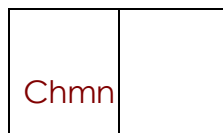


West Hagbourne Parish Council



Minutes of West Hagbourne Parish Council Meeting

held at Hagbourne Village Hall on Wednesday 1st November 2017 at 7:30pm.

Present: Cllrs M. Butler, V. Brownsword, H. Lewis, M. Telford, O. Doogue, Mr. A. Wise (Clerk), Ian Leishman and Tracey

	MB opened the meeting at 19:30 hrs.	
17/177 Apologies	Cllrs. J Murphy and S. Clarke	
17/178 Declarations of personal and prejudicial interest	<ul style="list-style-type: none"> None 	
17/179 Report on OCC and SODC activities	<u>OCC Report</u> – None Received <u>SODC Report</u> – See attachment 7	
17/180 Hear representations from members of the public	Ian Leishman raised the issue of the damaged kerb and drain in Main Street. He explained that he reported it on OCC's "Fix my Street" but was disappointed with the response which stated that it wasn't damaged enough for them to repair it. Clerk asked Ian to forward the emails to him and he would bring it to the attention of the County Councillor who hopefully will escalate it with Highways Management.	AW
17/181 Approve the minutes of the meeting of 06.09.2017	It was proposed by MB, seconded HL, that the minutes be signed as a true record. Carried nem con.	
17/182 Consider matters, not taken elsewhere, arising from the minutes of the meeting of 06.09.2017	<ul style="list-style-type: none"> All action items had been completed except for 17/170 and 17/173. 	
17/183 Receive reports from Parish Councillors and the Clerk	<ul style="list-style-type: none"> Clerk briefed Councillors on pros and cons of producing a Neighbourhood Plan. Councillors asked Clerk to arrange a further briefing with SODCs expert on Neighbourhood Plans (Riccardo) before the end of the year. On 6th October VB & HL attended a Neighbourhood Plan Briefing Meeting On 11th October VB attended the SODC Local Plan Briefing Meeting which will be adopted by Summer 2018 On the 15th October MB/HL/VB attended a meeting with Taylor Wimpey to hear their plans for possible traffic mitigation plans if their forthcoming planning application is adopted. Chair made them aware that the PC will be refusing their application for which one of the reasons will be the impact of an increase in traffic going through the village. 	AW

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17/184 Financial matters	<ul style="list-style-type: none"> Approval of payments. It was proposed HL, seconded VB and carried nem con that the following invoices be paid: Parish Clerk's wages, expenses, PAYE, Grass Cutting, Royal British Legion Poppy Appeal and Citizens Advice Bureau Donation. Clerk's Salary Increase. It was proposed MB, seconded VB and carried nem con that the Clerk's Salary will be increased from £2400 to £2450 per annum effective from 1st November 2017 and payable from Jan'18 meeting. Current financial situation. AW presented the current financial situation – attachments 2 & 3. Clerk talked the councillors through the draft budget for 2018/19 – attachment 4. Clerk to bring the current Insurance Policy along to the Jan'18 Meeting so that the councillors can review it with respect to sufficient cover for the Phone Box that houses the village Defib and the Bus Shelter before the policy is renewed next year. 	AW
17/185 Planning since the meeting of 06.09.2017	<ul style="list-style-type: none"> AW presented the current planning application situation – attachment 5 It was proposed MT, seconded OD and carried nem con that WHPC Formal Response to Planning Application P17/S3477 – Blissetts is NSV with no additional comments. Chair briefed the council on his meeting with Taylor Wimpey in which the Chair and HL/VB explained to them that the PC will be refusing their application for which one of the reasons will be the impact of an increase in traffic going through the village. HL offered to take some photos of the surrounding areas of the village to show the impact of the proposed development will have on the view of an AONB. 	HL
17/186 Highways and Transport	<ul style="list-style-type: none"> MB explained to the meeting that after chasing the Highways department over the sharp bend sign, it has now ended up with one at each end of the village after they had initially installed the sign at the wrong end of the village. MB reiterated that the planned road narrowing work in Main Street is still scheduled for February 2018. VB reported that on the 23rd October both herself and Terry attended the DVTG AGM at which Terry Pritchard was re-elected to the committee for another 12 months. Still awaiting outcome of the 94-bus service review ahead of March 2018 on whether it will be continued beyond this date in the meantime. VB to write an article for the newsletter encouraging people to use the 94-bus service as much as possible between now and March 2018 when the service is next up for review. VB reported that Terry Pritchard attended a PTR Meeting on the 25th October for which the minutes are re-produced as an attachment below – attachment 8 	VB
17/187 Risk assessment	MB signed off appropriate parts on the current Risk Assessment Checklist. - attachment 6	
17/188 Chairman's Report for Newsletter	<ul style="list-style-type: none"> Chairman to draft a report for the next edition of the village newsletter which is due at the end of November 2017, to include update on S.106 money 	

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	being spent on road narrowing measures in Main Street next February 2018 and update on how PC will respond to Taylor Wimpey Planning Application when it is received.	
17/189 Respond to Communications as the Chairman may direct	<ul style="list-style-type: none"> Chair to speak to local carpenter to ask him to both inspect and then if necessary provide a quote on either repairing or building both a new memorial seat and a new seat around the chestnut tree. Clerk to encourage Jane Murphy - SODC Councillor to attend the Jan'18 meeting to brief the full council of recent events that affect the village. 	MB AW
17/190 Attend to any other business at the Chairman's discretion	<ul style="list-style-type: none"> None 	
17/191 Date of next meeting	<ul style="list-style-type: none"> Wednesday 3rd January 2018 <p>2018 Meeting Dates 03.01.2018 07.03.2018 02.05.2018 23.05.2018 - APM 04.07.2018 05.09.2018 07.11.2018</p>	
17/192 Meeting Closed	<ul style="list-style-type: none"> MB declared the meeting closed at 21:10 hrs. 	

Signed:

Date:

Attachments:

1. Agenda
2. Financial Statements
3. Expenditure against Budget 2017-2018
4. Draft Budget 2018-2019
5. Planning Applications
6. Risk Assessment
7. SODC Report

October 2017.

Planning Matters.

Oxfordshire Infrastructure Strategy (OxIS)

Joint work of Oxfordshire councils, pulling together Oxfordshire's key infrastructure. Stage 1 is now published on County's website (we have link to it) and provides an overview of the infrastructure required 2016 to 2040 and the estimated cost (£9 billion). With £500,000 secured (S106/CIL/LEP/public sector commitments) there is a funding gap of approx. £8.5 billion. Although all the infrastructure is

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required to deliver growth set out in our local plans up to 2031, further work is underway to rank schemes (stage 2) by categories, e.g. what infrastructure unblocks which housing or jobs. The information also provides a robust evidence base to assist any funding bids and demonstrate the need for investment in Oxfordshire to sustain growth.

Next steps are engagement with key stakeholders in early September and then the Growth Board at the end of September.

National Infrastructure Commission (NIC) Cambridge-Milton Keynes-Oxford Corridor

- There is significant national impetus behind proposals for an expressway, especially if it is helping to deliver significantly more housing and jobs between Oxford and Cambridge to support UK economic growth.
- The economic and transport case for improvements seem strong, but environmental impacts need to be considered further.
- No routes have been specifically chosen, but there are a number of potential routes being considered, some of which would better link to our growth proposals at Didcot Garden Town and in the central area of South Oxfordshire, edge of Vale.
- Each council has taken an informal view (considered by Cabinet members); South; if the NIC recommend the upgrade of the existing A34 and a northerly route the council support. However, if the NIC are minded to suggest a route south of Oxford City, then the council wants to engage with them asap.
- Vale; the council does not support the upgrade of the existing A34 or an alternative northerly route, but considers there is opportunity for a route south of Oxford and wish to be involved at an early stage.
- A NIC recommendation is expected later this year.

Development Management

- Average of 33 applications per day received through August (644 in total). This is an increase on the June average of 28 per day.
- The 24 hour turnaround of applications has not been maintained over the past month due to increased volumes, officers leaving the council and annual leave.

Monitoring Progress

August 2017 (as at week ending 3 September 2017)

- Majors: 59% decided within 13 weeks against local target of 70% (national target 60%)
- Minors: 83% decided within eight weeks against local target 75% (national target 65%)
- Others: 89% decided within eight weeks against a local target 90% (national target 80%)
- Appeals dismissed: 63% against our local target 74% (national target 60%)

Enforcement August · 45 new cases opened · 36 cases closed · 13 cases closed were more than six months old Our six week performance was 97 per cent this month (target 80 per cent). 11 cases, were resolved through voluntary compliance. These included the removal of illegal adverts in Didcot, Wallingford and Chasey Heath. The tidying of land in Berinsfield, restoration of levels in a

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garden in Henley and various compliance with planning conditions in Crowell, Thame, Henley, Waterstock and Stadhampton. Five cases were not expedient to pursue: the siting of a residential LPG tank in Harpsden, car park surfacing and a change in materials on a residential extension in Didcot, the height of a fence in Wheatley and archaeological investigations prior to permission in Wallingford.

Appeals - Public Inquiries

- Thames Farm, Shiplake – Decision received on 2 August - Inspector allowed the appeal for 95 houses finding we had 2.998 years housing land supply. He did not support concerns raised on landscape and highways grounds. We have challenged the Inspector's decision and are waiting for the courts to now consider our challenge.
- CABI, Crowmarsh – appeal against refusal of new offices and residential development was allowed this development, no costs awarded.
- Long Wittenham land off Fieldside Track– appeal against non-determination of 35 unit scheme strongly opposed by parish council and local residents. Inquiry scheduled for 14-17 November. A recommendation will be referred to Planning Committee on 27/9
- Benson – 130 houses off St Helens Avenue – RAF Benson and the MOD strongly objected – the Inspector accepted we do not have a 5 YHLS but dismissed this appeal on noise grounds.
- Tetsworth - traveller site of 12 pitches (outside the Green Belt) originally scheduled for the 6-7 June has been postponed by until 21-24 November.
- We have recently settled two awards of costs in respect of appeal decisions at Goats Gamble Woodcote (one dwelling) and High Street Wheatley (one dwelling through conversion of an outbuilding). The costs were both in the region of £5000. We have received another full award of costs for two houses (adjacent to the church) in Watlington – this could be in the region of £20,000.

Endorsement from the Food Standards Agency

We are one of only 24 district councils to have completed all the food hygiene inspection programmes for the year according to the Food Standards Agency.

As a result of our hard work, we have ensured that 95 per cent of food businesses were considered to be compliant with food hygiene laws. 14 businesses were subject to enforcement notices and 800 received written warnings. Seven locations were temporarily closed to address serious issues and we took three prosecutions following significant breaches of food hygiene laws.

You can read the FSA's full monitoring data from here. <http://southandvale.us8.list-manage2.com/track/click?u=33bec1cf8b5523ad47c7183a0&id=a8c29ad2c1&e=eda6ce4f57>

For any further information, please contact Diane Moore, Food and Safety Manager, by email or phone 01235 422116.

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Government funding for homelessness

The funding we receive from government has increased significantly to help prevent homelessness. Our council is successful in preventing homelessness and have been awarded more money to continue our good work.

The table below illustrates the significant increase in funding over the next two years:

2017/18 estimated grant award	£ 14,676.48
2017/18 actual grant award	£144,134.71
2018/19 actual grant award	£165,840.99

We know the risk of people becoming homeless is increasing each year and, with the extra funding, we are able to allocate more money on prevention. For more information please contact Phil Ealey.

Community Safety Partnership

Safeguarding and prevention

We have produced and distributed 1,000 leaflets and air fresheners to taxi companies and drivers telling them what to do if they suspect they are being hired to traffic vulnerable passengers to work against their will or being abused. The leaflet provides information on what to look out for, who to tell and where they can find more information on safeguarding.

Use this link to see the leaflet. <http://southandvale.us8.list-manage2.com/track/click?u=33bec1cf8b5523ad47c7183a0&id=039d256851&e=eda6ce4f57>

For more information on how we help safeguard vulnerable people you can read our website. <http://southandvale.us8.list-manage.com/track/click?u=33bec1cf8b5523ad47c7183a0&id=d8147eefd2&e=eda6ce4f57>

Annual Plan

We have approved The South and Vale Community Safety Partnership annual plan for 2017/18. The plan focuses on how we support vulnerable people. Take a look and find out more about the community safety team projects by visiting the website. <http://southandvale.us8.list-manage.com/track/click?u=33bec1cf8b5523ad47c7183a0&id=ced49c5aff&e=eda6ce4f57>

You can contact Karen Brown for further information on the leaflets and annual plan.

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Science Vale at TransforMOTION

As part of our partnership with Bosch UK, Cllr John Cotton attended and spoke at the recent TransforMOTION event at Somerset House in London. John spoke on how Science Vale UK and Didcot Garden Town are working with international science and technology organisations, including Bosch, to create new solutions for the region.

The event was open to the public and featured talks from a wide range of industry leaders and gave visitors first hand experience with Bosch's innovative transport solutions for the future - including light electric vehicles such as e-bikes, autonomous pods and microclimate monitoring systems to help improve air quality.

You can find out more information on the TransforMOTION event here.

<http://southandvale.us8.list-manage2.com/track/click?u=33bec1cf8b5523ad47c7183a0&id=a107937529&e=eda6ce4f57>

Councillor grants - applications needed

We've started receiving applications for councillor grants and have made our first three decisions with payments now on their way.

Don't forget to spread the word about the grant councillors have available by directing people to our website www.southoxon.gov.uk/grants or call 01235 422405.

The deadline for groups to apply is 20 December - only 11 weeks away!

Go Active Gold are getting great results

In the past 18 months, 1,847 people from 71 rural villages across both districts have engaged with Go Active Gold activities. The Go Active Gold team aim to encourage people aged 60 and over living in rural areas to live more active lifestyles. The team has introduced 28 more villages to the scheme and over 100 people took up our £5 swim offer we provided with our GLL partners.

Here are the top five things Go Active Gold users told us they like most about the scheme:

- its close to where they live
- exercising with people their own age
- improved health and fitness
- doing an activity that caters for their own ability
- making new friends.

For more information please contact Hendriette Knouwds.

Hendriette.knouwds@southandvale.gov.uk

Editor - Cllr Ian White (Ian.White@southoxon.gov.uk) Twitter feed: @IanWhite_DC

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8. Minutes of Parish Transport Representatives Meeting - October 25, 2017, County Hall

1) Appointment of minute taker for this meeting: Helen Oldfield, Deddington parish (helenmoldfield@yahoo.co.uk). Participants described as PTR when name and parish not identified or not heard – apologies for this.

2) Attendance and apologies on separate document

3) Minutes of the last meeting were agreed

The chair, Chris Robins, said he had – in line with request made at previous meeting – invited representatives of public transport companies to attend a PTR meeting with mixed results:

- * Network Rail were agreeable in principle but had no one available to attend this meeting. Hoped to be able to provide representative on subsequent occasion.
- * Stagecoach bus company were theoretically interested but had yet to be pinned down to a date.
- * Oxford Bus Company had not yet responded

Surveys: Two separate surveys were being conducted. One by Community First Oxfordshire (Emily Lewis-Edwards), one by Oxfordshire Neighbourhoods Partnership (Christopher Gowers).

The Community First survey had been sent round to all parish and town councils in the county, asking about transport needs to hospital etc and what community bus services are available.

The Neighbourhoods Partnership survey concerns place names arranged by districts (i.e., not just towns and parishes). It concerns car lift schemes, good neighbour schemes as well as community services.

4) County Council update

Phil Earnshaw could not attend this meeting but circulated a briefing note to representatives after the meeting (appended to these minutes). This concerns school transport tenders, bus contracts implemented or sought through S106 payments, a potential relaunch of the “Quality Bus Partnership”, information concerning funds and assistance available for Community Transport, information about mooted changes to the licensing arrangements for Community Transport.

OCC officer Rob Savage (and Shirley McAnaney) did attend and reported on the following:

School bus tenders are live. Some interest has been shown by public bus companies
S106 contracts for improving bus services are being implemented (see Phil Earnshaw’s note for details of services affected).

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OCC money still available for Community Transport. Also training in minibus driving offered – 21 people already trained.

Consultation about licensing for Community Transport drivers that is soon to be conducted by Department for Transport includes insurance and licence issues – may be more onerous than at present.

[Note clarification about S19 and S22 services posted on DfT website on November 27 - <https://www.gov.uk/government/publications/community-transport-permit-holders-who-are-exempt-from-eu-regulation-10712009>]

Questions

Mary Stiles, Thame: Town very unhappy about (south? Sapphire?) Thame bus run by Arriva. Parish council should have been consulted before route put out to tender. Two roads should not be on route. Bus drivers worried about narrow railway bridge by an S-bend.

A lot of money has gone to Arriva, but company are not interested in changing the route now they have their contract.

PTR: When was it decided to put buses back in Queen Street, Oxford?

Rob Savage: It was a government decision. Council wanted it closed.

5) Comet Bus Service

David Turner, Chalgrove: Are there any spare Comet buses where previous schedule failed?

Rob Savage: the next call in gets the opportunity.

PTR: Could there be a reserve register of villages keen to have access to Comet?

John Battye, Stanton St John: Could a list of Comet availability be sent to everyone?

Rob Savage: Possible – but Comet is not the only job of the admin team at the transport hub.

Emily Lewis-Edwards of Community First Oxfordshire said that she would be happy to promote spare buses.

Comet is currently running to capacity.

Terry Pritchard, West Hagbourne: Will Comet continue beyond the end of the financial year?

Rob Savage: I would envisage that it will.

PTR meetings

Malcolm Leeding, Forest Hill with Shotover: Very concerned that although there were county council officers present, there was no political presence, i.e., councillors.

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We have multi-coloured buses driving around town, empty or half-empty but they won't go to nearby villages. We need a spokesperson here and we could tell them about the real issue.

[Applause]

David Cooper, Ewelme: A cabinet member should be invited.

S106

Jane Smewing, Henley: We know there is a fair amount of S106 available for bus services for new estates. How do ensure input into this?

Chris Gowers, Oxfordshire Neighbourhoods Partnership: S106 is a planning obligation agreed when planning permission granted. S106 for transport is the responsibility of the county council – approach them. Routing is decided by the traffic commissioners.

PTR: S106 is pump priming money, it is not unlimited. Once the S106 has run out the service needs to be self-supporting.

PTR: The 136 Wallingford-Cholsey route has a reduced service and reduced funding. Protest made to Thames Travel.

The 140 has increased frequency but no information was given. Could the county council circulate information about changes to service?

Roger Templeman, South Moreton: A new Wallingford to Oxford service is financed by S106 money. The X2 bus, Thames Travel, to Oxford has altered its route by half a mile and won't divert.

Rob Savage. Refer to Phil Earnshaw.

School transport

Frank Dumbleton, Chilton (near Didcot): We have problems with school transport going to the wrong school.

Rob Savage: Take it to Phil (Earnshaw). It would be helpful if we could influence this at the time contracts were awarded. But there is an operational problem – pupils only get transport when they have a place at a particular school by which time the contract may have been awarded.

Emily Lewis-Edwards, Community First: The mileage rules have changed. There may be transport to a new school because the old school is now out of the catchment area.

6) Report of Community First Oxfordshire, Emily Lewis-Edwards

Hospital parking: Community First Oxfordshire administer the OCTA badge (Oxfordshire Community Transport Accessibility) hospital parking permit scheme whereby volunteer drivers giving lifts to patients to hospital appointments can park free of charge. This scheme currently operates at the JR,

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Churchill, the Nuffield Orthopaedic and Banbury Horton hospitals. Oxford University Hospital sites will be moving to an Auto Number Plate Recognition (ANPR) system but we hope that this will not affect volunteer drivers. Parking is still a major problem at the hospitals.

Community First secured match funding from OCC and we planning to purchase another 400 car magnetic badges to help increase volunteer driver visibility – particularly important on hospital sites.

Survey: Emily has sent out a questionnaire on Survey Monkey, primarily to parish councils, asking whether their communities' transport needs are being met. Another survey run by Christopher Gowers (mentioned previously) is also taking place and is focused on place names. Eighty replies received to far to Community First's survey.

Community transport: Community First Oxfordshire administers OCC's Transport Impact Fund to support community transport services. £244,000 is still available if you are looking to set up a new scheme or extend an existing one. And OCC have now increased their one-off start-up funds to £2,000 – no applications have been made for this fund. However community bus services may be affected by the following

Potential change to community buses: The Department for Transport (DfT) has proposed applying restrictions to s.19 and s.22 licences (for community bus services) by reinterpreting the definition of "non-commercial". If this reinterpretation goes ahead it will have a serious impact on most community transport minibus schemes that hold local authority transport contracts. One major implication is that S19 and S22 minibus schemes would need to become PSV-licensed operators and the drivers would need to be CPC qualified (i.e., hold a Driver's Certificate of Professional Competence) – the cost and operation of such a scheme would see most community minibus schemes fold if they are affected.

Community transport schemes have hitherto carried out small contracts with the local authority because they are affordable and the service is small scale. These contracts help minibus schemes become financially sustainable, without the need to seek grant funding. Community transport complements rather than competes with commercial operators.

There are two inquiries being held on the matter: the first by the Transport Select Committee – consultation for this came to an end on 3rd November; the second is an open consultation on the proposed changes run by DfT which is not yet live.

Community First and the minibus schemes affected in Oxfordshire have signed up to the campaign group Mobility Matters, which is opposing the DfT's proposed changes on the grounds that they would have a catastrophic effect on community transport if enforced. If you want further information or you want to sign the petition, go to: <https://ctpermits.org/>

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PTR: Majority of community buses would cease.

Roy McMillan, South Stoke: The new system will apply to operators getting contracts. If you're running a (community) service that does not have a contract, nothing will happen. It is larger schemes that are affected.

Rob Savage said the Comet service might be affected by DfT changes.

Chris Gowers, Oxfordshire Neighbourhoods Partnership: There's no element of competition. An S19 operation [carrying groups for an organisation] fills gaps, and generates business for commercial services.

In the 1990s there was a lobby by commercial operators against community buses. And taxi drivers have complained about volunteer drivers taking their business.

Concessionary fares

PTR: These are unfair – on some routes community get 100% concessions, on other routes they are discretionary.

This depends on what the relevant local authority will pay. Reading, for instance, do not pay 100%, OCC does.

7) Working Together

Roy McMillan, South Stoke: In 2008 various parish councils to the south of Oxford which were dissatisfied with local services (for example the 134 Heyfordian bus which had poor connections, was double decker and often ran empty while getting a good subsidy) got together to consider improvements.

In 2012 (?) they were able to introduce Go Ride using minibuses (which Heyfordian could not). Worked fine, provided 13 services a day. When the subsidy scrapped last year, Go Ride tried to continue with smaller subsidy but it did not work.

Mike Ward of Goring privately bought minibuses to cover the 134 route (Goring, Stokes, Wallingford) and operates 7 services a day. Since January he has bought four minibuses which cover several routes. He uses mostly paid drivers (who are very helpful compared with ordinary drivers). He covers costs but does not make a profit.

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Service called Go Forward Buses. Does not have a contract with the local authority but has been asked by OCC to carry pupils to supplement school bus service. Keeps in constant contact with local community and OCC.

Operates to Reading via Pangbourne. Is about to open service three days a week to Watlington and two days a week to Dorchester. Has interest in Henley and providing buses between there and Goring.

Go Forward Buses hopes to be able to continue under Section 22 despite DfT's proposed changes.

Mike Ward happy to offer advice to others considering similar scheme. Shows what can be achieve by working together. Some parishes are subsidising his bus routes.

His email address is mike.ward@btinternet.com.

8) Oxtrag

The Oxfordshire Transport and Access Group (an independent volunteer group funded by OCC composed of disabled and mobility impaired people and those with an interest in supporting them) has three vehicles, operates only Section 19 services. Interested in both road and rail services.

Focuses on access for disabled, also concerned with traffic management.

Preview of deck access at new Westgate complex for people in wheelchairs was cancelled. Hope to re-arrange.

Oxtrag's three buses could be used much more if they had more drivers.

9) Any other business

Oxford/Cambridge railway. Currently via Milton Keynes, one car to Bedford. Bedford to Sandy needs modernising - no electrification.

PTR not just a bus forum, it's a transport forum.

Representatives from Great Western and Chiltern Railways at PTR meeting would be useful

Malcolm Leeding, Forest Hill with Shotover: Little engagement in talks concerning Oxford/Cambridge Expressway.

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PTR should ask county council to urge bus companies to take more interest to change and improve transport.

10) Next meeting to be held in February. Precise date to be fixed when room availability known, avoiding half term.

Maranda St John Nicolle, Blewbury: suggested some people can't make daytime meetings. Should we have split meeting – one in evening for workers.

Chris Robins will ask whether there is a demand.

Note appendix below from Phil Earnshaw of OCC

Briefing note for PTR meeting 24th October 2017

1. School transport tenders currently live for routes primarily based in the south of the county. Contracts will start after Easter 2018 and it is hoped that there will be some interest from public transport operators. The tender deadline 10th November and awards should be made in early January.
2. Newly awarded S106 bus contracts are being implemented over the autumn. These are for increased frequencies or new services covering the A4095 Woodstock to Burford; Bretch Hill, Longford Park and Warwick Road in Banbury; Southern Thame; Cholsey to Wallingford and Wallingford to Oxford.
3. Planning is underway for new S106 funded bus services such as for Barton Park Oxford, Park Road Didcot and development sites countywide.
4. The Council reviewing the 'Quality Bus Partnership' that has had some success over the years with initiatives such as joint ticketing. Prior to a possible 'relaunch' next year, the council is interested in views on how such a partnership might look and achieve in the future. Any views to be sent to Owen.South@oxfordshire.gov.uk

Community Transport

1. There are still funds available for groups to apply to assist in the early stages of setting up a new community transport initiative.
2. The Council also provides help and assistance for community transport operators with grants for Minibus Driver training. (Training has been provided for 21 drivers this year with another 10 booked) Contact shirley.mcaneny@oxfordshire.gov.uk
3. The DfT Transport Committee has launched an inquiry into the licensing arrangements for community minibuses and the broader sustainability of the community transport sector. A full public Consultation will be held in the autumn 2017.

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The majority of CT providers will not be affected by the proposed changes. Only those that hold contracts that have been awarded through competitive tendering.

Any other questions to philip.earnshaw@oxfordshire.gov.uk