The Chartered Institute of Logistics and Transport

Integrated National Transport Strategy: a call for ideas

A Submission by The Chartered Institute of Logistics and Transport to the Department of Transport

In your opinion, how could the transport network be better 'joined-up'?

Preface

A properly integrated transport strategy needs to consider the movement of goods as well as people from the outset and we frame this response accordingly.

Integration

Integration can be a single mode or a multi modal matter, with the latter generally being the more challenging but also holding the greatest potential. Each of the modes has fundamental strengths and weaknesses which an integrated system can exploit to the advantage of the customer, the economy and the environment. In this submission we analyse the scope for both intra- and inter-modal innovation.

Integration is generally a function of four features - the service offer, price, information and infrastructure. It is probably a reasonable presumption that customers want, or are at least interested in, an integrated service product or offering. Some people are so wedded to a specific mode (typically, their car) that they will reject an integrated offer, but most will be open to using other modes to some extent, if it is presented/provided in an accessible way. This is probably increasingly the case with under 40s, whose value frameworks are changing.

Individuals are normally unable to drive system change in passenger transport. Large freight and logistics customers have the ability to call for integrated solutions from suppliers but this is unlikely to be the case with SMEs, or where there are no economies of scale, for example in rural communities. Accordingly, integration generally has to be driven and facilitated by service providers and/or policy makers. The former may see commercial opportunities in providing integrated services but may be constrained by a lack of infrastructure and/or financial/management capability.

Policy makers thus have a key role to play in incentivising, enabling or equipping service providers to create an integrated service product, either independently or more likely in conjunction with other providers in the same or different modes. This is especially true

where there are challenges to commercial business cases, such is often the case in rural environments, where services need to be provided but may not stack up financially without support or incentivisation to look to technology/innovation to drive new models

In some cases, policy makers will have an operational arm which can itself deliver an integrated product, although this generally only applies in public passenger transport. Policy makers can also have a key role in determining or influencing land use planning decisions which will be imperative if infrastructure changes are required, e.g. if land is required to create change in supply chain models for the 'last mile'.

Establishing clear policies and governance structures to oversee and coordinate transport planning and investment is a prerequisite to ensuring a cohesive approach to transport development. This needs to consider local needs and policy or governance development and thus needs to include local stakeholders, in rural as well as urban areas.

Freight

It is essential to recognise that freight and logistics are natural consequences of successful economic and societal policies. Infrastructure will ultimately need to be shared between passenger and goods traffic, therefore ensuring that freight transport is considered in urban and rural planning and infrastructure development is necessary to create a resilient, efficient and truly 'joined up' transport network. This is where real change can happen - where not just collaboration between public and private sector but across different sectors, i.e. passenger movements (local and long distance) and freight.

A key element of enhancing the efficiency of freight movement is the development of cross-modal solutions. These solutions involve the collaboration of multiple transport providers—such as rail, road, sea, and air transport—to optimise the movement of goods across different modes. By aligning the strengths of each mode, we can streamline supply chains, reduce congestion, and create more cost-effective logistics networks. Effective collaboration across providers will be essential to ensuring smooth transitions between various transport options, facilitating quicker delivery times, and reducing environmental impacts.

Sufficient provision of local rail hubs to facilitate the transfer of freight from Strategic Rail Freight Interchanges to urban hubs by rail would reduce the need for a number of HGV journeys from SRFIs to cities and major towns. Similarly, how rail could be better utilised in rural areas ought to be considered in the same way, creating rail based rural hubs that join up with other modes.

The challenge of balancing freight with passenger demand also requires a strategic approach. Both sectors have unique requirements, but there are also synergies that can

be exploited to benefit the entire transport network. For example, the development of smarter, digitalised infrastructure could serve both passenger and freight needs, ensuring that neither sector is prioritised over the other. Such an approach will allow for better coordination and greater efficiency, minimising delays, reducing congestion, and improving overall performance.

Air

Air transport requires particular integration with other modes because, by its nature, the hubs are limited in number and therefore require other modes for access (referred to as 'surface access' in the aviation sector). Some airports achieve high Public Transport Mode Shares (PTMS) by having services aligned with passengers' and shippers needs, for example noting the different time profiles of arrivals and departures compared with commuter or other travel. Better integration, for example by providing services designed for air passengers and staff at airports, will result in higher PTMS and thus reduced congestion and better environmental outcomes.

Air freight is a particular example of integration between air and road with some of the key players known as integrators as they operate aircraft, ground transport and hubs/depots.

Land Use Planning

The first step in achieving a truly integrated network must be to use the planning system to reduce the need for mobility by siting facilities closer to the people that use them. On 12 December 2024 the Deputy Prime Minister announced an update to the National Planning Policy Framework, which emphasises taking a 'Vision-Led' approach, ensuring developments are strategically planned with a focus on both sustainable transport and economic growth. In this context, CILT considers that the development of significant new communities should not commence until strategic public transport infrastructure and services are in place.

Given the greater flexibility of working patterns post Covid, there is a need to:

- re-design housing to provide better 'workspace' in the home and more flexible network connectivity.

- re-purpose office/work space in different parts of those developments such as flexible work units with shared access to ICT in 'town centres'/suburban areas based around 'Mobility hubs'

Housing design also needs to evolve to reflect the not only the need to include charging for electric cars but to meet the needs of other 'vehicles' , such as electric bikes/scooters (more secure storage and better protection of electric circuits), drying facilities for foul weather clothing , and storage of 'buggies' for younger children, Provision of these facilities could put even more pressure on the flexibility

requirements, particularly in the context of flats and apartments which may require adequate 'shared facilities' to be provided.

Transport Planning

The starting assumption for every 'node' in the transport system should be that it is designed to be accessed by as many different forms of transport as possible. Through good design, the aim should be to enable journeys to be made combining train, tram, bus, cycling, wheeling, walking and, where appropriate, cars (private vehicles, lift shares, taxis or pool vehicles). Cycle routes and cycle parking integrated with bus stops, clear pedestrian signage and joined up public transport timetables are all part of this.

It is also vital that the needs of disabled and vulnerable users are not overlooked in this regard. These groups are often those for whom car use is not an option, and for whom changing from one mode of transport to another present the biggest obstacles. This should not be seen as 'too difficult' to achieve – integration and good design benefit everyone, a system that works for a wheelchair user is also better for parents with pushchairs etc.

Transport hubs are obviously places where integration between modes is vital. Regular liaison between operators and local transport agencies is important to ensure that operations and investments work for passengers. Airport Transport Forums are a highly successful way through which co-ordination takes place and may be a model for other hubs

In the same way that improving infrastructure at transport hubs to ensure smooth transfers between different modes of transport (e.g., train to tram and bus) can make passenger journeys more efficient and convenient, improvements in logistics and servicing facilities are needed if approaches such as Reduce, Re-time, Re-route and Revise mode are to be successful, i.e. the idea of bringing the services to the people rather than the people to the services, which is especially relevant to rural areas.

Patterns of economic activity have shifted towards working from home and online retail. While these reduce the demand for personal transport, they radically increase and alter the demand for goods movement transport. Deliveries are increasingly fragmented, delivered over a longer period of the day, to a wider geographical area, and are increasingly delivered by unregulated gig workers, on unsafe vehicles and without adequate insurance.

Critical to the efficiency and cost (for both customer and operator) of these 'last mile' deliveries is safe and lawful access to the kerbside. To successfully deliver new cycle lanes and placemaking schemes there must be adequate planning for freight at the design phase, enabling safe access for pedestrians, cyclists and other vulnerable road

users. There must also be proportionate regulation and enforcement of all commercial delivery activity, regardless of whether the delivery is by bike, van, HGV, or drone.

Long-standing operational issues, such as the dearth of affordable, secure HGV parking in the UK, should be considered equally important to the success of a National Integrated Transport Strategy as other national network strategies such as Strategic Rail Freight Interchanges.

Energy Planning

As well as including the planning system and the needs of freight, an integrated approach must include consideration of the energy networks. Going forward, the provision of charging infrastructure for electric vehicles and other sustainable refuelling infrastructure is likely to prove limiting to the decarbonisation of the supply chain. The National Integrated Transport Strategy must therefore "join up" with other strategies, such as Net Zero, Energy Security and Cyber Security and be fully integrated into the National Risk Register.

To be truly integrated, a future transport system will need not just to be internally (modally) integrated but should also be optimally integrated with wider systems, especially the electricity network. As well as the infrastructure challenges of getting power to depots, terminals and ports (and/or siting them near power), planned and done properly, there are a vast array of opportunities for businesses to save and make money. This can be through time of use tariffs, on-site generation, energy storage and grid balancing services, including via vehicle-to-grid. All this helps make the grid as efficient and cost effective as it can be, based on renewable power and lowering bills for consumers.

Safety

Road safety initiatives should also feature prominently. For example, enhanced cycling and pedestrian infrastructure can separate goods traffic from the most vulnerable road users, reducing the risk of accidents. Whilst cycling and pedestrian solutions is generally an urban issue, we should also consider road safety in rural areas - this is perhaps more about appropriate vehicles using appropriate roads so that it does not result in accidents, as well as protecting the rural environment.

Ticketing

For passenger journeys using public transport, better provision of integrated ticketing particularly involving longer distance rail journeys is critical in helping the smooth transfer between different modes especially when travelling into urban realms, as would the clarity of pricing models. TfL's Oyster Card is an outstanding example of this.

Public transport, especially in rural areas, needs to be seen as a single system: promoted and marketed as such with integrated timetables and inter-available tickets.

Rail, tram, bus, community transport etc should not be considered as isolated services, but parts of an integrated network providing accessibility and mobility.

Implementing a nationwide integrated ticketing system would allow passengers to use a single ticket for all modes of transport (train, bus, tram, etc.). This would simplify travel and encourage more people to use public transport.

Introducing dynamic pricing for public transport and parking based on demand and environmental impact can help manage congestion and encourage the use of sustainable transport options if used correctly. Carrots as well as sticks need to be factored into such policies in order to gain public confidence in them.

How could Data[1] be used to improve the transport network?

Preface

Data plays a crucial role in integrating different transport modes into a seamless, efficient, and user-friendly system. AI-powered platforms that consolidate transport data from multiple sources can enhance accessibility, reduce congestion, and improve sustainability.

Data can play a transformative role in improving the transport network by enhancing efficiency, sustainability, and user experience. Data on user behaviour and preferences can be used to improve the overall travel experience, such as providing personalized travel recommendations and real-time updates. Lack of data also prevents the ability to create business cases for new ideas or the consequences of policy interventions - this is especially true of freight and logistics.

Passenger Information

Providing more, and better, information is the single most important factor in achieving an Integrated National Transport Strategy. The high level of ignorance of public transport options amongst non-users means that better information delivered in the most accessible way could make a significant difference. At its simplest, this might be no more than an advertising campaign to publicise the existence of www.traveline.info as the means of obtaining (generally) accurate, detailed information on making a journey from anywhere to anywhere by any mode or a combination of modes, including walking, with detailed mapping of each option.

Timetable data is available for all public transport services. To make journeys by bus, tram or train, intending passengers need data about times and also fares. It should be a requirement for timetable information to be provided at all bus and train stops as well as being provided on-line together with accurate real time information about service performance.

There is a clear need for commonly used journey planning apps, such as Google Maps, to provide better information on multi-modal journey options. This is currently very poor, Google Maps for example, when asked for driving directions to a city centre, will not offer driving to a park-and-ride and then taking the bus as one of the route options. The possibility of cycling to a train station and then taking the train is similarly not offered as an option when searching public transport journeys.

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[1] In the context of this question, Data can mean having better information about journeys, such as but not limited to departure times, journey planning, traffic information and accessibility information.

Providing this functionality could be a very productive use of the new generation of AI capabilities which the government is keen to promote. While the provision of these tools will be largely down to the private sector and the big tech companies can undertake their own R&D, government could take actions to facilitate this through product development funding for start ups and SMEs, adjusting regulation (if necessary) to facilitate the sharing of data, convening round table discussions between stakeholders etc.

Operator/Planner Information

On the passenger side, operators have good information from ticket sales for public transport movements. Although a proportion of journeys do not happen at the expected time/day due to flexible ticketing arrangements, it still provides a rich source of information. Pricing of capacity on planes, coaches and trains can be altered in line with demand. Private car/van journeys are becoming easier to track due to mobile phone data and this dataset is increasingly being used for high-level decision making. Ultimately, better information may lead to the ability to influence travel behaviour by infrastructure charging that helps smooth journey demand. This will help with overall journey times and in some cases avoid the need to build extra expensive capacity.

On the freight side there is good information available to private sector operators for the benefit of their own customers and their business needs. However, as this is commercially sensitive it is not readily available to public sector organisations for use in planning etc. There could be an opportunity to combine digital feeds from the four or five largest data companies into a powerful information hub where the sensitive data is protected but the “big picture” information is consolidated to enable high-level planning. Several projects are underway in this area including studies being done by DfT, Sub-national Transport Bodies and consultancies.

Analysis

AI-powered integrated transport platforms represent the future of a seamless, efficient, and sustainable transport network. By harnessing emerging technologies, the UK can deliver a smarter, more connected, and environmentally sustainable transport system for both passengers and freight.

A data-driven approach to accessibility analysis can provide valuable insights into transport challenges faced by communities, particularly in rural areas. Previous studies, such as an accessibility study that took place in York, demonstrated how mapping trip attractors—such as schools, healthcare facilities, and workplaces—against travel times by different modes can help identify gaps and inequalities in transport provision.

Modern tools, including GIS and Google Maps, now allow for significantly more detailed, cost-effective, and rapid analysis, making transport planning insights more actionable

for decision-makers. Importantly, the level of geographic granularity must be appropriate to ensure that data is meaningful and useful for planning purposes. This is particularly relevant for rural wards like Wester Ross, Strathpeffer, and Lochalsh, where large geographic areas pose unique accessibility challenges. By leveraging digital mapping and analytical tools, transport strategies can be better informed, ensuring they are both responsive to local needs and capable of driving improvements in connectivity.

AI can also identify anomalies in traffic data in real time, such as unusual traffic patterns or unexpected congestion, allowing passengers and drivers to make timely interventions and adjustments. Data analytics can also predict when infrastructure (e.g., roads, bridges, railways) needs maintenance, preventing disruption and extending the lifespan of assets.

The use of digital twins is a particularly useful tool for analysing the prospects for future strategies, for example in logistics. They are also useful as training tools, especially for system controllers as they can replicate the "one in a thousand" events which are often not seen during "live" training.

Other Aspects

Collecting data on emissions and environmental impact can help develop strategies to reduce the carbon footprint of transport networks.

Analysing accident data can identify high-risk areas and inform measures to enhance road safety, such as better signage, road design, and enforcement of traffic laws.

Data associated with road user charging would provide road users with real time advice on the cost of their choice (as compared with the occasional visit to a fuel station or the annual cost of tax, insurance and servicing) enabling them to choose cheaper and less congested travel.

Data is crucial for the integration of emerging technologies like autonomous vehicles, electric vehicles, and Mobility as a Service (MaaS) platforms.

Data on freight and servicing is often far less comprehensive than that on the passenger/driver segment, particularly in relation to the origins of trips and patterns of kerbside activity. A particular example is a lack of data about air freight consignments that travel by road, often across the Channel.

Case Studies

Finally, we offer two potential case studies for consideration:

Case Study 1: AI-Driven Integrated Transport Platform for the Lake District

The Lake District, a UNESCO World Heritage Site, suffers from seasonal congestion, parking shortages, and fragmented public transport services. AI-powered solutions can

integrate and optimize transport services for both visitors and residents, improving connectivity and reducing private car reliance.

An AI-powered Smart Lakes Mobility Hub would provide a single digital platform integrating all available transport options, including: - Public buses, trains, and ferries - Bike and e-scooter hire schemes - Demand-responsive transport (DRT) for rural and off-peak journeys - Park-and-ride facilities for visitors arriving by car - Hospital and school transport coordination

Potential Impact

- Reduction in private car use, easing congestion and lowering emissions.

- Enhanced visitor experience, making public transport more attractive and accessible.

- Improved access to healthcare and education for rural residents.

- Better resource allocation for transport providers, reducing inefficiencies.

Case Study 2: AI-Enabled Multi-Modal Transport Platform for Kent – Pas-de-Calais and West Flanders - Connectivity – Transmanche Metro

Post-Brexit changes and reduced Eurostar services have disrupted international transport connectivity between Kent and Northern France and Belgium. An AI-powered Cross-Channel Mobility Network would integrate all transport options, ensuring seamless journeys across the region.

An AI-powered Cross-Channel Mobility Network would integrate all transport options, including:

- Synchronising international transport schedules between UK and France and Belgium
- Enabling cross-border integrated ticketing.

- Providing real-time journey adjustments for passengers and freight.

- Facilitating seamless freight movements and logistics optimization.

How could Technology[2] be used to improve the transport network?

[2] In the context of this question, Technology means new and innovative ways to complete journeys, for example but not limited to the use of autonomous vehicles, electric scooters and e-hailing rides.

Noting the definition of Technology as “new and innovative ways to complete journeys”, CILT believes that two additional technologies are worthy of consideration: Personal Rapid Transit and Remotely Piloted Aircraft.

Personal Rapid Transit (PRT) are small, automated vehicles that run on dedicated guideways. They offer on-demand, non-stop travel between stations, providing a flexible and efficient mode of transport.

Some operational PRT systems include the Morgantown Personal Rapid Transit in West Virginia, the Ultra PRT system at London Heathrow Airport, and the Vectus system in Suncheon, South Korea.

PRT systems can be designed to fit various urban environments, from business campuses to city centres. They can be retrofitted into existing infrastructure with minimal disruption.

PRT vehicles are designed for individual or small group travel, typically carrying fewer than six passengers per vehicle. This allows for a more personalized and efficient travel experience.

PRT systems offer point-to-point travel without intermediate stops. Passengers can board a pod immediately upon arriving at a station and travel directly to their destination. The vehicles operate on dedicated guideways, separate from pedestrians and other vehicles. This ensures safety and reduces interference with other traffic.

With frequent merge/diverge points and a network topology providing route duplication in the case of section disruption, PRT systems can provide high-frequency service with minimal waiting times.

PRT systems can also be scaled for pallet-sized loads and could operate in tight urban spaces, allowing for more flexible and efficient last-mile deliveries provided sufficient delivery points are provided.

Pallet-sized PRT systems could easily integrate with other modes of transport, such as trucks and trains, facilitating smooth transitions between different stages of the supply chain, especially for retail and e-commerce sectors.

The PRT system will need to be coordinated with relevant spatial planning requirements so that they are able to serve the major destinations but do not prevent other journeys being undertaken by different modes when alternative destinations are required.

Remotely Piloted Aircraft (RPA), also known as unmanned aerial vehicles (UAVs), are particularly effective for remote location and last-mile delivery, transporting packages from local distribution centres directly to customers' doorsteps.

For urgent deliveries, RPA can provide a fast and efficient solution, ensuring that critical items reach their destination quickly. Fixed wing RPAs can access areas over longer

distances that are difficult to reach by traditional delivery methods, such as over water, remote or rural locations. Fixed wing RPAs can accommodate heavier payloads than vertical take-off RPAs.

Companies like Amazon, Google's Wing, and UPS are actively testing and implementing drone delivery services. Amazon's Prime Air program aims to deliver packages in under 30 minutes, while Wing has successfully conducted deliveries in the United States, Europe, and Australia. Examples of remote delivery, in particular where there is a water barrier, include in the Highlands & Islands of Scotland and with the NHS for medical supplies between Southampton and the Isle of Wight. Trials are also taking place of dockside to warehouse transfers.

However, the cost of integrating drones safely into the airspace is significant, including investments in Unmanned Aircraft Systems Traffic Management (UTM) systems, advanced networks, and Air Traffic Control (ATC) infrastructure upgrades.

While this works well in controlled aerospace environments and over water, such as the Pentland Firth (Scrabster - Stromness etc), even in rural areas we need to carefully consider cybersecurity and bad actor risks, particularly when operating over farm buildings, schools, and other sensitive locations.

Ensuring the safe operation of RPAs in shared airspace is a critical focus. The proliferation of RPAs adds to the number of vehicles in the airspace, which can lead to congestion and potential conflicts with manned aircraft. Technologies like UTM systems help coordinate RPA traffic in low-altitude airspace by using automated communication networks to share real-time airspace status.

Uninterrupted communication connections are crucial for safe operations, especially for Beyond Visual Line of Sight (BVLOS) flight operations. Integrating RPAs into the airspace requires upgrades to ATC infrastructure to handle higher data volumes and meet communication demands.

Other barriers to implementation include privacy concerns, physical safety, noise annoyance, cybersecurity and the challenges of regulating a rapidly-changing technology.

Furthermore, the recent sightings of unidentified RPAs over sensitive sites in Germany and New Jersey have raised security alarms. These incidents, combined with the ongoing tension between Russia and Ukraine, have created a complex and tense background to the development of Drones for Delivery.

CILT assesses that whilst increased security measures and regulations are likely to slow down the progress of RPA technology in the short term, the long-term potential for RPA delivery remains significant. Many experts believe that the benefits of this technology will eventually outweigh the current challenges.

How, if at all, would you improve the way decisions are made about the transport network?

Changes to the way transport is planned and paid for need to be carefully assessed and the rationale for the changes clearly set out. The population is becoming more cynical and less trusting of politicians. It is important to understand all of the effects of a particular solution on differing groups within the population and to manage the change, so that most will see benefits (short, medium and long term), even if there is a cost implication to them.

It is important to have a full understanding of the needs and aspirations of the local communities. Engaging with the people and businesses that are and could be served by bus, tram, rail and other forms of public transport (including demand responsive systems) is essential. In very rural areas decision making needs to involve local people so that discussions can take place about how shared services can be provided to enable accessibility and mobility to be widened to the whole community.

Each community is likely to have particular needs and aspirations in terms of work, education and leisure travel requirements. Thus, developing dialogues and, importantly, partnerships between the various local authorities (importantly with Parish and Town Councils) plus other representative bodies can help sustain transport links that truly match need and raise economic and social activity.

It needs to be remembered that there are generally a number of transport solutions which can be used in different scenarios depending on the location. Certain solutions which work in cities will not work in a rural location. In addition, there should be provision in place, where possible, to be able to upgrade solutions when demand requires it e.g. a bus network can have a light rail system for its core routes, allowing the light rail network to expand as the bus feeder route ridership increases over a threshold capacity.

Clearly, if new transport networks are to be introduced there needs to be sufficient funding made available, whether that is coming from central government or giving relevant fund-raising powers to regional or local government bodies.

Improvements would be facilitated by better collaboration between different government departments and different government levels – i.e. local, regional and national, plus faster decision making. Planning for resilience should also be given greater weight in decision making.

Within DfT, a different departmental structure should be considered. The current mode-focussed structure might almost have been designed to prevent effective integration

between the modes. An alternative structure would have a sector focus, with a team for passenger transport across all modes and another for freight and logistics. Alongside these sector teams, an infrastructure team would assess priorities for the whole of transport, using and combining recommendations from the sector teams to optimise infrastructure investment for UK plc.

Better public/private sector collaboration would aid decision making. This is especially true with land use planning e.g. the impact of housebuilding on service provision, especially in rural areas. There is currently 69 sq. ft. of warehousing space per home in England, while 20.6m sq. ft. of additional warehouse floorspace will be needed annually for the government to meet its 300,000-home target and maintain the current ratio. Despite this, only two of the last six years have seen total warehouse space in England grow by more than this amount, while the 69 sq. ft. ratio will likely need to increase as demand for e-commerce and last-mile delivery grows.

Planning decisions that rely on historical data which may not reflect current traffic conditions and patterns may result in sub-optimal outcomes. A reassessment of all transport data sets collected prior to the pandemic is needed to account for changes in customer behaviour. For example, the pandemic accelerated the transition to online shopping, resulting in a rapid rise of medium van solutions to home and office delivery tasks.

This risk is also present when there are concerns that the data may not accurately represent regional differences, leading to potential inaccuracies when applied to specific local contexts.

Similar concerns can be levelled at Employment Density standards, which frequently underestimate the impact of Flexible Working and Automation. However, employer-imposed requirements of greater in-person attendance in office spaces to enhance collegiate working is also affecting post-pandemic data sets of peak travel patterns.

More generally, we would suggest some practical actions:

1. Commission the regional mayors (Merseyside, Greater Manchester, South and West Yorkshire, West Midlands, Tyne & Wear, West of England, Derby/Nottingham, Tees-side and Cambridge & Peterborough) to prepare and deliver an integrated, comprehensive freight and passenger transport plan for their respective areas and covering all aspects of transport for which they are responsible. Joint arrangements between Authorities should be encouraged.

2. An all-embracing ticket covering all types of passenger transport to create seamless journeys from A to B.

3. Reinforcing the NPPF to stimulate development around public transport hubs. Ford station in Sussex, for example, is close to the old Ford airfield that, in principle, should be ripe for major development alongside the station. Another example is the closed Wantage Road station in Oxfordshire which, in principle, could be reopened and associated with development alongside. There are many other stations and public transport facilities that could be better integrated with development opportunities. The East-West Rail link is another example where such opportunities exist.

Five Key Actions

Finally, we would highlight five key actions:

1. Need for a Holistic Approach – Transport planning should not focus solely on road, rail, or aviation but consider multi-modal solutions.

2. Sustainable Transport Investment – Government funding models should encourage public-private partnerships.

3. Addressing the Trust Deficit in Transport Policy – Transparent, data-driven decision-making is needed to build public confidence in transport reforms.

4. Adaptive Transport Solutions for Different Areas – Policies should allow for scalable solutions, such as bus networks transitioning into light rail systems as demand grows.

5. Ensuring Funding Certainty – Long-term funding commitments must be secured, including alternative revenue streams such as land value capture.

Any other comments?

A substantial investment of societal effort is required to transform the UK's current system to a sustainable passenger transport system. Creating well-balanced, multidimensional policy targets will require the integration of knowledge from different academic disciplines with knowledge and experience from practice.

However, the recent focus of academic research has been predominantly concerned with single policy measures such as road pricing, fuel tax, subsidies and speed limits. Very few studies have investigated the effects of transport policy packages and the interactions between all the measures deployed.

Similarly, the evaluation of either single policies or policy packages addressed above, the literature again has mainly included single discipline perspectives, such as transport system planning, economic prerequisites and implications or legal aspects without opening up the process to integrate a broader range of stakeholders.

There is also a notable lack of recent case studies conducted in the UK, even on single policy measures.

CILT would therefore welcome measures that would stimulate academic and practitioner research into inter- and transdisciplinary knowledge integration that would support the deliberate transformation to a sustainable passenger transport system. This needs to be delivered at pace. Ideally, this research would also include an expanded case study library.