



EYNSHAM PARISH COUNCIL

Parish Council Meeting
in the Bartholomew Room at 7.30pm
on Tuesday 8 January 2019

MINUTES

Councillors Present - Cllr G Beach (Chairman), Cllr R Andrews, Cllr A Bickley, Cllr S Brown, Cllr K Crowe, Cllr P Crowley, Cllr P Emery, Cllr R Macken, Cllr A Mosson, Cllr S Osborne, Cllr N Relph, Cllr C Rylett, Cllr D Stukenbroeker and Cllr M Zumbuhl.

Also in Attendance – Clerk to the Council, and 3 members of the public.

19/1 To receive apologies for absence – Cllr N Relph and County Councillor Mathew. Cllr J Baldwin was not present.

19/2 To approve the minutes of the Parish Council meeting of 4 December 2018 – It was **RESOLVED** that the minutes were signed as a true record.

19/3 To approve the minutes of the Finance & General Purposes meeting of 11 December 2018 and approve the recommendations contained therein – It was **RESOLVED** that the minutes were signed as a true record and the recommendations contained therein were approved.

19/4 To receive Declarations of Interest in agenda items – Cllr Beach declared an interest in agenda item 11(a) being the payee of one of the items.

19/5 Public Participation – No items raised.

19/6 To receive correspondence:-

- (a) Resident - Parking problems at Orchard Close/Queen Street junction. It was **RESOLVED** that when the Council next submits a request for a Traffic Regulation Order, double yellow lines on both sides of the Orchard Close/Queens Street junction are created. Cllr Beach raised the problem of poor parking in the area adjacent to Back Lane car park and double yellow lines should be considered for that location also.
- (b) WODC – Meeting with Town & Parish Councils – Thursday 7 March, 6.45 for 7.00pm – Committee rooms, Woodgreen – Cllrs Rylett, Crowley, Emery and Beach to attend.
- (c) North Area Operations, Oxfordshire County Council (OCC) – Updated contact details.
- (d) Resident – RAF Brize Norton flight path complaint. To be raised at the next RAF Brize Norton Liaison Meeting.

19/7 Eynsham Park & Ride (P&R) and A40 Bus Lane scheme.

- (a) To welcome Raymond Cheung and Odele Parsons, OCC to answer queries on the scheme. See Appendix A.
- (b) To consider a response to the consultation. Key points:-
 - Bus lane should be extended to Witney.
 - The Council is pleased to see southern cycleway is being retained, but more of the funds should be spent on it.
 - An additional bus lane is good.
 - P&R is in the wrong place
 - The Council does not want the scheme to compromise the existing level of bus services or their bus stops (particularly important at the Evenlode).
 - Traffic flow concerns.
 - Soundproofing for residents should be a major consideration.

19/8 To consider the Clerk's Report and agree actions – The report was received and discussed. Clerk is to continue to pursue OCC for the installation of a grit bin at Hawthorn Road. Cllr Rylett reported that WODC is not looking to remove the bring site from the Back Lane car park at the current time and residents are encouraged to report flytipping by phone (01993 861000) or via WODC's website.

19/9 To consider changing meeting days to the second Tuesday of each month with effect from the beginning of the new Council year – It was **RESOLVED** that the meetings will be held on the second Tuesday of the month with effect from the beginning of the new Council year to aid the production of financial reports.

19/10 To consider and approve Oxfordshire County Council's Agreement under S101 of the Local Government Act 1972 – It was **RESOLVED** that the updated Agreement is signed.

19/11 Finance:-

- (a) To approve payment of accounts – Cllr Beach declared an interest and abstained from the item. It was **RESOLVED** to pay the accounts as presented. These will be processed when the new banking arrangements are in place.
- (b) To approve bank reconciliation – It was **RESOLVED** to approve the bank reconciliation.
- (c) To be advised of income and expenditure – Reports were reviewed.
- (d) To consider and approve the budget and Parish Precept for the 2019/20 financial year – It was **RESOLVED** that a Precept Budget of £101,103 is set for the next financial year.

19/12 Planning matters:-

- (a) To consider planning application 18/03287/HHD - Coach House, Tanners Lane - Application was withdrawn.
- (b) To note the planning appeal decision for APP/D3125/W/18/3207406 - Land at Pinkhill Lane, Eynsham. Noted.
- (c) To note recent decisions made. The recent application for development at Fruitlands was refused. It was felt that the future of the land should be considered for use by the community.

19/13 To consider joining the No Expressway Alliance (Oxford-Cambridge Expressway) (subject to legal advice) – Cllr Emery discussed the principle of joining lobby groups. However, it was felt (in consideration of OALC's advice) that the Council will not pursue this at the current time, but will consider memberships in the future.

19/14 Eynsham Neighbourhood Plan – Cllr Andrews advised that 3 issues will be raised by WODC at the Neighbourhood Plan consultation. WODC will process the plan in the coming weeks.

19/15 To receive reports from Councillors representing the Council on outside bodies/meetings –

- (a) Cllr Beach – Meetings have been held with Berkeley Strategic and Grosvenor (notes to be published in due course). A Pavilion Rebuild public meeting was held before Xmas. Clerk is to compile feedback and pursue the project.
- (b) Cllr Crowley – Sports Hall group met just before Xmas. Next meeting is on 17 January. Will be attending an Oxfordshire Resilience Group meeting.
- (c) Village Hall Management Committee – Next meeting is on 23 January.
- (d) Playing Field Management Association – Next meeting is at the end of February.

19/16 To note dates of the next Eynsham Parish Council meetings:-

- Traffic Advisory Sub-Committee – 22 January at 6.30pm. (Amended time)
- Traffic Advisory Committee – 22 January at 7.30pm. (Amended time)
- Fishponds Committee – 29 January at 6.30pm.
- Communications Committee – 29 January at 7.30pm.
- Planning Committee – 5 February at 6.30pm (if required).
- Full Council – 5 February at 7.30pm.

Standing Orders were suspended to allow the meeting to exceed the length of 2.5 hours in order to complete the agenda items. (Section 3x refers).

19/17 EXCLUSION OF THE PUBLIC AND PRESS: At the conclusion of this part of the agenda, the Chairman moved that, considering the confidential nature of the business to be discussed, the public, press and broadcast media be excluded for the remainder of the meeting in accordance with the Public Bodies (Admission to Meetings) Act 1960.

19/18 To consider nominations for the High Sheriff of Oxfordshire Awards – It was **RESOLVED** that the person is re-nominated for this year's awards. The meeting closed at 10.05pm

Eynsham Park & Ride (P&R) and A40 Bus Lane scheme.

(a) To welcome Raymond Cheung and Odele Parsons, OCC to answer queries on the scheme.

Q P&R roundabout access query. **A** The roundabout doesn't provide access to housing to the south of it. There is no strategy for the West Strategic Development Area at the current time albeit there is a possibility that a roundabout can service the area. The P&R is proceeding ahead of the access strategy and OCC is liaising with West Oxfordshire District Council (WODC).

Q P&R roundabout capacity query. **A** The design isn't fully set in stone. OCC need to ensure the roundabout is in-keeping with a rural design and to utilise the space to ensure it is sympathetic with its surroundings. The P&R's capacity will be 1000 spaces (for comparison purposes it was noted that Thornhill P&R's capacity is c.1500 being the largest P&R).

Q Are the plans final? **A** They are moving in the right direction. Following feedback received in the summer, the consultants have drafted a more sympathetic design for the terrain (highest part is on the north, sloping to the east and west). There will be trees and planting to ensure the landscaping is developed on par with the engineering needs.

Q How will you stop road users using the layby when the roundabout seizes up? **A** OCC has looked at options but will monitor.

Q Are there any changes to the Cuckoo Lane junction? **A** The design is different. It now includes a central refuge for cyclists in the middle of the junction.

Q Is OCC taking any consideration of the proposed Garden Village? **A** There are a lot of different options that could be implemented with the Cuckoo Lane junction. OCC is not able to future-proof the designs given the timeframes.

Q Is the cyclepath on north or south of the road? **A** The main proposed upgrade is on the north side, but the footway is retained on the south side. The cyclepath on north side will be 3m wide. It was felt that a lot of people will continue to use the south side. Mr Cheung advised that they have managed to retain the footway which they hadn't originally planned to do and confirmed that cyclists will be able to use both the north and south paths.

Q Update on Dukes Cut. **A** The second phase includes a series of concept designs which will be submitted as part of the business case to the Ministry of Housing, Communities & Local Government to unlock that pinch point (using the Housing Infrastructure Fund 'HIF'). This phase will also provide a continuous bus lane westbound. OCC is yet to submit its case for the second phase. OCC has a retained allocation of funding subject to a different base (which has not yet been signed off). An Outline business case (for the first phase) will be sent to the Department for Transport for feedback, in the next month or two. The outline business case represents 80% of a full business case work. The traffic modelling was commenced before Xmas but does not reflect the impact of the Garden Village (as required by Government). The Oxfordshire Strategic Model is being used for the methodology for the project which will also be used in the planning application. The data will be made available to the public as part of the planning application.

Q How much of the traffic modelling data will be shared with Berkeley and Grosvenor? **A** The data will be shared as part of the planning application.

Q What does the modelling say that happens to car drivers on the A40? **A** The modelling information suggests that the speed of cars from the Eynsham roundabout to the Wolvercote roundabout will be about the same as the current time (as much as they want to promote public transport). NB This was different to the information received at the public consultation. The speed limit will be reduced and there will be an increase in junctions.

Q Why will the speed limit be reduced? **A** Combination of reasons. If the traffic is closer to the parapets (due to the new design), they will need to upgrade the parapets or space them out. At 50mph the design guidance is met.

Q Why not just slow down the buses being the closest vehicles to the parapets? **A** Different speed enforcement signs which will be confusing and unsure if it would be a safe configuration of speeds. The Council commented that by putting a speed limit on a road that drivers consider is inappropriate, drivers will ignore it and it is a recipe for conflicts. OCC will look into the possibility.

Q Discussion about highway widths and capacity and OCC was referred to the consultation response by CPRE.

A The lanes are 3.65m wide. It was unknown whether CPRE's comments are accurate. It was felt that capacity will not be an issue.

Q Have any considerations been given to how the work will be undertaken? **A** The last stage of design will consider the construction details, specific materials and phasing. OCC will bear in mind that the A40 will need to be kept open. There will be disruption, but it will be minimised as far as possible.

Q It is disappointing that we have phase 1 and then phase 2, in addition to the impact of the developments. It's a shame it is being done in a piecemeal way. **A** No response noted.

Q Does OCC think the consultation documents appropriately reflect the consideration of future developments? **A** It is hoped it is clear that the schemes are not included. Lower speed limits than 50mph will be looked at when planning applications are considered.

Q Have any noise abatements been considered (surface, bunds or screens)? **A** Yes, screens are being looked at. If the road is closer to the houses, then they will consider noise reduction measures. The Council commented that residents feel the road will be closer to their homes and noise measures need to be considered.

Q Please remember the 44% of people who don't want to access Oxford - they just want to go elsewhere for work and should not be looked down on because they don't use public transport.

A Funding for this scheme is tailored towards the use of public transport. We know there is a lot of through movement. Most people who work in Oxford, work in the eastern part. Others are accessing Oxford to use the A34 for business park employment.

Q Does OCC expect to use Stagecoach's services or will there be an alternative shuttlebus service?

A Stagecoach need to see the infrastructure and incentive first before they can invest in their services. They are not currently in a position to commit. Parking will be free of charge, but buses may be chargeable. It was commented the people are already using the village as a P&R.

Q Oxford North improvements were raised. **A** It was noted that the funding finishes by March 2021 and the business case will go to Government this summer for work to start this November. Both phases will be complete by March 2021.

Q The proposed dualling of the Witney to Eynsham section will improve the current over-capacity section of the A40, but then simply transfer the bottleneck to the Eynsham P&R. **A** That section carries 33,000 vehicle movements per day whereas the Dukes Cut section carries 23,000. 10,000 vehicles transfer to alternative roads at the Eynsham roundabout (over a 24hour period). The Council disputed these figures. OCC to forward the data to the Council.

Q Can taxis or electric vehicles use the bus lane? **A** No, it is for buses only.

Q Will the bus stop by Evenlode pub be removed? **A** Now that the consultation has taken place, if there is strength of feeling we can consider a change if possible. Councillors objected to this response.

Q Cuckoo Lane junction is a death trap. Please reconsider the design. **A** People from Freeland will be able to turn right of out of the junction to be able to access the P&R from the roundabout.

Q Will the air pollution figures be included in the business case or will they be available separately?

A The data will be in the planning application.

It was noted that a consultation response report will be produced in the next 2 months which will include an OCC commentary. Mr Cheung offered to provide the Council with a copy of the business case at the same time it is received by the Department for Transport. The OCC Officers were thanked for their time.