



MINUTES OF MEETING OF WHITCHURCH-ON-THAMES PARISH COUNCIL
At the Village Hall at 20:00 Thursday, December 08, 2022

Members Present

Chair	Jim Donahue
Vice-Chair	Diana Smith
Members	Nick Brazil Katherine Higley Frances Parkes

Officers Present:

Clerk, RFO	Jane Yamamoto
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Public and Press: None

The meeting started at 20:00.

1 **Apologies for absence & Mission Statement** 20:00

Cllrs Leadbeater-Hart and O’Grady sent their apologies.

2 **Declaration of Interests**

There were no declarations.

3 **Public Forum** - an opportunity for members of the public to express their point of view on any item on the agenda.

There were no members of the public present.

4 **Chairman’s Announcements** 20:05

Toll Bridge Access Road widening –West Berks have now confirmed that they have formally engaged a consultant re-appraise the earlier work by Peter Brett Associate focusing on:

- Option B (potential widening of carriageway and footway on north/west side)
- Option C2 (selective widening of footway in places, without chicane on road)
- Whether or not there is an alternative option that the consultant may deem feasible, taking into account their own experience elsewhere of similar work. This will include the ‘walkway through the canopy’ concept proposed by a Pangbourne/Whitchurch interested party back in 2016.
- Identify issues, considerations and, if appropriate, a recommended feasible option
- Develop basic General Arrangement drawings further to the above;
- Develop robust costs and timescales for potential next stages - i.e. Preliminary Design, Detailed Design and Construction - for the option/s deemed feasible.

Fibre to the door in the Village:

- Gigaclear has offered to meet me to explain their plans for providing g fibre to the village. I am still waiting for them to confirm a date for the meeting
- Airband has been talking to residents at the door stop to firm up plans for offering fibre to the home – at least on Hardwick Road.

Residents Issues:

- **Tree on Muddy lane** – after checking with SODC Planning and OCC Countryside Officer as well as other stakeholders on the Green Team, I have told the land owners that we are supportive of them removing the Elm Tree overhanging their property.
- **Yew Tree on Hardwick road** – A resident raised a concern about a Yew tree on Hardwick Road near a substation at the upper narrows. Cllr Higley is investigating and will report back.
- **Traffic Safety at the Hugh Street upper narrows** – a resident raised concerns about traffic safety for pedestrians and pets at the upper narrows highlighting recent incidents. The TAPWG team is considering this.

5 To approve minutes of the meeting of the Parish Council meeting of November 10, 2022.

Resolution: The Council voted to approve the minutes.

6 Planning Applications – to discuss and agree Council’s response to the following: 20:10

6.1 P22/S4051/LDE

Land South of Hardwick Road, Whitchurch-on-Thames RG8 7HL

The equestrian use of the land has been ongoing since the land was first rented by Mr. Hazell in 1962; Erection of a stable block consisting of two stables in 2005; and Erection of a manege in the mid 1990’s and this was re-surfaced in 2013.

Resolution: The Council voted to submit comments to support the application. However, the Parish Council would like to clarify two points: 1) the owners take responsibility for the ownership and the maintenance of the border fence with the VG and; 2) the only access to this land is from Hardwick Road as described by the documents. The PC has never been approached for permission for access to the paddock via the Village Green.

7 To receive reports from the representatives of Oxfordshire County Council and South Oxfordshire District Council 20:25

7.1 SODC District Councillor Report – Cllr Dragonetti (Attachment 1)

7.2 OCC County Councillor Report – Cllr Bulmer (Attachment 2,3)

8 **Finance:** 20:30

8.1 To approve the payment schedule for December:

Payment	Amount
Staff expenditure (£506.80 December 2022) and £280 (back pay from April 1, 2022)	£786.80
Scofell (December Invoice)	£720.24
Start Safety (Remembrance sign for road closure)	£37.01 DD
Oxford Direct Services Trading (Works to verge on High Street including bollards and posts)	£3,744.00
Environment Agency (frontage charge at Toll Bridge)	£65.56
Resident expenses for 3 edgers	£65.85

Resolution: The Council voted to approve the payments for December.

8.2 Bank Reconciliation for November 2022

8.3 Contractual rise of pay for Clerk – Clerk (Attachment 4)

The Clerk advised this was a contractual rise in pay and an estimate of the next pay increase was reflected in the budget.

8.4 Annual CIL Monitoring Report – Clerk (Attachment 5)

The Clerk explained what CIL was and how the Council could spend it. There were no CIL monies received in this financial year.

Resolution: The Council voted to approve the CIL report.

9 Motion to approve the additional costs of an annual cut of 2 hedges on the Village Green by Scofell of £367.50 + VAT. Clerk seconded by Cllr Donahue (Attachment 6) 20:30

Resolution: The Council voted to approve the Motion.

10 Motion to approve Annual Budget – Cllr Donahue seconded by Clerk (Attachment 7) 20:35

The Chair went through the budget with the rest of the Council. A few adjustments were made to ensure legal fees that had been approved in previous meetings were estimated (for the rental agreement for the land in the Playground and the buildings on the Village Green).

Resolution: The Council voted to approve the budget.

11 Motion to approve the Precept for 2023-2024 – Clerk seconded by Cllr Donahue (Attachment 8)

Resolution: The Council voted to not increase the Precept and approved the Precept Form for 2023-2024.

12 Motion to approve the setting up and registration of a Speedwatch Group in the Village and the use of three sites for monitoring: Hardwick Road near Muddy Lane, the verge outside Racquets and the Manor Road and High Street junction – Cllr Smith seconded by Cllr Parkes. (Attachment 9) 21:30

12.1 Cllr Smith advised that there were 7 residents that were trained for Speedwatch. They would have to apply for the equipment. They were hoping to have 3 teams of 3 people. Each team had to record: speed (24 mph or above), make, colour, registration and time. Notifications and fines would depend upon the Police issuing them. There would be clear signage of the Speedwatch and could only be carried out during the daytime. The Police would have to approve the selected sites.

Resolution: The Council voted to approve the Motion.

13 Update on Village Green signage and fence – Cllr Parkes 21:40

13.1 Cllr Parkes advised that the sign on the Village Green has been installed. She would contact the owner for the follow up on the fence and use of PC grant money to repair the fence.

14 Use and time limits for the parking bays and single yellow lines for the parking plan for OCC – Cllr Smith 21:45

14.1 Cllr Smith advised that the PC needed to provide OCC with an initial plan which will form the basis of their consultation and is therefore not final. Cllr Smith specifically discussed the 4 areas of parking bays and the yellow lines on the diagrams.

The question for bays was which ones could or should be for residents- only and which should be shared-use. A green parking bay, opposite Ash Court, may also be best resident-only as the top parking bay, it was felt, did not provide enough parking for residents. OCC have proposed that the bays and single yellow lines should operate

Monday – Saturday 8-5, with the share use bays being limited to 2 hours and no return within 1 hour. It was discussed that it might be better to limit times of operation to Monday – Friday 8 – 5 to allow more flexibility for residents and their visitors, as well as recreational visitors to the village at weekends, whilst still being effective in deterring commuters. Having clear sight lines and places where traffic can pull in is important at busy times in order to keep the traffic flowing and enable safer driving so it was felt that keeping the restrictions until 5pm was important.

The PC could suggest to OCC that for the consultation all the bays be resident-only, which would obviously impact weekday shoppers to Pangbourne and those who use Whitchurch to park in for recreation such as Yoga.

There would be a Motion in January.

- 14.2 Cllr Parkes recommended that it was important to consider the parking for pub users. Cllr Donahue suggested the Council visit the pub to advise them of the upcoming changes.

All High Street residents and the pub would receive a letter of notification of the changes. The other parts of the village would be notified for the consultation. Cllrs Donahue, Parkes and Smith would visit the village pub before the January PC meeting to advise them of the changes and to ascertain whether their food truck would remain a fixture.

Cllr Smith reminded all that these changes would be reviewed after one year.

- 15 To review progress on any open actions from previous Parish Council meetings and agree any revision of actions on the action list.
- 16 To confirm the date and time of the next meeting on Thursday, January 12, 2022 at 20:00. 21:50
- 17 Confidential discussion for thank you notes from the Parish Council
The Council agreed to send a letter to Linda Gray.
- 18 Meeting closed. 22:00

Attachment 1

Report to Whitchurch on Thames Parish Council December 2022

District Council Budget for 2023 / 2024

The Cabinet and officers are working through the budget-setting process, taking into account any changes introduced by the Chancellor in his recent autumn statement and assessing our likely future income streams

You may have seen recent reports in the press about a couple of two-tier authorities writing to HMG to warn that they are close to financial collapse, as well as OCC communicating their budget shortfall of c.£50m for next year. SODC is in a better financial position than many local authorities, and we have been able to reduce the annual deficit substantially over the past three years, thanks to improved management of resources and improved collection of fees.

One successful exercise we initiated was to match data held by the Council in different systems to ensure that businesses in South Oxfordshire were paying the correct business rates. During the Covid pandemic many such businesses had applied for grants while not actually paying any business rates in the first place. Amazingly, this exercise netted £2.6m of back tax, of which £500k has been retained by SODC and there will be an additional £200k per annum now due to the Council. Such good housekeeping demonstrates our commitment to returning the Council to financial stability.

Revised CIL Charging Schedule

SODC first introduced the Community Infrastructure Levy in 2016 but the rates charged had not been reviewed recently, nor the policies which determined how the fees should be charged. Over the past 12 months, a team of officers and Councillors has reviewed all of the current arrangements, going out to public consultation and finally submitting the proposed new schedule to an independent examiner. As a result, the Cabinet is now recommending to Full Council on 8th December that it adopts the new CIL Charging Schedule, which will go some way towards filling the gap in funding for infrastructure which has grown substantially over the past few years.

The new schedule differentiates between the financial viability of new houses in the different parts of the district (e.g. between Berinsfield and the rural parishes in the south of the district), and also separately categorises the more built-up areas of Didcot and Berinsfield. For the first time, CIL will now be payable on housing for older residents in most of the district, and the actual rates charged per square metre will also increase to bring them more in line with those charged in neighbouring districts. Our projections indicate that the new schedule, if adopted, will generate around 70% more in CIL payments, which of course benefits Parishes as well.

New Housing Delivery Strategy Agreed

The terms "Affordable housing" and "Social housing" are often used interchangeably in the media and elsewhere. They generally mean the same thing, which is sub-market rent level housing, most usually provided by councils or housing associations (Registered Providers). However "Affordable Rents" and "Social Rents" do have specific meanings. Affordable Rent is defined by national planning guidance as being up to 80 per cent of prevailing market rents in each area. Social Rents (also defined by planning guidance) are calculated according to government rent regime guidance, and typically fall between 45 and 60 per cent of market rents.

In South Oxfordshire, the high cost of housing has meant that new homes and homes built for "affordable rent" remain unaffordable locally to those on lower incomes. Although over 8,000 new homes have been delivered in South Oxfordshire in the past ten years, they are still unaffordable to many, with the average house price now equalling over 12 times the average salary. 40% of employees in South Oxfordshire earn £25k or less.

A new Housing Delivery Strategy was agreed by the Cabinet in November which sets out the framework within which we can start to address this problem and gives us the flexibility to work with a range of partners to ensure that we start to deliver the houses that people need. The full strategy and action plan can be found on the SODC website in the Cabinet papers for the meeting of 10th November (pages 183-221)

<http://democratic.southoxon.gov.uk/documents/g3140/Public%20reports%20pack%20Thursday%2010-Nov-2022%2018.00%20Cabinet.pdf?T=10>

This new strategy will help to achieve our corporate plan priorities relating to the climate emergency, delivering affordable housing and improving community well-being.

At its meeting in December, SODC Full Council will be asked to approve the allocation of £2m towards the purchase of houses for conversion to social rent properties.

Oxford City Traffic Management

There are a number of proposals to address the issue of traffic congestion in Oxford under the title of Central Oxfordshire Travel Plan.

These proposals are out for consultation, but in addition to objections and support from different people, the proposals have also triggered abuse being levelled at staff and councillors. There are online postings of inaccurate information and misleading statements; these may be deliberate to stir up trouble or just evidence of ignorance. The most extreme abuse is being passed to Thames Valley Police.

The misinformation has also resulted in both councils receiving numerous calls and social media messages from worried residents.

Peter Dragonetti

**REPORT TO PARISH COUNCILS NOVEMBER 2022
FROM CLLR KEVIN BULMER**

GENERAL OCC REPORT

LIBDEM/GREEN/LABOUR WAR ON MOTORISTS CONTINUES IN OXFORD

A wide range of initiatives are either in place or being consulted upon. These include:

- ZEZ (Zero Emissions Zone): Non-electric cars are charged or fined if they enter the area
- LTNs (Low Traffic Neighbourhoods): Through traffic is blocked from certain areas
- Traffic Filters: The city is to be split into four sectors and cars without permits will be unable to travel directly from one sector to another
- Controlled Parking Zones (CPZs): Cars without permits are fined if they park in certain areas
- WPL (Workplace Parking Levy): Businesses are to be taxed if they provide parking spaces for employees

While understanding that traffic is a huge issue in Oxford, the Conservative Opposition wonders whether this is overkill and is concerned about the amount of Council time and Council Tax money being devoted to Oxford in comparison to towns and villages.

OXFORD ZERO EMISSIONS ZONE (ZEZ) GENERATES £120,000 IN FEES & FINES

The Cabinet Member in charge of Oxfordshire's highways insists the ZEZ scheme is not being used as a cash cow. Rolled out as a pilot on a handful of city centre roads in February, the ZEZ scheme sees automatic number plate recognition (ANPR) cameras police charges between £2 and £10 for any vehicles that produce emissions. The prices will double from August 2025. The charges apply between 7am and 7pm every day on Bonn Square, Queen Street, Cornmarket Street, part of Market Street, Ship Street, St Michael's Street, New Inn Hall Street and Shoe Lane. It is set to be extended to cover much of the city centre next year, subject to public feedback.

HIGHWAYS OFFICERS DEVOTE LOTS OF TIME & EFFORT RESTORING LTN BARRIERS

The Low Traffic Neighbourhoods (LTNs) in Oxford remain unpopular with many residents and the barriers are frequently vandalised at great cost to the council. Cabinet Member Andrew Gant said: *"We will continue to make safe and reinstate all damaged bollards that have been forcibly knocked down or uprooted. Vandalism of this kind is a serious criminal offence and correcting it takes a lot of time and effort from our highway officers."*

TRAFFIC FILTER PLAN TO SPLIT OXFORD INTO FOUR SECTORS

The intention is to create four 'Sectors' within the city: North, South, West and East. When the traffic filters are operating, for cars without a permit, movement within each sector is unrestricted, but direct movement between sectors is not possible and requires use of the ring road. Affected motorists will face much longer journey times and distances. The intention is to force a change in behaviour.

WORKPLACE PARKING LEVY

The plan is to tax businesses on every parking space they provide to employees. The decision whether or not to pass this charge on to the employee rests with the company.

CONSERVATIVES ATTEMPT TO SAFEGUARD OF COUNCILLORS' PRIORITY FUND

Conservatives successfully moved a motion at October Full Council to request that as part of the Budget process, the administration gives full consideration to extending the Councillors' Priority Fund, which is due to expire at the end of the year.

LIBDEMS PASS MOTION TO CUT VAT

The LibDems put forward a motion to Full Council in October stating Government should immediately introduce various subsidies and cut VAT to 17.5%. The motion was passed despite Conservatives pointing out that whatever the merits or not of the proposal, the administration was once again wasting council resources trying to get involved in central government issues way beyond the council's remit. Councillors are not junior MPs and they should focus on local matters. It is believed the motion was centrally generated by LibDem HQ as almost identically worded motions have been debated at other LibDem councils.

LIBDEM/GREEN/LABOUR ADMINISTRATION CONTINUES VEGANISM CAMPAIGN

Conservatives moved a motion at October Full Council to put a brake on the administration's veganism campaign but were unsuccessful.

HOMELESSNESS IN OXFORDSHIRE

Housing associations, charities and local authorities in Oxfordshire have come together to embark on a programme to help tackle homelessness in the county. OCC has helped to form the Oxfordshire Homeless Alliance, commissioning partners to improve homeless services by taking a collaborative approach to support those experiencing and at risk of homelessness.

COUNCIL BUDGET

This year, the government is not expected to hold a spending review, so government funding will not keep pace with inflation, leading to a predicted funding shortfall of over £30 million next year. OCC is also estimating around £20m of other demand-led pressures, which include: the growing nationwide costs of supporting children and young people with special educational needs and disabilities; the rising cost of social care and care placements for both children and adults; and a national shortage of social care workers leading to a reliance on agency staff.

OCC DECLINES THE GOVERNMENT'S INVESTMENT ZONES INVITE

Councillor Liz Leffman, Leader of OCC, has written a formal letter to the Secretary of State for Levelling Up to explain why OCC has decided not to bid to be involved in Whitehall's investment zones initiative. Given that this decision has been made, the Opposition is questioning why time and money is to be wasted at Full Council in November debating a motion praising the decision.

UPDATED PARKING STANDARDS FOR NEW DEVELOPMENTS APPROVED

On Tuesday 18 October, OCC's cabinet approved an updated guide for parking standards for new developments. It means developers will need to work collaboratively with the council to help achieve the targets set in the [Local Transport and Connectivity Plan](#) (LTCP), which was adopted earlier this year. The LTCP aims create a net zero transport system in Oxfordshire by 2040, improving health and wellbeing, tackling the climate emergency, reducing private vehicle use, and prioritising walking, cycling, and public transport. While supporting many of these objectives, Conservatives are questioning how the restrictions will apply in rural areas where residents are still very much dependent on the private car. I'd point out that the so called net zero system makes no notice of if the cars powered by electricity or fossil fuels but is just anti-car full stop.

**REPORT TO PARISH COUNCILS DECEMBER 2022
FROM CLLR KEVIN BULMER**

GENERAL OCC REPORT

The focus of the administration remains centred on Oxford, Oxford traffic and highly ambitious aims relating to climate change.

COUNCIL BUDGET

The Budget process is now underway and it is likely the administration will impose a 5% increase in Council Tax on residents. Residents can have their say on the council's budget proposals between 18 November and 19 December by visiting oxfordshire.gov.uk/budget consultation and completing the online survey.

OCC WORKING TO RETAIN BUS SERVICES IN THE CITY OF OXFORD

Following Oxford Bus Company's announcement of the withdrawal of bus services to parts of the city, recognising that this will adversely affect many local residents, OCC has launched a tender process for replacement services. Earlier in the year, the council set aside up to £2.5 million over the next two years to protect previously commercial services at risk of withdrawal as a result of lower passenger numbers and spiralling bus industry costs. The news has been received with anger by rural communities with failing bus services who question why they don't get the same level of treatment.

COSTS OF LOW TRAFFIC NEIGHBOURHOODS IN OXFORD SOAR



OCC spent has acknowledged spending £73,000 repairing vandalised plastic bollards used in Low Traffic Neighbourhood schemes at Oxford's Divinity Road, St Clement's and St Mary's areas. The total may have risen since that figure was released. Steel bollards are now to be installed at a cost of £100,000 after the "unprecedented levels of vandalism". Conservatives are questioning the vast sums of money being poured into this divisive scheme that might benefit a small number of residents in Oxford, while rural residents are complaining that budgets for mundane matters such as drain repair are inadequate.

OCC TO SPEND £6.5M ON TRAFFIC FILTERS SPLITTING OXFORD INTO FOUR SECTORS

The administration intends to create four 'Sectors' within the city: North, South, West and East. When the traffic filters are operating, for cars without a permit, movement within each sector is unrestricted, but direct movement between sectors is not possible and requires use of the ring road. Affected motorists will face much longer journey times and distances. The

intention is to force a change in behaviour. At the Cabinet meeting on 29th November, a record number of individuals and organisations spoke passionately for and against the highly controversial proposal. The meeting was attended by police armed with tasers and security guards. The chamber had to be cleared at one point. The proposal was approved by Cabinet.

LEICESTER CITY-WIDE WORKPLACE PARKING LEVY PLAN AXED

Plans to introduce a working parking levy in Leicester have been scrapped. Leicester City Council was proposing a scheme that would have seen firms with more than 10 parking spaces paying £550 a year for each space. After more than 4,000 people responded to a consultation, the council has shelved the plans. OCC is poised to go into its own consultation for a very similar scheme in Oxford. The Conservative Opposition is asking the administration if this new evidence from Leicester will be taken into account when deciding whether or not to proceed with this highly controversial 'tax on jobs'.

OCC LAUNCHES A TEN-YEAR PLAN FOR THE FUTURE OF COUNCIL PROPERTIES

The principles underpinning a ten-year plan to manage and rationalise the wide variety of buildings owned or managed by OCC was approved by the Cabinet on 15th November. OCC owns 905 sites around the county, including 13 offices. As part of the proposed review, officers would be asked to develop plans to rationalise this "operational estate" of offices, including options and business cases for Oxford city centre office accommodation. There is cross-party agreement that property is a long-term issue and cross-party consensus is essential. To this end, a cross-party Cabinet advisory group is to be formed to advise on the issue.

CLIMATE CHANGE REMAINS AT HEART OF ALL COUNCIL'S DECISIONS

On 15 November the council's Cabinet reaffirmed its commitment that climate change remains at heart of all council's decisions. While supporting the general ambition about climate change, the Conservative Opposition remains concerned that the immediate day-to-day concerns of residents are being side-lined as a result of lofty ambitions that while expensive, will in reality will have little impact on the climate.

NEW EVIDENCE ABOUT LACK OF EFFECTIVENESS OF 20MPH LIMITS

A new study from Queen's University Belfast, Edinburgh University, and the University of Cambridge has found that reducing speed limits from 30mph to 20mph has had 'little impact' on road safety. The data was collected over 76 streets in the centre of Belfast prior to the introduction of the 20mph rollout, and then one and three years after they were installed. That information was then compared with data collected from nearby streets where the 20mph are not in place. Further analysis of the data revealed that when compared with areas that had retained their previous speed limits, the new 20mph limits led to minimal change in short or long-term outcomes for road traffic collisions, casualties, or speeding. The data also showed that the average traffic speed fell by only 0.2mph after the first year. This increased slightly after year three to 0.8mph. An RAC road safety spokesman said: "Our research shows drivers are less likely to comply with a lower limit if they don't believe it's appropriate for the type of road."

I've always had a concern about the blanket rollout of 20mph and whether the £8million would have been better spent on a targeted approach.

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2 November 2022

E02-22 | 2022-23 NATIONAL SALARY AWARD

The LGA has notified us they have come to an agreement on the new pay scales for 2022-23 to be implemented from 1 April 2022. Employers are encouraged to implement this pay award as swiftly as possible.

“Pay

Agreement has been reached on rates of pay applicable from 1 April 2022.

Employers are encouraged to implement this pay award as swiftly as possible.

Backpay for employees who have left employment since 1 April 2022

If requested by an ex-employee to do so, we recommend that employers should pay any monies due to that employee from 1 April 2022 to the employee’s last day of employment.

When salary arrears are paid to ex-employees who were in the Local Government Pension Scheme (LGPS), the employer must inform its local LGPS fund. Employers will need to amend the CARE and final pay figures (if the ex-employee has pre-April 2014 LGPS membership) accordingly. Further detail is provided in [section 15 of the HR guide](#) which is available on the [employer resources section](#) of www.lgpsregs.org”

The attached Annex lists the new pay scales for clerks and other employees employed under the terms of the model contract including SCPs 50 and above. These calculations are based on the changes agreed by the NJC. These should be retrospectively applied from 1 April 2022.

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ANNEX 1

SCP	1 April 2021		1 April 2022		Scale Ranges
	£ per annum	* £ per hour	£ per annum	* £ per hour	Based on SCP
1	£18,333	£9.53	£20,258	£10.53	Below LC Scale (for staff other than clerks)
2	£18,516	£9.62	£20,441	£10.62	
3	£18,887	£9.82	£20,812	£10.82	
4	£19,264	£10.01	£21,189	£11.01	
5	£19,650	£10.21	£21,575	£11.21	LC1 (5-6) (below substantive range)
6	£20,043	£10.42	£21,968	£11.42	
7	£20,444	£10.63	£22,369	£11.63	LC1 (7-12) (substantive benchmark range)
8	£20,852	£10.84	£22,777	£11.84	
9	£21,269	£11.05	£23,194	£12.06	
10	£21,695	£11.28	£23,620	£12.28	
11	£22,129	£11.50	£24,054	£12.50	
12	£22,571	£11.73	£24,496	£12.73	
13	£23,023	£11.97	£24,948	£12.97	LC1 (13-17) (above substantive range)
14	£23,484	£12.21	£25,409	£13.21	
15	£23,953	£12.45	£25,878	£13.45	
16	£24,432	£12.70	£26,357	£13.70	
17	£24,920	£12.95	£26,845	£13.95	
18	£25,419	£13.21	£27,344	£14.21	LC2 (18-23) (below substantive range)
19	£25,927	£13.48	£27,852	£14.48	
20	£26,446	£13.75	£28,371	£14.75	
21	£26,975	£14.02	£28,900	£15.02	
22	£27,514	£14.30	£29,439	£15.30	
23	£28,226	£14.67	£30,151	£15.67	

	1 April 2021		1 April 2022		Scale Ranges
SCP	£ per annum	* £ per hour	£ per annum	* £ per hour	Based on SCP
24	£29,174	£15.16	£31,099	£16.16	LC2 (24-28) (substantive benchmark range)
25	£30,095	£15.64	£32,020	£16.64	
26	£30,984	£16.10	£32,909	£17.10	
27	£31,895	£16.58	£33,820	£17.58	
28	£32,798	£17.05	£34,723	£18.05	
29	£33,486	£17.40	£35,411	£18.40	LC2 (29-32) (above substantive benchmark range)
30	£34,373	£17.87	£36,298	£18.87	
31	£35,336	£18.37	£37,261	£19.37	
32	£36,371	£18.90	£38,296	£19.90	
33	£37,568	£19.53	£39,493	£20.53	LC3 (33-36) (below substantive range)
34	£38,553	£20.04	£40,478	£21.04	
35	£39,571	£20.57	£41,496	£21.57	
36	£40,578	£21.09	£42,503	£22.09	
37	£41,591	£21.62	£43,516	£22.62	LC3 (37-41) (substantive benchmark range)
38	£42,614	£22.15	£44,539	£23.15	
39	£43,570	£22.65	£45,495	£23.65	
40	£44,624	£23.19	£46,549	£24.19	
41	£45,648	£23.73	£47,573	£24.73	
42	£46,662	£24.25	£48,587	£25.25	LC3 (42-45) (above substantive benchmark range)
43	£47,665	£24.77	£49,590	£25.77	
44	£48,857	£25.39	£50,782	£26.39	
45	£50,074	£26.03	£51,999	£27.03	
46	£51,334	£26.68	£53,259	£27.68	LC4 (46-49) (below substantive range)
47	£52,607	£27.34	£54,532	£28.34	
48	£53,768	£27.95	£55,693	£28.95	
49	£55,274	£28.73	£57,199	£29.73	

	1 April 2021		1 April 2022		Scale Ranges
SCP	£ per annum	* £ per hour	£ per annum	* £ per hour	Based on SCP
50	£56,658	£29.45	£58,583	£30.45	LC4 (50-54) (substantive benchmark range)
51	£58,070	£30.18	£59,995	£31.18	
52	£60,007	£31.19	£61,932	£32.19	
53	£61,938	£32.19	£63,863	£33.19	
54	£63,878	£33.20	£65,803	£34.20	
55	£65,831	£34.22	£67,756	£35.22	LC4 (55-62) (above substantive benchmark range)
56	£67,759	£35.22	£69,684	£36.22	
57	£69,712	£36.23	£71,637	£37.23	
58	£71,626	£37.23	£73,551	£38.23	
59	£73,441	£38.17	£75,366	£39.17	
60	£75,295	£39.13	£77,220	£40.14	
61	£77,193	£40.12	£79,118	£41.12	
62	£79,144	£41.14	£81,069	£42.14	

* Hourly Rates

As per the national agreement, hourly rates are calculated by dividing annual salary by 52 weeks and then by 37 hours. Please note that these hourly rates differ from those published by NJC for Principal Authorities as the calculation basis differs. Please also note that NJC have resolved to delete SCP 1 w.e.f. 1st April 2023

Quotation from Scofell

----- Forwarded Message -----

Subject: RE: Quotation for additional work for Whitchurch on Thames

Date: Mon, 21 Nov 2022 12:55:16 +0000

From: Luke Pearson <luke@scofell.co.uk>

To:

Thanks for your patience in waiting for me to get back to you. It's been a busy few days and I've not had much time in front of my laptop. The total cost for the annual cut of the hedges, with the cuttings being removed from site, would be £367.50+VAT.

Kind Regards,

Luke Pearson

School & Parish Council Contracts Manager

Scofell Landscapes Ltd. Banterwick Farm, Hampstead Norreys,
Thatcham, Berkshire RG18 0SR

SPEEDWATCH UPDATE 7.11.22

A new Speedwatch group has been set up for WoT replacing an older one which didn't really get going. Our police contact is PC Lee Turnham of Thames Valley Police.

An appeal for volunteers went out in the summer and autumn issues of WoT magazine with further postings on the village noticeboards. There are now 8 volunteers, 3 of whom have completed the mandatory online training, the minimum number needed for TVP to register volunteers and issue equipment.

Volunteers have to record the time + vehicle speed, reg, make and colour, on paper (GDPR). Speeds can only be taken on the side of the road facing oncoming traffic so the lack of pavement in Whitchurch is a problem. Volunteers also need to avoid causing an obstruction on the footway, also a potential headache here. However the use of private driveways for Speedwatch sites is allowed with owners' consent.

Sites have to be authorised before we can apply for equipment. Potential spots were discussed by TAPWG who suggest three: Hardwick Road W-bound near Muddy Lane, High Street S-bound on the parish-owned verge outside Racquets, and High Street N-bound near the junction with Manor Road.

Good news – there is no cost to the parish council. Radar guns, compulsory signage and insurance are now provided by FOC as long as the group is active. Not such good news, there is a waiting list for equipment.

If all this is acceptable to the parish council, I will contact TVP to take action.

Linda Gray

Speedwatch coordinator, Whitchurch on Thames