

Minutes of Meeting
Cropwell Bishop Parish Council
Minutes of Meeting – 7th September 2021

7.00pm At the Old School

(The meeting started at 7.02pm and finished at 9.06pm)

Present (at the Old School): Cllrs. W. Allison, M. Beazley, J. Gelsthorpe, J. Greenwood, J. Lacey, I. McEachran, A. Wilson (Chairman), & J. Wroughton

In Attendance (at the Old School): Mrs J. Towndrow (Clerk), Cllr. G. Moore (RBC) & 2 residents

Apologies Approved

130. Cllr. Bryan – Holiday, Cllr. N. Clarke (N.C.C.) – Prior Meeting.

Declarations of Interest & Confirmation of Agenda

131. Non-Received
The Agenda was confirmed.
132. Standing Orders were suspended at 7.02pm to allow the order of business to be amended to enable attendees To speak to the meeting.

Parishioners' Question Time & Policing Report

There were no Parishioners Questions

Crime Figures

Cllr. Wilson read the crime figures for July & August:

20/7/21 – Shop Theft Co-op – Gin & Whisky Value £50

21/7/21 – Shop Theft Co-op – Spirits & Meat value £300 - £500

09/8/21 – Burglary – Motorbike Stolen from garage Cropwell Road Tythby

14/8/21 – Theft – Lap top stolen from insecure car Co-op car park whilst owner in shop

133. Standing Orders reinstated at 7.04pm.

Minutes of the Previous Meeting

134. It Was:
RESOLVED: “That the minutes of the Parish Council meeting held on 6th July 2021 were confirmed as a true record” and signed by the Chairman.

Progress

135. **M.99 – 6/7/21 – Interactive Speed Sign – Cropwell Butler Road.**
The sign has been paid for and we await the fitting of the sign – no definite date has been given for this yet.

136. **M.125 – 6/7/21 – Sub Stations**
Following the Parish Council meeting in July and the Parish Councils agreement to support Mr. Middleton and the residents surrounding the substation placed on the green near Newberry Close, the Parish Council met with Western Power to find a suitable alternate location.

A location on the smaller green behind St. Giles way was agreed upon and Western Power decided they would do a consultation with the residents in this area. This resulted in complaints from St. Giles residents who don't want it situated behind their homes/too close to hedgerows for maintenance purposes etc., and more complaints from residents around the Newberry Close siting as they were not consulted in the first instance.

The Parish Council held further discussions with Western Power and agreed the preferred location was still on the small green behind St. Giles Way, but that it would move slightly to allow residents maintenance works to go ahead. This has been confirmed back to Western Power who will now do the necessary paperwork with R.B.C. to move this forward.

Planning Matters & Applications

137. **RBC Grant Permission: 20/01875/FUL** – Change of use of land from agricultural to equestrian use, change of use of existing agricultural building to equestrian associated storage and stabling, construction of new riding for disabled centre to include indoor arena, outdoor arena, training & welfare centre, American barn stables, managers residential dwelling and associated parking areas and external lighting (Amended Description) – Colston Bridge Farm, Colston Road, Cropwell Bishop NG12 3BJ.
NOTED
138. **RBC Grant Permission: 21/01293/FUL**- Proposed series of two storey extension and remodelling of the house together with the construction of a double garage/store with loft storage over – 5 Thurlby Close, Cropwell Bishop NG12 3BJ
NOTED
139. **RBC Grant Permission: 21/01807/VAR**- Removal of condition 2 of existing planning permission ref 20/00899/PAJ to allow commercial use for “food” retail – Site of Old Co-op Late Shop, Church Street, Cropwell Bishop NG12 3DB
NOTED
140. **RBC Query Application: 21/01855/PAA**- Single storey rear extension – 4 Hardy Close, Cropwell Bishop NG12 3GQ – Query re Parish Council not being asked to consult - Response from A. Pegram re query attached.
NOTED
141. **RBC New Application: 21/02390/FUL** – Remove existing conservatory and detached garage. Erection of single storey rear extension – 6 St. Giles Way, Cropwell Bishop NG12 3DW
It Was Unanimously:
RESOLVED: “NO OBJECTION”.

Finance

142. **a) Financial Statement up to 31st July 2021**
It Was Unanimously:
RESOLVED: “To approve the financial statement.”
143. **b) Financial Statement up to 31st August 2021**
It Was Unanimously:
RESOLVED: “To approve the financial statement.”
144. **c) Payments made up to July – August 31st 2021 and awaiting September 2021**
It Was Unanimously:
RESOLVED: “To approve all payments as reproduced on payments document 160.”
145. **d) To Note Conclusion of External Audit**
The Audit was passed with one comment – “The AGAR has not been signed in accordance with the Accounts and Audit Regulations 2015 – Section 2 was not signed by the RFO before approval”.
NOTED
146. **c) To Consider Ranger/Lengthsman Annual Car Allowance**
It Was Unanimously:
RESOLVED: “To approve the Annual Car Allowance of £300.00.”
147. **c) To Consider Community Grant Request – Elliot Sibley Swim School**
Cllr. McEachran proposed a grant of £400, Cllr. Gelsthorpe seconded all agreed.
It Was Unanimously:
RESOLVED: “To approve a grant of £400.”
148. **c) To Consider Community Grant Request – Cropwell Bishop Friends of School – Arts Project**
Extraordinary payments have been paid to the school in recent months so at this time we cannot contribute further.
It Was Unanimously:
RESOLVED: “To refuse the application for funding towards the Arts Project at this time.”

Correspondence for Action

149. a) **To Consider attendance to the NALC AGM on Wednesday 17th November 2021 at Epperstone Village Hall at 6.30pm.**

It Was:

RESOLVED: "Cllrs. Bryan, & Lacey to attend alongside the Clerk. Cllr. Bryan would be appointed as a Voting Delegate."

150. b) **To Consider Covid-19 Parish Memorial Grant Fund 2021**

It Was Unanimously:

RESOLVED: "Not to make an application to the fund."

151. c) **To Consider Nottinghamshire's Consultation on a Revised Fair Access Protocol**

If was felt this was something the school should be participating in.

It Was Unanimously:

RESOLVED: "The Parish Council will not make representation to the Fair Access Protocol."

Off Road Village Car Park

152. Cllr. Greenwood put forward a suggestion for an Off-Road Village Car Park utilising land behind 2-6 Fern Road. There were some issues raised during the discussion with regards to crossing the road/narrow ingress & egress and Green Belt Land.

It Was Unanimously:

RESOLVED: "The Clerk to write to the land-owners with an initial enquiry to see if they would be prepared to give up this land for a car park facility – Copy attached."

Community Research Project

153. Sharon Pyke put forward an update to the Parish Council on the Children's Games and Path Project. (Report Attached). Sharon Pyke was asking the Parish Council to resolve the next steps in the project being:

- Once the analysis of the data sub-sets has taken place the qualitative research in the form of individual interviews can take place
- An update communication will be prepared for the Cropwell Bishop News and websites
- An initial enquiry could be made to progress the creative design
- Update Rushcliffe Borough Council - who own the land and liaise with the Sports Development Officer

Cllr. Gelsthorpe proposed we continue with the next steps of the project & Cllr. Wroughton seconded.

It Was Unanimously:

RESOLVED: "The above steps be taken and reported back at the next Parish Council Meeting in October and a report be submitted for the September Cropwell News with the results of the survey."

Update on the Memorial Hall Building

154. Cllr. Beazley advised that 30 people attended the AGM of the Memorial Hall on Sunday 5th September at The Old School. The Role of Chairman is currently vacant, he took the role of acting Chair for the purposes of the meeting. A new secretary was appointed being Nigel Lockley and Alan Wilson advised he would support Nigel in this role.

There was a good questions and answers session as part of the AGM where a straw pole was taken regarding the future of the Memorial Hall Building. The straw pole on a show of hands results were 19 for demolition, 4 for refurb and 6 abstain.

2 new committee members came on board because of the open meeting, and it was discussed re a Working Group committee being set up with regards to progressing the future of the hall, with one member of the public participation group agreeing to go on board with a working group. Since the meeting Cllr. Greenwood had emailed the Memorial Hall to advise that Tony Jarrow had offered to participate and possibly chair the working group. The Memorial Hall committee will be having further meetings to discuss the Working Groups going forward.

The Memorial Hall Committee received 33 responses from their article in the July Cropwell News and at the Committee Meeting following the AGM/Open Meeting made the decision that the existing building will be demolished whilst trying to retain as many features from the existing building as possible. A further survey of

Minutes of Meeting

the village will be carried out and a potential temporary building be put in place whilst a new building is being sourced/funded.

Cllr. Beazley advised that a clothes bank had appeared at the Memorial Hall with no permission and the Committee will be taking steps to have this removed.

Village Ranger Inspections

155. Various bins, fences and surfaces have been graffitied with the word “Zorro” around the village. Ray had removed all those on Parish Council property and repainted bins and surfaces where appropriate.

The Old School

156. **a) Entertainments, Activities & User Update Report**

Cllr. Gelsthorpe advised that the Entertainments Committee were back in business with a Live & Local act Mumbo Jumbo in No Hit Wonders being on the 1st October. Tickets for this event are available from the Clerk and Eventbrite. A sum up machine has been purchased and a cashless bar will be in operation.

The second planned event is a Cinema on the 19th of November showing “In The Heights”.

Cllr. Wilson advised that most regular bookings at The Old School had resumed with one or two waiting till after the winter to decide.

Transport

157. **a) Bus Service Improvement Plan – Suggestions and Notes from Cllr. Greenwood (Notes Attached)**

Cllr. Greenwood advised that N.C.C. are reviewing all our services.

Cllr. Greenwood also advised that Vectare had submitted a proposal for an evening bus service to Bingham and Nottingham to run for 3 years funded by the S.106 funds from the new housing development East of Church St.

Highways & Footpaths Defects/Issues

158. **a) Traffic Calming System Nottingham Road - Update**

Cllr. Clarke advised due to the number of unresolved objections - the scheme is due to go to committee in October where a decision will be made on the scheme.

159. **b) To Consider Nottingham Road – Pedestrian Safety – Widening of Footpath**

Following an email from a concerned resident, Cllr. Greenwood has put together a proposal which would ease the situation with the narrow footpaths along Nottingham Road outside his and adjacent properties.

Cllr. Greenwood proposed:

The owners of 10 Nottingham Road (myself and Glyn) would be pleased to donate 550mm (1' 10") of our garden to widen the footpath from about 1.15m to about 1.70m with the following conditions: -

1. All costs associated with the legal agreement, moving the existing fence by 300mm towards the house and reconstruction of the wall (using either L shaped concrete or anchored concrete retaining panels faced by the existing stone) would be covered by the County (I guess at about 15-20K construction costs?)
2. The hedge at No 8 Nottingham Road is cut back by 150-200mm (in line with the rear of the edge block) to give more 'elbow' room for pedestrians on the existing 1.30m wide pavement.
3. The pavement outside No 6 Nottingham Road is widened by the introduction of a one-way throat/dog leg.
4. A 20mph speed limit is applied through the central area of the village.

It Was Unanimously:

RESOLVED: “To forward Cllr. Greenwoods proposal to Cllr. Clarke of N.C.C. for consideration.”

160. **c) Footpath at the Rear of Hoe View Road – Request for Remainder of Pathway to be Stoned**

Cllr. Clarke advised “I am informed that they have been hindered awaiting Russell Price to cut back the Hedges which he owns either side of the path to facilitate the works. Cllr. Clarke has impressed upon officers that winter is looming with a potential mud bath again.”

Minutes of Meeting

161. Cllr. Wilson read an email to the meeting from Mr. Good regarding the large Hyslop tanker and trailer units coming through the village on the 6th September causing chaos in the centre of the village. The tanker and trailer units were coming from the chicken farm and this is prohibited under planning condition 5 to 15/01422/FUL.
ACTION: "Clerk to forward Jonathan Goode email to Cllr. Moore who will raise this with Russell Price."

162. Cllr. Gelsthorpe wanted it noting that the Chicken Farm was smelling. Cllr. Wilson said that it is most likely when they are doing the cleaning cycle in the chicken sheds.

Fireworks Night

163. The question was raised as to possibility of running a fireworks event this year with the Memorial Hall being closed.
It Was Unanimously:
RESOLVED: "To run a fireworks event on the 7th November at 6.00pm start for fireworks at 6.30pm. The Clerk to source a coffee/drinks facility and a hot dog van to cater for the event."
164. Cllr. Wilson asked if standing orders could be extended to 9.15pm.
It Was Unanimously:
RESOLVED: "To extend standing orders to 9.15pm."

The Environment

165. Cllr. Wilson reported the Clerk has put in for a grant for flower Bulbs as a memorial to those we lost and those who have suffered during the COVID Pandemic. The intention is for these bulbs to be planted in the Pinfold.
166. Cllr. Allison raised a request from Mel Stanley that the Parish Council purchase some Wildflower Bombs for the area behind Salvin Close at the bottom of Parkin Close. This area is normally unkempt and messy. It would be good for the pollinators to have the wildflower seeds in this otherwise messy unused bit of land. Mel Stanley has stated she is happy to look after this area and feels she will get support from others. Cllr. Allison said she had sourced some wildflower bombs on Amazon for around £8.
It Was Unanimously:
RESOLVED: "The Clerk to purchase the wildflower bombs and pass to Mel Stanley for planting."
167. Cllr. Wroughton advised that she had been in contact with Bloor Homes to see if they would help with the Eco Gardens at the school. Bloor Homes are going to fund it and get the builders to dig it out.

To Draw Competition Winners – July 2021 Edition Cropwell News

168. Cllr. Gelsthorpe made the draw It's in The Quiz – Winner Mrs. Pat McEachran
Cllr. Greenwood made the draw Wordsearch – Winner Natalie Pearson

Councillors Reports

169. Cllr. Wilson reported he had a meeting with John Cowburn who will set the Christmas tree up initially for us and show us how it is done for future years. Cllr. Wilson advised a meeting needed to take place to decide the location of the tree.
It Was:
RESOLVED: Cllrs. Greenwood, Lacey & Wilson would meet at the Pinfold on Thursday 9th September @ 10.30am to decide on positioning.
170. Cllr. Wroughton advised the speed sign on Fern Road was not always working. Cllr. Wroughton was advised that this had been the case for some time. The device was donated to us second hand and parts can no longer be sourced for the device.
171. Cllr. Lacey advised he had approached 6 different people with regards to the fences and hedges at the Memorial Hall. Cllr. Lacey is still working on finding a company prepared to take this on.

Minutes of Meeting

Correspondence for Information

172. There is no folder for circulation this type of information is being e-mailed.

Date of Next Meeting

173. 5th October at 7.00pm at The Old School

There being no further business the meeting closed at 9.06pm

Chairman's Signature:	Date:
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Minutes of Meeting

M. 152 Refers

Off road parking for Cropwell Bishop -OUTLINE PLAN OF CAR PARK AREA AND POSSIBLE ACCESS.



Some Points to Consider: -

Envisage the car park and access roads would be gravel surface.

Public footpath beside no 3 Nottingham Road preserved. (20mph speed limit in village centre will make it safer for pedestrians crossing the road.)

Fencing/hedges/walls to keep livestock safe and screen the car park and access routes from property.

The land is Green Belt and will require permission to develop as a car park.

Low maintenance tree and shrubs planted around periphery to keep it 'green'

Car Park could be initially one or two rows of places, increasing to 3 or 4 rows as and when required.

Ideally, the car park would be maintained by the Borough Council as are other public car parks in Rushcliffe, although they may prefer the Parish Council to take responsibility because of its low-key nature with no parking fees involved.

Funding could be a mix of RBC/County/Coop/local business/churches and PC. The Coop should bear the lion's share as their parking needs for the new store were seriously underestimated in their planning application and this has led to chaos on Nottingham Road.

Electric car charging points may attract a grant to cover some of the car park cost?

Exit beside No 6 Fern Road could be 2 ways to serve also as an entrance.

An alternative parking area might be the 'vacant' plot behind No 7 Nottingham Road. It would be intrusive for the local houses and exit would have to be via a long track beside no 3 Nottingham Rd.?

Minutes of Meeting

Letter:

Dear

Exploring Options for Off-Road Parking, Cropwell Bishop.

You will be aware of the traffic chaos and parking issues which exist on Nottingham Road since the 'new' Co-op was opened in 2019.

The Parish Council and Borough Council have been looking at the possibility of off-road parking provision. Options are rather limited due to the nature of the village housing and businesses but one area which might be considered is part of the field behind 2-6 Fern Road as shown on the attached outline plan. This would be a most convenient location close to the heart of the village.

Access is tricky and we would appreciate your thoughts as to whether you might be prepared to sell or lease this land to provide access to off-road parking which would improve the safety of our village and help businesses and the community to thrive.

Yours Sincerely

Janice Towndrow – Parish Clerk & RFO
Cropwell Bishop Parish Council

M.153 Refers

Children's Games Path Project – Update 2

Refresh

The potential project is to paint simple/traditional path games, hop-scotch, trails and activities for primary school children on several of the paths which intersect the green amenity space

owned by Rushcliffe Borough Council at the back of Cooper, Brownhill and Newberry Closes.

Project Status

In March 2021, the Parish Council gave its provisional support to this potential project but was keen to seek the community's view. The author of this report, Sharon Pyke, a resident of Cropwell Bishop is working in collaboration with the Parish Council on this piece of community research as part of her BA (Hons) in Community Governance. De Montfort University granted ethical approval to proceed with the research in early July. This cleared the way for a quantitative study in the form of a questionnaire being included in July's Cropwell Bishop News and was simultaneously made available online. The questionnaire was promoted on the village's Facebook page, the Cropwell Bishop Plan website, the Parish Council's website and parents/guardians of the Primary School were signposted to the questionnaire. The submission closing date was 20 August 2021.

There were 124 completed questionnaires of which 4 were from non-Cropwell Bishop residents, which gives a respectable return rate of 8% based upon approximately 1500 residents aged 18+. 86% of questionnaires were completed on-line. The results provide strong community support for this potential project with 53 submissions providing additional comments, it was noted that there were a small number of strong objections. Unfortunately, those residents chose not to provide any contact details. It would have enhanced the qualitative research to have included those with strong objections but unfortunately that is not an option.

More detailed analysis to identify sub-sets within the data is currently taking place. Thank-you to the 17 residents who provided their contact details so that qualitative research can commence. It is anticipated that through the qualitative research that this fledgeling project can further develop, as there were some imaginative play ideas as well as examples where more consideration may need to be given.

Next Steps

- Once the analysis of the data sub-sets has taken place the qualitative research in the form of individual interviews can take place

Minutes of Meeting

- An update communication will be prepared for the Cropwell Bishop News and websites
- An initial enquiry could be made to progress the creative design
- Update Rushcliffe Borough Council, who own the land and liaise with the Sports Development Officer

Recommendations to Council

Council is asked to resolve the (above) next steps. A further progress report will be placed before Council at its October meeting.

M.157 Refers

Suggestions and Notes from John Greenwood, Cropwell Bishop, 06/08/21

Bus Services improvement plan. Enhanced Partnership – Trent Barton Contribution, Suggestions for village and Mainline services, and additional points not covered by survey

Towards an Enhanced Partnership – Support of rural services by Trent Barton

The core Nottingham – Radcliffe – Bingham service should help to support the village feeder services. I have suggested some possible models: -

Model 1

Estimates of revenue from passengers between Nottingham, Radcliffe and Bingham (in normal times!)

Typical assumptions - average 15 passengers paying average £4 per return trip - £60 per trip

Daily number of return trips on Mainline service – about 85 – income per day - £5100

Income per year based on Monday – Saturday (300 days x £5100) - £1,530,000.

Cost of running 8 vehicles at say £120,000 per year - £960,000 hence profit £570,000

£200,000 'donation' from T-B would sponsor 2 village buses (or part sponsor 4 village buses)

Model 2

Population of Bingham and Radcliffe about 22,000

Population of surrounding villages which feed into core route about 10,000.

Suggest 1/3 of profits from core route should be passed to County to help support linking/feeder services to the villages.

Model 3

Through tickets accepted on all bus services.

All fares to and from village destinations retained by village bus operator.

Example: - single £2 Aslockton to Bingham and £3.50 Bingham to Nottingham – say £4.50 through single fare retained by village operator whether bought on village service or on T-B core service.

The straight levy on T-B relating to the profits of their core service and the % of the population not served by the core bus service would seem the most straightforward to apply. (With through fare income proportioned between companies)

Which model would be most attractive to the County?

The above is based on rough assumptions but the principle remains that Trent Barton should be supporting and serving all our communities – not just the profit-making core routes.

Minutes of Meeting

Consideration of existing and required services to improve the village bus network for Cropwell and the Vale villages.



Possible Village circuit operated by 4 vehicles

Typical timings:

Cotgrave	000		Bingham	000
Hollygate	005		Vale villages	↓
Cropwell Bishop	015		Bishop	035
Radcliffe	030		Bingham	048
Gunthorpe	045		Dep	050
East Bridgford	050		East Bridgford	1.05
Bingham	1.06		Gunthorpe	1.10
Dep	1.10		Radcliffe	1.25
Bishop	1.23		Cropwell Bishop	1.40
Vale villages	↓		Hollygate	1.50
Bingham	1.57		Cotgrave	1.55

This is well as existing for V1 and 833 and as desired for CT4N 33.

Options –

- 1) run as existing 833, and V1 with improved 33 or 852
- 2) run as single village link service (4 vehicles)
- 3) run as existing 833, V1 and reintroduce V2 to run from Radcliffe to Cropwell and Cotgrave.

Note. If Bingham Express is reintroduced, V1 and V2 can run on into town to complete the Radcliffe ‘mainline’ service – see next sheet

Smaller villages can be served by an on-demand service – I would envisage it operating like the uber taxis!

Minutes of Meeting

Consideration of Mainline, Bingham Express and Radcliffe V1 and V2 options



There are currently 9 vehicles used on the Mainline service

Options: -

1) Keep Mainline as it is. Every 10 minutes, (40 min journey Bingham to town)

2) Run Bingham Express every 20 minutes – 4 vehicles, 30-minute journey can take in Willow Road/Swallow drive. Run existing Mainline just as far as Bingham Market Square every 20 minutes – 4 vehicles, 35–40-minute journey. There is an Option to serve Newton with additional link bus or add a bus to Mainline to run on to Newton every 20 mins.

This leaves central Radcliffe with a bus to town every 20 minutes. V1 fills one of the gaps and could re-introduce V2 (Nottingham – Radcliffe -Cropwell – Cotgrave) to fill another. Third gap filled with Nottingham – Radcliffe – Shelford Road bus giving bus to town from Vicarage Lane every 10 mins. (This is similar to the old Radcliffe line arrangement which suited many!)

Nottingham Bus Consultation, August 2021. Points not covered by survey. (JRG 06/08/21)

Overall requirements for a reasonable bus service for Cropwell Bishop village: -

- Hourly daytime links to Bingham (current 833 is good), Radcliffe (current 850/852 helpful but infrequent) and Cotgrave (current 33 slow and no easy connection with 'The Cotgrave')
- Hourly daytime link to West Bridgford and Nottingham (current 33 service is far too slow – 1 hour to Nottingham, should be 40-45 mins max*).
- A fast direct commuter bus (30 mins) to town**.
- Shopper link to Morrisons (covered by current 33 service)
- An evening service with buses to and from Bingham and town at least every 2 hours (Vectare have current proposals to introduce such a service (92))
- Sunday services – half daytime services – i.e., buses every 2 hours

Notes

* Whilst a through service is obviously preferred, a good reliable connection with the Mainline at Radcliffe and 'The Cotgrave' at Cotgrave could provide the necessary town link.

**We have previously suggested that CT4N's 33 service can be modified to provide a couple of direct commuter buses (33x), a faster daytime service to town (40-45 mins) and a regular daytime link to Radcliffe. (Email from Cllr Greenwood to Pete Mathieson/Chris Ward 16 March 2021)

Traffic volumes through Cropwell Bishop have increased considerably in recent years with serious congestion and conflict of vehicles movements in the vicinity of the Coop on Nottingham Road. Could we suggest that there is a survey of vehicle movements to assess the source and destinations (using mobile phone/sat nav data?) so that initiatives can be taken to provide and encourage use of public transport. In particular, work places/industrial areas with many employees arriving/departing at similar times, should be required to prepare a travel plan and where possible provide works buses/minibuses to reduce the dependence on the private car.

Perhaps larger out-of-town businesses could have a levy imposed on the number of parking places used. This could help to fund public buses where no local service exists, or it could be returned to the company to help fund private group transport arrangements from local communities to the workplace.

Minutes of Meeting

Cost of travel:

The overall cost of running a private car is about 40-50 pence per mile, but day to day running costs are lower at about 20p per mile once purchase cost, depreciation, tax and insurance are paid. Public transport costs need to be about 20p per mile to attract people away from their cars with large discounts for a partner and family members travelling together.

Electric cars present another challenge as the day to day running costs can be as low as 5p per mile when battery charging is done at home. It will be necessary to introduce a form of road/mileage charge to cover the lost tax revenue from the fossil fuels and keep public transport as the attractive efficient choice for most journeys to avoid severe road congestion by private cars.

It is noted that in para 3.47 of the Department of Transport's Partnership guidance there is no reference to the concessionary fares for pensioners and the County consultation does not ask for any comment. It would be a bad mistake for the health of the older folk and the economy of the nation to abandon this concession and restrict the movement of pensioners locally and nationally. There may be a compromise of perhaps a small contribution (£1) for each local journey or maybe an annual fee for the concessionary pass?