



Board chairs voice their views on new carbon emissions pledge

↑ Methods employed to renew local highways can help to reduce emissions

Government has promised to enshrine in law a commitment to cut greenhouse gas emissions by 78% compared to 1990 levels by 2035. But what will the different highway sectors need to do to help meet this target? We ask the chairs of the UKRLG's five boards for their thoughts.



**James Bailey,
Roads Board Chair**

"Climate change action – including the need to reduce carbon emissions – must become further embedded within the culture of the

UK roads sector much like health and safety, in order to achieve carbon neutral roads, projects and services.

"Enshrining carbon reduction in law is a great start and could be backed up further through things like Government funding incentives, procurement requirements, codes of practice and professional competency requirements. Access to robust data, simple carbon calculators, green finance and infrastructure carbon offsetting are all likely to be key to making the changes needed.

"The collaboration that already exists through national networks like the UKRLG and local supply chains is a huge advantage to help prioritise collective action, support innovation and continue to share learning and develop new ideas."



**David Denner,
Lighting Board Chair**

"Good street lighting coupled with modern technology helps us to live life to the full. With many climate change emergencies being

announced around the globe, we want to ensure we make best use of equipment and get the right light in the right place at the right time.

"The transportation sector is one of the largest sources of greenhouse gas emissions. We have a challenge to avoid the worst impacts of climate change as we play our part in the global push to drive down emissions. We want to work with industry to reduce costs and improve the performance of LEDs and make better use of advanced lighting system controls and integration which can only assist in the long term goal of net zero.

"Working together we can address the threats that climate change poses, both economically and environmentally. Time is not on our side and we need to be taking effective action now to



↑ Efficient street lighting can reduce carbon

head off the disaster. Effective climate action will require good cooperation between all parts of our community, from governments and businesses to families and individuals."



**Liz Kirkham,
Bridges Board Chair**

"Bridges provide links for communities and unlock areas to enable development. The best way we can support the Government's targets for emission reduction is to ensure that

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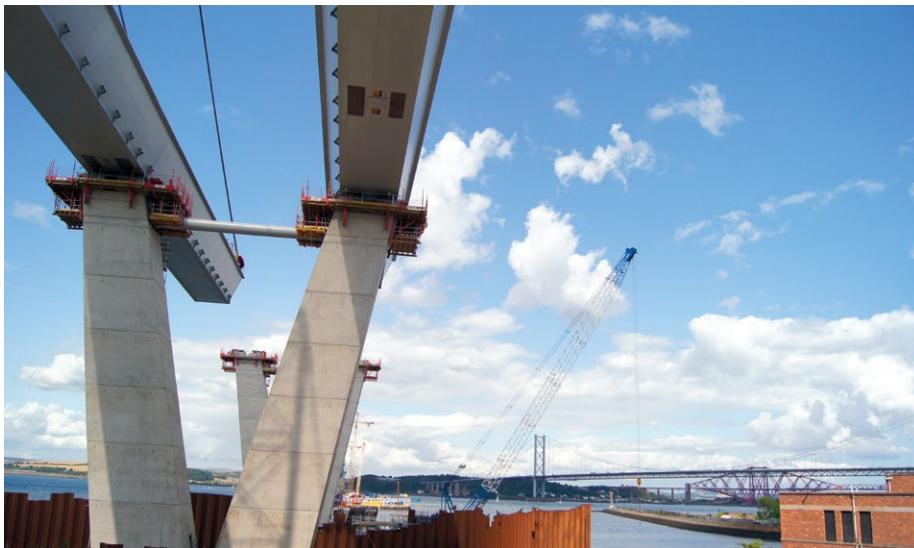
UKRLG Chair: Stephen Fidler

UKRLG Board Chairs:
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Lighting: David Denner

Bridges: Liz Kirkham
Network Management: Mark Kemp
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↑ Bridge construction must take into account carbon use over a structure's lifetime

those links are more reliable, sustainable and accessible, supporting active travel and encouraging modal shift.

"We must build and maintain bridges which are more efficient, adaptable to both change of use and changes in climate and other environmental factors. Decisions we make at the earliest stages of commissioning projects will influence the carbon use during construction and over the lifetime of every bridge. I will be supporting the development of tools which will enable those decisions to be well informed."



Mark Kemp, Network Management Board Chair

"Government's move to cut emissions by 78% compared to 1990 levels by 2035 is very ambitious but a

welcome and necessary response to our current situation. Developing the policies and practices that support increased use of more sustainable modes of transport will be at the forefront of the minds of the Board's members.

"Embracing the opportunities that technology presents is a must and strong leadership from political and professional quarters is essential if we are to deliver on the significant change in individual behaviours that is necessary. People making the right individual choices about both



↑ Sustainable transport must be front of mind

the need to travel and the mode of travel will play a major role in the contribution that the transport sector can make to the 2035 target and we need to ensure they are able to do this in a safe way.

"But it is not only about how individuals travel, business needs to ensure it uses the most sustainable solutions for the movement of freight around the country. Responding to this challenge is the responsibility of us all."



↑ Reducing disruption on site can cut emissions



Garry Sterritt, Asset Management Board Chair

"This is excellent news and the highway sector can help reduce emissions by supporting healthier travel choices and ensuring assets do not disrupt journeys. It is essential we value emissions and alternative travel choices and factor these into our asset management decision making. But we want to go further.

"We know the highway network represents a huge quantity of embedded carbon and going forward we must influence this through our material choices, work practices, maintenance techniques and more. Many authorities are already looking at this, and the Board is keen to pull together and build the knowledge, data and tools that enable us all to assess whole life embedded carbon to inform our decisions."



ADAM BOWERY

Tribute to local roads champion Steve Berry

Steve Berry OBE, who died last month, played a key role in the UKRLG helping to support the delivery of safe, reliable and efficient highways services across the UK. His efforts benefited highway professionals as well as road users and communities across the UK.

Steve (pictured) was the Department for Transport's head of highways maintenance, innovation, resilience, light rail and cableways and part of his remit involved working alongside the UKRLG.

One major shift during Steve's time was the move towards the risk based approach that underpinned the Code of Practice 'Well Maintained Highway Infrastructure'.

Steve was a strong advocate in encouraging the shift away from a more prescriptive approach and helped to communicate the benefits of this change to the profession. The Code was published in 2016 and became fully operational after two years.

Steve was also involved in establishing a collaborative pan-UK approach to developing research and guidance through the UKRLG.

This led to a range of guidance on footways and cycleways, winter service, structures asset valuation and investment toolkits, competency frameworks and street lighting, for example. See the Guidance section on the UKRLG website for further details of these.

Stephen Fidler, chair of the UKRLG and the DfT's director of local transport said Steve was "nothing short of a legend in highways maintenance, and wider local transport circles".

He added: "The OBE he was awarded in 2014 for services to local highways, innovation and resilience was testament to his dedication, work ethic and natural talent to be innovative, build relationships and get things done. I will miss Steve massively and the department will be a much poorer place without him."

The UKRLG will also be a poorer place without him, but he has made an indelibly positive mark on that too. *Justin Ward*