

## Questions and comments gathered from the Chat on 26<sup>th</sup> September 2020

### Transport – Morning session

Can we change transport in Shropshire significantly without central govt changing the framework in which we operate? What would compel a change of approach by Shropshire Council? Shropshire council spends over £25M p.a. servicing current prudent loans.

Where is the investment coming from?

In relation to government are you engaged with any think tanks here in the UK to impart your knowledge?

What does John predict to be the best way of influencing councillors to make significant change?

'Cycle or walk' - fine. For those who are fit enough. With an ageing population, how do we take care of the needs of the too-old-to-cycle contingent?

To make less journeys we need localisation so that shops/schools/work/ doctors are NEARER. I guess this is part of reducing the need to travel?

The point about the weight of vehicles and linked to their overall efficiency is really important and also featured in the recent Absolute Zero Report. But the direction even with EV's is towards larger and heavier cars including SUV's. This is often perceived as a safety issue so how can we make this reverse? Here is the link to the Absolute Zero report that I referred to in my question to John - its published recently. Gov. funded and produced by 6 UK Universities. <https://ukfires.org/absolute-zero/>

On car safety, advertising creates fear in consumers to sell products ....

Shropshire Council claimed at their full council meeting on Thursday that they could not afford to apply a 20mph limit outside all primary schools.