

## Respondent Information Form

**Please Note** the respondent form **must** be completed and returned with your response.

To find out how we handle your personal data, please see our privacy policy:  
<https://www.gov.scot/privacy/>

## Respondent Information Form

Are you responding as an individual or an organisation?

Individual  
 Organisation

Full name or organisation's name

Chartered Institution of Highways and Transportation

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020 7336 1555

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The Scottish Government would like your permission to publish your consultation response. Please indicate your publishing preference:

YES  Publish response with name  
 Publish response only (without name)  
 Do not publish response

### Information for organisations:

The option 'Publish response only (without name)' is available for individual respondents only. If this option is selected, the organisation name will still be published.

If you choose the option 'Do not publish response', your organisation name may still be listed as having responded to the consultation in, for example, the analysis report.

We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?

YES  Yes  
 No

Where do you live most of the time?

NA

How would you describe your local area? [SG Classification: Large Urban, Other Urban, Accessible Small Town, Remote Small Town, Accessible Rural Area, Remote Rural Area, Island\*, Other (specify)]

\*We have included a separate category for island residents in recognition of the potential impacts of decarbonising Transport on these communities.

NA

I confirm that I have read the privacy policy and consent to the data I provide being used as set out in the policy (required)

YES

# Questionnaire

## General Comments

In advance of responding to the specific questions in the questionnaire, we would like to draw the Scottish Government's attention to the Institution's June 2025 CLIMATES report [Doubling Down on Climate Action in Highways & Transportation](#). This report was the result of an extensive and year long engagement exercise with over 300 transportation professionals across the UK, including a workshop held in Glasgow in December 2024.

The report identified a set of 7 priority actions for transport sector actors to accelerate progress towards a Net Zero transportation system.

5 of these priority actions are aimed wholly or partly at governments. These are listed below.

Our response to the detailed consultation questions should be viewed in the context of these priorities. We also:

- encourage the Scottish Government to test the transport related elements of its final Climate Change Plan against these priorities
- stand ready to support the Scottish Government to respond positively to these priorities

**Priority 3: Demonstrating that transport decarbonisation is on track:** Governments should openly and robustly demonstrate and justify how their detailed plans are consistent with (or at odds with) expert advice on the pathway for decarbonising transport and on transport's contribution to the manufacturing and construction pathway; and professional bodies should offer greater scrutiny and constructive challenge.

**Priority 4 - Effective working between professionals and government:**

Government(s) in the UK, in conjunction with professional bodies, should consider the suitability of existing convening and collaboration arrangements – both top down driven by government and bottom up, led by industry – within the highways and transportation sector in relation to climate action, and do so in the context of specific areas or goals where progress on climate action is sought

**Priority 5 - Reappraising appraisal to prioritise future wellbeing:** Transport investment priorities should be reviewed – by governments, academia, and industry – to ensure clear and appropriate priority is given in the appraisal process to low-carbon outcomes, resilience, and adaptation, all with future wellbeing in mind.

**Priority 6 - Prioritising climate action in national transport strategies:** The UK Department for Transport should ensure that its forthcoming Integrated National Transport Strategy (with the breadth of issues it will need to address) has climate action as a core pillar, and it should convey how this can work positively to support economic and social prosperity.

**Priority 7 - Pricing to address transport's true costs to society:** The highways and transportation sector as a whole should clarify the fiscal measures that are available and appropriate to show the true costs of transport, including external, indirect costs to

*society, otherwise these negative externalities of transport will continue to act as a drag on climate action; and this work should also identify how the impact of any change will affect different socio-economic and road user groups.*

## **Section 1: Delivering a Just Transition**

The following questions concern the Delivering a Just Transition section of the Plan, more specifically: communities, skills, workforce, employers and adapting to climate change.

### **Question 1**

What are your views on our approach to delivering a just transition for people and communities?

We support the approach outlined in the consultation. The proposed approach is extensive and comprehensive. The changes required are significant and in relation to transport will be particularly challenging in Scotland's rural and island communities. It is therefore vital that this aspect of the draft plan is followed through across all of Scotland's diverse geography. It is crucial that there is thorough consultation and engagement on delivering a just transition with the communities it is hoping to benefit.

### **Question 2**

We recognise that workers face particular impacts from the Plan and we have outlined our approach to supporting the transition of the workforce, including skills for jobs. What skills, training and qualification provisions will be most important in a net zero future and what more could be done to support them?

CIHT has recently published guidance on priority *Climate Action* skills and capabilities for transportation planners, engineers and other disciplines (available [here](#)). Developing these capabilities will require sustained support both to universities and Further Education providers. Supporting the existing workforce to upskill will also be important, which will require effective collaboration with professional institutions and employers.

### **Question 3**

The Plan will bring opportunities and challenges for businesses and employers. How can we best support employers across the private, public and third sectors to make the changes needed and seize the benefits of net zero?

See previous answer. In addition, the Scottish Government is the nation's largest and most influential client for transportation projects and services. Embedding Net Zero considerations into transport appraisal, procurement processes and other policy tools, will help businesses in its supply chain to justify the necessary investment in people, materials and equipment.

#### **Question 4**

Our approach recognises that some of the Plan's impacts will have greater implications for particular regions of Scotland. What are your views on our approach to supporting places where the transition presents particular regional impacts?

As noted in our response to Question 1, the proposed approach to dealing with Scotland's very diverse geography is, on paper, robust. It will be important that time and resource is dedicated to implementation. In addition, given the novelty and complexity of the Net Zero transition, government will need to monitor the pace and impact of change closely and be willing to respond flexibly to unforeseen outcomes on the ground.

### **Section 2: Sectoral contributions, Policies and Proposals**

The following questions concern the Sectoral contributions, policies and proposal sections of the Plan.

#### Buildings (Residential and Public)

#### **Question 5**

How can we decarbonise homes and buildings in a way that is fair and leaves no one behind?

No response

#### **Question 6**

How can clean heating systems (such as heat pumps) be made more affordable for everyone?

No response

#### Transport

#### **Question 7**

Which of the following would be most effective in enabling you to transition your vehicle(s) to zero emissions alternatives? Please rank your choices from highest to lowest priority, where 1 is the highest priority. Please only give one ranking to each option:

If you're responding for an organisation: you may want to consider car fleets as well as HGV fleets.

- Cost of new zero emissions vehicles needs to come down
- Cost of used zero emissions vehicles needs to come down
- Reliable infrastructure for vehicles (such as fuel or charging networks)
- Noticeably cheaper running costs (including electricity, maintenance and insurance)
- Convenient access to public charging infrastructure
- Ensuring an adequate number of trained mechanics available to perform essential maintenance and repairs
- Access to funding support /low cost finance
- All of the above
- Other (use box below)

1. Reliable infrastructure for vehicles (such as fuel or charging networks)
2. Cost of new zero emissions vehicles needs to come down
3. Convenient access to public charging infrastructure
4. Access to funding support /low cost finance
5. Cost of used zero emissions vehicles needs to come down
6. Noticeably cheaper running costs (including electricity, maintenance and insurance)
7. Ensuring an adequate number of trained mechanics available to perform essential maintenance and repairs
8. All of the above

### Question 8

How can the Scottish Government support communities to participate in planning of local sustainable infrastructure (such as, walking, wheeling and cycling routes)?

Please see the two reports which the CIHT has recently produced which are relevant to the planning of local sustainable infrastructure and which are freely available:  
[Creating a Public Realm for All](#) (July 2024)  
[Overcoming the barriers to implementing active travel schemes](#) (November 2025)

### Question 9

What action by the Scottish Government would be most helpful in supporting you to live a more climate-friendly lifestyle?

N/A

## Waste

### **Question 10**

Are there any additional proposals to support waste sector emission reduction that should be considered across the following 5 areas:

- Strengthen the circular economy
- Reduce and reuse
- Modernise recycling
- Decarbonise disposal
- Other emission sources (including waste water and anaerobic digestion)

Greater use of recycled material in highways construction and maintenance, including in-situ recycling is an opportunity to strengthen the circular economy. A number of examples of successful schemes are captured in CIHT's case study collection [Reducing Emissions by 63% in a Decade](#).

Use of recycled material typically requires more complex design/specification/processing and local authorities should be provided funding to support this additional work.

## Energy Supply

### **Question 11**

What are your views on Scotland generating more electricity from renewable sources?

No response

## Business and Industrial Processes

### **Question 12**

What support do industries need to reduce their carbon emissions while remaining competitive?

We recommend that the Scottish Government take account of lessons from [Live Labs 2](#) (Scotland was included in the programme) so that benefits transfer from this programme into new work practices.

## Agriculture and Land Use, Land Use Change and Forestry (LULUCF)

### **Question 13**

How can the Scottish Government encourage sustainable land use, that is also productive for local communities?

As noted in [our response](#) to proposed reforms to the National Planning Policy Framework (NPPF), transport is a key spatial issue that requires strategic planning. The Scottish Government must ensure that it is effectively fostering strategic collaboration, by ensuring that policy and guidance stresses the importance of collaboration at the earliest stage of plan making to encourage a more aligned and evidence-based approach. Planning is unlikely to be truly 'vision-led' without engagement with a wide-range of stakeholders. To be effective in maximising the co-benefits and managing trade-offs, the government needs to ensure that there are effective processes and mechanisms to support collaboration and joint working efficiently.

As outlined in our 2024 manifesto, [A transport network fit for all our futures](#), CIHT supports place-based solutions that create attractive built environments and lessen the need to travel.

In the CIHT report [Better planning, Better Transport, Better Places](#) (2019), we recommend focusing on place-based objectives to ensure maximum sustainable transport accessibility. This approach is cost-effective for both the public sector and developers, and improves residents' quality of life. It is important that development and infrastructure spatial plans establish transport constraints and opportunities from the outset. Structuring strategies around major transport corridors can enhance strategic connectivity. However, major transport corridors can also act as a barrier to local movement and accessibility, and can cause local severance problems. Effective plan-making can help address this by incorporating new crossings, not just new highways but also sustainable transport links, including footways and cycle ways, which increase permeability and make it more convenient to walk or cycle. In many cases, sustainable travel infrastructure can integrate existing and proposed

#### **Question 14**

What do you think about our proposals for planting trees and restoring natural habitats like peatlands?

No response

#### **Question 15**

How can the Scottish Government support farming to become more climate-friendly while continuing to support food production and improve biodiversity?

No response

### **Section 3: Impact Assessments**

The following questions concern the Business and Regulatory Impact Assessment (BRIA), Child rights and wellbeing impact assessment (CRWIA), Island Communities

Impact Assessment (ICIA), Equality Impact Assessment (EQIA), Fairer Scotland Duty Assessment (FSD). The purpose of these impact assessments is to understand the effects of government policy on specific groups, including children and young people, island communities, business and equalities groups.

### **Question 16**

Which groups or communities do you think will be most affected by the transition to net zero, and in what ways?

As noted above, rural and island communities who are heavily dependent on private, internal combustion engine forms of transport. They will need additional support to switch to a transport system in which Zero Emission Vehicles and public transport will need to play a greater role.

### **Question 17**

How do you think the Climate Change Plan aligns with existing local, regional, or national priorities that you are aware of or involved in?

No response

### **Question 18**

If you identified there could be negative impacts of the Climate Change Plan, are there any ways you think we could reduce that negative impact and if so, what would you recommend?

No response

### **Question 19**

Please share any other quantitative data, or sources of this, to assist in developing the impact assessments:

No response.

### **Question 20**

Are there any previous examples or case studies we should consider when assessing potential impacts?

As above. In 2023 CIHT published a [useful set of case studies](#) on reducing emissions from the planning, design, operation and maintenance of the transport system.

### **Question 21**

Can you think of any further positive or negative impacts, that are not covered in the impact assessments, that may result from the Climate Change Plan?

No response

#### **Section 4: Strategic Environmental Assessment (SEA)**

The following questions concern the SEA. There is a legal requirement to consult on the SEA Environmental Report (Environmental Assessment (Scotland) Act 2005). The purpose of the SEA is to assess the likely environmental effects of government policy, considers how negative impacts can be avoided or minimised and ways that positive effects can be enhanced.

#### **Question 22**

What are your views on the accuracy and scope of the environmental baseline set out in the environmental report? Are you aware of further information that could be used to inform the assessment findings?

No response

#### **Question 23**

What in your view are the most significant environmental effects which should be taken into account as the Draft Climate Change Plan is finalised?

The government should be alert to the risk of a faster than expected and nonlinear acceleration of climate impacts. A step change in the frequency and intensity of extreme weather could place significant pressure on transport infrastructure and services, with the subsequent impact on supply chains, access to services and other fundamentals of day to day life. In the CIHT report '[Delivering a resilient transport network](#)' (2024), we provide recommendations to government and local authorities on how to emphasise adaptation and resilience as policy and investment priority, some tools to identifying physical interventions, and some case studies of successful adaptations to extreme weather challenges. CIHT is working with other sector stakeholders to support transport operators improve resilience and will share the outputs with the Scottish Government

#### **Question 24**

What are your views on the predicted environmental effects as set out in the environmental report? Please share any other useful sources.

See above.

### **Question 25**

What are your views on the proposals for mitigation, enhancement and monitoring of the environmental effects set out in the environmental report?

No response

### **Section 5: Monitoring emissions reductions**

The following questions concern the reporting of annual emissions reductions.

### **Question 26**

What are your views on the proposed approach to reporting annual emissions output and how this could support public understanding of Scotland's progress towards achieving our Carbon Budgets?

We support the approach of setting 5 yearly carbon budget targets, which we understand will be backed by interim progress reports covering both policy actions and measured emission reductions. As noted in our general comments, this kind of transparency also provides greater opportunity for expert bodies such as Professional Institutions to play a greater supporting role via constructive challenge.

### **Question 27**

How useful do you think reporting emissions statistics at a more detailed level (including at the sub-sectoral level), would be in helping people understand key sources of emissions, and our progress in reducing them?

Building on the above, we are supportive of this approach. CIHT is committed to providing constructive challenge to governments on progress with transport decarbonisation and this level of data can make that process more effective.

### **Question 28**

How might the use of timely indicators, as proposed, help people to understand what needs to be delivered to achieve our Carbon budgets, and to understand whether progress is on track?

Nothing to add to the comments above.

### **Section 6: Monitoring Just Transition**

The following questions concern the following 14 proposed indicators for monitoring and evaluation of the Climate Change Plan.

1. Participation in decision making
2. Community energy
3. Community benefits
4. Changes to places
5. Fuel poverty
6. Transport affordability
7. Socio-economic impact on oil and gas communities
8. Impact on household finances in oil and gas communities
9. Access to training for offshore oil and gas workers
10. Green jobs
11. Impact of energy prices on small businesses
12. Air pollution
13. Woodland creation
14. Peatland restoration

### **Question 29**

Please detail any specific changes that would improve any of the 14 proposed indicators, including any data sources not currently included within this framework that could provide a useful indicator of progress towards a just transition in Scotland on an annual basis.

No response.

### **Question 30**

What are the most appropriate indicators for judging whether we are achieving meaningful public participation in decisions related to the climate? This includes both the quality of the participatory process itself, and the impact of that participation on the decision-making process.

No response.

### **Question 31**

What indicator would provide the best measure of the impact of net zero development in local communities across Scotland? For example, the impact of the installation of renewable energy infrastructure or other land use changes (e.g. through peatland restoration or tree planting).

No response

### **Question 32**

Ensuring positive outcomes for workers who have transitioned from jobs within high-carbon industries is central to delivering a just transition. What specific data or indicators

could we use to monitor the extent to which workers in high-carbon industries are securing alternative employment?

No response

### Question 33

What specific data or indicators could we use to meaningfully monitor the impact of the transition to net zero on the environment and biodiversity across Scotland on an annual basis?

No response

Further information about your organisation's response

- Organisations may use this space to provide additional context for their response. This could be information about, for example:
  - any research your organisation undertook to inform the response
  - any engagement with your members or audience undertaken to inform the response
- This is optional.

The Chartered Institution of Highways and Transportation (CIHT) is a charity, learned society and membership body, with over 10,000 members across 12 UK regions and several international groups. CIHT represents and qualifies professionals who plan, design, build, manage, maintain and operate transport and infrastructure.

We received comments on our response from CIHT's technical champions and members of the Learned Society and Technical Strategy Board.