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CIHT is a charity, learned society and membership body with members spread across 12 UK regions and four international groups. We represent and qualify professionals who plan, design, build, manage and operate transport and infrastructure networks. Our vision is for world-class transportation infrastructure and services. Our values are to be Professional, Inclusive, Collaborative and Progressive.

The importance of the highways and transportation sector

CIHT urges the Government to fully recognise in the Comprehensive Spending Review (CSR) 2021 the importance of investing in highways and transportation infrastructure and the services it delivers; this is not just critical to economic performance and productivity, but it addresses other key policy areas where it is often not recognised or seen as a barrier. Investing in highways and transport is:

Critical to the delivery of two government imperatives: climate action and levelling up – the sector wants to help and create certainty to deliver effectively. Investing in highways and transportation supports addressing:

- decarbonisation
- inequality
- housing and sustainable
- health
- supporting the economy
- planning for the future

When it comes to climate action and levelling up CIHT sees investment in the local highway network (LHN) as the biggest priority for transport investment as, without adequate funding, it means that other government plans will not be met. This is not about road building but about transforming communities. Planning and transport together can deliver all that the government wants but it needs investment in people to change.

- A strategy is needed across transport to ensure that we do not waste precious resources operating in silos all doing similar things differently.
- Rail and strategic roads have plans which need revisiting to make them fit for the future.
- There is no plan for local highways where all of this will be delivered (by far the biggest set of journeys but the least well-funded).

Investment in infrastructure is one of the pillars of the government's ambitions to 'Build Back Better'¹ but this must take account of investment in existing infrastructure given the UK has an ageing infrastructure network. Another pillar of the 'Build Back Better' plan by government is focused on skills. CIHT calls for the government to work with the highways and

¹ HM Treasury, 2021, Build Back Better: our plan for growth, [HYPERLINK "https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/968403/PfG_Final_Web_Accessible_Version.pdf"](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/968403/PfG_Final_Web_Accessible_Version.pdf) [Build Back Better: our plan for growth](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/968403/PfG_Final_Web_Accessible_Version.pdf), HMG, 2021

transportation sector to produce a clear strategy for developing the workforce to deliver the government's transport strategy. This would enable the UK to export those skills and capability internationally.

Investing in the highways and transportation sector enables the government to deliver against key agendas:

- **Decarbonisation** – there is a need to focus on the benefits of investing in road infrastructure. In supporting a change in how people move and how goods and services are delivered on the network can support carbon reduction. However, the transport sector is one area where emissions are not reducing. The need for infrastructure to support modal shift to more sustainable modes and a support to electrification of vehicles will require significant investment.
- **Inequality** – providing access to education and jobs for all needs a range of transport solutions. All our communities are dependent on the certainty and continuity of infrastructure and services through capital and resource support. Our highways and transport networks need to be inclusive, designed and maintained for all to use.
- **Housing and sustainable communities** – planning and development of sustainable communities requires an improved integration of planning and transport. This will produce homes and communities that are in the right place and have sustainable transport provision at their heart. Investment in resource is required to achieve the outcomes that government envisage.
- **Health** – a move to active travel will not only address decarbonisation and sustainable development but will have clear benefits for improved health as people walk and cycle more. Creating that change will require investment both in infrastructure and the resource to change behaviours. There will be a continuing need to address the impact of all emissions from vehicles. Safety will need to be a continuing focus for government and the sector – too many people still needlessly die on our highways network.
- **Supporting the economy** – effective transport infrastructure and systems are a fundamental requirement for a successful economy and all aspects of business across the UK whilst providing links that support international trade. Changes to the automotive and freight sectors through automation and electrification rely on the right infrastructure being in place for those changes to be effective. The positive impacts of R&D in those sectors both nationally and internationally need to be supported by our highways and transportation networks. CIHT would like the CSR to support the Government's move to deliver on the Innovation Strategy² of targeting £22 billion in R&D by 2024/25 as investment in innovation in transport could provide significant gains in managing assets, reducing asset risks, and bringing forward improvements that will support economic growth.

² Department for Business, Energy and Industrial Strategy, 2021, UK Innovation Strategy, [UK innovation strategy \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/94422/uk-innovation-strategy.pdf)

- **Planning for the future** – the Future of Mobility³ and CIHT FUTURES⁴ reports both highlighted the need for change in the way we think about the future of transport and make sure that the large investment required is used effectively.

Our submission proposes the following areas that government should focus investment on;

1) Developing a national transport strategy (NTS)

CIHT calls for the government to set out a clear vision and strategy that sets out how transport will contribute to key policy areas across the United Kingdom. The NTS investment appraisal approach must demonstrate how it supports delivery of Net Zero.

2) Providing certainty for the sector on key projects and programmes

CIHT calls for the government to ensure longer-term funding certainty for the highways sector for local roads and devolved administration.

CIHT calls for the government to confirm the delivery plan for HS2 as part of the CSR.

CIHT calls for the government to confirm the timing of Levelling Up Fund prospectus launch.

3) Improving the local highway network

CIHT calls for the government to commit to deliver a four-point strategy⁵ for the local highway network that will create a vision, funding and focus to the local highway network over the next ten years.

4) Supporting a sustainable and healthy transport network

CIHT calls for the government to invest in the development of sustainable and active travel by:

- Supporting the development of improved capability of professionals across the sector to assist them in delivering best practice.
- Identifying cross departmental funding to support the switch to sustainable and active travel.
- Ensure that the implementation and maintenance of sustainable transport is core to the post-Covid recovery work by the DfT.

5) Road Safety

CIHT calls for the Government to develop a long-term strategy to significantly reduce the number of people killed and injured on our roads. This will require a clear vision for how that will be achieved and funding to deliver the strategy. CIHT will work with the government and others across that sector to deliver that strategy. CIHT believe in delivering this strategy, targets and indicators are vital to measuring and review casualty reduction, providing vision and focus, funding and greater autonomy for local authorities.

³ Department for Transport, 2019, Future of mobility: A time of unprecedented change in the transport system, <https://www.gov.uk/government/publications/future-of-mobility>

⁴ CIHT, 2016, Uncertainty Ahead: Which way forward for transport?, https://www.ciht.org.uk/media/4809/ciht_futures_-_final_report_doc_a4_final_linked.pdf

⁵ See below, the four-point strategy refers to CIHT's 'Improving Local Highways' that outlined a strategy covering: 1) Create a new focus for the LHN, 2) Commit to establishing an inflation-linked local highways fund, 3) Create a better understanding of the asset through improved data, 4) Establish new sources of funding to support the local highways fund

6) Skills and capability

CIHT calls for the government to work with the highways and transportation sector to produce a clear strategy for developing the workforce to deliver the government's transport strategy. This would enable the UK to export those skills and capability and gain a competitive advantage over other nations.

CIHT calls for an up-skill plan to enable existing workforce to meet the short-term skills needs for transition to net zero. CIHT is in a position to work with government to bridge the gap in lack of knowledge and understanding of net-zero and decarbonisation within industry and public sector through delivering learning modules.

7) Resilient networks

CIHT calls for transport resilience assessments to be made a statutory requirement for all transport asset owners to identify vulnerable areas⁶.

CIHT calls for a central fund to be established to support the mitigation of vulnerable areas.

1) Developing a National Transport Strategy

CIHT calls for the government to provide a clear vision and strategy that sets out how transport will contribute to key policy areas. CIHT will work with government, other national bodies and sub-national transport groups to develop the vision and strategy.

The strategy should set a clear framework of requirements over a minimum 10-year period for all elements of our transportation networks. This strategy should include the strategic and local highway networks, rail, aviation and ports and set out how those networks integrate with one another.

It should include a pipeline of infrastructure investment that would encourage business to invest in the resources needed to deliver in a wide range of government policy areas – equality, health, sustainability and developing a prosperous economy.

Currently there is a lack of coordination of transport strategy at a spatial level across the UK. From local and central governments and regional transport partnerships implementing policies, to businesses and individuals taking account of their actions; the national strategy should set a long-term direction and urgent and immediate priorities. The benefits of a more coordinated strategy (and delivery plan) that covers all modes of transport are already being realised in Scotland and Wales, giving businesses the increased certainty, they need.

As part of an integrated transport strategy CIHT highlights the need to improve the links between planning and transport – too often we build first and then think about transport infrastructure afterwards. Our 'Better Planning, Better Transport, Better Places'⁷ advice highlights how this could be done.

The creation of a vision and strategy would give a clear focus for everyone involved in (and dependent upon) transport as to how to align planning and investment for the future. Without

⁶ Vulnerable areas cover including maintenance, climate change, security and severe weather effects - [Resilience | CIHT](#)

⁷ CIHT, 2019, Better planning, better transport, better places, https://www.ciht.org.uk/media/4809/ciht_futures_-_final_report_doc_a4_final_linked.pdf

one there is a real risk of business not investing or investment being wasted in the development of approaches that are not required.

CIHT welcome the publication of the DfT Transport Decarbonisation Plan⁸ and recommends that the NTS investment appraisal approach must demonstrate how it supports Net Zero.

2) Certainty for the sector

CIHT calls for the government to ensure longer-term funding certainty for the highways sector, funding for local roads and devolved administration.

CIHT has welcomed the Government's approach to the Strategic Highways Network through the establishment of Highways England (now called National Highways (NH)) and the creation of 5-year funding settlements, including the roads fund.

The creation of clear funding periods and a pipeline of projects is a key issue for the sector, continued delay in key announcements does give rise to uncertainty and the risk of delayed investment in skills and capability.

Longer term certainty of funding for road networks across the UK – beyond the Strategic Highways Network in England – would assist with delivery of schemes and improve efficiency of delivery.

CIHT calls for the government to confirm the delivery plan for HS2 as part of the CSR

CIHT has maintained a consistent position in support of the HS2 project as we believe it has clear benefits for capacity, connectivity and the economy if delivered in an appropriate manner. It is clear however, that HS2 is proving to be a divisive issue and more needs to be done to demonstrate the benefits that the project could deliver, including wider regeneration and investment opportunities and the levelling up of the economy.

CIHT supports the delivery of enhanced capacity and connectivity that HS2 will bring to the United Kingdom's north-south rail network. That capacity, with benefits for users of both the rail and road networks, including freight movements, together with the broader economic benefits anticipated in terms of connectivity, regeneration and job creation needs to be delivered to a robust timetable and cost, supported by a clear justification.

It is evident that HS2 has been called into question due to a variety of factors highlighted in the NAO report including the increasing costs and the debate around the benefits of improving the links between the north and the south of England.

Certainty of timing (Phase One: London to the West Midlands; Phase 2a: West Midlands to Crewe; Phase 2b: Crewe to Manchester and West Midlands to Leeds), costs and clear information about the benefits of the project would help to ensure the support of more stakeholders and confidence in the project and that the right resources are in place to ensure delivery. Uncertainty, in terms of the project's aims, cost and timetable, are unhelpful and really need to be addressed as a matter of urgency.

⁸ Department for Transport, 2021, Transport decarbonisation plan, [Transport decarbonisation plan - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/94241/transport-decarbonisation-plan.pdf)

CIHT calls for the government to confirm the timing of Levelling Up Fund prospectus launch

CIHT will be closely monitoring the launch of the prospectus for the £4.8 billion Levelling Up Fund⁹ alongside the Budget. There is a need to include town centre and high street regeneration, local transport projects, and cultural and heritage assets. CIHT supports the government's efforts to provide guidance to local areas on the process for submitting bids, the types of projects eligible for funding, and how bids will be assessed.

CIHT would view "Levelling up" in transport terms being very important in the sense that investment in transport delivers local, regional, and national economic benefits. In terms of levelling up this means that investing in transport can improve local economic conditions, at street level¹⁰, but also deliver economic benefits across wider regional economic areas, and national benefits.

The levelling up agenda should seek to build on the benefits demonstrated by investing in transport in the Greater London and South-East of England region and seek to ensure these benefits reflected in future investment across all regions of the UK, whilst taking into account the pressures of decarbonising transport and changing travel demand post pandemic. The levelling up agenda is taking advantage of the benefits of investing in transport, and place-based solutions, across all parts of the UK to ensure that all parts of the UK can benefit from the advantages of a good transport and place environment.

Local transportation network investment may revitalise local economies by promoting development, enhancing connections, and making areas healthier, greener, and more appealing to live and work in. Almost all local travels begin and end on local transportation networks, thus investment may have a significant impact on local citizens, companies, and communities. Local transportation initiatives may help to improve local locations and attempts to 'level up'. This might include improving bus and cycling infrastructure to provide access to employment while also promoting cleaner air and greener, healthier travel, focusing local road improvements in congested areas, and restoring bridges to keep communities connected to essential services.

Northern Ireland

Clear information about the deliverability of the bids and the approach that will be taken in Northern Ireland would help to ensure higher levels of transparency and confidence in the project. At the present stage, many of the relevant powers for transport projects are held by the Northern Ireland Executive. To be considered for funding, the lead bidder must engage with and secure the support of the relevant district council for the area in which the bid is based. However, Northern Ireland Executive Departments are unable to bid on projects in the other two investment themes, where the main bidder should be based locally. In all cases, the lead bidder must have the authority to carry out the projects that are part of their proposal¹¹.

⁹ Department for Transport, HM Treasury, Ministry of Housing, Communities and Local Government, 2021, Levelling Up Fund: Prospectus, [Levelling Up prospectus.pdf \(publishing.service.gov.uk\)](#)

¹⁰ [CIHT launches 'Creating Better Streets' an industry review of shared space | CIHT](#)

¹¹ Department for Transport, HM Treasury, Ministry of Housing, Communities and Local Government, 2021, Policy paper: Levelling Up Fund: Frequently asked questions, [Levelling Up Fund: Frequently asked questions - GOV.UK \(www.gov.uk\)](#)

Scotland

In Scotland, work is underway to publish a long-term delivery plan - Strategic Transport Projects Review that flows from the recently updated national transport strategy¹².

Wales

The UK Government announced plans to bypass the devolution settlement and directly fund regional and local development in Wales through a Levelling Up Fund, directly contradicting the Senedd's stated position and contradicting what was announced in the 25 November Spending Review, when the Chancellor stated that the £4 billion commitment in England would attract up to £0.8 billion in additional spending¹³.

3) Improving the local highway network

CIHT calls for the government to commit to deliver a four-point strategy for the local highway network that will create a vision, funding and focus to the local highway network (including Active Travel assets) over the next ten years.

The local highway network (LHN) is used by everyone, in every parliamentary constituency, and could enable the UK to thrive over the next decade, if organised and funded appropriately.

Investing in the network over the next CSR period is the most visible way to demonstrate the government's ability to enable a move to net zero whilst delivering levelling up opportunities for all in society, providing a resilient future and restoring pride in places across the country. The network is the place where impacts of climate change will be most obvious and the place where we can act the quickest, with the biggest improvements across all government policy areas. Investment can be scaled over time, improving efficiency of investment over a set period.

The government has developed significant plans to improving the way we plan our communities, decarbonising transport, encouraging cycling and walking, changes to the highway code, improving guidance for streets and a new strategy for buses. The success of that investment and the future of mobility in the UK overall is dependent on the LHN being refocussed in a joined-up and consistent way that will change it from being a blocker of progress to enabling change.

That refocussing needs to be part of a long-term strategy that enables communities, users, business, and authorities to understand their role in creating a sustainable, resilient, effective, and efficient network that improves everybody's lives. The CSR is the opportunity to start that change.

¹² [UK Shared Prosperity Fund and the Levelling Up agenda: letter from the Just Transition, Employment and Fair Work Minister - gov.scot \(www.gov.scot\)](#)

¹³ [Written Statement: Levelling Up Fund \(25 February 2021\) | GOV.WALES](#)

The way in which changes to investment could be made was set out in CIHT's report 'Improving Local Highways'¹⁴.

The report had the following recommendations: create a new focus for the LHN; commit to establishing an inflation-linked local highways fund; create a better understanding of the asset through improved data; and establish new sources of funding to support the local highways fund.

CIHT believe that the post-pandemic future aspirations are well delivered through implementing 'Improving Local Highways' – refocusing them, and how this will support active travel and net zero ambitions. This will help achieve the following that CIHT called for in the last budget review:

CIHT proposes four key recommendations to the UK government that will create a vision, funding and a focus on the Local Highway Network (LHN) over the next ten years.

a) Create a new focus

- Showing how the road network will support the delivery of a carbon neutral system, create sustainable, resilient, and accessible places, make transport healthier, and grow the economy.
- Better expressing how local highways meet economic and social requirements of local areas: roads for sustainable and active transport, roads for places; roads for access (both rural and suburban); and roads for distribution.
- Defining what people can expect from the local highway network; underpinned by an outcome-based service specification and guidance for local authorities and other practitioners.
- Reviewing regulations and legislation.

b) The Government should commit to establishing a TOTEX 10-year Local Highways Fund. This fund should be additional to the current annual capital and revenue funding that local authorities receive for highway maintenance.

A 10-year additional funding settlement (i.e., over and above current funding levels) of £15bn TOTEX to address the maintenance backlog; of which:

- i. An initial £7.5bn should be allocated for the first five years, distributed to local authorities on a yearly increasing basis as a new national asset condition dataset is introduced.
- ii. A further £7.5bn should be allocated for the second five-year period, with distribution taking account of local authority performance, asset condition and road function.

The 10-year local highways fund would lead to improved efficiencies and effectiveness in the management and maintenance of the local highway network, including incentivisation to deliver wider outcomes for people and society. This would allow maintenance to facilitate active travel, supporting the decarbonisation agenda whilst improving peoples' health.

c) Creating evidence in order to allocate a Local Highways Fund in the first five years

¹⁴ CIHT, 2020, Improving Local Highways, <https://www.ciht.org.uk/knowledge-resource-centre/resources/improving-local-highways/>

- An up-to-date database of national condition information needs to be created for all key highway assets.
- Techniques for collecting data need to be updated using the latest technology.
- A standard measure to calculate funding required needs to be developed based on common standards of serviceability from a customer perspective.

Monitoring

Introduce an improved system of monitoring that gives clarity on how the local highway network is performing, including comparisons of efficiency, effectiveness and innovation in delivery.

- d) Establishment of new sources of funding to support the Local Highways Fund**
 - i. Improve the efficiency of how funding is allocated to local highway authorities by reducing the number of funding streams and bidding processes.
 - ii. Government to identify and develop alternative and additional sources of revenue to finance the future funding of local highways; including exploring moves to where utilities pay the real cost of reinstatement. CIHT sees opportunities with pay as you go funding to address both congestion and decarbonisation.

The concluding point on a pay as you go funding model is an area that CIHT see as important particularly with the reduction in fuel duty and transition to EV vehicles being important. CIHT would offer support to HM Treasury to consider such developments as CIHT members have a wide range of cross-disciplinary experience relevant to implementing a pay-as-you-go model combined with practical experience of implementing schemes to charge for road use.

4) Investing in a sustainable and healthy transport network

CIHT calls for the government to invest in the development of sustainable and active travel by:

- **Supporting the development of improved capability of professionals across the sector to assist them in delivering best practice.**
- **Identifying cross departmental funding to support the switch to sustainable and active travel.**
- **Ensure that the implementation and maintenance of sustainable transport is core to the post-Covid recovery work by the DfT.**

The Covid-19 pandemic altered how people travel significantly¹⁵, and CIHT believes that this has created both an opportunity and challenge for the transport sector. There is an opportunity to take advantage of the increases seen – particularly in some active travel modes (cycling notably) that occurred in 2020. There are challenges however of confidence to return to using public transport and a recovery that relies heavily on car dependency.

Delivering sustainable and active travel has grown with significant importance in the highways sector due to magnitude of impact it has on public health. It is reported that

¹⁵ [National Travel Survey: 2020 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/national-travel-survey-2020)

physical inactivity is responsible for one in six UK deaths (equal to smoking) and is estimated to cost the UK £7.4 billion annually (including £0.9 billion to the NHS alone)¹⁶.

The Gear Change document published in July 2020, states that it wants to see half of all journeys in towns and cities cycled or walked by 2030. CIHT are in support of the commitments and have since developed a research piece on Active Travel Implementation¹⁷. CIHT have continuously highlighted the need for the government to drive the shift to sustainable and active travel through the use of fiscal incentive and long sustained funding to support local authorities to implement and maintain sustainable transport and engage with public.

The way we currently travel and the continued growth in road traffic are damaging our health, harming our towns, and contributing to climate change. For the last 20 years, governments have attempted to encourage a more sustainable approach to transport within spatial planning but have made limited progress. CIHT's advice Better Planning, Better Transport, Better Places¹⁸ identifies how more sustainable developments can be delivered, but the sector needs support to deliver the desired outcomes.

There is an ongoing decline in bus patronage, which is a serious issue in terms of achieving a healthy and sustainable transport network that works for all. Since 2008/09 bus patronage in England outside London is down almost 12%. In the same period support from central and local government for bus services outside of London is down from £1.732bn to £1.274bn or 25%¹⁹. Research shows that the low productivity in many UK cities compared to other cities in the western world can be attributed to poor public transport²⁰.

The UK Government's Future of Mobility: Urban Strategy²¹ states that: "Mass transit must remain fundamental to an efficient transport system.". The current state of mass transit in many UK cities does not reflect this ambition. CIHT supports the ambition of the Conservative Manifesto (2019) set out how it would launch a revolution in bus services – delivering a better deal for bus users and committing to publishing a National Bus Strategy. Moreover, CIHT has maintained a consistent position for the need of a national strategy that sets out the vision and opportunity to deliver better bus services for passengers across England, through ambitious and far-reaching reform of how services are planned and delivered. The Bus Back Better²² long-term strategy is a good starting point to get bus use back to what it was before the pandemic and make sure that buses are an attractive alternative to the car for far more people.

¹⁶ Department for Transport, 2020, Gear Change: A bold vision for cycling and walking, [Gear change: a bold vision for cycling and walking \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/852652/gear-change-a-bold-vision-for-cycling-and-walking.pdf)

¹⁷ CIHT, 2021, Active Travel, [Active Travel | CIHT](https://www.ciht.org.uk/active-travel/)

¹⁸ CIHT, 2019, Better planning better transport, better places, <https://www.ciht.org.uk/knowledge-resource-centre/resources/better-planning-better-transport-better-places/>

¹⁹ Department for Transport, 2019, Annual bus statistics: England 2018/19, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/852652/annual-bus-statistics-2019.pdf

²⁰ Productivity Insight Network, Real Journey Time, Real City Size, and the disappearing productivity puzzle, <https://productivityinsightnetwork.co.uk/2019/01/real-journey-time-real-city-size-and-the-disappearing-productivity-puzzle/>

²¹ Government office for science, 2019, Future of Mobility: A time of unprecedented change in the transport system, HYPERLINK "https://www.gov.uk/government/publications/future-of-mobility-urban-strategy"<https://www.gov.uk/government/publications/future-of-mobility-urban-strategy>

²² Department for Transport, 2021, Bus Back Better, [Bus Back Better \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/94444/bus-back-better.pdf)

Increasing amounts of evidence shows that air pollution reduces life expectancy, and increases risk of cancer, asthma, heart conditions and dementia. The Royal College of Physicians and the Royal College of Paediatrics and Child Health estimate the cost of air pollution to the UK to be more than £20bn a year²³. Electrification of the vehicle fleet goes some of the way in improving air quality, but over half of particle pollution comes from tyre and brake wear²⁴, and it does not address wider issues of health and productivity.

Many local authorities are currently cutting back on air quality monitoring and management services in response to budget constraints and competing calls on public finances. Local authorities will find it difficult to justify diverting capital and revenue funds from other statutory schemes and services to implement the required air quality management interventions.

5) Road safety

CIHT calls for the government to develop a long-term strategy for significantly reducing the number of people killed and injured on our roads. This will require a clear vision for how that will be achieved and funding to deliver the strategy. CIHT will work with the government and others across that sector to deliver that strategy. CIHT believe in delivering this strategy, targets and indicators are vital to measuring and review casualty reduction, providing vision and focus, funding and greater autonomy for local authorities.

The numbers of people killed on our highways remain at around 1800 in Great Britain and have not reduced significantly since 2010, although there was a reduction in 2020 which included period of four months of lockdown²⁵.

The rural road network accounts for the largest amount of road fatalities and yet unlike the Strategic Road Network does not receive dedicated funding and is not formally monitored. The government has set specific targets for Highways England (HE) (now called National Highways) for a reduction of road casualties and empowered them to achieve this through dedicated funding.

National Highways is monitored by the Office of Rail and Road (ORR) who annually publishes how NH is doing when compared to its targets. Both the ORR and HE (as then called) have spoken of how long-term funding has improved their ability to improve road safety^{26,27}. CIHT believes a similar approach should be made possible for the local highway network.

Ongoing maintenance is an important part of road safety and the lack of resources at the local authority level for the proper management of infrastructure leads to a reduction in

²³ Royal College of Physicians, Every breath we take: the lifelong impact of air pollution, <https://www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution>

²⁴ Air Quality Expert Group, 2019, Non-Exhaust Emissions from Road Traffic, https://uk-air.defra.gov.uk/assets/documents/reports/cat09/1907101151_20190709_Non_Exhaust_Emissions_ttypeset_Final.pdf

²⁵ [Reported road casualties Great Britain, provisional results: 2020 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/reported-road-casualties-great-britain-provisional-results-2020)

²⁶ Written evidence submitted by the Office of Rail and Road, <http://data.parliament.uk/writtenevidence/committeeevidence.svc/evidencedocument/transport-committee/road-safety/written/100187.html>

²⁷ Written evidence submitted by Highways England, <http://data.parliament.uk/writtenevidence/committeeevidence.svc/evidencedocument/transport-committee/road-safety/written/100186.html>

surface quality and may present an increased accident risk. For example, 27 per cent of the local highways network needs further investigation for skid resistance and it is estimated it would take up to 10 years to alleviate the total maintenance backlog.

The Department for Transport calculated the cost of reported and unreported road accidents to be around £38bn²⁸. The benefit/cost ratio (BCR) for investing in road safety measures is strong as shown by the analysis of the Safer Roads Fund scheme proposals which showed an average BCR of 4.4²⁹.

Further, investing in the local highway network, particularly the safety of it, is also a key factor in increasing active travel, as safety fears are the primary reason why people do not walk or cycle³⁰. In CIHT's response to the recent consultation on cycling and walking safety we highlighted that the UK is still building environments which are hostile to cycling and walking. Fixing this will lower the amount of motor vehicle journeys taken, lower exposure to risk and improve safety outcomes.

CIHT welcomes the on-going review of Smart Motorways by Highways England. We believe that several factors would give users of smart motorways greater confidence and re-assurance whilst driving on them. These include; installation and use of appropriate technology, clear and accurate communication with drivers, greater understanding of smart motorways by customers and guidance on how we should safely use them and appropriate spacing of refuges would all help.

Since the Road Safety Statement 2019, the Department for Transport have announced plans to review and update this road safety strategy. CIHT have been working alongside the Department for Transport to influence emerging ideas for the new road safety position strategy DfT are developing.

In updating road safety, a consultation was held in July 2020 to review the Highway Code to improve road safety for cyclists, pedestrians and horse riders, which has led to the Highway Code to be amended and updated on 14 September 2021.

CIHT looks to continually work towards delivering road safety and will continue to engage with members, carry out workshops and deliver guidance in order to reduce the number of people killed and injured on the road.

6) Skills and capability

CIHT calls for the government to work with the highways and transportation sector to produce a clear strategy for developing the workforce to deliver the government's transport strategy. This would enable the UK to export those skills and capability and gain a competitive advantage over other nations.

²⁸Department for Transport, 2019, Reported road casualties in Great Britain: 2018 annual report, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/834585/reported-road-casualties-annual-report-2018.pdf

²⁹ RAC, 2018, Pathfinder Project and Safer Roads Fund, <https://www.racfoundation.org/collaborations/high-risk-roads>

³⁰ <http://data.parliament.uk/writtenevidence/committeeevidence.svc/evidencedocument/transport-committee/road-safety/written/100076.html>

CIHT calls for an up-skill plan to enable the existing workforce to meet the short-term skills needs for transition to net zero. CIHT is in a position to work with government to bridge the gap in lack of knowledge and understanding of net-zero and decarbonisation within industry and public sector through delivering learning modules.

Skills development is a key area of concern for the growth and progression of the highways and transportation industry. Industry trends show that with fewer graduates entering and an ageing current workforce, action must be taken to secure the pipeline of skilled engineers, planners and transportation professionals for the future³¹.

It is common knowledge that, as an industry, transport infrastructure is suffering a severe skills shortage at a time when investment in major projects is increasing and the demand for skilled technicians, planners, designers, engineers and managers is growing.

This not just a question of numbers – capability is equally important. Acquiring the necessary skills and knowledge to work on infrastructure projects takes time. Cutting corners in this regard risks jeopardising quality and safety.

The sector needs to support equality, diversity and inclusion and CIHT is working actively to further support the sector to be more representative and accepting of the communities we represent.

There is a need to invest in a long-term STEM education strategy that covers:

- Guarantee that all pupils receive high quality, up-to-date STEM careers advice and guidance, supported by additional funding of £40 million annually to support careers activities in schools³².
- Boosting STEM teacher recruitment so that pupils in all regions are taught by subject specialists.
- Raising and maintaining teaching standards by providing ringfenced STEM subject specific Continuing Professional Development for primary and secondary teachers.
- Accelerate the expansion of technical education provision and higher Technical Qualifications.
- Promote high-quality engineering apprenticeship opportunities to all young people with a focus on improving addressing under-representation.

7) Climate change and the resilience of transport networks

CIHT calls for transport resilience assessments to be made a statutory requirement for all transport asset owners to identify vulnerable areas³³

³¹ Engineering UK (2014), Engineering UK 2014: The state of engineering, Engineering UK (2014), http://www.engineeringuk.com/research/Engineering_UK_Report_2014/

³² [Securing the future: STEM careers provision in schools and colleges in England](#), co-authored by EngineeringUK, Careers England, CaSE, CDI, ICE, IET, IMechE and the Royal Academy of Engineering, 2021.

³³ Vulnerable areas cover including maintenance, climate change, security and severe weather effects - [Resilience | CIHT](#)

The issues arising from climate change for the highways and transportation sector are significant. CIHT has launched its Climate Change Pledge³⁴ and our Route to Net Zero³⁵ to focus our work in this area.

CIHT responded to the Transport Resilience Review (2014)³⁶ with a view that transport resilience assessments (by all transport asset owners: highways, rail, aviation) should be made a statutory requirement to identify the UK's vulnerable areas³⁷.

CIHT calls for a central fund to be established to support the mitigation of vulnerable areas.

CIHT propose that the UK Government should establish a central (capital) fund that authorities could bid for, based on the outcomes of their resilience assessments.

Clearly when networks are disrupted there is a significant economic cost; and that there is a benefit in spending money: analysis found the cost benefit ratio for winter maintenance was between 5 and 10³⁸. CIHT believes that there is a significant economic advantage in investing in resilience proof transport networks to minimise any disruptions – due to weather circumstances or other issues.

It is worth noting that the situation with regards to revenue funding was highlighted as a weakness in resilience terms by the TRR (2014, page 82). CIHT believes that the UK Government should implement appropriate financial mechanisms to support further progress towards achieving a sustainable low carbon economy.

Conclusion

CIHT calls for the government to invest in highways and transportation infrastructure and the services it delivers, as it is a critical part to deliver economic resilience post-pandemic.

In our submission we have highlighted key areas that need addressing and these include developing a national transport strategy (NTS), providing certainty for the sector on key projects and programmes, improving the local highway network, supporting a sustainable and healthy transport network, a refocus on road safety, skills and capability, resilient networks and the way we can work with the UK government in these areas to increase economic performance and productivity. CIHT welcomes the publication of the Transport Decarbonisation Plan on Net zero strategy and calls for the urgent need for there to be a genuine plan with clear objectives, specific targets and unambiguous responsibilities, all backed with the necessary powers and resources. Lastly, CIHT would welcome opportunities to work with HM Treasury if further details need clarification or you would like further input from the transport profession into the CSR review process.

³⁴ CIHT, Climate Change Pledge, <https://www.ciht.org.uk/knowledge-resource-centre/resources/climate-change-pledge/>

³⁵ CIHT, [Route 2 Net Zero | CIHT](#).

³⁶ Department for Transport (2014), Transport Resilience Review: a review of the resilience of the transport network to extreme weather events', <https://www.gov.uk/government/publications/transport-resilience-review-recommendations>

³⁷ CIHT response to Transport Resilience Review: <http://www.ciht.org.uk/en/document-summary/index.cfm/docid/FE7FEF4E-E237-45F7-8C526F39F890E407>

³⁸ Winter Resilience Review (2010), <http://webarchive.nationalarchives.gov.uk/20111014014059/http://transportwinterresilience.independent.gov.uk/>