

Pledge to create a safe and sustainable transport system for Shropshire

If elected to serve on Shropshire Council I pledge to campaign for and support measures to:

Pledge	Put X to commit	
1) Make Shropshire's roads safer for our children and promote active travel by: <ol style="list-style-type: none"> a. Making 20 mph the default speed limit in all residential streets; b. Creating safe school zones around all primary and secondary schools; and c. Setting up at least 4 Low Traffic Neighbourhoods across the county each year. 		
2) Reduce traffic congestion, noise and air pollution and address the obesity crisis by: <ol style="list-style-type: none"> a. Investing at least 10% of the council's transport budget on active travel measures; b. Developing a Walking and Cycling Infrastructure Plan for Shropshire and an action plan for delivering this rapidly over the next 5 years; c. Recognising that the county's rural bus service is the main public transport option for most of the county and appoint a bus champion to oversee the development and implementation of a new, comprehensive bus strategy; d. Rebuilding Shrewsbury's bus station in/near its current location; e. Encouraging other forms of reduced impact transport such as car clubs, ride sharing, shared taxis, demand-responsive minibus services, and public bike share or pool bike schemes. 		
3) Cut greenhouse gases from transport in Shropshire by 50% by 2030 by: <ol style="list-style-type: none"> a. Developing a Local Transport Plan that focuses on carbon reduction as a core target and prioritising budgets according to inclusivity and the agreed hierarchy of transport i.e. walking, cycling, public transport, commercial vehicles, private car. b. Investing in broadband services across the county to encourage alternatives to travel e.g. home working. 		
4) As a central part of all of the above aspirations, an immediate priority will be to permanently stop all further spend of scarce resources on the Shrewsbury North West 'relief' Road and refocus investment on sustainable transport measures across the whole county.		
Name	Party	Electoral Division/Ward

Please fill in the form (you can type in the boxes of the pdf), save and send to sustainabletransportshropshire@hotmail.com

An agenda for sustainable and active travel in Shropshire

Sustainable Transport Shropshire

Sustainable Transport Shropshire (STS) was formed in June 2016 from people who use all types of transport in Shropshire. We aim to help inform public discourse and decision making about transport options to help to create and sustain an efficient, liveable, connected, healthy and successful county. We have prepared a Vision for Transport in Shropshire ([Joining People with Places](#)) together with a strategy for provision of a comprehensive cycle network within Shrewsbury.

This pledge document has been created and circulated by STS to encourage potential councillors to make the promotion of sustainable and active transport a key part of their manifestos for the elections in 2021.

Background

In response to the rapidly growing seriousness of the changes to the global climate the [UK government](#), [Shropshire Council](#) and [Shrewsbury Council](#) have all declared a climate emergency.

The UK Government has committed to meeting net zero greenhouse gas emissions by 2050 and, more recently, to ensure that emissions are 68% below 1990 levels by 2030.

Shropshire Council has now adopted a [Corporate Climate Change Strategy and Action Plan](#) focussed on the council's own direct greenhouse gas emissions. However, these only comprise a small proportion of Shropshire's emissions and, through its regulatory role, the council needs to make a significant impact on these other emissions.

The role of sustainable and active travel

Greenhouse gas emissions from transport comprise 40% of Shropshire's total and the council can be a significant player in helping to rapidly reduce these by a substantial amount. Sustainable and active travel will need to become key components of Shropshire's future transport system. This will require a significant re-prioritisation of transport budgets away from cars to public transport, walking and cycling. However, there will be significant co-benefits from this investment in terms of reduced congestion, improved air quality, noise and other health benefits as well as allowing our children greater levels of independence once the dangers of road traffic are reduced on their daily travel routes.

Things are moving rapidly in this area as the 'build back better' agenda develops and new councillors will need to be well briefed and actively involved to ensure that their constituents' interests are properly represented:

- The council's forthcoming Local Plan and associated Local Transport Plan (LTP4) will be very significant documents in setting out the way in which these major reductions can be achieved. The current draft of the local plan does not represent the step change required to move the county away from its dependence on fossil fuel based transport.
- The [Shropshire Climate Action Partnership](#) has been established to coordinate a collaborative, Shropshire-wide community response to the climate and ecological crisis and to oversee the implementation of the [Zero Carbon Shropshire Plan](#) which sets out how we need to respond to the emergency. This includes an outline of the urgent and dramatic changes needed to our approach to transport and support for this pledge will help to achieve this.
- The recent [report](#) on Shropshire's buses by the Foundation for Integrated Transport shows how other rural counties are successfully tackling the provision of public transport in an integrated manner.
- The recent Shrewsbury Big Town Plan Movement strategy (Part of the [Masterplan Vision](#)) has good intentions but many of the proposed details are problematic (shutting Shrewsbury's Bus station for instance) and will need significant inputs to represent the views of people using buses and bikes.