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CIHT is a charity, learned society and membership body with over 14,000 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 forthcoming budget the importance of investing in highways and transportation infrastructure and the services it delivers. Highways & Transportation 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. This budget provides an opportunity for the government to address key policy areas by investment in the sector.

These include;

- **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.
- **Decarbonisation** – the transport sector is one area where emissions are not reducing. The need for infrastructure to support a move towards electrification of vehicles and a shift in some journeys to more sustainable modes will require significant investment.
- **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 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.

- **Planning for the future** – the Future of Mobility¹ and CIHT FUTURES² 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

CIHT calls for the government to set out a clear vision and strategy that sets out how transport will contribute to key policy areas

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

CIHT calls for the government to confirm the details of the second Road Investment Strategy for the Strategic Highways Network as part of the budget announcements

CIHT calls for the government to confirm the timing of HS2 as part of the budget announcement

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 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 across the sector
- confirming its bus strategy and funding package
- identifying cross departmental funding to support the switch to sustainable and active travel

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 and will work with the government and others across that sector to deliver that strategy

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 governments transport strategy. This would enable the UK to export those skills and capability internationally

¹ <https://www.gov.uk/government/publications/future-of-mobility>

² https://www.ciht.org.uk/media/4809/ciht_futures_-_final_report_doc_a4_final_linked.pdf

7) Resilient networks

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

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.

The benefits of a more coordinated strategy 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 highlight 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 Places³ advice highlights how this could be done.

The creation of a vision and strategy would give a clear focus for everyone involved in (and dependant upon) transport as to how to plan and invest for the future. Without one there is a real risk of business not investing or investment being wasted in the development of approaches that are not required.

2) Certainty for the sector

CIHT calls for the government to confirm the details of the second Road Investment Strategy for the Strategic Highways Network as part of the budget announcements.

CIHT has welcomed the governments approach to the Strategic Highways Network through the establishment of Highways England 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.

³ https://www.ciht.org.uk/media/4809/ciht_futures_-_final_report_doc_a4_final_linked.pdf

CIHT calls for the government to confirm the timing of HS2 as part of the budget announcement.

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, 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.

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 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 places; roads for distribution; roads for access (both rural and suburban); and roads for sustainable and active transport;
- 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

- 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 see opportunities with pay as you go funding to address both congestion and decarbonisation.

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 across the sector**
- **Confirming its bus strategy and funding package**
- **Identifying cross departmental funding to support the switch to sustainable and active travel**

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 Places⁴ identifies how more sustainable developments can be delivered, but the sector needs support to deliver the desired outcomes.

There is a 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

⁴ <https://www.ciht.org.uk/knowledge-resource-centre/resources/better-planning-better-transport-better-places/>

local government for bus services outside of London is down from £1.732bn to £1.274bn or 25%⁵. Research shows that the low productivity in many UK cities compared to other cities in the western world can be attributed to poor public transport⁶.

The UK Government's Future of Mobility: Urban Strategy⁷ states that: "Mass transit must remain fundamental to an efficient transport system.". The current state of mass transit in many UK cities do not reflect this ambition. CIHT supports the ambition of the Conservative Manifesto (2019) promising to give city regions the funding to upgrade their public transport to make them as good as London's.

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 year⁸. 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 wear⁹, 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 and will work with the government and others across that sector to deliver that strategy.

The numbers of people killed on our highways remain at around 1800 and have not reduced significantly since 2010.

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) for a reduction of road casualties and empowered them to achieve this through dedicated funding.

HE is monitored by the Office of Rail and Road (ORR) who annually publishes how HE is doing when compared to its targets. Both the ORR and HE have spoken of how long-term

⁵https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/852652/annual-bus-statistics-2019.pdf

⁶ <https://productivityinsightsnetwork.co.uk/2019/01/real-journey-time-real-city-size-and-the-disappearing-productivity-puzzle/>

⁷ <https://www.gov.uk/government/publications/future-of-mobility-urban-strategy>

⁸ <https://www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution>

⁹ https://uk-air.defra.gov.uk/assets/documents/reports/cat09/1907101151_20190709_Non_Exhaust_Emissions_typedset_Final.pdf

funding has improved their ability to improve road safety^{10,11}. 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 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 £38bn¹². 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 4.4¹³.

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 cycle¹⁴. 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 Highways by Highways England. We believe that several factors would give users of smart motorways greater confidence and reassurance 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.

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 governments transport strategy. This would enable the UK to export those skills and capability internationally.

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 and transportation professionals for the future¹⁵.

¹⁰ <http://data.parliament.uk/writtenevidence/committeeevidence.svc/evidencedocument/transport-committee/road-safety/written/100187.html>

¹¹ <http://data.parliament.uk/writtenevidence/committeeevidence.svc/evidencedocument/transport-committee/road-safety/written/100186.html>

¹² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/834585/reported-road-casualties-annual-report-2018.pdf

¹³ <https://www.racfoundation.org/collaborations/high-risk-roads>

¹⁴ <http://data.parliament.uk/writtenevidence/committeeevidence.svc/evidencedocument/transport-committee/road-safety/written/100076.html>

¹⁵ Engineering UK (2014), Engineering UK 2014: The state of engineering, Engineering UK (2014), http://www.engineeringuk.com/research/Engineering_UK_Report_2014/

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.

In a survey of 437 Highways and Transportation professionals, CIHT recently found that 68% thought that the industry is not ready for the required shift in skill sets that digital technologies bring with them.

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 areas.

The issues arising from climate change for the highways and transportation sector are significant. CIHT has launched its Climate Change Pledge¹⁶ to focus our work in this area.

CIHT responded to the Transport Resilience Review (2014)¹⁷ 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 areas¹⁸.

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

CIHT also proposed 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 10¹⁹. 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 believe that the UK Government should implement appropriate financial mechanisms to support further progress towards achieving a sustainable low carbon economy.

¹⁶ <https://www.ciht.org.uk/knowledge-resource-centre/resources/climate-change-pledge/>

¹⁷ 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>

¹⁸ CIHT response to Transport Resilience Review: <http://www.ciht.org.uk/en/document-summary/index.cfm/docid/FE7FEF4E-E237-45F7-8C526F39F890E407>

¹⁹ Winter Resilience Review (2010), <http://webarchive.nationalarchives.gov.uk/20111014014059/http://transportwinterresilience.independent.gov.uk/>