

## TENTERDEN TOWN COUNCIL – EXTERNAL COMMITTEE

### COMMUNITY TRANSPORT SUB-COMMITTEE

#### NOTES OF A MEETING ON 19.06.2018

**Present:** Cllrs. Mulholland. Non-council members: Liz Thorne (Tenterden Social Hub, Julie Mccollum taking notes.

**Apologies for Absence:** Cllrs. Mrs N Gooch & C Knowles, Jeremy Smith and Lorraine Burley.

**Minutes.** Already forwarded by email to all members.

#### **Matters Arising. None**

*This informal meeting went ahead, despite there being so few in attendance, due to the imminent departure of Liz Thorne.*

#### **1. UPDATE FROM TSH REGARDING KCC APPLICATION.**

Liz Thorne provided feedback on the response from the survey. The number of responses had been good and highlighted the main need for transport: to medical centre, hospital and trips to Town.

Liz leaves TSH this Friday, 22<sup>nd</sup> June 2018. Interviewed will be carried out on 19<sup>th</sup> July, to find a replacement (although it will be impossible to replace Liz!) In the meantime, Liz will continue to work one day per week until the new person is in place. This will be a different day each week. She will continue to do this for a hand-over period. The replacement role will be part-time over 3 days per week.

A grant of £68300 has now been received from KCC (with VAT exemption). This has enabled TSH to improve the specification of the bus chosen. The total cost of the bus is approx. £63500. It is due to be delivered in September. It is manufactured in Italy (make - IVECO) and will be converted once in the UK. Delivery date to be confirmed but hopefully it will be ready by October.

TSH will then have 5 buses. However, the oldest, most unreliable, will be removed from service.

Initially, the bus will be on the balance sheet as an asset of TSH. A pilot scheme will be run before considering the setting up of a separate company once things are established. A condition of the grant is that the scheme must be piloted within two years.

Further market research will need to be carried out, with parish councils on board, to find out exactly what the community need is. However, the bus routes will not be

defined as the aim is to service people who can't access regular buses. There will probably be a few routes on regular days of the week to outlying villages. (TSH will use a section 19 service rather than a section 22 which runs on prescribed routes to fixed timetables.) TSH plan to employ a 'Development Worker' and part of his/her role will be to establish what the need is.

It is envisioned that the scheme will cost £10 per year to join. Then people will pay a fixed fee per mile and per journey. This can't be costed yet because there are too many unknowns at this stage. The aim is to make enough money to cover costs: paying for fuel, the maintenance of vehicles, and drivers; not make a profit.

Liz also reported that Rolvenden's bus has been approved. This is a very different scheme aimed at clubs and societies. TSH already run a scheme similar to this, hiring out their existing buses to clubs and societies, who I provide their own driver, to run outings.

TSH's next step is to employ a Development Officer, for 12 months. News about this should be available in about 8/10 weeks. A grant for £8/£10K has been applied for from Awards for All to fund this new role. This will be a 12 hours a week post. Initially the job will be to do the research to establish the exact need, set up systems and procedures and get the scheme up and running. Hopefully, the timing of this new role will co-inside with when the bus arrives.

2. **STAGECOACH BUS SERVICE.**

Change in timetables noted.

3. **NEXT STEPS.**

TSH may well consider applying for additional grants once things are running and evidence is available to support any future applications.

4. **ANY OTHER BUSINESS.**

None.

5. **NEXT MEETING.**

To be confirmed.