

Offington Park Residents Association

Annual General Meeting - 6 October 2016

AGENDA

- 1) Chairman's introduction
- 2) Treasurers report
- 3) Nomination of Officers
 - * Chair - Martyn Hinchcliffe
 - * Vice chair - vacant
 - * Treasurer - Val Ellis
 - * Membership secretary - Belinda Cox
 - * Communications Officer - Paul Cox
 - * Social Secretary - Mitchell Parfitt
- 4) OPRA Website
- 5) Poulterers Lane update
- 6) Offington Avenue traffic calming
- 7) Broadwater Green
- 8) Worthing Local Plan
- 9) A27 update
- 10) Social update and close

- 1) Our Chairman, Martyn Hinchcliffe welcomed Offington Park residents to the annual general meeting.

2) Treasurers report

INCOME

Membership income	=	£655.00
Donations	=	£50.00
Teas & Coffee	=	<u>£3.50</u>
Income Total		<u>£708.50</u>

EXPENDITURE

<i>Meeting hall hire</i>	=	<i>£33.00</i>
<i>Street reps meeting drinks</i>	=	<i>£44.40</i>
<i>Printing, postage & stationery</i>	=	<i><u>£402.40</u></i>
<i>Expenditure Total</i>		<i><u>£479.80</u></i>

SURPLUS 2015/16 £228.70

Surplus BF from previous years £354.27

Total surplus as at 8/9/16 £582.97

3) Paul Cox- Nomination of the Officers

Tim Walsh is stepping down as Treasurer and therefore not seeking reelection. The committee thanked Tim for his support over the last three years, since the creation of OPRA.

Val Ellis has volunteered to step in as our new Treasurer. Martyn Hinchcliffe (Chairman), Paul Cox (communications and website) and Belinda Cox (Membership Secretary) are all standing for re-election to their existing roles. All were successfully voted in.

There is a vacancy for a Vice Chairperson. Members were invited to speak to Martyn (or a committee member) if they are interested in learning more about the role.

4) The OPRA website was (finally)launched this week - offingtonpark.org It contains lots of information about our local community including a Home Page; About Us; Community Links; News & Social Events; Archive

5) Poulters Lane - Essential gas main replacement works

The project to replace the gas service pipes in Poulters Lane are progressing really well. The work is being completed in three sections but the road will remain closed for the duration of the works. The work includes replacing the old gas main and the service pipes to each individual property. Martyn urged residents to be careful of traffic still using the road, i.e. residents; emergency vehicles; and road maintenance vehicles. On the weekend commencing Saturday 8 October, there will be two-way traffic lights in place between South Farm Road and its junction with Poulters Lane.

Congestion at the Broadwater end of Offington Avenue has been eased by temporary parking restrictions and moving the temporary bus stop.

6) Offington Avenue traffic calming

Martyn shared the results of the traffic calming questionnaire issued in January 2016. Martyn worked with John Rodgers (WSCC) to create a traffic regulation order (TRO) and in September this year, the TRO was passed by WSCC. Double yellow lines will be extended on the south side, through the junction with Offington Court to Gorse Avenue. This means that people can't park on both sides of the road. It also means that residents should hopefully be able to get out of their properties more safely. Double yellow lines will also restrict parking at the junctions around Offington Avenue, Offington Drive and Warren Gardens.

Parents dropping off teenagers at the bottom of Offington Avenue are also causing a further hazard. Triple-yellow lines will therefore replace the double lines at the bend in the road at the junction of Offington Avenue and South Farm Road to prevent stopping in that area at all times.

The questionnaire also highlighted problems around speeding. However, implementing further solutions to this problem would require an engineering project. WSCC engineers are not keen to implement any of our proposals at this time and so road safety measures will be limited to those contained within the TRO.

Residents were also concerned about cars parked on grass verges. If you cause damage to the verge, you can legally be asked to *make good* the damage. Cars that are safely parked on the road themselves produce chicanes, thereby slowing down traffic.

Speedwatch - Di Smith is a newly trained volunteer and is the newest member of the local Community Speedwatch team. Speedwatch is a locally driven initiative where members of the community join together with the support of the Police to monitor speeds of vehicles using speed detection devices.

Speeding continues to be a concern for many communities. Volunteers receive appropriate training, and are supported by the neighbourhood Policing team staff. The scheme aims to cater for the problem of real or perceived speed related offending in order to: reduce death and injury on the roads; improve the quality of life for local communities; reduce the speed of vehicles to the speed limit; and increase public awareness of inappropriate speed.

Speedwatch activity is not about interfering with neighbour's behaviour, it is a proactive solution to improve the safety and quality of life for everyone in the community.

Vehicles exceeding the speed limit are referred to the Police with the aim of educating drivers to reduce their speed. When Speedwatch volunteers record a speeding vehicle, the Police will issue letters advising that they have exceeded the speed limit as a learning process.

Nationally in the last year 24064 warning letters were sent out. The highest speed recorded in a 30 mph zone was 74 mph, with 378 records of excessive speeding 50% above the allowed limit, which were flagged for special attention. 79 vehicles were recorded as multiple offenders and details of these vehicles are passed to the Road Traffic Policing Departments where they will be kept for 12 months. Dependant on the number and severity of the details, special attention could include a visit from the local Neighbourhood Policing Team.

Under our coordinator David Wakefield, volunteers cover 32 sites around the Worthing. These sites are either recognised by the Police as a risk, or by a request from the residents. They are all built-up areas and some roads are used as rat-runs, which have caused problems particularly during certain times of the day for the residents.

In the past month Speedwatch volunteers have completed 11 sessions and recorded 93 offenders. Over the past 12 months Speedwatch volunteers have recorded 833 offenders. For Sussex overall in the past month 533 offenders, and in the past 12 months 4720 have been recorded.

Speed watch is always on the lookout for new volunteers and Di really enjoys her role, supporting our community. Speedwatch sessions normally take an hour and a half and fit in around a volunteers' availability and lifestyle. Volunteers always work in pairs (or threes) and all sites have been risk assessed for safety - volunteers wear a hi-vis jacket so as to be seen by drivers, they are not allowed to hide behind trees! *If you are interested in learning more, get in touch with a committee member and we can put you in touch with Di.*

7) Broadwater Green

We all know that Broadwater Green is very popular for events: football, cricket; car boot sales, etc. However, parking can be problematic at these events. Bad parking on both sides of South Farm Road mean that it is tricky to get around the bend safely. Martyn has tried to get hold of traffic cones from both the Police, Worthing Borough Council and the Police Shop, without success. Louise Murphy is still seeking a resolution and is investigating options with the Principal Parking Officer: Jason Passfield, including the option to park on the green during these events. There are lots of people involved in the process and discussions will be held with Mike Thomas from Highways England and Lloyd Harris (Emergency Planning Officer at Worthing Borough Council). This is not an easy solution, but Louise is looking into working with car boot sale organisers and sports club organisers to ensure that local residents concerns are considered. There are no events in the immediate future so we have a bit of time to sort it out. The sporting events and the fair don't seem to cause the same issues as the car boot sales.

One resident who lives directly opposite Broadwater Green suggest that the Police should position bollards on the pavement to stop people parking dangerously.

Residents also queried the three camper vans and Removals lorries almost permanently parked around Broadwater Green. They are all taxed and insured so there is no legal basis to move them on. However, it's not gone unnoticed and John Rogers is looking into a solution.

8) Worthing Local Plan

The Worthing Local Plan has been published on Worthing Borough Councils' website. The plan and core strategy needs to be reviewed, especially around housing. The plan attempts to reconcile a balance between our local economy, environmental impacts and infrastructure to promote growth. Categories include:

Housing: assessing housing needs within the Borough of Worthing, target - 636 dwellings per annum. Between 2006-2015 we have been producing 215 new dwellings per year. The Council needs to justify any shortfall between the need for housing and the planned numbers taking into account land availability and housing density. Brown sites and green sites have been identified on which dwellings could be built. Green sites: north of Beeches Avenue, Worthing United Football Club and Upper Brighton Road, south of A27. Residents will be asked to provide feedback on the vision for these plans.

Economy: including industrial units and office space, retail centres and tourism.

Environment: Water stressed area; bathing water

Transport: Community and leisure facilities

The link is available via the OPRA website and you can read it here: <http://www.adur-worthing.gov.uk/worthing-local-plan/>

9) A27 update

At the last A27 Working Group, Martyn reported the results of a questionnaire that had been completed by OPRA residents concerning their views on the A27 upgrade.

451 households took part in the survey, which is approximately half the households in our catchment. Residents were asked 8 questions and could reply yes, no or maybe.

The 20 street representatives completed the questionnaires at the residents' homes.

- 89% said that they wanted something done to improve the Worthing/Lancing stretch of the A27. 9% wanted no improvements.
- 15% would support a dual carriageway replacing the single lane carriageways, plus junction improvements, if this was put forward as an option at public consultation. 80% were against this option.
- 16% would support a narrow four lane carriageway plus junction improvements. 77% were against this option.
- 27% would support junction improvements with no major road widening. 62% were against this option.
- 81% would support a bypass north of the South Downs comprising of an upgraded/dualled A283/A24/A280, plus a modified Washington roundabout. 13% would not support this option.
- 21% would support an intelligent traffic management system rather than road construction. 67% would not.
- 10% would support investment to improve public transport only. 79% did not feel that this was the solution.
- 31% would support the construction of a road tunnel alongside the A27 to bypass the 'pinch points'. 59% would not support this option.

Talk by Nigel Kerridge on behalf of the campaign group “Bypass not A27 Through-pass”

The group was formed in June 2016 and held its first public meeting at Worthing College. Approximately 750 people attended. Nigel explained that this was a non-political campaign group with a single purpose: to persuade Highways England and local MPs to seriously consider a bypass north of the South Downs, utilising and upgrading routes that are already present - namely the A283/A24/A280.

Nigel was concerned that information provided by local MPs was misleading Worthing residents. For more information, please see their website - <http://www.bypassnota27throughpass.org>.

The following important points were identified from the meeting of: the A27 Group; A27 Stakeholders meeting; and Adur & Worthing Residents Alliance - the Chairman of OPRA sits on all three groups.

Highways England budget for the Worthing/Lancing upgrade of the A27 is only £50-£100 million. Any road widening project or grade separation improvement to junctions (flyover or underpass) is therefore unaffordable. At Grade (same level) improvements of junctions is the only affordable option at present. However, if more money is made available (from Parliament, the West Sussex County Council or through private concerns), then more expensive options such as dualling can be considered.

All forms of a bypass or relief road have been rejected, some for financial reasons, others for environmental reasons. The role of the south Downs National Park is to be clarified, especially in view of the proposed upgrade of the A283/A24/A280, which passes both through and along the edge of the park. Documentation concerning the rejection of some bypass options has not been made available.

Traffic data obtained from mobile phones has not yet been released by Highways England. Understanding how much traffic along the A27 is through traffic is crucial in discussions about the upgrade options. Previous data suggests that 40% is through traffic. Recent information supports the obvious notion that the junctions are the cause of the hold-ups.

House sales affected by “blight” will be difficult to prove, because at present there are no firm options *on the table*.

New housing has been proposed at Monks Farm - south of A27 Lancing Manor Roundabout and Sussex Pad junction. Plans include 600 new homes, and a school, plus 33,000m² business development south west of Ricardo's near Shoreham Airport. 480 homes are planned for Sompting and 1100 for Shoreham Harbour. All of these housing and business developments will impact on the capacity of the A27.

The results of the A27 questionnaire, completed by OPRA residents, provides a mandate for us to work together as a community to support the campaign for a bypass.

Martyn asked residents to consider volunteering to take on the role of OPRA Deputy Chairperson, to sit on the *Bypass not A27 Through-pass* campaign group as a representative for OPRA. Martyn can't sit on this group as it represents a conflict of interest with him sitting on the Highways England committee.

10) Social update

Mitchell Parfitt, OPRA social secretary, announced two events coming up. On Saturday 29th October (Halloween weekend), there is a special tour of Broadwater church graveyard for OPRA residents - meeting at the chapel at South Farm Road at 11am. A Christmas quiz is planned for December at the Thomas a Becket public house - more details to follow. Other suggestions for social events are always welcome - just talk to Mitchell.