

## 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 transport sector in England is currently fragmented, with separate strategies for our trains, <sup>1</sup> buses, <sup>2</sup> active travel, <sup>3</sup> and roads. <sup>4</sup> This has created a lack of coordination 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. Hence, we are seeing increasing problems to do with siloed working which hinders the Government from delivering its long-term goals such as Net Zero <sup>5</sup> and Levelling Up, <sup>6</sup> to name a few.

A national transport strategy would remedy this by setting 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 by setting long-term direction that covers urgent and immediate priorities for all these key stakeholders.

It should also 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.

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. Both our ‘Better Planning, Better Transport, Better Places’ <sup>7</sup> and ‘Fixing a failing planning and transport system’ <sup>8</sup> 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 one there is a real risk of business not investing or investment being wasted in the development of approaches that are not required.

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. Delivering such a strategy in England would future proof transports valued contribution to the UK and its economy and should be seen as a priority.

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<sup>1</sup> [Connecting people: a strategic vision for rail, Department for Transport, 2017](#)

<sup>2</sup> [Bus back better, Department for Transport, 2021](#)

<sup>3</sup> [The second cycling and walking investment strategy, Department for Transport and Active Travel England, 2022](#)

<sup>4</sup> [Road Investment Strategy 2 \(RIS2\): 2020 to 2025, Department for Transport and National Highways, 2020](#)

<sup>5</sup> [Net Zero Strategy: Build Back Greener, Department for Business, Energy & Industrial Strategy, 2022](#)

<sup>6</sup> [Levelling Up the United Kingdom, Department for Levelling Up, Housing and Communities, 2022](#)

<sup>7</sup> [Better Planning, Better Transport, Better Places, Chartered Institute for Highways and Transportation, 2019](#)

<sup>8</sup> [Fixing a failing planning and transport system, Chartered Institute for Highways and Transportation, 2022](#)