speed cushions are likely to be more effective than horizontal deflection measures in terms of reducing traffic speeds over the full length of the road.

In addition to enabling buses to straddle the cushions, the gap between each roadside kerb and the cushion can be used by cyclists. This is advantageous as North Millers Dale may be considered for inclusion as part of an advisory cycle route between Valley Park and Hiltunbury. However the gaps also enable motorcyclists to pass between the cushions and so are less effective at slowing these vehicles, although the use of the road by motorcycles has not been raised as a problem.

Experience suggests that despite the speed reductions that can be achieved with speed cushions many residents remain opposed to the introduction of these types of measures simply due to the discomfort that can be caused along with other factors such as vehicle body rattle noise and ground borne vibrations.

**Option 2 - Chicane**

Chicane design can vary enormously and for the



purposes of carrying out this feasibility study and preliminary design a typical example of the layout that could be expected to be found in a local distributor road such as North Millers Dale has been illustrated. Chicanes are formed of two or more buildouts on opposite sides of the road causing a difficult route for vehicular traffic through the chicane resulting in a reduction of traffic speeds. TAI 9494 - Horizontal Deflections, provides guidance on chicane design including the important elements of 'free view width' and 'stagger length' together with the expected traffic speeds that can be expected depending on the dimensions selected.

For example, to achieve a reduction in traffic speeds to approximately 20mph within a chicane a moderate design is shown with a 'free view width' of 0.0m and a stagger length of 12m. The 'free view width' is the horizontal distance between the two buildouts forming the chicane and is usually a measurement between +1.0m and the stagger length is the longitudinal distance between the buildouts. It would be possible to vary these dimensions if any particular concerns were raised at consultation stage, however it is thought that this design would provide a reasonable compromise between the severity of the measure and inconvenience caused to motorists.

It is possible to incorporate cycle by-pass lanes within the chicane design, however the proposed positions of the chicanes will require the bus stop sited opposite Weavers Place to be re-sited northwards by approximately 20m. This will require consultation with the bus operator however as the current stop is located opposite a junction relocating the stop will actually prove beneficial on safety grounds and is not likely to cause a problem to the operator.

Chicane are likely to prove very effective in reducing traffic speeds in North Millers Dale around the sites they are located. Due to the geometry of North Millers Dale chicane or other priority working measures can not be installed in long lengths of the road and in particular around the bend between The Deanery and Weavers Place. This could lead to sustained acceleration and deceleration between the chicanes causing a nuisance to local residents and it is therefore suggested that if the installation of chicanes were to be pursued in the road that they are not implemented in isolation of other measures. Additionally, chicane are sometimes viewed as a challenge by drivers resulting in reckless behaviour. Unlike other horizontal deflection measures, it is also recommended that pedestrian crossing facilities are not included within chicane as drivers are likely to be concentrating on negotiating the chicane rather than looking out for pedestrians.

The visual appearance of chicane can be very important in residential areas. The paving material forming the buildouts could be varied to a more attractive finish to offset the urbanisation that occurs through additional signing and roadmarkings. However, although no longer calculated in scheme evaluation, in

terms of a cost benefit ratio, the rate of return lessens significantly if more costs are added to the scheme with no additional safety measures incorporated into the design. Nevertheless it would be appropriate to give careful consideration to the choice of materials in a chicane design to minimise the intrusive nature of such measures.

**Option 3 - Priority Working**

Single sided buildouts with priority working have proved to be effective in controlling traffic speeds however their effectiveness in North Millers Dale may prove to be limited compared to more severe measures such as vertical deflection measures or chicanes. Their success relies heavily upon comparable two way flows to ensure that drivers concede priority to oncoming vehicles thereby reducing traffic speeds. A similar problem arises as 'Option 2' due to the road geometry limiting the positions where measures can be placed and resulting in the spacings being longer than would normally be employed with more favourable road geometry. Again this could result in sustained acceleration and deceleration between the measures.

Pedestrian crossing points may be incorporated into the design of single buildouts and where possible buildouts have been sited at established crossing points within the design of this option. Cycle by-pass lanes can also be included within the design. Three bus stops will require relocation to avoid stationary buses blocking the path for other vehicles past the narrowing.

**Stability of horizontal deflection measures in North Millers Dale**  
Unlike vertical deflection measures, the success of horizontal deflection measures, and particularly single sided buildouts with priority working as a traffic calming scheme is much more dependent on existing traffic conditions and the 'after' effects of implementation. TAI 12977 - Chicane Schemes, provides some advice on suitable traffic flows in which horizontal measures are likely to prove effective. It recommends following Danish advice of a maximum of 3000 vehicles per day (vpd) and a maximum of 500 vehicles per hour (vph). Additionally, experience of such schemes has demonstrated that opposing traffic flows should have a difference of no more than approximately 20%. Traffic flows in North Millers Dale have been measured as part of the traffic study and record traffic flows well within the maximum flows suggested.

The traffic study measured the average weekday traffic flow at 1691vpd at the site south of Ashbridge Rise and 2589 vpd at the site north of The Deanery, with corresponding maximum hourly flows of 423 vph and 488vph. However it should be borne in mind that morning peak flows are substantially higher than at any other time of the day, and outside of peak hours traffic flows in the busier eastern part of North Millers Dale fall to around 110 vph and in the less busy western section of North Millers Dale fall to around 70 vph. Experience suggests that it is possible to achieve around a 10-20% reduction in traffic flows following the implementation of traffic calming and therefore flows could be expected to fall further. This is of concern when considering 'Option 3'

as the success of the scheme may be limited by the lack of opposing traffic flow resulting in drivers traveling through North Millers Dale with only small reductions to their speed occurring only when passing the measure.

**Option 4 - Pinch-Points and Pedestrian Refuges**

Due to the geometry of North Millers Dale it is proposed to use the pinch-points as regular road narrowings but without priority working. A narrowing to 5m could be implemented to allow two way traffic to be maintained but require drivers to reduce their speed to negotiate the narrowing.

A similar scheme to this option has recently been implemented by Hampshire County Council in Maunsell Way, Hedge End, a local distributor road which has similar design characteristics as North Millers Dale. For safety purposes it would be intended to place bollards with reflective banding on the leading edge of each side of the buildout and where appropriate incorporate dropped kerbs to enable pedestrians to cross taking advantage of the reduced carriageway width.

Pedestrian refuges can be provided each side of Stratfield Drive utilising the extra highway width at this point that forms part of the visibility splay. Based on a 2.0m wide pedestrian refuge carriageway widening of approximately 1.2m will be required. This would leave a running lane width of 3.1m plus 150mm sideways clearance from the refuge. The widening can be formed from within the existing verge separating the footway and carriageway. Elsewhere in North Millers Dale the restricted highway width and difficult alignment does not allow pedestrian refuges or traffic islands to be implemented without the acquisition of third party land.

This option is unlikely to cause problems for cyclists as the 5m carriageway width at the pinch-point will allow vehicles to pass clear of cyclists. Two bus stops will require relocating a short distance away to avoid a stationary bus obstructing the pinch-point.

It is important to stress that this combination of measures is unlikely to achieve such a reduction in traffic speeds as 'Option 1' or 'Option 2' but should ensure that a modest reduction in traffic speeds can be realised throughout the length of North Millers Dale.

**Other measures considered for implementation**

**Option 5 - Roadmarkings**

A further option that could be considered is the implementation of a revised roadmarking scheme in North Millers Dale. Currently the road is marked with warning lines throughout the length of the road with lane lines marked between The Yards and Cranford Gardens and is typical of the arrangement that could be expected to be found on local distributor roads.

Research has demonstrated that the narrower drivers perceive a carriageway, the greater the likelihood is that they will drive slower and more cautiously. However, it is important to stress the limitations of roadmarking only schemes and the level of speed reduction that could actually be achieved is



likely to be small when compared to physical measures. It may therefore be appropriate to include this scheme as a supplement to a scheme consisting of physical measures.

**Junction Realignment**

Within the junction realignment it is proposed to realign the footway adjacent to the carriageway and convert the redundant footway to verge to improve the appearance of the junction. To reduce costs it would be possible to remove the deceleration lane only and leave the kerbline of the acceleration lane as it currently exists, hatching out the carriageway to give the impression of a reduction in carriageway space although this may be open to abuse by drivers over-running the hatching.

To emphasise the junction narrowing and the entry into a residential area gateway signing could be installed with a road safety message. A good example of this arrangement can be found locally at each end of Peverell Wood Avenue. To further highlight the gateway a change in road surfacing material is suggested.

The junction of North Millers Dale and Baddesley Road, which falls outside of the Borough boundary, although a 'simple' layout does not have the same kerb alignment as the Hursley Road junction. The radius of the junction would appear to measure approximately 15m and given that there is less through traffic from this end of the road it is suggested that this junction alignment remains as it currently is. However, it is recommended that gateway signing is introduced with different paving material to signal the entry into the road and a change to a residential environment from Hursley Road and Baddesley Road.

EN-VIRO

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Don't forget to remind your parents  
'Bond Night', Saturday 26<sup>th</sup> November

Letter Nov 2005

# Kids Corner



## JAMES BOND WORDSEARCH

this is the big one!! You might have to wrestle this one away from your parents

# 007

A View To A Kill

Aston Martin

Baron Samedi

Bentley

Blofeld

BMW

Bond

Brosnan

Casino Royale

Connery

Craig

Dalton

Diamonds Are Forever

Die Another Day

Dr No

Drax

Esprit

For Your Eyes Only

From Russia With Love

Goldeneye

Goldfinger

Ian Fleming

Jaguar

Jaws

Lazenby

Licence To Kill

Live and Let Die

Living Daylights

Llewelyn

Lotus

Martini

Moneypenny

Mookraker

Moore

Octopussy

Oddjob

On Her Majestys Secret Service

Sanchez

Scaramanga

Sellers

Spectre

Stromberg

Sunbeam

The Man With The Golden Gun

The Spy Who Loved Me



The World Is Not Enough

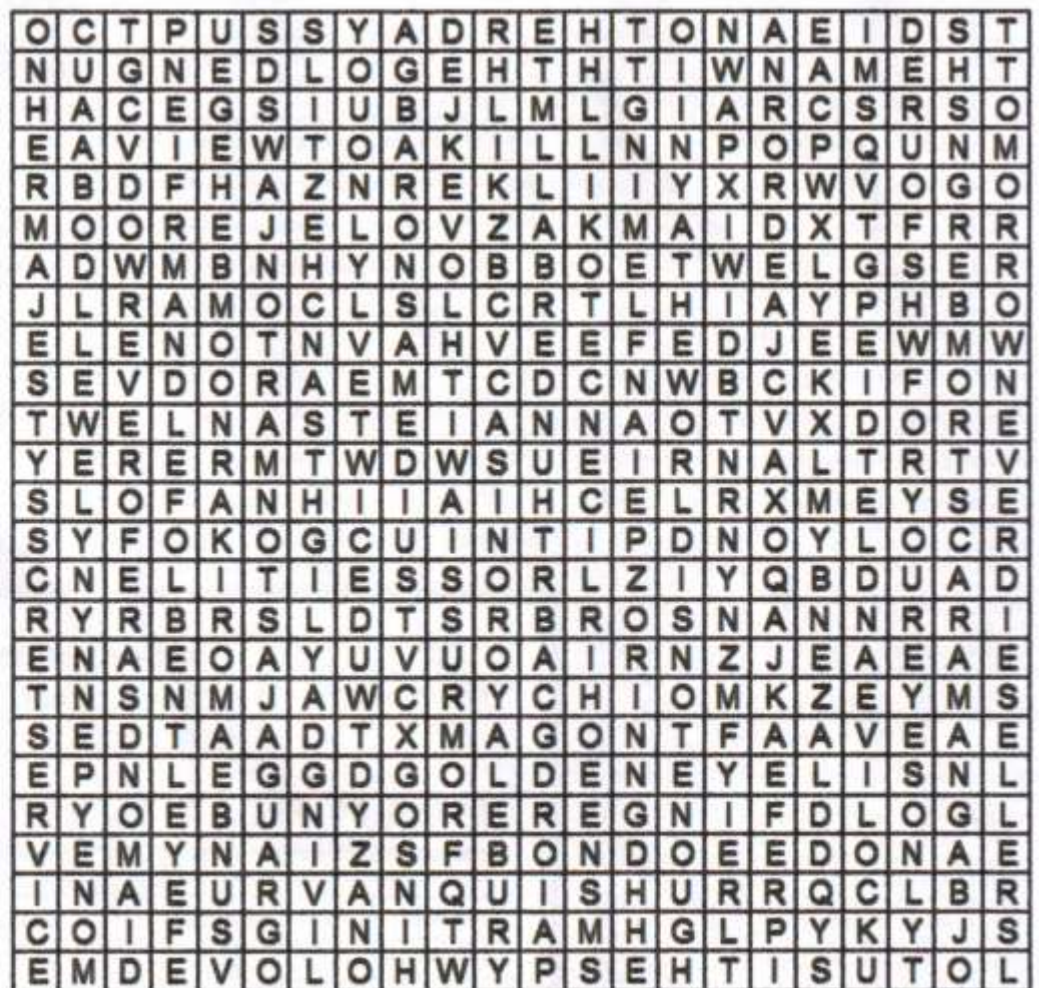
Thunderball

Tomorrow Never Dies

Vanquish

You Only Live Twice

Zorin





# LOCAL WRITERS PUBLISH DEFINITIVE HISTORY OF CHANDLER'S FORD *from earliest times to the 21<sup>st</sup> century*

This book by Barbara Hillier and Gerald Ponting is due for release on 17<sup>th</sup> October and could make a great Christmas present for current or former residents of Chandler's Ford.

One and a half centuries ago, fewer than two hundred people lived in Chandler's Ford's scattered farmhouses and thatched cottages. Heaths, woodlands and damp meadows stretched across an area where 27,000 people live today. How did this vast increase in population come about? Who were the local personalities behind the development of churches, schools, shops and other facilities needed by a growing community. How do the

King of Siam, Oliver Cromwell, Sir Malcolm Campbell and William Rufus fit into the Chandler's Ford story?

Local historian Barbara Hillier (whose ancestors settled in the village in 1898) assisted by photographer and writer Gerald Ponting, have set out to answer these questions in fascinating detail. The spirit of the changing times is captured in over 200 carefully chosen photographs.

**The Chandler's Ford Story** will prove of great interest, both to long established residents, and to newcomers who wish to learn about the community's past.

Barbara Hillier is the author of four earlier books on various aspects of the history of Chandler's Ford. This book updated and extends her original 1984 volume, with many more illustrations, many of them historic photographs from her personal collection. The publication of this book has been timed to coincide with the 90<sup>th</sup>

birthday of Barbara's mother Eva, who has lived all her life in Chandler's Ford.

Gerald Ponting's previous books include the **Landmark Visitor Guide to the New Forest**, while he is co-author and publisher of thirteen other local history books and booklets on Fordingbridge, Breamore, Romsey and Bournemouth. He previously collaborated with Babara in 1998 in compiling their very successful book, **Chandler's Ford Yesterday and Today**.

## **THE CHANDLER'S FORD STORY**

*By Barbara Hillier and Gerald Ponting.*

ISBN 095174237X, 242 x 170 mm, paperback, 144 pages, 200 + illustrations

Published by Millers Dale Publications

Retail price £9.99 or £8.50 to readers of *The Millers Tale* if bought directly from Gerald Ponting within one month of the *Millers Tale* publication date.

On sale at the Arcade Bookshop, Chandlers Ford and other local outlets; also by post, £12.00 inc p&p, cheques payable to 'G Ponting'

### Contact details

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# PROGRAMME OF EVENTS EASTLEIGH AND CHANDLERS FORD GROUP

## INDOOR MEETINGS

*Except for January all indoor meetings are held in the large hall at the Chandlers Ford Community Centre, Hursley Road and begin at 7:30pm*

**Tuesday November 29<sup>th</sup> 2005**

Birds of Prey  
Phil Oldham, with live birds-bring your camera

**Tuesday January 31<sup>st</sup> 2006**

At the Bishopstoke Centre, Sydney Road  
Cyprus Naturally-from Coast to Mountain  
John Combes

**Tuesday February 28<sup>th</sup> 2006**

Spring Flowers of the Peloponnese  
Gerald Ponting

**Tuesday March 28<sup>th</sup> 2006**

Wild Dorset  
Colin Varndell

**Tuesday April 25<sup>th</sup> 2006**

Annual Meeting followed by:  
Mottisfont: its History with Wrinkles  
Roger Blackwell

## FIELD MEETINGS

**Saturday December 3<sup>rd</sup> 2005**

Winter Walk at Shatterford, 10am-12.30pm  
Meet at Shatterford Car Park (next to Beaulieu Road Station), SU349063

## WORKING PARTIES

**3<sup>rd</sup> Sunday of month**

Flexford Reserve, 10am-3pm  
Meet at the Scout Hut, Ramalley Lane, SU428215 Leader: Theo Jarman

# BOND NIGHT

NMDCA presents a night in the company of Bond Heroes and Villains.

Test your knowledge of 007 trivia, listen and dance to the music of the Bond movie themes. Take a spin on the casino roulette wheel and sip a Dry Martini with an exotic buffet.

Come along for a fun filled evening, and why not arrive as your favourite character.

Be there at 7.30 for 8.00pm on Saturday 26<sup>th</sup> November in the North Millers Dale Community Hall (bring your own drinks for the evening).

Tickets available from Doreen 80268562 at £10 per head.



## Come and Try our New Chef's

### Homemade Specials

12-2 and 6.30-8.30

Curry Night every Monday

Steak Night every Wednesday

Every Thursday 9.00pm Bob's Mental Challenge

Every Sunday 8.00pm Dave's Fun Quiz

CASH PRIZES!!!

### The Hiltonbury Farmhouse

North Millers Dale, Chandlers Ford, Hants SO53 1SZ

Telephone: 023 8026 9974