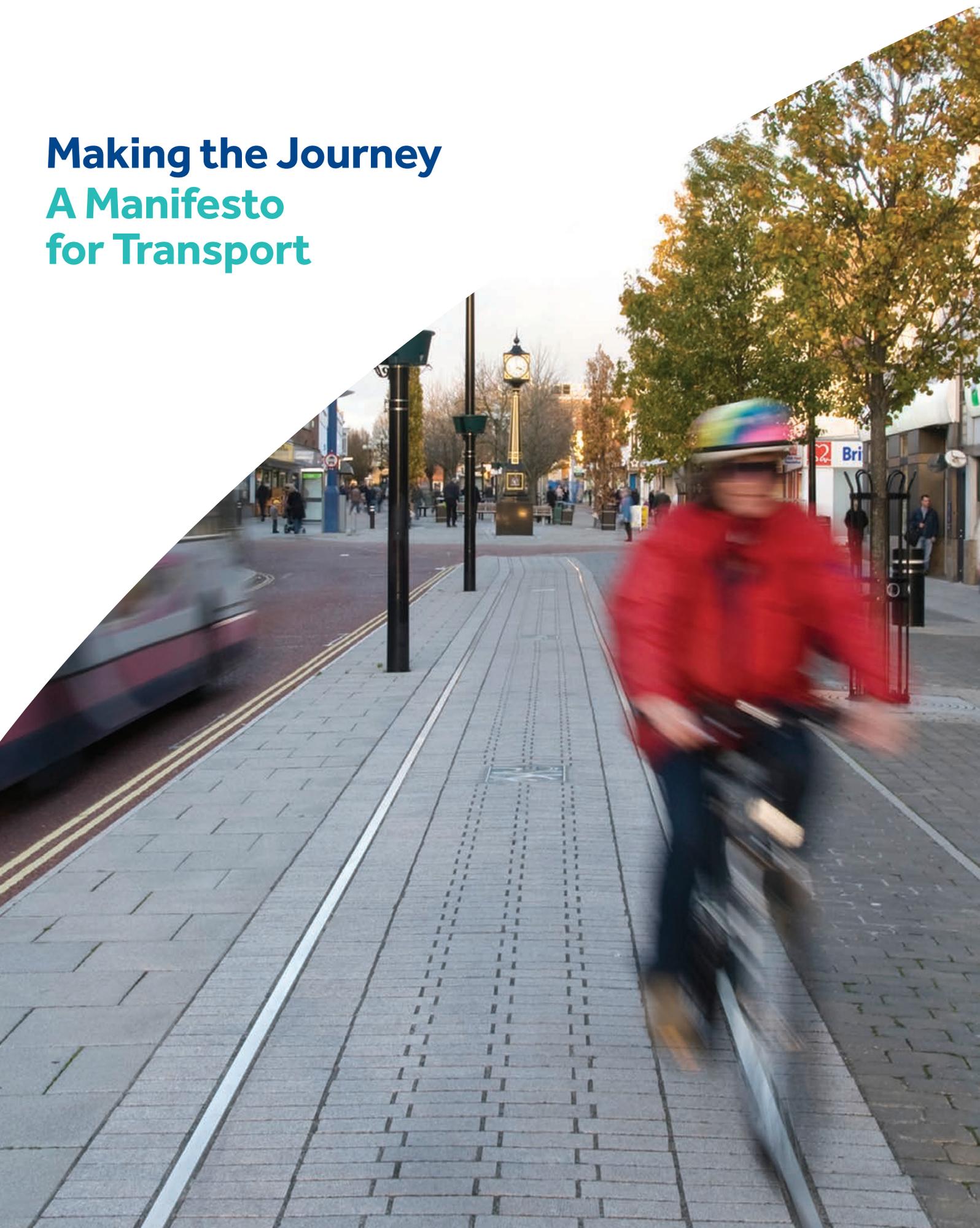


# Making the Journey A Manifesto for Transport



## What is the UK's Transport Network?

The local and national infrastructure that delivers transport by rail, road, air and water. This includes the operation and maintenance of public transport facilities and interchanges.

## What are the consequences of under investing in the UK's Transport Network?

### On Growth

The UK's economy will become less competitive as businesses have difficulty locating in areas with reliable infrastructure. Congested and unreliable transport networks (road, rail or air) provide economic dis-benefits. Globally, infrastructure investment is a proven catalyst for growth.

### On Society

The lack of and poorly maintained infrastructure acts as a barrier for the movement of people and goods.

### On Industry

Government needs to provide the certainty required by the sector's supply chain to enable them to invest in the resource and capability to deliver changes to the UK's Transport Network.

### On Skills

An efficient and effective workforce will require investment in the right skills across the industry.

### On the Environment

Improving the network through investment in technology / or encouraging active travel will reduce carbon emissions. Policy, practice and implementation should seek to reduce dependence on non-renewable fuels and to reduce emissions.

## The Chartered Institution of Highways and Transportation (CIHT) is the leading institution in highways and transportation and this manifesto highlights the benefits of this sector to the UK's economy and society.

Everyone depends on or uses the UK's Transport Network for access to work, schools, hospitals, shops, leisure activities, friends, families and many other facilities associated with living in a modern society.

The UK relies on an efficient transport network to support economic growth and social development. The performance of this network, including its reliability and resilience, is fundamental to the economic, social and environmental wellbeing of the UK.

The CIHT's manifesto focuses on the action needed to ensure that the UK is able to compete globally and address the social, economic and environmental needs of present and future generations.

### CIHT on a National Transport Strategy

CIHT believe that a National Transport Strategy should be developed to provide clear direction and clarification for UK transport policy.

CIHT believe that innovation is a key driver for a UK National Transport Strategy. Innovation takes many forms and if encouraged can make a positive contribution to many areas including technology, education, accessibility and funding.

The benefits of a national strategy include:

- **Established investment priorities**
- **Coordinated transport policy**
- **Guidance for decision makers**
- **Associated economic, social and environmental benefits**

CIHT believe that a National Transport Strategy should include the strategic and local level for roads, rail, aviation and ports and set out how these networks integrate with one another.

The devolved nations are already seeing the benefits of a transport strategy and CIHT believe this needs coordination at a UK level. A National Transport Strategy would require the support of an infrastructure commission to coordinate delivery across the UK's Transport Network.

## Vision



CIHT believe that transport infrastructure must be recognised as a key policy and investment priority.

The UK's transport infrastructure must be inclusive and meet everyone's needs from the youngest to the oldest, and covering all groups in our society.

Reliable, fit for purpose infrastructure will:

- **support economic growth, create jobs and improve the UK's competitiveness**
- **improve connectivity of society - enabling services to be provided (with health, social and environmental benefits)**
- **be inclusive and meet the needs of all groups in our society from the youngest to the oldest**
- **be safe for operators and users**
- **encourage innovation and technology to deliver infrastructure fit for the future**



## Economy and Funding

**A fully functioning integrated transport network is vital to a prosperous economy and is key to the successful economic growth and social development in the UK<sup>1</sup>.**

CIHT believe the funding and delivery of UK infrastructure needs to change to ensure that the infrastructure necessary to compete globally is planned, in place and improved over the short, medium and longer term.

### CIHT on Transport Network Funding

The UK has seen substantial levels of capital investment in transport infrastructure over the last few years. This investment has been welcomed but there must be greater investment certainty if the UK is to operate, maintain and construct the required transport network. The whole life cost of transport infrastructure, including its ongoing maintenance, needs to be recognised and resourced appropriately.

### Investment Certainty

Certainty, and continuity of investment over a sustained period is essential if overall improvements to the transport

network are to be delivered effectively and efficiently.

Giving certainty to the entire transport sector, including skills, resources and the investment needed for effective delivery will result in benefits to health, environment, social as well as economic agendas.

In order to deliver and support an integrated UK Transport Network, CIHT believe there must be a commitment to long-term funding. Successful transport infrastructure such as that developed to support the Olympic Games in 2012 and the current commitments to HS2 has shown that cross political party agreement is a key factor.

### CIHT on Transport Services

CIHT believe services (including bus, rail, water and air) that operate on our transport network are an essential part of a UK National Transport Strategy. Any strategy must address the role they play and how they integrate with each other. This will require substantial coordination to ensure that national objectives can be met whilst fulfilling local needs.

infrastructure' enabled through advances in technology can offer greater responsiveness and flexibility.

### 3. Making targeted infrastructure improvements:

Where infrastructure improvements are identified, CIHT believes they must be targeted to improve capacity in the most congested areas e.g. to ease pinch points on the major roads network, enhance alternatives to car travel and/or provide additional capacity on the rail network. Rural communities must in particular merit consideration for improved transport services and increased travel options.

### Investment Priorities

CIHT believe that the priorities for investment in the UK's Transport Network should be:

#### 1. Maintaining and safely operating our transport network:

CIHT believe that maintaining the network and preventing deterioration is a priority and will reduce longer term costs through encouraging a planned rather than reactive approach to investment.

#### 2. Making better use of the network:

this means making existing assets work better. For example, 'intelligent

## CIHT on Roads

CIHT support and endorse the establishment of a government-owned company to manage the strategic road network. CIHT believe this will provide increased certainty to the sector and improved service for the road user / customer.

CIHT believe that the use of demand management should be an appropriate part of a UK National Transport Strategy. CIHT supports a sensible political debate around how the UK pays for our transport networks and that consideration of user charging in the future could play a role.

CIHT believe the maintenance of the highway network (including local roads) should remain a key priority because of the intrinsic role it plays in all transport journeys.

CIHT encourages decision makers at a national and local level to embed the importance of road safety in their key policy documents and work with stakeholders to ensure continued delivery of casualty reduction.

Working on the road network is a difficult and dangerous job. CIHT will continue to call for improvements to the working environment for road workers and work with stakeholders including the Department for Transport to explore the possibility of changing law, policy or approaches to road safety.

## CIHT on Rail

CIHT supports continued long term investment in rail including:

- Regional focus – a need to ensure investment is not just focused on the South East
- Improvements to connectivity across regional population centres
- Making better use of infrastructure: expanded rail electrification and improvements to signalling
- Improving freight capacity and associated transport hubs / interchanges

### High Speed Rail

CIHT supports the rapid delivery of the enhanced capacity and connectivity that high speed rail will bring to the UK's north-south rail network. In order to achieve its potential full range of benefits including job creation, positive impacts on freight movement and for users of the rail and road networks, CIHT believe that high speed rail needs to be delivered to a robust timetable, supported by clear justification.

Certainty of timing and clear information about the benefits of the project will help to ensure the support of all stakeholders and that the right resources can be put in place to ensure delivery. Uncertainty, either in terms of the project's aims or timetable, will lead to benefits not being realised, costs increasing, and difficulties in addressing objections. CIHT will support work to remove that uncertainty.

## CIHT on Airport Capacity

CIHT calls for a "twin track" approach to aviation capacity.

- 1) The UK must deliver short term solutions that will maintain its position as a leading aviation market
- 2) Maintain the UK's long term global economic competitiveness which is likely to require a 'hub airport' on a single site.

The political and economic debate around aviation capacity must take into consideration the impact any decision has on:

- Other transport modes – for example impacts on the strategic road and rail networks
- Transport integration – how will additional capacity be linked into the transport network
- Development - the impact on specific geographical areas in the vicinity of airports

## CIHT on Ports

Why do we need ports?

- Play a major role in the movement of people and goods
- Act as a gateway for entry to and from the UK
- Operate as economic and development centres
- Port Authorities have responsibility for safety and the environment of the waterways and surrounding areas

CIHT believe that improvements should be made to transport hubs at current port locations. This would improve access onto other transport networks and deliver economic benefits. Any future port developments must consider integration with other transport networks in the early planning stage.

<sup>1</sup> Department for Transport (2013), Action for Roads, A network for the 21st Century



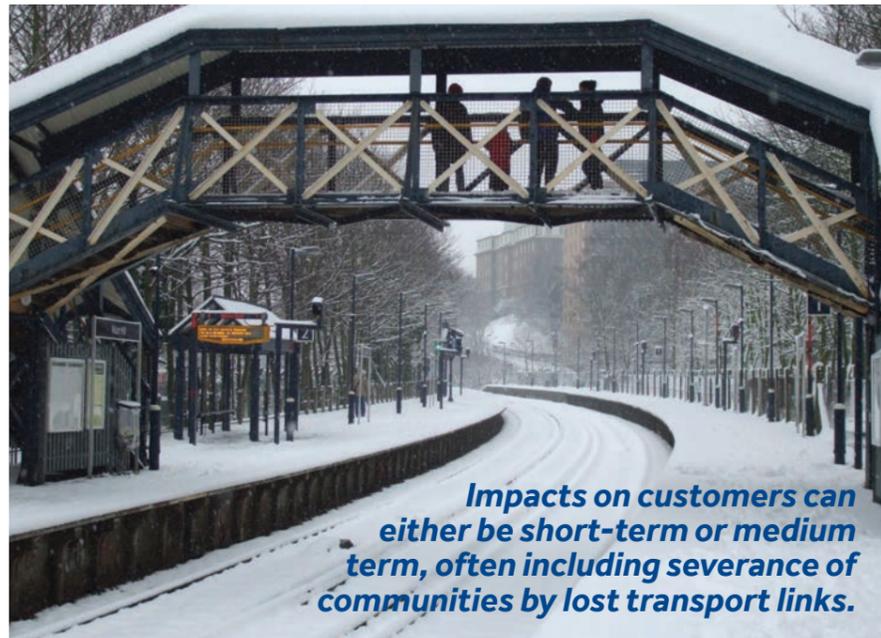
## Network Resilience – A network that’s reliable and fit for purpose

**The reliability and resilience of the UK’s Transport Network is fundamental to the economic, social and environmental wellbeing of communities and the cost of weather/ climate related impacts can be significant.**

Recent events have highlighted the impact such disruption has on customers. Long term predictions indicate that these variations will continue<sup>2</sup>, situations such as flooding and the disruption caused, underline how adequate maintenance and funding of transport networks must be a central part of UK transport policy.

Impacts on customers can either be short-term (for example the severe snowfall in South East England in 2013 or flooding in South and South West England in 2014) or medium term, often including severance of communities by lost transport links (for example the flooding in Cumbria in 2009 and the impact on the railway line in Dawlish 2014).

CIHT believe that transport network resilience assessments should be made statutory requirements to identify the UK’s vulnerable areas<sup>3</sup>. These would need to be supported with appropriate action and resource plans to mitigate any significant risks identified.



*Impacts on customers can either be short-term or medium term, often including severance of communities by lost transport links.*

<sup>2</sup>IPCC (2014), Summary for policymakers. In: Climate Change 2014: Impacts, Adaptation, and Vulnerability  
<sup>3</sup>CIHT (2014), Department for Transport – Transport Resilience Review - CIHT Response  
<sup>4</sup>CIHT (2012), Highways Maintenance Policy Statement  
<sup>5</sup>HMPR Ltd (2014), Annual Local Authority Road Maintenance (ALARM) Survey 2014  
<sup>6</sup>CIHT (2012), Highways Maintenance Policy Statement  
<sup>7</sup>HMEP (2013), HMEP Annual Plan 2014-15 – Improving Highways Efficiency

### Network Resilience

Network Resilience refers to the ability of a transport system to withstand or recover quickly from the effects and disruption of a significant unplanned event or incident.

Significant unplanned events or incidents could include:

- Accidents, collisions and crashes
- Severe weather events
- Infrastructure failure
- Civil emergency situations



### Highway maintenance – a study in resilience

CIHT believe the maintenance of the highway network (including local roads) should remain a key priority because of the intrinsic role it plays in all transport journeys.

The highway network is a huge national asset and has a long life expectancy. Its condition and durability are managed in the best and most efficient way by carrying out the right maintenance treatments in the right place and at the right time<sup>4</sup>.

Road maintenance and preventative measures should be a main priority for all highway authorities, as they provide long-term value and efficiency gains.

The road maintenance backlog is considerable, and growing, and is estimated at £12bn alone for England and Wales Local Authority Roads in 2014<sup>5</sup>.

CIHT believes that local authorities need increased investment to address their highways maintenance backlog<sup>6</sup>. A move towards increased certainty of funding would allow local authorities to plan more effectively.

Failure to address deteriorating assets will result in much higher costs to rectify the problems in the future and impact on the social and economic well-being of the UK. Planned preventative work programmes must be introduced by authorities to limit the ongoing expensive cycle of inefficient reactive maintenance. Design of new works must have future maintenance requirements built in as a key consideration and this should be standard for all schemes.

CIHT support the Highways Maintenance Efficiency Programme<sup>7</sup> being implemented / adopted in all local authorities and encourages Government to legislate funding commitments through this.

*CIHT is committed to working closely with local / national governments and the supply chain to help ensure long-term investment and legislative backing to support effective network maintenance.*

## Sustainable Transport

Sustainable Transport includes all forms of transport which minimise emissions of carbon dioxide and pollutants.

Sustainable transport can mean public transport, car sharing, walking and cycling as well as technology such as electric and hybrid cars and biodiesel.

Effective sustainable transport is supported by different modes of transport operating together seamlessly and through it being better integrated with the environment to improve quality of life and support sustainable travel options.

CIHT consider that to achieve its wider economic objectives the Government must commit to the delivery of sustainable transport. The benefits of investing in sustainable transport will have a positive impact on accessibility, social inclusion, education, protecting the environment and enhancing the quality and functionality of existing places, as well as improvements in quality of life, health and climate change.

## Recognising Transport's Wider Benefits

Transport plays an intrinsic role in people's everyday lives and there are additional benefits as a result of having a well maintained, appropriately funded transport network.

### Health and Wellbeing

It is important to recognise transport's effective contribution to health and wellbeing and its role in tackling some of the big societal changes, including the ageing population, rise in obesity, and social exclusion. CIHT will make the case for better targeted policy and funding interventions to improve health and wellbeing, identifying the future opportunities, raising awareness and development of a dialogue with health and transport professionals<sup>8</sup>.

### Why have an integrated transport network?

CIHT believes that all forms of transport should be integrated to allow customers to use the most appropriate option for their personal journey.

Customers of our transport networks do not think in terms of individual modes of travel, so policy makers and key stakeholders must ensure that they plan and develop networks to reflect this.

Policies must be developed to improve transport interchanges between modes such as ports, railways, airports and roads in order to allow ease of movement for all users.

CIHT support an effective transport hierarchy where sustainable modes are prioritised, recognising the environmental, health and social benefits that can come with the promotion of these options.

CIHT will continue to highlight the wider benefits associated with investment in the transport network. CIHT is developing policies, guidance and funding research that will identify these wider benefits.

## Transport and Planning

### Integrating transport and planning

CIHT consider that current planning guidance is inadequate to help deliver the transport network that the UK requires. The integration of transport and planning must be improved to meet the needs of current and future generations.

CIHT believe that planning for housing, business and sustainable communities requires clearer, more specific advice and guidance on the integration of transport. The planning system should:

- Choose the right place for development in order to reduce the need to travel and maximise sustainable travel modes
- Ensure the most sustainable patterns of development
- Give priority to walking, cycling and public transport
- Ensure that transport implications of other policy areas are considered e.g. health and education
- Contribute towards reducing transport emissions and moving towards a low carbon economy

### Why improve the planning system?

Planning must address the delivery of infrastructure to meet the needs of development in the right place at the right time.

The consequences of allowing the current system of development without integrated planning to continue could lead to isolated and unconnected communities that exist in an economic vacuum. A joined up approach to transport and planning should be followed, include transport networks and acknowledge the important role they play in economic and social development.

CIHT believe in the core principles of sustainable development – development must be delivered holistically rather than to a 'growth at any cost' agenda<sup>10</sup>. The delivery of sustainable transport underpins the planning and delivery of all successful sustainable development.

To deliver all of this CIHT believe that a UK National Transport Strategy must be produced by government.

## Active Travel

Promoting behavioural change towards active travel (such as walking, cycling and/or use of public transport) helps people achieve recommended levels of physical activity.

Evidence shows that the easiest way for most people to get more exercise is to build it into their daily routine<sup>9</sup>. Influencing people's transport choices should be recognised as an integral part of achieving health behavioural change.

CIHT call for investment supported by policies that encourage walking. Councils, developers, local enterprise partnerships and public transport operators must address infrastructure issues that discourage walking. CIHT believe that walking routes must be integrated with accessible public transport whilst design and travel plans should support physically active travel.

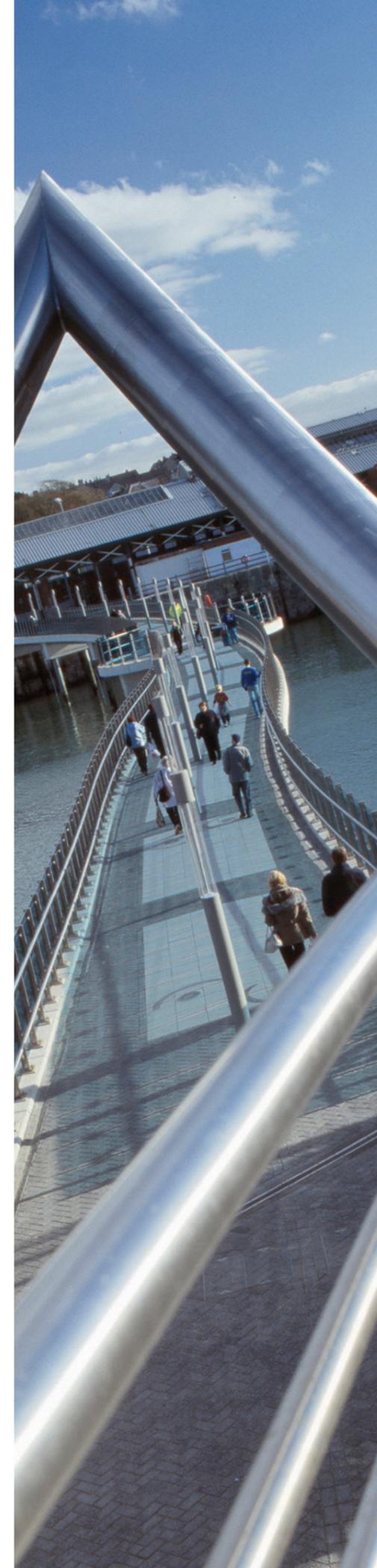
CIHT call for greater promotion and encouragement for more people to take up cycling more safely, more often, for their everyday travel as part of the wider promotion of sustainable transport, health and wellbeing, and development.

Well planned integration of transport and planning will contribute to the delivery of the Government's wider economic objectives as well as help to improve quality of life, health and reduce carbon emissions along with enhancing the public realm.

*Allowing the current system of development without integrated planning to continue could lead to isolated and unconnected communities that exist in an economic vacuum.*

<sup>10</sup> CIHT (2011), National Planning Policy Statement CIHT Response – a summary

<sup>8</sup> CIHT and PBA (2014), Transport Mobility and Wellbeing  
<sup>9</sup> Sustrans (2013), Physical activity and health - facts and figures. Available: <http://www.sustrans.org.uk/policy-evidence/related-academic-research/physical-activity-and-health-facts-and-figures>. - Last accessed 28 August 2014





## Skills

Skills development is a key area of concern for the growth and progression of the highways and transportation industry. CIHT is looking at how to ensure that the current and future skills needed in the sector are developed.

The recruitment, careful development and retention of the next generation is central to a vibrant, internationally competitive and diverse highways and transportation industry.

By attracting and retaining the required workforce, the industry can provide the high quality and cost-effective delivery, operation and maintenance of sustainable, integrated infrastructure.

A highly skilled workforce can be exported to other countries to further support economic growth.

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 future<sup>11</sup>.

### CIHT on Education and Training

- Government should support and work with further and higher education bodies to consider incentives to encourage young people to pursue careers in engineering and related occupations.
- Industry and Government must work together to improve retention and ensure that there are sufficient rewards and incentives to attract young professionals in the highways and transportation sector.

### CIHT on Professional Development and Retention

- Employers should establish clearly defined skills paths, individual development plans, mentor schemes and encourage young professionals to join a professional institution.
- By encouraging continuing professional development, employers will ensure their staff have access to opportunities to enhance their personal and professional development.

## A manifesto for transport

The UK relies on an efficient transport network to support economic growth and social development. The performance of this network, including its reliability and resilience is fundamental to the economic, social and environmental wellbeing of the UK.

CIHT, as the leading transportation professional body calls for:

### 1. Production of a National Transport Strategy

The UK needs to take a coordinated approach to transport infrastructure to encourage innovation, deliver economic growth, social and environmental benefits.

### 2. Certainty of Funding

A longer-term view and commitment to future funding for the UK's transport infrastructure will support and sustain economic development.

### 3. Provision of a Resilient Network

The reliability and resilience of the UK's Transport Network is fundamental to the economic, social and environmental wellbeing of communities. The adequate maintenance and funding of transport networks must be a central part of UK policy.

### 4. Promotion of the Wider Benefits

Transport is not just about the moving of people/freight and connecting of places. It has a role to play in some of our big societal challenges including the rise in obesity, the ageing population and social exclusion.

### 5. Integrating Transport and Planning

Planning must address the delivery of infrastructure to meet the needs of development in the right place at the right time. An improved planning system should include transport networks and acknowledge the important role they play in economic and social development.

### 6. Investment in Skills

The recruitment, careful development and retention of the next generation is central to a vibrant, internationally competitive and diverse 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 future.

**This manifesto will form part of CIHT's journey over the medium to long-term and will be used to guide, inform and influence key stakeholders across UK society.**

## Chartered Institution of Highways and Transportation



CIHT is a membership organisation representing over 12,000 people who work in the highways and transportation sector.

CIHT members plan, design, build, operate and maintain best-in-class transport systems and infrastructure, whilst respecting the imperatives of improving safety, ensuring economic competitiveness and minimising environmental impact.

CIHT's membership is drawn from across the transportation practitioner community. CIHT has active members in the consulting, contracting, public and academic sectors spread across the UK and beyond. This unique combination of membership puts CIHT in an unrivalled position to contribute to solving today's transport challenges.

CIHT supports its members' professional endeavours by:

- offering training, information, professional development and support
- promoting the value added to society by the profession
- being the focused voice to Governments and other decision makers on transportation expertise and knowledge

## The Highways and Transportation Sector Today

CIHT is aware that the culture and perception of the profession needs to change if the sector is to become more diverse and inclusive.

### Recruitment

There needs to be increased engagement with schools and colleges to encourage interest in a career in transport and engineering. The highways and transportation profession must become more representative of UK society as a whole. CIHT is working with a number of organisations including the Royal Academy of Engineering to

identify any barriers that currently exist and how to overcome them.

Government must continue to support apprenticeship schemes as a way of attracting new entrants, providing training relevant to industry needs, and assisting the UK to compete successfully in global markets.

CIHT recommends that all government contracts should have targets for apprenticeships (e.g. Crossrail is committed to delivering 400 apprentices) and continuing

professional development be encouraged for all.

Industry must take a lead in increasing apprenticeships and integrate practical experience with academic study, help fund students' costs, and provide job security beyond university.

CIHT has consistently called for investment certainty, this certainty will have a positive impact on job security and influence choices for those at the early stages of their career.



<sup>11</sup> Engineering UK (2014), Engineering UK 2014: The state of engineering



**Chartered Institution of  
Highways & Transportation**

119 Britannia Walk  
London N1 7JE  
t: +44 (0)20 7336 1555  
e: [info@ciht.org.uk](mailto:info@ciht.org.uk)  
[www.ciht.org.uk](http://www.ciht.org.uk)