

# **Submission by the Chartered Institution of Highways and Transportation to the HM Treasury's 10 Year Infrastructure Strategy Working Paper**

**February 2025**

The Chartered Institution of Highways and Transportation (CIHT) is a membership organisation representing over 10,000 people who work in the highways and transportation sector. CIHT members plan, design, build, operate and maintain best-in-class transport systems and infrastructure.

## **Summary**

CIHT welcomes the Treasury's commitment to a long-term, UK-wide infrastructure strategy. [CIHT has long called](#) for a vision-led approach that establishes clear priorities for infrastructure to support both the economy and society, aligned with the government's broader missions.

We are pleased that transport is recognised as a key driver of economic growth but strongly advocate for its acknowledgment as the backbone supporting all other infrastructure systems.

CIHT also calls for:

- Treasury to prioritise funding for maintenance and renewals of the existing transport infrastructure before committing to building new ones. Specifically, we call for addressing the backlog in transport maintenance that is critical to ensure resilience and reliability.
- Integrated planning for new infrastructure: When building new infrastructure, such as housing, it is vital to consider from the outset how other systems, particularly transport, will support and connect to these developments. [Transport planning should be an integral part of housing strategies to ensure cohesive and sustainable outcomes.](#)
- the strategy to consider the interdependencies between infrastructure systems, such as transport, telecoms, and water management. Climate change and increasingly frequent extreme weather events highlight how failures in one system (e.g. water management) can cascade across others, causing widespread disruption.

CIHT offers its support to Government in the development of the 10-year Infrastructure Strategy and would be happy to convene working groups with members in the highways and transportation sector to help in this process.

## **Questions**

### **Are the principles and focus areas for the Strategy the right ones to prioritise?**

It is important to focus on the 5 missions of the government however there needs to be greater emphasis on the core components which underpin these missions such as access to reliable, efficient transport and affordable housing which is accessed by sustainable transport modes such as walking, cycling and public transport.

### **Which functions of a spatial strategy are most important for you?**

Any spatial strategy must consider the interaction between land use and transport and how residential, commercial and recreational areas can be accessed by sustainable transport modes. The spatial strategy should also consider how areas where specific industries are clustered will be connected to the wider community and how new infrastructure fits into an area's local development plan.

### **Of the types of pipelines – which are the most important features to industry?**

Industry requires certainty in investment and an agreed programme of work to be proactively managed through the forward pipeline of projects.

### **How best can the government provide greater certainty for industry? Including the role of the Strategy, a pipeline, and departments?**

As well as having a forward pipeline of projects, there needs to be sustained and long-term commitment to funding the maintenance and renewal of existing transport infrastructure. There would be little point in building a new hospital, if the roads to access it were subject to regular closure due to flooding or were in such a poor condition that ambulances had access challenges.

The strategy should also articulate the wider benefits to society e.g opportunities for improved education, training, employment, health economic growth in a language that the public and businesses can understand

**Do you have views on the early priorities for NISTA to support the delivery of the Strategy?**

There is insufficient assessment of the vulnerabilities and impact points of integrated systems (water, roads, rail) affected by the same weather event. [CIHT calls for the National Infrastructure and Service Transformation Authority \(NISTA\) to be a strategic, cross-modal team](#) to explore and identify these “common impact points” where different networks are most likely to be affected by extreme weather and prioritise resilience planning to avoid multiple failures at such locations. While collaborative working is essential to this approach, it is suggested that a multi-agency overview is necessary to be most effective to minimise the wider effects when different infrastructure systems (roads, rails, water) share a common impact.

NISTA’s priorities to support delivery of the 10-year Infrastructure Strategy should be:

- Long term funding for highway maintenance and renewal
- Simple access to funding
- A clear, simple, regulatory environment
- Optimised through pro-active programme management
- Incentivised investment to sustain workflow and skills development

Ends