

Questions and comments gathered from the Chat on 26th September 2020

Transport – Afternoon session

Anybody know any good car share systems for village communities?

How many people currently use the buses? Half empty buses are not financially viable.

Nottingham has had a tax on car parking spaces with all the funding going to sustainable transport.

Shropshire Council notes that car ownership in the county is above average - at 85%. But it's obviously chicken and egg - as public transport reduces, car ownership has to increase. Also is this ownership related to a larger % of more elderly people?

Mark Fermor : I have prepared a proposal and would welcome thoughts: To install electric vehicle charge points across Shropshire, and provide a community car share vehicle (say 1000 locations initially) that can be accessed at normal commercial rates and booked via an app by the hour or day, so that all those moving to villages and rural Shropshire locations, as well as across neighbourhoods in our towns, can have confidence they do not need to own a car themselves, but simply book one for whenever they need it. The costs will be less than running their own vehicle, and can be further reduced if they indicate where they are going and willingness to carry passengers, who can book themselves a seat, eg for a regular commute. The driver would benefit from reduced fee for every passenger booked, such that they would travel free if the car is full of other passengers, promoting the use of the community vehicle as a local 'bus' or 'taxi' service across rural communities.

Can I remind everyone that we have a Shropshire wide Car Club which enables people without a car to use a shared one? It is part of a National franchise called Co-Wheels so, by joining the Shropshire Club in the UK (which you can now do for £1) you can access cars in over 40 towns.

<https://www.co-wheels.org.uk>

What needs to be done is a) a really extensive public transport system and b) how to stop or wean people off cars?

How do you change behaviour when the perception of people using a bus is described as a 'loser cruiser'?

Any information on the new "coloured" bus route scheme in Shrewsbury (which will affect South Shropshire)? It sounds crazy, but I can't see where this has been published.

OK - so these schemes already exist to some degree - so how do we 'force' people off cars and onto these alternatives. What is the take up in places that have these schemes?

I suggest the way for folk to stop owning their own cars is to provide the good alternative. If you can be confident there is a community car nearby that you can rely on then you will start to factor that into your plans. Many people have more than one car, and will be pleased to at least get rid of one of them if they start to rely on a community car hire.

The Dutch have vast experience about reducing car use. What can we learn from them?

Walking

Why is it so difficult to pedestrianise Ludlow?

Kris Welch: The act that comes into effect in 2025 will effectively stop the right to extend walking/bridleway (& cycle) routes in the basis of historical evidence. This will be a huge loss of our

rights to apply for more ROWs - some walking (eg ramblers) and horse riding groups are making applications for ROWs but it is a very time consuming and difficult process..... it applies to routes that are walked, but are not currently on the definitive map. There are many in some parts of the county. If we are trying to support people to walk more then we need to help ensure that there ARE routes for people to walk - in addition to pavements! Many of these paths are ones that link up the smaller rural areas.

For schools why don't more use 'walking buses' where teacher/s gradually pick up pupils in a long crocodile to school?

Gordon Coppock: I am trying to get a project going on this s'cool bus project (from France) I've discussed with some of you in the past - this seems ideal way to reduce car jams near to schools.

Anyone interested please lets join together :

<https://www.cambridgeindependent.co.uk/news/could-pedal-powered-buses-be-the-future-of-the-cambridge-school-run-9054280/>

The whole idea of 'convenience' has to be challenged.

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Could the Beeching cuts be reinstated in Shropshire?

Hydrogen

Michael Cheshire: Most of this afternoon's presentations and discussion have been what I would describe as socio-political. There has been no discussion about technology. South Shropshire has the opportunity to develop innovative transport technology and to create jobs.... Remember that Bishop's Castle was the birthplace of anaerobic digestion technology which is now the norm for the treatment of source-segregated food waste. I am an engineer/entrepreneur (and also a visiting professor!) and during lockdown I have been researching the feasibility of producing green hydrogen vehicle fuel from off-grid renewable electricity. We could become the place in the UK for a demonstration of this concept at a small-scale.

Cycling

Can we get systems in place to allow bikes to be carried on buses? How much of bus capacity is actually used?

Cycling along the B4363 is dangerous, and yet it is a national cycling route - real conundrum.

There are thoughts about using excess heat from the Battlefield incinerator to generate hydrogen. Interesting to hear about AD generation of hydrogen if that is what he's doing.

Dan Wrench: The Marches LEP Local Infrastructure Strategy is, in theory, still in draft and may be revised to be an economic recovery plan. They would welcome comments on the development of this plan. The Marches Nature Partnership have good links with the LEP.

<https://www.shropshire.gov.uk/environment/biodiversity-ecology-and-planning/marches-nature-partnership/>

Tony Green: There is also the Marches LEP energy steering group.