



A transport network fit for all our futures



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An effective highways and transportation network will:

- stimulate the UK economy
- increase employment opportunities
- improve air quality and deliver on net zero
- improve the health of society
- make transport more accessible for all
- fix the UK's pothole crisis and strengthen other infrastructure.



A transport network fit for all our futures

+ People need an effective transport network to support their economic activity and social wellbeing. Good transport provides access to employment, goods, services and opportunities. How society invests in and uses the transport network also impacts climate change and public health.

Historically, transport has been politically challenging, and yet it plays a crucial part in our futures. A new clear and vision-led approach is

now needed from politicians and local and national governments.

The strategic objectives outlined here can provide a basis for that leadership. Getting transport right is not simply a matter of the overall amount of funding.

The Chartered Institution of Highways & Transportation (CIHT) believes that investment in highways and transportation infrastructure needs to be reprioritised and made certain.

Doing so would enable significant wider benefits and build a resilient transport network for the future.

We need to be able to turn political ideas and ambitions into practical action. This requires more qualified, experienced and expert transport professionals ready to work in partnership with decision-makers. Together we can build on current innovative ideas to make our transport network more resilient and cut down harmful emissions.



At the next General Election, CIHT calls on all political parties to champion six strategic objectives to ensure:

1

Our transport networks are resilient

2

The transport sector decarbonises in line with legally binding obligations

3

Everyone has the opportunity to travel sustainably

4

Everyone has the opportunity to travel safely and feel safe

5

There is a skilled workforce with the capacity and capability to deliver

6

Funding is reprioritised to support timely and effective delivery

Ensure our transport networks are resilient

Maintaining ageing assets and future-proofing transport infrastructure against the inevitable impacts of climate change

✚ The changing climate is having a major impact on the transport network. There is more flooding, higher temperatures, severe weather and storms. Weather events that affect transport are becoming more extreme and unpredictable. We therefore need a more resilient transport network to ensure reliability for people’s travel and for goods deliveries. This requires future-proofing and maintenance of transport infrastructure.

CIHT calls for the party manifestos to:

Ensure a resilient network

Investment in the maintenance of our existing highways and infrastructure is a key priority to ensure the continued and efficient use of our transport network. Incrementally adapting our infrastructure and proactively carrying out maintenance is essential to achieve extreme weather resilience and meet our decarbonisation goals. Fixing potholes is the tip of the iceberg.

RECOMMENDED ACTION

- Make it a statutory requirement for all transport asset owners to carry out transport resilience assessments. This will help to identify vulnerabilities in the network, prioritise remedial action and show who should be responsible.
- Set up a dedicated fund to support projects to mitigate such vulnerable areas.



Enable a sustainable future

Green spaces and the water environment – known as green and blue infrastructure (GBI) – play an important role in our highways and transport network by:

- promoting sustainable transport for healthy and safe communities
- helping with the reduction of harmful emissions
- providing adaptation to climate change
- conserving and enhancing the natural environment.

RECOMMENDED ACTION

- Highway and transport authorities and other stakeholders should put GBI at the heart of local policy and make it a core component of their activity.

Embrace innovation

New materials and ideas are always emerging that can improve the resilience of the transport network.

RECOMMENDED ACTION

- Future governments should support the necessary legislative and physical environment changes to enable trialling and use of these products and techniques across the strategic and local highways and transport networks.

Ensure the transport sector decarbonises in line with legally binding obligations

Providing a pathway for transport to achieve net zero and support biodiversity net gain

+ The transport sector has a responsibility for and significant potential to address the intertwined climate and nature emergencies. This requires a step change in behaviours in terms of transport asset management, decarbonising vehicles and coping with changing use of the network. Political leadership is key in providing the necessary incentives to deliver this.

CIHT calls for the party manifestos to:

Accelerate the transition to a net zero economy

Transport can play a crucial part in achieving our goals and obligations for reducing carbon.

RECOMMENDED ACTION

Governments must:

- reaffirm commitments to the role of transport in rapid decarbonisation
- demonstrate a clear and credible pathway to net zero
- take action to address both transport supply and travel demand.

Drive carbon reduction through procurement

There are considerable untapped opportunities to reduce carbon emissions and promote innovation in procurement for highways and transport infrastructure and services.

RECOMMENDED ACTION

National and local governments should:

- use their purchasing power to show leadership in how this can be done
- make carbon reduction a requirement in their own procurement policies
- draw on the other recommendations in the CIHT *Building Carbon Reduction into Transport Procurement Processes* report to drive change and provide vision and clarity of direction.

Realise the benefits of transport's green estate

The transport network owns or manages large areas of land and open spaces. This 'green estate' has the potential to significantly support biodiversity net gain.

RECOMMENDED ACTION

- Governments and bodies responsible for owning and maintaining green estate should provide resources to explore and boost its potential.



Make use of data and AI

The highways and transportation industry captures a wide range of data on transport and its use. It also uses machine learning and artificial intelligence, especially for:

- improving safety
 - providing more insightful transport planning
 - efficient asset management
 - improving the way the public experiences transport systems.
- Supporting the capability to use this data to monitor, understand and manage transport networks is likely to be especially important to progress transport decarbonisation.

RECOMMENDED ACTION

- Political leadership is needed to provide good governance of the types, quality and availability of data captured, and machine learning and AI developments.

Ensure everyone can travel sustainably

Creating sustainable and better places

⚡ There are major benefits from providing people with greater choice and opportunity in how they travel. A highly car-dependent society creates well-recognised negative impacts, which affect some people more than others. Poor air quality, physical inactivity and exclusion from opportunities compromise quality of life and the nation's prosperity.

CIHT calls for the party manifestos to:

Support a sustainable transport hierarchy for the way people move

Everyone in society should have genuine and attractive choices for how they travel to meet their needs. To limit social and transport inequality, national leadership and local authority support are urgently needed to materially change our built environment and services.

RECOMMENDED ACTION

- National and local governments should commit to making an appropriate place-based sustainable transport hierarchy a reality.
- Decision-makers must be flexible and apply their own rationale when implementing this strategy.



Deliver better places to live

The planning system has continually failed to provide an effective framework for sustainable land-use developments. Existing policies drive the need for car parking, which in turn means increased car use.

RECOMMENDED ACTION

- Real change is needed in the planning system to enshrine the principles of integrated land use and transport planning.
- Planning rules should encourage place-based solutions that create attractive built environments and lessen the need to travel.
- Planning should support and promote the availability of local services and provide people with real choices and appropriate alternatives to private car use.

Address transport-related social exclusion

How transport is designed and provided can fundamentally affect people's wellbeing and life chances. Evidence points to a persistence of transport poverty and transport-related social exclusion.

RECOMMENDED ACTION

- Our streets, towns and neighbourhoods should be accessible to all. Transport solutions should improve social inclusion by putting equity issues at the centre of policy development.
- We have a diverse society in terms of people's characteristics, circumstances, resources, needs, aspirations and geographical requirements. National and local governments must demonstrably respond to and accommodate that diversity in their investment decisions.

Ensure everyone can travel safely and feels safe

Promoting a vision for a safer network



Everyone should be able to travel safely and to feel safe while travelling. Many people continue to be killed or seriously injured on our roads. Many more face situations that are unsafe or feel unsafe. This reaches beyond interactions with vehicles to include people's sense of vulnerability, which affects their travel choices and wellbeing.

CIHT calls for the party manifestos to:

Reintroduce national and local road safety targets

Road safety targets can help to build a safer network. They also benefit our health services through reduced costs related to road transport collisions.

RECOMMENDED ACTION

Governments should:

- set road safety targets
- ensure local authorities have the funds to share and implement best practice in responding to those targets.

Set the right speeds in the right places

An evidence-based safe system approach can ensure that speed limits increase road safety.

RECOMMENDED ACTION

Governments need to:

- demonstrate leadership in road safety by showing what "right speeds in the right places" means in practice
- produce clearer guidance on speed limit setting for local authorities.

Recognise the highway network as a place of work

Those who work on the highway network have the right to do so in as safe an environment as possible and to feel safe and unthreatened while working.

RECOMMENDED ACTION

- Governments should work with the wider sector to better understand and address this, including public awareness of the importance of road worker safety.

Many people continue to be killed or seriously injured on our roads. Many more face situations that are unsafe or feel unsafe

Ensure there is a skilled workforce with the capacity and capability to deliver

Investing in future skills

+ To deliver the ambitious changes needed in transport requires political leadership, not only with the right policies and investment decisions but also to ensure there is a skilled workforce in place with appropriate capacity and capability. This is not something that can be taken for granted or neglected. It is integral to success.

CIHT calls for the party manifestos to:

Promote development of a skills pool for the future

Developing the skills of our transport workforce is essential for the changes needed for our future. It will also encourage companies to invest in the UK and enable us to export these skills and capability internationally, increasing opportunities for expansion into the global transport infrastructure market.

RECOMMENDED ACTION

- Governments should work with bodies like CIHT to develop and support a clear plan for appropriate national transport skills strategies to deliver an expanded talent pool.
- The transport sector must invest in a wider pool of people from a broader range of backgrounds to have professionals who are aware of the complex societal, environmental and economic challenges we face.



Improve routes into the profession

CIHT will continue to work with governments to raise awareness of the benefits of a career in transportation, support retention and improve routes into the profession.

RECOMMENDED ACTION

- Government support is needed to help maintain a vibrant and effective professional workforce. This should promote the importance of professional ethics through joining a professional body or becoming professionally registered.
- Government contracts should require appropriately qualified professionals as part of the team.

Invest in technical education including apprenticeships

Upskilling the existing workforce while growing the workforce of tomorrow are both critical to delivering on priority areas in transport.

RECOMMENDED ACTION

- Governments should:
- work with the sector to review the challenges and opportunities for recruitment to the sector
 - be prepared to invest in ensuring individuals can afford and access educational opportunities to sustain an appropriately skilled and motivated workforce.

CIHT will continue to work with governments to raise awareness of the benefits of a career in transportation

Ensure funding is reprioritised to support timely and effective delivery

Providing funding that is fit for the future to keep the country moving

+ A safe and reliable transport network requires a reallocation and reprioritisation of funding and investment to support a genuine move to net zero while delivering on economic, social and environmental aims.

CIHT calls for the party manifestos to:

Ensure fair funding for the future

Governments must set out how they will pay for all future mobility and transport needs, while working to reduce carbon and achieve the transition to net zero.

RECOMMENDED ACTION

This means exploring alternative funding sources, new revenue streams, taxation and incentives. For example:

- Working with CIHT and other stakeholders to explore how to fill the gap in road tax income caused by the transition to electric vehicles.
- Building on the positive shift to increased bus travel as a result of subsidised bus fares.
- Investigating mobility pricing such as a pay-per-mile scheme to help reduce congestion and meet environmental targets.



Commit to a local roads investment strategy

Most transport journeys begin and end on the local network, and any highway investment must include a focus on the vital role played by local roads.

RECOMMENDED ACTION

- Governments need to provide clear, long-term aims on how we will use the transport network and support this with long-term transport investments (at least 10–20 years).
- As a minimum there should be a five-year commitment to funding local roads maintenance and renewal (a local roads investment strategy). This will enable local highway authorities to secure longer-term procurement, address decarbonisation, improve maintenance interventions and make transport networks more resilient.

Invest in public and sustainable transport for healthier lives

Sustainable transport has many benefits beyond immediate travel, including the positive impact on people's health and reducing health and social care costs. This includes:

- exercise from active travel
- better air quality from replacing car journeys with walking or cycling
- economic benefits from relieved congestion
- improved public health from enabling people to lead longer, healthier and more independent lives.

RECOMMENDED ACTION

- Transport inequality must be a main consideration for any future sustainable transport policy development.
- For walking, cycling and public transport use to grow in attractiveness and popularity, there must be adequate and consistent funding to reshape the required infrastructure and services.
- Governments should review spending commitments across the transport sector to ensure that investment and funding are appropriately aligned with these policy commitments.

A transport network fit for the future

CIHT will be using these messages in discussions with relevant political parties and interested stakeholders to show how a properly funded and managed highways, transportation and infrastructure network will enable delivery of many key strategic aims.

About CIHT

CIHT is a chartered professional body for those working in highways and transportation

CIHT provides strategic leadership and support to help our members plan, develop, deliver and maintain sustainable solutions for highways, transport infrastructure and services that:

- address the challenges of climate change
- support the economy
- help address social inequalities
- reduce environmental degradation
- improve health and wellbeing.

We bring members together to share, learn and feel confident about addressing these challenges through the application of good practice, by embracing innovation and by acting with integrity. It is through this and our values that CIHT can demonstrate and deliver on thought leadership to shape the highways and transportation sector for the public benefit.

WE SUPPORT OUR MEMBERS THROUGHOUT THEIR CAREERS BY PROVIDING:

- industry-recognised training and qualifications
- professional standards
- research and business information
- leadership on key transportation-related issues.

PUBLISHED BY THE:

Chartered Institution of Highways & Transportation

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Registered Charity in England and Wales No. 1136896

Registered Charity in Scotland No. SC040873

Registered Charity in Republic of Ireland No. 20103989

Published May 2024

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