

COUNTY SPOTLIGHT

Transport and infrastructure

Connecting
county
communities
and economies



About COUNTY SPOTLIGHT

At the County Councils Network (CCN) one of our core objectives as a national representative body is to share the innovative work our councils are doing on a daily basis to provide vital frontline services, support local economies, and create thriving communities.

This regular publication seeks to shine the spotlight on the most recent best practice and innovative solutions being put forward by our member councils across a range of different policy areas. Alongside this, it provides an update on the national policy landscape and commentary from our lead members and strategic partners.

To find out more about future themes, or to recommend a case study, please contact ian.burbidge@local.gov.uk.

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THE VIEW FROM CCN

Transport and infrastructure are two of the most important functions that county authorities are responsible for. They connect and shape our communities, they are the vital arteries that generate economic growth, and what we achieve in both areas will go a long way to hitting net-zero.

They illustrate the scale of the County Councils Network's members. The 36 authorities in membership are responsible for 70% of England's roads and spend a £4bn a year on transport and highways, as well as significant sums on new capital projects.

But our remit goes much further than this. It encompasses oversight of the local bus network – where CCN members are increasingly taking a hands-on approach by stepping in to subsidise uncommercial routes – as well as a responsibility for cycling and walking infrastructure. As alluded to above, the changes county authorities make in transport and infrastructure will directly influence our net-zero ambitions. Our residents have a greater reliance on cars, and as a result, transport emissions in counties are higher than other parts of the country.

Infrastructure is also an enabler: providing the foundations for the communities of the future by linking them together and unlocking housing.

But transport and infrastructure has not been immune to the challenges faced by other service areas. Population growth has created increased demand at a time when revenue budgets have fallen.

Bus journeys in county areas have declined despite demand remaining high and capital investment in transport and infrastructure has been channelled towards urban city areas at the expense of counties. These issues have been worsened by skyrocketing inflation, which has forced CCN's members to rethink certain capital and revenue projects.

If England is to hit its twin net-zero and housebuilding targets, then it is imperative that more powers and resource – both capital and revenue – are delivered to and spent in county areas. County devolution deals negotiated this summer with devolved transport powers and budgets as their centrepiece could help with that shift, but at present they only cover some communities; funding needs to be accessible to all CCN members.

As this document shows, CCN member councils do not lack ambition: from convening and influencing local and national partners on significant multi-million-pound projects to offering dial-a-ride bus services, counties continue to go the extra mile in delivering transport and infrastructure, in consultation with their local residents. But it is also clear that to fulfil many of their ambitions, the new government will need to be as equally ambitious in funding these local schemes.



Cllr Stephen Giles-Medhurst

CCN Transport Spokesperson



STRATEGIC PARTNER VIEW



Infrastructure lies at the heart of growth and prosperity; without it, places and their people are held back, unable to fulfil their full potential. Local areas rely on a strong and flourishing transport network, providing those vital connecting arteries to drive the economy. They rely on fast and reliable digital connectivity to boost businesses and increase productivity. They benefit from devolved government structures to make smarter decisions at a more local level. County and unitary councils play a vital role in making all of this a reality.

At Henham Strategy, we are proud to work with the CCN and many of its member councils to help them engage with Government on the infrastructure solutions they need for their areas to prosper. Our relationships with central Government help our clients to tell their local stories at a national level, raising awareness of their priorities, and pushing their agendas forward. It is highly rewarding for us to be able to use our expertise in a way that helps counties see their projects through from inception to fruition, and ultimately, deliver on behalf of their local residents.

We were pleased to see devolution and levelling up at the forefront of the Johnson Government's agenda, something we expect to be replicated in a Truss administration. Local governance is a world we understand well, having previously advised on the creation of Mayoral Combined Authorities, County Deals, freeports and development corporations, as well as working with partners to successfully bring forward unitary and MCA proposals to Government. It is no surprise that these local areas are placing transport and infrastructure at the centre of their devolution plans, knowing that strategic planning will be at the core of delivering a cleaner and greener future.

Our advice extends beyond the strategic to the more granular too. We have helped several of our clients navigate the most recent round of the Levelling Up Fund, which presented a huge capital opportunity for local areas to deliver big infrastructure, as well as a whole host of other transformative projects. We have helped upper-tier authorities devise roll-out strategies and funding models for electric vehicle charging points, as well as advise on spatial planning and regeneration activity. We also have significant experience working on digital capabilities, having most recently partnered with techUK for the second consecutive year on the Local Digital Capital Index, which helps local areas understand the strength of their digital ecosystems.

We are passionate about helping our local government partners drive growth in their areas, and we believe that county and unitary councils can be, and already are, at the forefront of this. We are very much looking forward to working with the CCN and others more on this exciting journey!

Nick King

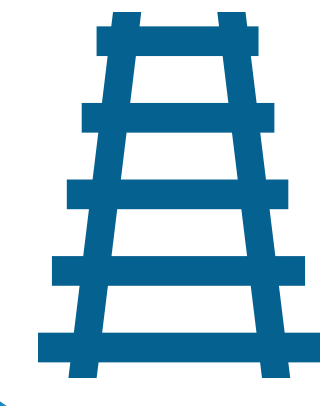
Managing Director, Henham Strategy

Transport and Infrastructure

Projects across the CCN

Northumberland

The proposed Northumberland Line will bring back into use a train line for the first time in fifty years.



Lancashire

The council took over Preston sus station and undertook an ambitious refurbishment of the building - which won a national award



Lincolnshire

A new £120m bypass around Lincoln opened this year - designed to take traffic off the city centre's roads



Oxfordshire

England's first ever 'zero emissions zone' began this year in Oxford - designed at creating cleaner city air



Buckinghamshire

The unitary plans to double the amount of electric vehicle charging spaces by 2024



Wiltshire

Ambitious plans are progressing to create a train station at Devizes - the county's largest town without one.



Cornwall

Local bus fares have been reduced by up to a third on average to help residents with the cost-of-living crisis



THE LATEST POLICY LANDSCAPE

Transport – be it car, train, bus, walking, or any other mode – is critical to supporting positive economic and social outcomes. It offers opportunity by connecting people to jobs. It can boost productivity by connecting customers to businesses. Walking and cycling promotes better health, reduces pollution and supports net zero ambitions. Transport is required to visit your family and friends, football grounds, shops and holidays. It not too far of a stretch to say transport facilitates happiness, pleasure and well-being.

But not everyone can access good quality, frequent and reasonably-priced transport. This is particularly true in our rural counties, where we know that^[1] there is:

- **Greater dependence on private cars** – partly associated with older residents and the reduced availability of alternatives, such as public transport or active travel routes between towns and villages;
- **Reduced access to services and employment** – limited public transport can make it difficult to access workplaces and services, especially for the elderly, less mobile and young people;
- **Social isolation** – limited transport options can make feelings of isolation worse and contribute to mental health difficulties.

Good transport is therefore critical to the levelling-up agenda, particularly for county areas that historically have not received as much funding for travel infrastructure and transport compared to their urban counterparts.

While CCN's member councils have made great strides in investing in greener infrastructure and in providing the means to encourage residents to use less emissions – intensive transport, they also recognise that much more must be done to deliver net-zero targets – and this requires investment and a clear policy focus.

That is why transport is a central feature of the devolution framework in the Levelling Up White Paper, which outlines the powers and flexibilities available to those areas that want to enjoy the benefits of devolution.

Transport features heavily in the county devolution deals, which are currently being negotiated between nine county areas and government. A consolidated and devolved transport budget can be an integral element of any such deal. This is important because recent public polling from Copper ^[3] reveals that not only do the public think that local councils are best placed to deliver local transport projects, nearly one in three people thought that's such transport infrastructure investments should be used to create local jobs, skills and supply chain opportunities.

[1] [Future of Transport: rural strategy – call for evidence, DfT 2021](#)

[2] ['Councils based placed to deliver local transport schemes' - Localgov.co.uk \(Sept 2021\)](#)

[3] <https://www.localgov.co.uk/Councils-best-placed-to-deliver-local-transport-schemes/54783>

The same research highlights that nearly three-quarters of the public support improvements to public transport. However, we also know that[4] rural bus services in counties are operating at minimum levels following years of funding reductions – with 97 million fewer bus journeys in 2019 across 36 counties compared to a decade ago, largely due to a £348m funding gap which has resulted in services being scaled back. Despite this, just one third of county authorities received funding as part of their Bus Service Improvement Plans submitted to the previous government. With a new administration in place, CCN will be making the case for further investment to improve county bus services in the areas that did not receive funding. Without remedial action across all parts of the CCN membership, declining public transport is likely to get worse.

Alongside these historic pressures, county authorities have faced a challenging 2022 as a result of soaring inflation, which has hit a 40-year high. CCN research, compiled with the Society of County Treasurers [5] in June projected that county councils and unitary councils faced an additional £211m in transport-related capital costs, which if not addressed, could put at risk these vital projects aimed at generating growth and improving local infrastructure capacity. Even before inflation begun to skyrocket, CCN research showed that county authorities received £300m less for roads maintenance this year compared to two years ago. [6]

To try and alleviate these inflationary issues, the government has a target of raising economic growth to 2.5% a year. Tapping into the potential of counties must be firmly part of that equation, and CCN has urged the new Secretary of State for Levelling Up, Housing, and Communities to not only maintain the momentum on devolution, but to turbo-charge the process so that more counties across the country can access significant powers and funding to drive economic growth and level-up their communities.

County authorities are the key conduit for place-based growth in their areas, both at countywide and local level. They have an ability to set a vision in transport and infrastructure for their area and then deliver on this by attracting inward investment and using specific interventions to unlock projects. Looking ahead, the nature of the economic challenge facing the country means that counties require as many powers as possible at their disposal to generate growth.

County devolution has the potential to result in a sea-change in the capacity of our historic counties to drive growth, opportunity and jobs, with transport infrastructure front and centre. CCN will be making the strongest case possible for all its of its members to have the opportunity to agree a deal as quickly as possible.

[4] [Reversing the decline of County Buses, CCN and the County All Party Parliamentary Group, 2020](#)

[5] <https://www.countycouncilsnetwork.org.uk/cost-of-living-crisis-councils-face-winter-of-difficult-decisions-as-spiralling-inflation-adds-1-5bn-to-costs/>

[6] <https://www.countycouncilsnetwork.org.uk/roads-maintenance-funding-allocations-confirmed-for-2022-23-ccn-response/>

Driving economic recovery

Large-scale projects to unlock growth and housing

As their area's large and strategic local authority, CCN member councils play the prime role in shaping the infrastructure and transport projects to be delivered in their counties: connecting communities, employment, and leisure.

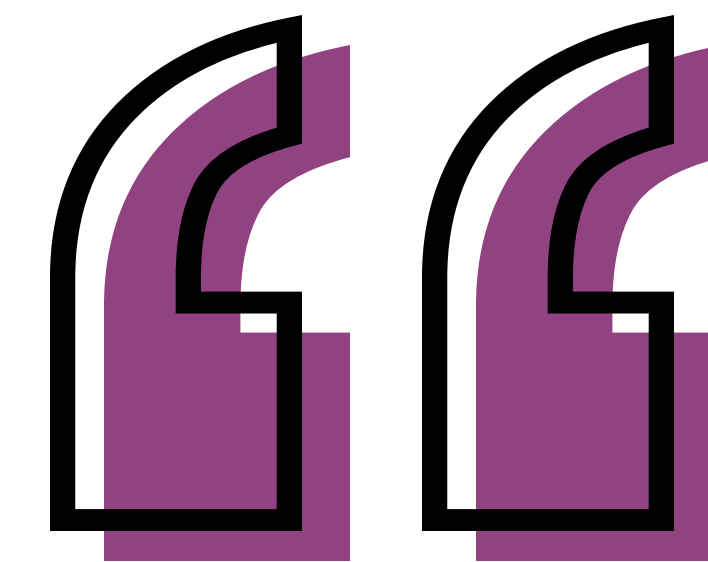
Their role is twofold. CCN member councils act as the influencer – bringing all parties round the table to get projects off the ground or by putting together ambitious and deliverable proposals to government – and as the facilitator, by providing direct or matched investment to unlock development.

Looking ahead, their role as both infrastructure influencers and facilitators will be crucial. By 2041, 28.2m people will live in county authority areas, which will have profound implications on services, infrastructure, and amenities. Councils have also set themselves ambitious net-zero targets where moves towards greener infrastructure will be vital.

This chimes with the government's own levelling-up ambitions, and England's need for more affordable housing. Infrastructure is the enabler for both housing development and employment growth.

Coming out of a two-year pandemic, CCN member councils have put infrastructure at the heart of their economic recovery proposals, such as proposals for new bypasses, network upgrades, and relief roads.

The four examples in this document illustrate how county authorities are looking long term to ensure their infrastructure is future proofed against future demand, and that housing and employment ambitions can be fulfilled, with climate considerations embedded into decisions.



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Lincolnshire County Council

New bypass to reduce HGVs on city road by 25%

A significant new 4.5 mile bypass around Lincoln – taking the strain off the city's roads – opened earlier this year.

The £120m project, overseen and planned by Lincolnshire County Council, saw four new roundabouts and eight new bridges built on the road which will connect the A15 Sleaford Road to the A158 Wragby Road.

The bypass also aims to take away HGVs from travelling through Lincoln town centre – with the council estimating the reduction in lorries in one of the city centre's streets could be as high as 25%.

The Lincoln Eastern Bypass was part funded by a £50m government grant, and has opened up land for new housing. The project has been completed despite a host of challenges such as Coronavirus, the constructor Carillion going into liquidation, and periods of extreme wet weather.

[Find out more here](#)

Essex County Council

Major new road could unlock up to 14,000 new homes

A major new bypass for Chelmsford which will help unlock up to 14,000 new homes and ease congestion around the city has been progressed by Essex County Council, working with its city council partners.

The Chelmsford North East Bypass is part of a £250m investment that also includes a new rail station at Beaulieu. The county council has had a planning application for the bypass approved, which will aim to provide a strategic link between the city, Braintree, and Stansted airport as well as the planned Lower Thames Crossing.

The investment is largely made up of Housing Infrastructure Fund money, and advanced enabling works commenced at the end of August. The council says the new bypass will better link the A120 and A12 and also ease congestion in the city.

[Find out more here](#)



Derbyshire County Council

Ambitious plans for a major regeneration route

Derbyshire County Council is planning a major new 'regeneration route' that will reduce congestion around Chesterfield and open up economic growth and housing opportunities.

The county council is currently working up detailed proposals for the project, so it can then apply for government funding. The project is expected to cost at least £100m and forms part of the authority's strategic long-term vision for infrastructure in the county.

The route could reduce traffic by three quarters on a prominent road in Staveley, and by close to a half in other parts of Chesterfield and Brimington. As part of its proposals, the county council undertook a public consultation, and almost two-thirds of respondents back the scheme. If funding for the project is secured, works could begin in 2025.

[Find out more here](#)



East Riding of Yorkshire Council

New relief road to create hundreds of jobs and homes

A new relief road in East Riding of Yorkshire will provide a vital link to a new housing development and a major enterprise zone.

The final phase of the Brough Relief Road was completed in May, after the East Riding of Yorkshire Council secured £6.5m in funding for the scheme. Now complete, it is estimated that the project will create up to 600 jobs and large swathes of employment land, as well as over 500 new homes.

As well as taking congestion away from Brough, the road will link up Brough South Development and provide a new access point to the Humber Enterprise Zone site. The third and last phase of this development began in late 2020. It included the construction of a 0.5m single-carriageway road, a new priority junction, and dedicated cycleways and footpaths across both sides of the road. The council committed £1.7m to the final phase of the project.

[Find out more here](#)



Local Regeneration

Breathing new life into road and rail infrastructure

Alongside new long-term strategic projects designed to unlock housing and employment over several years, CCN member councils are also investing in their current networks in a bid to modernise them and make them more effective.

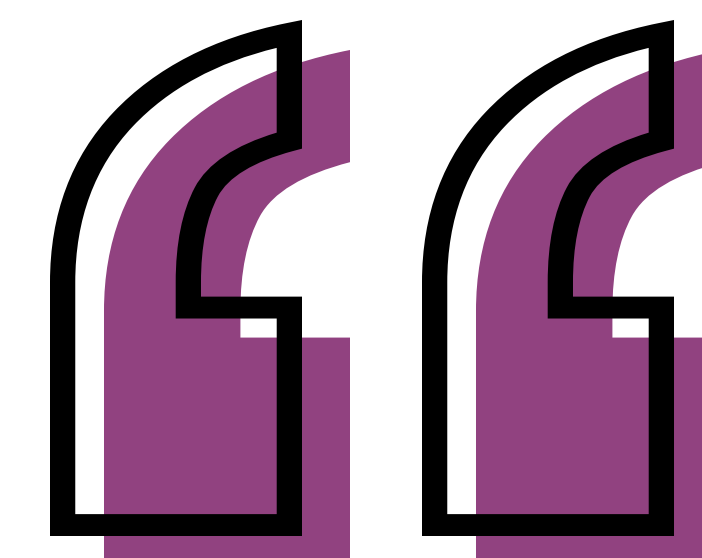
Over the past few years, there has been an increased focus on public transport, in part fuelled by different working patterns as the result of the pandemic and in part due to climate considerations. As a result, we have seen buses and trains form a major part of the government's levelling-up agenda, including its Bus Back Better policy.

Whilst CCN member councils do not have a direct responsibility over rail and many of their bus services, they can influence the frequency and reliability of both by putting place the infrastructure to create effective public transport systems. With two-thirds of counties last year suggesting the pressure on their transport infrastructure is 'excessive' due to housing and increasing public transport could help.

To that end, councils are well place to leverage inward investment and to directly fund infrastructure projects to improve rail, road, and public transport services, or to make them more responsive to an evolving economy and expanding communities.

Over the past year, CCN member councils have been instrumental in advocating for a completely new train line to connect their communities and to attract new businesses, or by putting together business cases for new rail stations to serve future need. They have also put together ambitious Bus Service Recovery proposals, whilst others have completed major replacement works on their roads.

From updating road and rail bridges to refurbishing bus stations, to advocating for new train lines - CCN member councils lead the way in breathing new life into their local networks to make them more responsive to residents' needs.



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Northumberland County Council

New train line to come back into use after 50 years

Northumberland County Council has played a key role in progressing a new £180m train line which will connect Newcastle-upon-Tyne with county communities for the first time since the 1960s.

The 18-mile Northumberland Line is on track to open by December 2023 and will link Newcastle with Ashington – a half-hourly service stopping at Bedlington, Bebside, Newsham, Seaton Delaval and Northumberland Park.

The line has been without passenger services since 1964, and proposals to reintroduce services date back to the 90s. Northumberland Council worked in close partnership with Network Rail and Northern Trains Ltd. as part of the Project SPEED process to accelerate delivery. The council believes the new line could incentivise employers to relocate and invest in Northumberland, and provide access to jobs in green energy.

[Find out more here](#)

Wiltshire Council

Putting forward proposals for new train station

Wiltshire Council is leading efforts to develop proposals for a train station at Devizes – the county's largest town currently without one.

The unitary council has worked with Network Rail and Great Western Railway to secure £400,000 from the government for the Devizes Gateway project, with this money exploring the infrastructure requirements if a station is built there, train services, and connections such as buses and cycling routes. The second element of the study will focus on nearby Westbury Station including improving capacity issues.

The council and its partner's efforts are regarded as a key milestone in making a station at Devizes a reality, which would bring significant travel benefits to the area and Wiltshire. The study is due to be completed next March, and builds on an outline business case put together by the council.

[Find out more here](#)



Lancashire County Council

Bus station refurbishment wins national award

Preston's Bus Station – which was once under threat of demolition – has won a national award for its refurbishment.

The future of the building was in doubt until 2014 when Lancashire County Council took over ownership of the bus station and redeveloped the building from 2015 to 2018, encompassing a renovation of the concourse, a new external coach station, and a new public space outside the building. The station, which has over 10,000 departures each week, was awarded an allocate by The Civic Trust for Reuse and Readaptation. The trust recognises outstanding architecture and planning.

The county council said that improving its bus stations is a crucial element of transforming Lancashire's public transport network and ties in with the authority's Bus Service Improvement Plan, which was awarded £34m this year and was developed alongside Blackburn with Darwen Council.

[Find out more here](#)



Hampshire County Council

Replacing a 100 year-old bridge

Hampshire County Council has recently completed a major piece of work to replace a bridge that was over 100 years old – securing it for the future.

The highly complex work to replace the 114-year-old former rail bridge in the New Forest National Park was completed in July, ahead of 2022's busy tourist season. The bridge, which is on the A35, came into the council's ownership in 2012 and tests showed it was unfeasible to repair it.

The works had started in August 2021 and cost £5.5m. The bridge also runs over the C10 road, and in order to keep traffic flowing, the new bridge was built alongside the existing bridge, which will be removed at a later date. The council also improved the southern road connecting the bridge, which has been an accident black spot, and installed single-span concrete blocks to minimise future maintenance works.

[Find out more here](#)

Going Electric

Helping county residents switch to greener transport

CCN's member councils recognise they have an urgent and important role in place to combat climate change. Over the last few years, they have put in place ambitious plans to reach net zero in their areas.

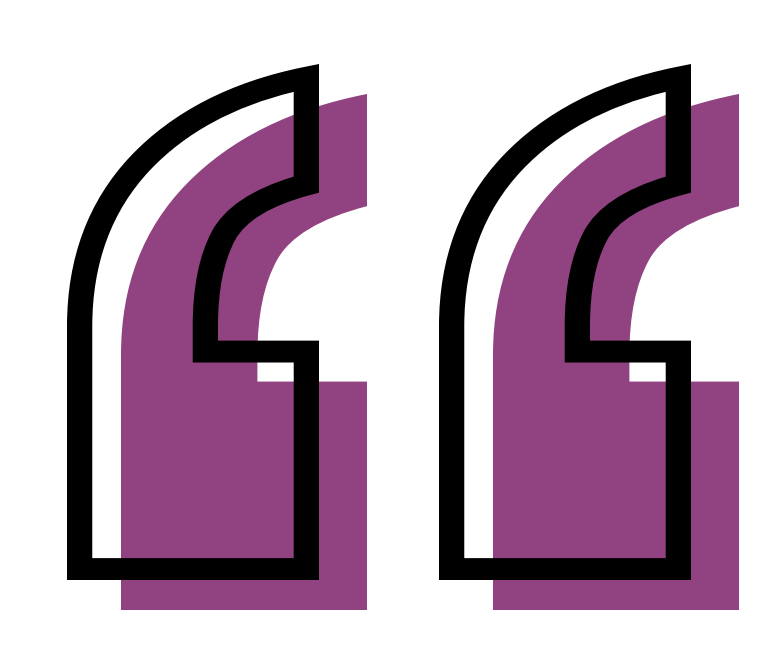
Integral to meeting both local and national targets on net-zero will be ensuring that residents have the infrastructure in place to transition to electric vehicles or take less carbon intensive methods of transport.

CCN's first ever climate change report, released last year, found that counties have specific challenges such as their residents being more reliant on cars and fewer public transport options. As a result, county areas have seen their transport based emissions decline at a slower rate than urban parts of England. Subsequent research revealed that there is a dearth of electric vehicle (EV) infrastructure in counties compared to the cities.

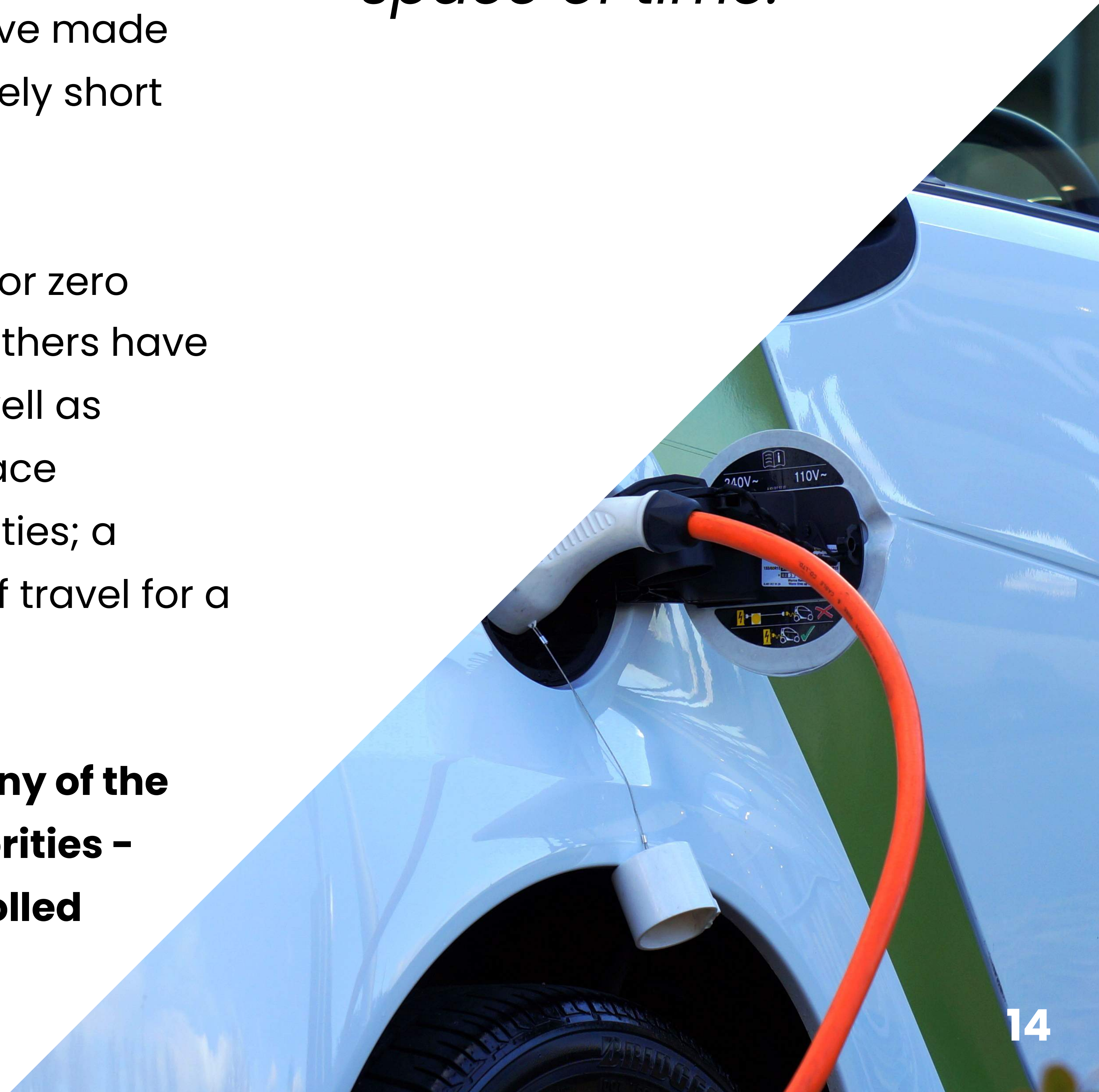
Whilst increased funding and a greater policy focus on cutting county emissions will be required from central government, CCN member councils are also progressing with plans to make greener methods of transport easier and have made significant inroads in the green agenda in a relatively short space of time.

This year, county authorities have put in place low or zero emissions zones in their large urban areas, whilst others have expanded their park and ride offer to bicycles as well as buses. Other CCN member councils are putting place measures to expand the usage of EVs in their counties; a recognition that cars will still be the main means of travel for a high proportion of their residents.

Over the next few years, we can expect to see many of the innovative measure put forward by county authorities - such as EV hire clubs or zero-emissions zones - rolled out in more places across England.



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Oxfordshire County Council

Oxford is first city to introduce zero emissions zone

Oxford is the first city in England to introduce a 'Zero Emissions Zone' (ZEZ), operating in a few streets in the city centre in a pioneering partnership from the county council and city council.

Launched as a pilot in February 2022, automatic number plate recognition cameras have been installed to enforce rules within the zone. Subject to further consultation, Oxfordshire County Council will look to roll out the ZEZ across most of the city centre.

Whilst other cities have clean air zones, this zero emissions policy aims to reduce toxic air pollution in the city and encourage people to make positive changes in travel behaviour. Charity Asthma + Lung called its introduction a 'watershed moment'. This intervention sits alongside a number of other bold plans the county council is currently consulting residents on in order to encourage greener travel.

[Find out more here](#)

Buckinghamshire Council

Five-year plan to double EV charging spaces

Buckinghamshire Council has launched a five-year action plan to support the transition of the county to electric vehicles (EV) – including a target to double the amount of charging parking spaces by 2024.

With transportation currently contributing 51% of carbon emissions in Buckinghamshire, of which two-thirds are generated by cars, encouraging people to switch to EVs is a key plank of the council's Climate Change and Air Quality Strategy. The council will work with EV operators to not only double the amount of charging parking spaces but have more than 1,000 publicly-available charging spaces across Buckinghamshire by 2027.

The authority will also seek government funding and work with town and town councils, as well as local businesses to hit its EV target. The council has also installed EV chargers at its council offices.

[Find out more here](#)

Durham County Council

Electric car club launched in county

A new electric car club designed to take polluting vehicles off the road has been launched by Durham County Council.

With more people returning to workplace but only on a hybrid basis, the new car club is aimed at families who no longer need to run two vehicles a day and can instead borrow an electric vehicle for a day. The council has worked with Derwent Valley Car Club on the initiative, which is based in Shotley Bridge but open to all County Durham Residents.

The council says that it hopes to roll out the scheme more widely across the county, as every car-club vehicle can potentially remove up to 20 non-electric cars off the road. Volunteer drivers from the club are also available to take people to hospital appointments.

[Find out more here](#)

Suffolk County Council

Ipswich's first ever 'park and cycle' launched

Ipswich's first-ever 'park and cycle' initiative has been launched this year, to encourage people to travel in more environmentally friendly ways into the town centre.

Aimed at commuters, people can park at Martlesham Park and Ride site for free, and then cycle into the town centre rather than travelling all the way in using their vehicle.

Working in partnership with First Eastern Counties, the park and ride site has put up cycle maps for people to navigate their way into Ipswich, bike stands, and 24-hour security patrols for bikes left overnight. The council said that it has proposed this scheme as it will reduce some of the barriers that people have said were stopping them from cycling into the town centre.

[Find out more here](#)

Revamping Local Transport

Ensuring county residents can travel effectively and safely

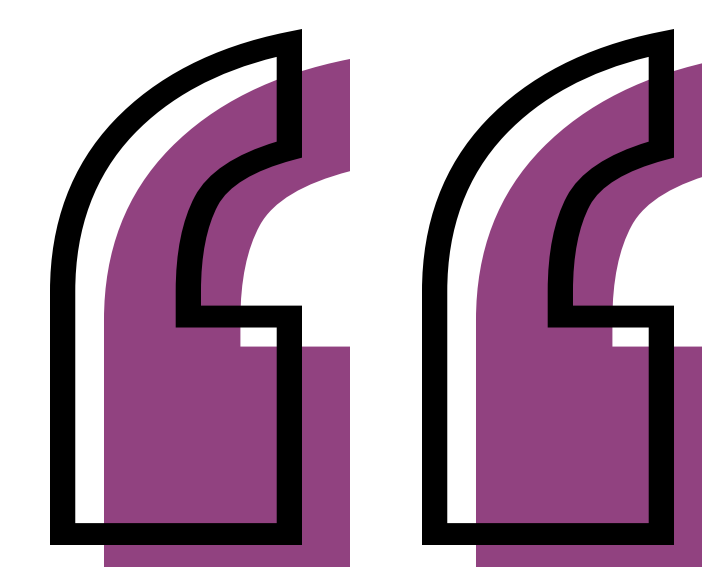
So far, this document has focused on long-term infrastructure visions, future rail and bus projects, and climate change action. But equally as important are the current options available to residents, whether they be public transport or local roads – and it is vital local authorities make them as efficient, affordable, and as safe as possible.

Having good quality public transport and local roads in turn impacts on those long-term projects: having a well connected network encourages inward investment, whilst affordable and efficient public transport provides a genuine alternative to petrol or diesel vehicles.

With bus service operators choosing to reduce services and routes in some areas, CCN member councils have stepped in to either provide subsidised transport or bespoke on-demand services so rural villages are not cut off. Others have been trying to help their residents through the present cost-of-living crisis by reducing public transport fares.

But public transport is only part of the equation and having a reliable and safe road network is vital to connect communities and different economic areas in large and diverse counties. Despite challenging funding circumstances, CCN member councils continue to invest heavily in roads maintenance and safety initiatives so residents drive on good quality and safe county roads.

CCN member councils have used their local knowledge to put in place public transport schemes that fill in the gaps locally, whilst keeping services affordable in tough times. As large strategic authorities, they invest millions each year in maintaining and improving local roads to help county communities stay well connected.



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Hertfordshire County Council

'On-demand' bus service to connect rural areas

An 'on demand' bus service where people can use an app or a phone call to order a bus pick up aims to provide public transport services in areas where buses are infrequent.

Hertfordshire's HertsLynx service caters for residents in the north and east of the county and is designed to improve connectivity between rural villages and larger towns. The council aims to not only provide a service to fill in the gaps for people, but to encourage people to use less polluting vehicles.

Launched last September, HertsLynx can be used for travel anywhere in its operating zone, which is centred around Buntingford. There are no fixed routes on the service – instead passengers can be picked up and dropped off at several stops within the zone, or travel to key towns such as Stevenage, Bishop's Stortford, and Hitchin.

[Find out more here](#)



Cornwall Council

Reducing bus fares by a third during cost of living crisis

Cornwall Council is making bus travel easier around the county by slashing fares by a third on average.

The unitary council's Make Big Savings By Bus initiative was introduced in April, reducing fares for residents and introducing 'tap and cap' technology on the county's buses, which allows travellers to use contactless payments which are capped at £5 for a day or £20 for a week. This scheme is a first for a local authority and was made possible thanks to Cornwall's Devolution Deal that devolved transport powers to the county, and a successful bid for £23.5m from the government.

The scheme is the latest in a raft of improvements to Cornwall's bus infrastructure and is a central pillar of the county's Bus Service Improvement Plan.

[Find out more here](#)

Gloucestershire County Council

Strategy to halve the number of road accidents

Gloucestershire Council has unveiled an ambitious strategy to halve the number of serious accidents on the county's roads over the next decade.

The county council's road safety strategy 2022-23 aims to make Gloucestershire's roads safer, create healthier streets, and lower speed limits in residential areas. The council is looking to dramatically cut road accidents as latest figures show that the number of people killed or seriously injured on roads in the South West – including Gloucestershire – rose last year.

The council is currently consulting on the proposed measures, which include cutting speeds in areas where there are higher numbers of vulnerable people, supporting road safety campaigns, and reviewing speed limits on A-roads in major towns. The council will also continue to deliver education programmes and review speed camera locations.

[Find out more here](#)

Shropshire Council

Dozens of roads to be resurfaced this year

Dozens of roads will be resurfaced this year in Shropshire as part of the council's annual roads resurfacing programme.

More than 40 key roads in the area covered by Shropshire Council will be resurfaced this year in order to make them safer and better to drive on. Roads have been identified via a combination of local engineering judgment and asset management data as being in need of resurfacing.

The sites form part of a countywide programme of schemes, scheduled to deliver the work in the most efficient and cost-effective way. To ensure value for money, roads that are likely to need costly repairs in the future are prioritised. To effectively keep residents up to date with latest works, the council launched an interactive map online which shows all projects currently in progress.

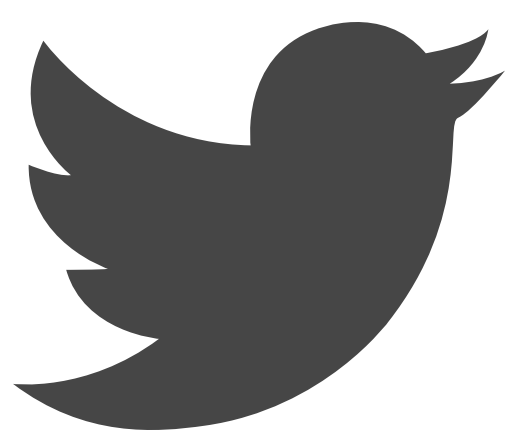
[Find out more here](#)

CCN

COUNTY COUNCILS NETWORK

Founded in 1997, the County Councils Network is a network of 23 county councils and 13 unitary authorities that serve county areas. The network is a cross party organisation, expressing the views of member councils to the Local Government Association and to the government.

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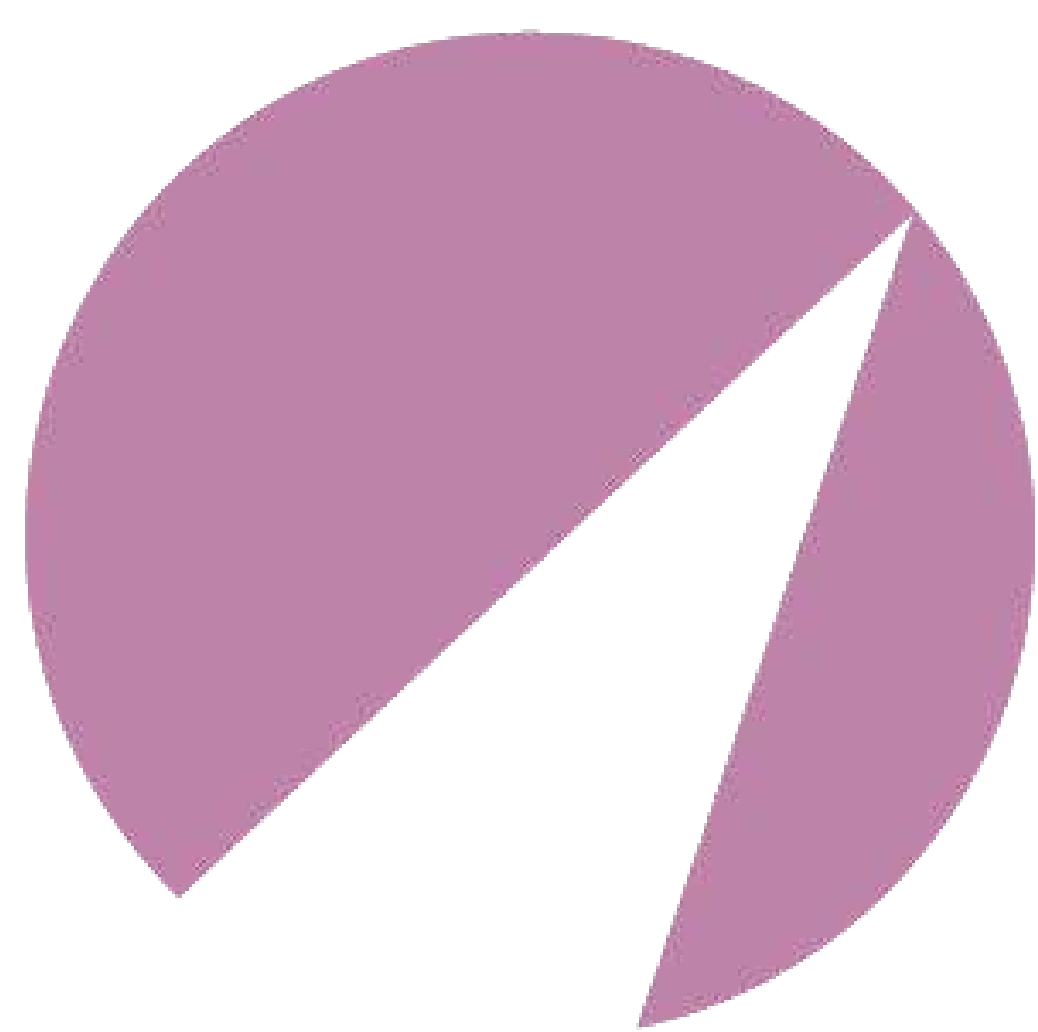
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COUNTY SPOTLIGHT