

WEST MALLING PARISH COUNCIL

MINUTES OF A MEETING OF THE HIGHWAYS, TRANSPORTATION & STREETLIGHTING COMMITTEE HELD ON 20 APRIL 2015, 7.30PM AT 9 HIGH STREET, WEST MALLING

Present: Mr K Bullard (Chairman)
Mr F Carroll
Ms H Marlor
Mr R Selkirk
Mr P Stevens
Co-opted members:
Mrs S Luck
Miss S Shrubsole

In attendance:
Clerk (minute-taker)
Assistant Clerk

Minute		Action by	Action taken	Response
15/170	<u>APOLOGIES FOR ABSENCE</u> were received from Mr Galloway			
15/171	<u>DECLARATIONS OF INTEREST</u> - none other than those routinely declared			
15/172	<u>MINUTES</u> of the meeting held on 16 February 2015 were approved and signed			
15/	<u>MATTERS ARISING</u> from the minutes not otherwise on the agenda			
173.1	<p>(15/94.2) Rail Services – Mr Stevens had commented as follows:</p> <p>“ <u>Some Observations on Rail Services</u></p> <p><i>Timetable issues since January 2015</i></p> <p>The new timetable has been a shambles generally, although I do believe that the West Malling line has avoided the worst since no trains use London Bridge routes.</p> <p>However, it is now extremely rare for trains to be on time – either leaving or arriving (tonight, for instance we were no more than 5 minutes late leaving Victoria but 22 minutes late arriving here). It doesn't take much of a problem in Chatham to have a knock-on effect here with trains and staff moving around the whole network.</p> <p>It is unusual for the delays to be anything more than a few minutes but this adds up and over the course of the week I can lose half an hour of time at home of an evening.</p> <p>We have not seen the overcrowding that the London Bridge lines have experienced, although it should be noted that SouthEastern intend to tweak some of the train formations and have issued train loading data this week:</p> <p>http://www.southeasternrailway.co.uk/download/18345.6/hbiyt-maidstone-east-line/</p>			

<http://www.southeasternrailway.co.uk/your-journey/timetables/march-service-changes/>

The evening peak seems to be a much bigger issue than the morning peak (probably because of the knock-on effect of problems during the day).

The one promising result of the timetable changes are that the services to and from the City have been increased by one in each direction. I no longer use this route daily but understand that punctuality and reliability has not improved despite now not being extended to Bedford. It should be noted that most problems I experienced into Blackfriars occurred due to problems north of St Pancras but the reliability of the old Blackfriars service under Connex (never thought I'd say that!) has not returned. Then, I understand that the rolling stock spent the day sat in a siding and was only used for two journeys. I guess they now have to squeeze more out of the rolling stock so the likelihood of delays has increased.

Communication

This is still probably the biggest problem for the rail network generally. When things go wrong – and most people would understand that they will occasionally – what really lets it down is the lack of communication. This is as much of a problem for the staff as it is the passengers. We are told to check the website or the app – but these all display the same incorrect information as the indicator boards.

One major issue with using the tracking data on line is that there appears to be a problem with trains not correctly showing between Ashford and Bearsted, Maidstone East and East Malling and between Otford and Borough Green which leads to it showing as 'No report'. This is not very helpful to see whether a train that left Ashford or Otford on time has been diverted via Paddock Wood.

Rail replacement bus services

When there is planned engineering work, the buses used must barely pass road-worthiness tests!

When it is an unplanned replacement, it is very rare for it to turn up. In the morning peak there are very few spare buses or coaches that could be called into services as they are all in use for school services – and how often are you going to have drivers sitting waiting to be called in at any time? If one does get organised it normally takes 2 hours from the time the incident occurs, and if it has stopped at Maidstone it will be full and won't even call at West Malling. It is rare for there to ever be more than one sent.

Frankly, I don't know why they even bother saying they are organising buses. SouthEastern should be honest and tell us nothing can be done. We wouldn't then stand at the station for two hours waiting for the fictitious train that left Ashford on time or the fictitious bus that never arrives.

In the evening peak there is more chance that a bus will turn up. Whether the driver knows the route or can even speak English is another matter. I once directed a Polish speaking driver by hand gestures from Maidstone to West Malling with the aid of a car sat-nav talking in Polish. When he wanted to take the coach up New Road to East Malling I nearly had a heart-attack!

Cleanliness and maintenance

Quite frankly disgraceful. I'm not sure I need to say more. I once reported the first train on a Monday morning not having been cleaned from Sunday night! The chances of toilets being usable is low – more so on the 'drunks' express' on a Friday night when they are needed most.

	<p>Someone passed a twitter response to me tonight which says that they only deep clean their trains every four months. Some I wonder whether they have ever seen one...</p> <p><i>Community Rail Partnership</i></p> <p>I'll finish on a positive note. What has been done on the Medway Valley line in promoting the villages, walking and cycling has been promising. It is a shame that more isn't done on some of the stations between Bearsted and Ashford where similar schemes would be of benefit. Also, to open up Kemsing station on a Sunday would promote walking and cycling from there.</p> <p>West Malling is unlikely to be in a position to benefit from such schemes but I for one have made use of some of the activity on the Medway Valley Line, particularly on the pub front with CAMRA. "</p> <p>Mr Stevens reported further that a new timetable operational from 17 May 2015 had recently been issued.</p>		
<p>173.2</p>	<p>(Full Council 15/115.7) Kent Community Rail Partnership - Ms Marlor had attended the Kent Community Rail Partnership - Annual Stakeholders Meeting Thursday 26th March 2015 at the Town Hall, Maidstone @ 14.00</p> <p>and reported as follows:</p> <ul style="list-style-type: none"> • Mike Fitzgerald (Kent CRP Chair) started the meeting by presenting a number of volunteers with certificates in recognition of their hard work and support for the "Taking Rail into the Community" project. <p>Taking Rail into the Community is run through <i>Sustrans</i>, a leading UK charity working to enable and encourage people to travel by foot, bike and public transport for more of the journeys they make every day. <i>Sustrans</i> works in partnership with local stakeholders to fund projects to make community rail services more attractive to residents, visitors and local businesses. Swale Rail and (more local to West Malling), the Medway Valley Line projects are both successful examples and Southeastern has pledged £40,000 p.a. for the next 3 years to continue funding these and new projects.</p> <p>More information: Kent Community Rail Partnership http://www.kentcrp.org.uk/ Sustrans http://www.sustrans.org.uk/ Guy Schofield-Partnership Project Officer 07920 184 559 guy.schofield@sustrans.org.uk Sarah Deakin-Community Rail Engagement Officer 07920 184 060 sarah.deakin@sustrans.org.uk</p> <ul style="list-style-type: none"> • The meeting included 2 Network Rail speakers who gave updates on Passenger Focus (mainly the increase in numbers of people using the services!) and a brief run through on the upgrading work at London Bridge. <p>The Keynote Speaker was David Statham, Manager Director of Southeastern who came across as very pro-active; interested in improving services and keeping the public informed and involved in the day-to-day running of the franchise.</p> <p>One question he fielded concerned fare dodgers; if you are aware of regular FD's, please contact Southeastern. They can arrange for their "flying squad" of</p>		

	<p>fare collectors to be on the train (with back up from British Transport Police) at the appropriate time.</p> <p>Other comments:</p> <ul style="list-style-type: none"> It was noted by several of the speakers that following the success of the Medway Valley Line, T&MBC were very receptive to further similar projects. <p>KCRP are keen to promote the use of Pop-Up Hubs – where the community is encouraged to use buses, bikes and walking as alternative transport routes as well as canvassing for volunteer station/community champions.</p> <p>Ms Marlor reported further that the session dealt with partnership working with Sustrans rather than the impact on passengers. The aim was to make rail stations part of the community and West Malling station could be included in this initiative. The Borough Council was supportive of the initiative.</p>			
	Mr Carroll commented that Borough Green station looked good but felt that West Malling station was in need of improvement.			
	Mr Stevens reported that CAMRA (Campaign for Real Ale) had linked up with the Medway Valley Line to arrange walks to pubs; this could be emulated elsewhere.			
	Mr Selkirk reported that at Snodland there had been problems between residents and rail passengers.			
173.3	<p>(15/87.1) Zebra Crossing downlighters – Mr Michael Heath (KCC Traffic engineer for T&M) had e-mailed an update earlier in the day (20 April 2015):</p> <p>“ I have literally just been handed a prototype light fitting which we are planning to install in West Malling at the Zebra Crossing. The manufacturer has given us a fitting to trial, which I now need to get fitted. Hopefully this will not be too long, we can then evaluate the effectiveness of the fitting. “</p> <p>Mr Carroll reported that the downlighters were not working at all at present.</p>			
15/174	<p><u>GAS MAINS REPLACEMENT WORKS</u></p> <p>Mr Bullard reported from the meeting on 20 March 2015 with SGN and WCB Utilities. Work was scheduled to start on 27 July 2015 and would last for 2 to 3 weeks; the High Street/Swan Street junction would be closed for part of the time.</p> <p>Mr Bullard suggested that a further meeting would be needed in a few weeks' time.</p> <p>Mr Carroll suggested that the electronic signage used ought to be updated regularly.</p> <p>Mr Bullard had asked SGN for an update.</p> <p>Mr Selkirk suggested that WMPC might offer to be the liaison during the works.</p>			
15/175	<p><u>PARKING REVIEW STEERING GROUP</u></p> <p>Mr Bullard reported that it had been agreed that WMPC support consultation on the following:</p> <ul style="list-style-type: none"> Corner protection Manor Farm London Road Tesco loading bay <p>Mr Bullard had raised with T&MBC the “Cornwall” initiative on partnership working on parking enforcement but had received no reply.</p> <p>Mr Bullard expressed concern that no minutes of the meeting were distributed by T&MBC.</p> <p>Public Meeting/Exhibition</p> <p>Mr Bullard reported that WMPC had asked T&MBC for support for a public meeting or exhibition of some sort. T&MBC had agreed verbally to this in principle but had not committed to the</p>			

	attendance of T&MBC personnel. WMPC would go ahead with this even if T&MBC could not attend.			
	<p>Mr Selkirk's Comments</p> <p>Mr Selkirk tabled some comments and possible topics for discussion concerning the Parking Review. This covered the whole of West Malling not just individual roads; Mr Selkirk had walked along all of these roads several times to assess the situation.</p> <p>Mr Selkirk offered to e-mail his comments to all members for further discussion.</p> <p>It was noted that these were Mr Selkirk's own personal comments and did not necessarily form part of WMPC's submission.</p>			
15/	<u>STREETLIGHTING</u>			
176.1	<p>Upgrading of Streetlighting – Mrs Sue Kinsella (KCC Streetlighting Manager) had e-mailed as follows on 17 February 2015 (this had been reported to Full Council on 2 March 2015, minute 15/112.1 refers) :</p> <p>“1) Mercury lighting - I have been in contact with a representative from Philips who has advised me that you can carry on using mercury lamps them as the ban only effects the selling of the MBFU lamps into the EU. If your contractor still has some in stock it is understood that these can still be installed, as they have already been purchased before the ban. If you require further information, my contact at Philips is Chris Watson and he would be happy to talk to you. Chris can be contacted on his mobile: 07826 950593 or via e-mail on: christopher.watson@philips.com</p> <p>2) We discussed the possibility of retro-fitting a LED light source into your existing ornate/heritage lights if they fail prior to our contract being available. I have approached a company that we have recently used for this purpose and they would be happy to explore if this option is possible with your lights. The company is Carbon Reduction Technology and the contact is William Robson who can be contacted on 01422 833578 / 07817474905 or via e-mail on willie.robson@carbonreductiontechnology.com</p> <p>3) We discussed the possibility of you visiting the street lighting distributor, Marwood Electrical Company Limited to look at LED lights. I have been in contact with them and they would be happy for you to take a look around their show room. Please contact Dave Player with dates when you would be available. Dave can be contacted on 07787104650 or via e-mail on DavidPlayer@marwoodelectrical.co.uk. The main office is located at Maidstone Road, Paddock Wood, Tonbridge, Kent, TN12 6DR.</p> <p>4) I have informed the project manager for the LED contract that you are interested in utilising our contract to upgrade your lights to LED. Obviously it is early days and we cannot advise which locations will be upgraded first, but will of course keep you informed as the project progresses.</p> <p>5) We are happy to assist with advice regarding the possible adoption of lights, following upgrade. Please send your inventory to Dan Pritchett once it has been updated and we will review which roads may be possible for adoption.</p> <p>I trust the above covers the items we discussed, but if you have any further queries, please do not hesitate to contact me “</p>			
176.2	<p>Contract with Simmons Lighting – Mr Bullard reported:</p> <ul style="list-style-type: none"> • Contract rolls over • No fortnightly reports had been received from Simmons, in spite of their assurance to provide them • WMPC had requested a further meeting with Simmons but had received no reply <p>Mr Stevens suggested that legal advice was needed.</p>			

	<p>Mr Bullard suggested that any contract ought to include performance indicators.</p> <p>Mr Selkirk suggested that members ought to start putting together a specification and need to future-proof it.</p> <p>Mr Bullard commented on the need to re-tender the contract.</p>			
	A copy of the specification was passed to Mr Carroll.			
	Mr Selkirk suggested that each WMPC-owned light should ideally have a notice stating "if there is a problem with this light please report to 01732 870872"			
	The Clerk was to ask KCC for a copy of their current specification if they have one.	Clerk	✓	
15/177	<p><u>WATER MAINS REPLACEMENT WORKS</u></p> <p>Work had started at the High Street/Water Lane junction on 12 January 2015. The Assistant Clerk had spoken to the contractor: there were many services in the road which were delaying the work. An archaeologist had been on site.</p> <p>Concerns were expressed about the grass area outside the war memorial as the contractors' "porta loo" was there; it was hoped that this area would be reinstated.</p>			
15/	<u>JOINT PARISH COUNCILS TRAFFIC CONSULTATIVE GROUP (JPCTCG)</u>			
178.1	Minutes - receipt was noted of the minutes of the JPCTCG meeting held on 19 March 2015 (see Appendix 1)			
178.2	JPCTCG Membership Fees 2015 – this Committee recommended the payment of the annual subscription of £50. The invoice would appear for payment by WMPC on 18 May 2015 and was already included in WMPC's budget.			
178.3	Date of Next JPCTCG Meeting – it was noted that the date would be 18 June 2015, subject to confirmation. Mr Bullard reported that the topic would be "Speeding". Mr Bullard, Ms Marlor and Mr Selkirk hoped to attend			
15/179	<u>QUESTIONS FROM MEMBERS OF THE PUBLIC AND COUNCILLORS</u> – None			
	Date of Next Meeting – it was agreed that the date of the next meeting of this Committee would be Monday 15 June 2015, 7.30pm @ the Clout.			
	Clerk to book.	Clerk	✓	
	<p>There being no further business, the Chairman thanked members for attending and closed the meeting at 9.25pm</p> <p>Signed.....</p> <p>Date.....</p>			

APPENDIX 1**Minutes for Joint Parish Councils Traffic Consultative Group****Meeting held on Thursday 19 March 2015 at 7.30 pm****Committee Room, TMBC Offices, Gibson Building, Gibson Drive, Kings Hill, West Malling ME19 4LZ****PRESENT:**

Colin Grimmett	Birling PC
Steve Perry	Borough Green PC
Stephanie Watson	East Peckham PC
Rodney Chartres	Ightham PC
Sarah Huseyin	Ightham PC
Sarah Barker	Kings Hill PC
Mike Mearns	Leybourne PC
Steve Reynolds	Mereworth PC
David Frankling	Offham PC
David Stretton	Offham PC
Pat Darby	Platt PC
Charles Stroud	Wateringbury PC
Keith Bullard	West Malling PC
Richard Selkirk	West Malling PC
Karen Aspinall	Wouldham PC
Jenny Head	Wouldham PC
Norman Kemp	NuVenture Buses
Steve Humphrey	TMBC
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19:30 MEETING ADMIN – Chair Rodney Chartres, Ightham PC

- Apologies For Absence: Ron Nudd, - Birling PC, Tim Shaw - Borough Green PC, Plaxtol PC, Mary McKinlay - Ryarsh PC, Colin Silver - East Peckham PC, Sarah Hohler, - Malling North.
- Minutes Of Last Meeting – The Minutes of the Meeting on 8th January were approved and signed as a true record of the meeting.
- Matters Arising From Minutes - None
- Action Points From January Meeting – Questions to be passed to Steve Humphrey – completed.

19:40 STEVE HUMPHREY, Director, Planning, Housing and Environmental Health, Tonbridge & Malling Borough Council addressed questions raised at our previous meeting**Local Plan Update:**

The Borough Council are still in the early stages of evidence gathering and have carried out a Strategic Housing Market Assessment. Over the next 20 years there is an identified need for an additional 13,000 homes, this averages 660 per year. Some sites are already allocated or have planning permission but we still need to find space for an additional 7,500 homes. Brownfield opportunities are running out so it will mean that some difficult decisions about future development will be inevitable and that will include a review will the greenbelt. Steve pointed out that the need for additional housing stems from inherent population growth, less inhabitants per house and the ageing population. There is also a net in-migration to the Borough. The question was asked as to whether all sites put forward would be published. Steve said they would all be published after the summer and that there had been some interesting propositions. There will be a further consultation towards the end of the year and it is envisaged that a further round of engagement with Parishes will take place early in 2016. We have a duty to co-operate with our neighbouring Boroughs of Maidstone, Medway, Sevenoaks and Tunbridge Wells to examine how housing needs across the area are addressed in the future. Sevenoaks will find this particularly challenging as it is dominated by greenbelt.

Transport**Re Lower Thames Crossing**

Initially TMBC supported Option A as there were concerns that Option C would put too much pressure on A228 and A227. However, there were concerns that option A itself would put further pressure on the M20 through the Borough. Steve advised that he detected growing support for Option C in view of the strategic function that the

scheme could offer from a national perspective. The project has been handed to the Highways Agency to take forward and. a further round of consultation is planned towards the end of the year.

J5 Slips

The Council wholeheartedly supports a fully working interchange at J5 and has made a commitment to contribute towards an Economic Benefits Study and lobby at Parliamentary level. New slips providing access between M 26 and A 21 will relieve pressure on A25 where Air Quality is being continually monitored.

J4 M20 Leybourne Overbridge

Works to the overbridge at Leybourne will be funded by Local Growth Fund awarded by the South East Local Enterprise Partnership (£2.4million). Construction will start in March next year and will improve safety and ease congestion.

M20

The Highways Agency have a scheme to put a new low noise surface on M20 and plans to make it a Smart Motorway with hard shoulder running.

Tonbridge

Works will be carried out on Tonbridge High Street and funding provided for a Traffic Management Scheme. New Pedestrian facilities will be introduced.

A20 Corridor

Any new developments proposed need to work. New buses along the stretch will be introduced that will reduce NO2 emissions, this is a DEFRA initiative.

To what extent are transport issues considered in Planning?

Within the Local Plan there needs to be an assessment and a development strategy to make the best use of existing highways and other infrastructure. Funding from new development proposed cannot be used to solve existing problems, although in providing new infrastructure investment some of the existing network could be relieved.

S.106 Funding

Peters Village - The S 106 includes funds to subsidise new bus services on the East and West bank of the Medway.

Leybourne Chase – There will be a contribution towards a new bus route to Maidstone. (This initiative needs to be brought forward soon).

Kings Hill - A new bus lane is funded for Tower View. There has been no worsening of traffic from Phase III but there is still funding available from Phase II. £1.3m is allocated towards improving local traffic management to include Kent Street and traffic calming in Offham Village. There is an outline design for Kent Street, that includes carriageway widening and improvements to the junction. In Offham the challenge is to find an environmentally friendly way of dealing with speeding through the village centre.

Railways & Buses

The Council is actively lobbying the Government and Rail Companies to improve services. Southeastern currently has the franchise. There has recently been an increase in the number of services to and from Blackfriars and a High Speed Service from Snodland where there is also a project to improve the interchange and parking in a similar way to the recently completed works at West Malling station. TMBC has no direct control over the railway function but is active in lobbying.

Buses are dealt with by the County Council, TMBC get involved at local level. At the moment there is a proposal to have a bus service to the Doctors Surgery in Borough Green, there is some local opposition to the Quarry Hill route proposal but this maybe the sole option that operators will run.

Car Parking

There have been problems with parking in Kings Hill and it is difficult to provide a retrospective solution. The difficulty stems from under-provision during the time when national parking standards were reduced.

TMBC have rolled out parking management plans in Borough Green, West Malling, Aylesford and East Malling, trying to balance regulation and local demands. There has been lots of consultation with local communities.

Similarly there is a high ongoing demand for new onstreet parking controls to be put in place which inevitably places pressure on enforcement resources.

There are 9 Civil Enforcement Officers and the team is moving to Kings Hill under revised management arrangements. It is hoped that the move will help to address some of the enforcement issues in the villages in the north of the Borough.

There are only currently parking charges in car parks in Tonbridge and Borough Green (after 2 hours) and at the Blue Bell Hill commuter car park. The review of charges is a matter that the Council is bound to consider annually.

There are usually 7/8 cars parked on the triangle at Wrotham Heath, this poses a Highways Safety Issue and Steve said he would pursue with Highways.

JTB

At the moment, a representatives from Parish Councils can go to the JTB Meetings. There has been a recent move to increase this to two and to have voting rights. The Borough Council has not resisted that proposition. Most decisions made by JTB are for the relevant KCC Cabinet members to implement. JTB is an advisory body. Matthew Balfour is now the Cabinet Member for Environment and Transport.

Questions

Questions were raised concerns about the bus route through Leybourne Chase and the bus gate that was originally designed to prevent a rat run. Steve volunteered to update Birling PC (subsequently done).

Will the widening of the Eastern overbridge at J4 Leybourne Chase take into account the queuing on the onslip? Steve said that it wasn't part of the scheme although he expected some slight improvement to be achieved linked to the HA proposals to increase capacity on M 20 through hard shoulder running.

Wouldham Parish Council asked whether the JPCTCG could support them in solving some transport issues, particularly in Wouldham High Street where there have been no road improvements or speed restrictions introduced to cope with the increasing volume of traffic. They asked whether there would be any S106 funding available to help alleviate the problem, but this was not available now. Cllr Chartres advised that they should contact their County Councillor to ask for speed limits to be looked at and possible width restrictions. If they cannot get help from the County Councillor, they should contact Paul Carter direct. It would be useful for all Parishes to hear about the traffic issues on the East side of the Medway.

David Frankling of Offham asked whether it was inevitable that greenbelt will be developed on. Steve said that it was likely that the release of some land in the greenbelt would probably need considering if the Council was going to properly address housing needs locally.

Keith Bullard of West Malling reported that he had heard of a scheme in Cornwall where several Parishes had got together to fund Parking Officials in order to see whether Parking Enforcement would be beneficial and self funding. He has already approached TMBC via Trudy Dean to see whether they could get some extra attendance in West Malling. Steve had not ruled out this initiative. He also explained occasions which justified 2 CEOs working together.

David Stretton of Offham asked who decides how the S106 pot is spent? Steve said that it is not a fund as such, it comes from developers for a particular purpose and is usually negotiated between TMBC and a different party for example, the Health Sector. KCC hold funds taken for transport projects.

Norman Kemp from NuVenture reported that the Community Rail Partnership had been well supported with TMBC behind it and thought it would be useful to have a Bus Partnership for planning bus routes as well.

20: 20 DISCUSS MATTERS FOR REPORT UPDATES AS ADVISED

- Speedwatch Update/Changes – Guy Rollinson will be speaking at the next JPCTCG meeting
- Traffic Management & SIDS / VARS's Etc. – There has been some success with the VAR in Offham, residents have reported an improvement to traffic speeds. Mereworth reported that they had recently put a sign up near to the school which only flashes between 8am and 9am and 3pm and 4pm to say School. This was paid for by the County Councillor, is very effective in reducing speed and Speedwatch is now unnecessary in the area.
- Phase III Kings Hill Update – Work on the school has started. The Parish Council had raised an objection to a road junction change on Gibson Drive and have been asked to withdraw their comments
- Rail Franchise – Nothing to report.
- Kent Street – The Plans are with Mereworth who have been asked to comment on the scheme. It was suggested the JPCTCG should write a letter copied to Matthew Balfour asking why there was such a delay.

20.40 UPDATE ON J5 SLIPS

The Secretary had received a letter from Sir John Stanley to say that the J5 Feasibility Study should be completed in April 2015 and that the second round of Route Strategies would happen over the course of 2015-2017 prior to submission in early 2017. The final report will conclude whether there is a case for the project.

Steve Perry reported that the Lower Thames Crossing would have a part to play and that the Highways Agency has a national database of traffic movement. The main movement of traffic is from Dover to the Midlands, we need to encourage overseas traffic away from this route to protect our A roads.

20:50 QUESTIONS TO PUT FORWARD TO PPP

It was suggested that Wouldham should prepare a letter to JTB to review traffic planning for the Village.

Members to send suggestions to the Secretary to forward to PPP.

21.00 IDENTIFY & PRIORITISE FUTURE JPCTCG TOPICS

- Suggestions from Members
- Flood Defence – it was suggested that this would be a good future topic and Steve suggested that Neil Gunn at the Environmental Agency would be a good speaker
- AQMA – It was suggested that Jane Healey, Chief Environmental Officer at TMBC would be a good speaker.

It was also suggested that we invite the new MP to our September meeting. (Date to be confirmed)

20:10 – CHANGE OF NAME – Suggestions –

There were various suggestions but it was concluded that the existing name probably best described what the Group was about.

20:25 AOB & Next Meeting on 18 June 2015 (Anne-Marie Penny & Guy Rollinson)

It was suggested that the status of the Group is elevated to have representation within JTB and PPP and a letter should be prepared for after the elections.

Norman Kemp reported that there had unexpectedly been no real change to funding of bus services in the next financial year.

The meeting closed at 21.30.