



LOCAL ECONOMY OF THE FUTURE
A BLUEPRINT FOR
BUILDING BRITAIN

FUTURE OF THE
ECONOMY
WHERE BUSINESS BELONGS

B British
Chambers of
Commerce
LOCAL ECONOMY
OF THE FUTURE

CONTENTS

Foreword	4
Introduction	5
Key Themes	6
Policy stability	6
‘Joined up’ strategy	6
Wider and deeper devolution	7
Independent scrutiny	7
Skilled workforce	8
Planning	9
Transport	10
Road	10
Rail	11
Buses	12
Aviation	13
Digital Infrastructure	15
Connectivity	15
Cyber Security	17
Environment	17
EV charging	17
Energy	17
Climate resilience	18
Conclusion	19
Appendix	20

FOREWORD



Shevaun Haviland

Director General,
British Chambers
of Commerce

Large-scale infrastructure development is critical to UK business and economic growth, but the stop-start approach we have seen over recent decades is holding us back. We need a slicker system that delivers sustainable benefits, on time and to budget.

Long-term policy clarity, stability and certainty is crucial to give business the confidence to invest, both in major national infrastructure and in local growth and expansion plans.

However, too often we have seen uncertainty lead to project delays, escalating costs and cancellations. It's a waste of resource and opportunity – we can and must do better.

The shadow of HS2 hangs heavy over the debate. Firms find it hard to plan their future investment if they fear the rug will be pulled from under them halfway through delivery. If businesses cannot take government announcements at face value, the UK will lose investment opportunities, and our competitors will reap the benefits.

There is no doubt that the UK has the ambition, the capabilities and the know-how to build modern, efficient and sustainable infrastructure. What's needed is a long-term national cohesive infrastructure strategy, a reformed planning system, a more proportionate legal approach and a laser-like focus on boosting the supply of skilled labour.

Delivery requires joined up thinking across government with departments working together, not in silos. Furthermore, we must recognise the value of place-based decision making when it comes to building infrastructure.

If the government's plans to power economic growth through a new era of construction are to be realised, then these are the issues which must be fixed.

This report sets out a series of recommendations to help rebalance our approach to infrastructure and give businesses the long-term confidence to invest.

If we get this right, if we can rekindle the UK's industrial revolution spirit of engineering dynamism, then we can unleash a new era of regeneration and realise this country's full potential.

These are the reforms that our planners, engineers and the business community have been waiting on for decades. In the 21st Century, with an increasingly competitive global economy, they can afford to wait no longer.

INTRODUCTION

Infrastructure forms the physical and digital environment in which businesses operate, and efficient infrastructure is vital to support economic growth. Recent policy instability has damaged business confidence in the ability of the UK to deliver on major infrastructure projects. This has jeopardised private sector investment, with the risk that businesses and the UK economy are left behind. The evidence is clear: well-planned infrastructure projects not only create employment opportunities — they also generate lasting economic benefits that reach across the whole country.

Positive reform of how our infrastructure system is planned and delivered is needed to restore business confidence and promote long-term growth in the UK. Local businesses benefit from locally led plans and locally relevant funding allocations. In the coming years devolution could be extended wider and deeper, further empowering local voices. Where infrastructure policy is already devolved, regional and national governments should increase their cooperation, led by a clear strategy from central government that ‘joins up’ projects to connect the whole of the UK. Underpinning this, government must invest in creating a skilled workforce to deliver infrastructure projects, further increasing business confidence and investment.

Only long-term policy stability will give businesses the certainty they need to plan for growth. BCC welcomed the government’s announcement of a new National Infrastructure and Service Transformation Authority (NISTA), to combine the functions of the National Infrastructure Commission (NIC) and the Infrastructure and Projects Authority (IPA). This body should be truly independent and empowered to review national infrastructure proposals and hold government to account in delivering on promised projects.

It is vital to increase the capacity and connectivity of our transport systems, whether road, rail, buses or aviation, to support the flow of people and goods around the country. Similarly, as economic activity is increasingly happening in the digital world, government must ensure that businesses have strong, high-speed broadband connections and are protected from cyber-security threats.

None of this can be achieved without successfully equipping and reforming our planning system to enable much-needed infrastructure to be built. A lack of skilled resource in local authority planning departments is leading to delay, inconsistency and a poor-quality planning service. This hinders infrastructure development, jeopardises business investment and damages economic growth. Resolving this issue is a major priority for business, and employers are ready to be part of the solution.

We applaud the Chancellor, and welcome too the updated rules around challenging planning decisions in a drawn out manner. Judicial review has all too often been a tool for a tiny minority to stand to stand in the way of the interests of the many, even when extensive consultation has taken place.

Infrastructure is vital to the way our economy operates, both for individuals and businesses. Building on the fantastic industrial heritage and infrastructure we have seen in Britain over the last couple of centuries, now is the time to ensure that our national and infrastructure are fit for purpose for the next 100 years. We must be builders, not blockers.

KEY THEMES

Policy stability

Delivering the UK's infrastructure needs will require both public and private investment. Businesses must have confidence that government will commit and deliver on its pledges so that investment can be made, and firms can plan for growth. Constant tinkering around the edges of government policy limits the ability of UK businesses to keep up with the changes, to understand what infrastructure means for them and plan effectively.

Fundamentally, businesses make decisions based on the investment government says it will make, such as the originally proposed HS2 route. Therefore, it is incumbent on government to ensure that solid, long-term plans are in place to support local business investment decisions

Policy stability is also crucial to attract investment in future developments from our global trade partners. Confidence has been impacted by recent instability, such as cancelling parts of HS2 and changing EV targets. A lack of clarity around the government's position on other projects has led to confusion.

It is paramount that government sets out a clear and detailed strategy to address the UK's infrastructure needs. Government must restore business confidence by delivering on its pledge to upgrade our national economic infrastructure and stimulate growth.

'Joined up' strategy

As well as policy stability, central government should have a holistic infrastructure strategy that connects transport, planning and energy systems, climate resilience and digital connectivity. 'Stop start' engineering and disconnected projects drive up costs, create uncertainty, damage business confidence and jeopardise investment. For example, road and rail strategies should be interconnected to identify high demand routes and connect supply chains. New infrastructure projects should be facilitated and enabled by a slick, supportive planning system and incorporate climate resilience in their design. Having a clear, connected strategy will give business leaders, whether local, national or international, confidence in the ability of the UK to deliver on an infrastructure vision for the future.



Wider and deeper devolution

Local government is best able to identify the transport needs of communities and how to direct funding. In England, mayoral devolution in areas like Greater Manchester has proved successful in tackling local infrastructure challenges with ambition. A good example is the Bee Network, the city's integrated transport network of bus, tram, cycling and walking routes.

Therefore, the 2024 Devolution White Paper is a welcome step in the right direction to ensuring that local voices have a critical influence on how local infrastructure is designed, prioritised and implemented.

Central government has provided a strategy that devolved powers can take a lead from. If implemented properly, meaningful decision-making powers can be transferred to local government to maximise the economic potential of oft-forgotten regions. This frees up central government capacity to complete national infrastructure projects by distributing funding to the right levels and trusting local communities to take the lead.

RECOMMENDATIONS

- 1. Government should fully implement the English Devolution White Paper recommendations, further devolving powers to ensure decisions on local infrastructure and transport are decided at a local level with appropriate levels of funding support.**
- 2. Empower local governments in England to respond to the transport needs of their communities, by encouraging local business input in the issues that matter for them, their employees and customers.**
- 3. A national strategy for devolved infrastructure planning should encourage and enable local authorities to support cross-boundary schemes that benefit communities across regions.**

Independent scrutiny

To further increase business confidence, government infrastructure plans must be scrutinised by a truly independent body. BCC welcomed the government's announcement of a new National Infrastructure and Service Transformation Authority (NISTA), to combine the functions of the National Infrastructure Commission (NIC) and the Infrastructure and Projects Authority (IPA). The government must be held accountable to delivering on its pledges for the future of the nation's infrastructure, to stimulate growth and avoid drastic policy U-turns as seen with HS2. A credible independent body could also end the politicisation of infrastructure policy making, increasing stability and consensus.

RECOMMENDATIONS

Ensure NISTA is fully operational by Spring 2025 with greater powers to independently scrutinise government strategy. For instance, the body could be a statutory consultee for major infrastructure decisions, with powers to call for government to rethink or re-examine its approach in light of NISTA's long term infrastructure proposals.

Skilled workforce

Infrastructure projects cannot be delivered without a skilled workforce, and infrastructure is key to linking employers with skilled employees. The current skills gaps in the labour market represent a barrier to delivering new infrastructure projects and maintaining or improving existing services. In May 2024, 62% of businesses we surveyed reported skills shortages, rising to 74% for the manufacturing sector, with engineering, construction and skilled trades among the most common occupations cited as supply not meeting demandⁱ.

Preparing young people for the world of work – and upskilling and retraining the adult workforce for in-demand jobs – is a joint responsibility between business, government and the education and skills system. As well as maintaining a stable and coherent skills system, the government should do more to promote an increase in the level of technical skills and apprenticeships in the workforce. BCC welcomes the intention to transform the Apprenticeship Levy into a Growth and Skills Levy. Skills England should work in partnership with employers to identify the training eligible for Levy funding. Apprenticeships should remain available from Level 2 to Level 7, according to business needs.

Business must also play its part in supporting careers activity and providing industry placements and work experience. In England, business-led Local Skills Improvement Plans (LSIPs) should become an integral part of our long-term skills strategy to ensure we have the skills to deliver infrastructure in our local economies. Full detail of our recommendations to government in this area can be found in the British Chambers of Commerce report *Boosting Skills: Journey through Education and Work*.

RECOMMENDATIONS

Confirm long-term funding for LSIPs led by Employer Representative Bodies (ERBs) in joint ownership with local authorities



Planning

Delay, complexity and uncertainty in the planning system creates barriers to infrastructure delivery at a local and national level. Once the system in all parts of the UK has been reformed, there should be an extended period of stability - together with better skills and resources for local planning authorities - to enable businesses to invest. The BCC has published detailed recommendations for reform of the planning system, as set out in our 'Planning For Business 2023 and Beyond' report.

The announcement of the updated National Planning Policy Framework (NPPF) was a good step forward. Removing blockers to development and speeding up the planning process will help to boost investment, opportunities and growth.

We need to build more good quality homes, where people want to live, and connect these to employment sites with the right supporting infrastructure. In tandem with this, the government also needs to plan better for business land use.

But none of this should be viewed in isolation. We need integrated plans that allow firms to grow in the right locations so they can meet net zero goals and improve efficiency. A lack of skilled resource in local authority planning departments is leading to delay, inconsistency and a poor-quality planning service. This hinders infrastructure development, jeopardises business investment and damages economic growth. Resolving this issue is a major priority for business, and they are ready to be part of the solution.

Therefore, the BCC is convening industry to develop a UK-wide, private sector funded programme to help boost planning skills and capacity in local planning authorities. We will fund 100 individuals to take planning qualifications and to work in local authorities. We will also fund existing council planning staff to upskill to better meet the needs of the economy.

We welcomed the previous government's commitment to match industry-led funding of £3 million for planning capacity and resourcing in the next Spending Review period. We urge the current government to recognise this business investment, and support the programme, by ensuring that local planning authorities have the funding to employ the planning graduates for two years post qualification.

We can't afford more dithering and delay. A clear timetable is needed for implementation and more skilled planners to deliver it at pace. Business wants to help, and our private sector-led planning skills fund will train new planners to work in councils over the next few years.

RECOMMENDATIONS

The government should recommit to match BCC's private sector fund to enable local planning authorities to employ the planning graduates and mid-level skilled planning staff who have been supported by the fund for at least two years post qualification.

TRANSPORT

Road

Our road network is not fit for purpose. Congestion causes delays for the movement of freight and people, increases air and noise pollution and damages health. Yet up to 85% of passenger and freight kilometres are made via cars and lorries, making our roads vital for economic activity. Government should consider methods to incentivise modal shift to reduce congestion and emissions whilst recognising the ongoing importance of road transport to businesses.

BCC survey data reveals that 66% of businesses feel their views are taken into account 'not very much' or 'not at all' regarding local infrastructure decisions, rising to 81% concerning national infrastructure decisionsⁱⁱ.

Air quality and congestion should be addressed through balanced and considered measures. These measures should not leave local businesses to bear the brunt of costs, and must ensure continued access to skilled people, customers and markets.

RECOMMENDATIONS

- 1. To increase transport capacity for freight and passengers, the government must identify and commit funding to enhancing areas which will experience higher future demand. However, in order to meet our legally binding net-zero targets and encourage modal shift, this should be tied to demand management schemes. The government must consult local businesses and business representative organisations to mitigate the impact and cost of reducing congestion and emissions, without harming economic activity.**
- 2. In some cases, there will be no plausible alternative to road transport, especially in very rural areas and 'first and last mile' logistics. Therefore, the government must prioritise road network connectivity to ports and rail terminals to mitigate for and increase the efficiency of unavoidable freight use of roads.**
- 3. To unlock growth potential, provide vital new capacity across the East and South East of England, and avoid further cost increases through delays the government must swiftly award the Development Consent Order for the Lower Thames Crossing.**



Rail

It has long been understood that our Victorian railways can no longer cope with the demands placed on them in the 21st century. Businesses report that unreliability and high fares are a barrier to work for many people, while a lack of capacity delays freight movement and limits growth. For example, each train operating with the full capacity of HS2, would have had the potential to take up to 129 lorries from the road; the curtailment of this project is a lost opportunity to build a low-carbon freight transport system.

Rural areas are especially underserved; our research found that over half (58%) of SMEs in rural areas do not believe their area has reliable and well-connected

trains, compared with just 39% in urban areas. Rail network deficiencies are also impacting SMEs based in business, retail or industrial parks, half (51%) of which are not satisfied with this provisionⁱⁱⁱ.

The recent roll back of large infrastructure projects has knocked business confidence. Therefore, to support growth and attract long-term investment, the government must commit to, and deliver on, boosting rail connectivity and capacity in all parts of the UK. Private investment will be crucial to the future of our national infrastructure and businesses want to support and facilitate the delivery of future projects.

RECOMMENDATIONS

- 1. The cancellation of HS2 represents a significant loss of potential freight and passenger capacity. The government should retain the land safeguarded for rail projects to allow for future projects in the appropriate economic conditions. Similarly, the government should ensure swift delivery of tunnelling between Old Oak Common and Euston, to ensure the future viability of the HS2 project.**
- 2. Government must learn lessons from the HS2 project and restore lost capacity through a positive and ambitious plan to create new rail routes east to west, north to south and better connectivity for our cities and rural communities. The Government should commit to, and release funding for, network capacity enhancements including Ely and Haughley Junction, Northern Powerhouse Rail, and the Western and Southern Rail Links to Heathrow.**
- 3. Government should fully electrify the rail network. This should incorporate lesser used lines via discontinuous electrification, whereby trains carrying batteries are recharged throughout the day when on electrified sections of track or at terminals.**
- 4. Increase freight access to the rail network at ports, airports and from the road network and combine this with a positive agenda to incentivise freight modal shift. This is key to lowering congestion and emissions on the road.**
- 5. Accelerate the roll out of flexible rail fares and integrated ticketing and payment systems across the country. This will help reduce regional disparities and encourage passenger use of local public transport networks by reflecting modern, flexible working practices.**
- 6. Review and relax the constraints on private sector investment to enable national public-private transport schemes.**

Buses

BCC's Business Outlook Survey found just 38% of businesses surveyed agreed that they had reliable and well-connected buses or trams in their local area^{iv}. This number falls significantly in rural areas, requiring many job seekers to have access to a car to get to work. This is a barrier to work and social mobility for many young people, limiting take-up of schemes like apprenticeships, and therefore delaying upskilling and growth. Increased bus travel has the potential to dramatically lower greenhouse gas emissions as well as congestion, improving air quality and helping the UK to achieve our legally binding net zero target.

Bus transport can be a sustainable, low-cost form of transportation for the public. There are strong links between a lack of access to transport and social deprivation, as access to employment and opportunities are limited for those without a car. Well-connected bus routes provide opportunities for economically inactive people to get into work and allow employers access to a broader and more diverse talent pool. Tailored bus routes and timetables should be available to provide reliable access to business parks and commercial centres, for example to accommodate shift patterns.

Buses form an important component of 'first and last mile' transport, so it's important that local government policy is guided by a central government strategy of 'joining up' bus, tram, rail and road travel to enable efficient journeys and flexible, integrated ticketing.

The Better Buses Bill has the potential to improve bus services according to the needs of local communities. However, private companies will play an important role in the delivery of bus services. Government should provide appropriate funding so that local authorities have the resource and expertise to transform their bus networks in partnership with businesses.

RECOMMENDATIONS

- 1. To encourage long-term planning and the transition to net-zero buses, we are calling on the government to commit to continuing BSIP+ (Bus Service Improvement Plan+) funding support in England in the upcoming comprehensive spending review.**
- 2. Government should incentivise the nationwide roll out of electric buses by incentivising a transition to battery electric buses when current GHG emitting stock is retired and supporting local authorities and service providers to install fast charging at bus terminals.**
- 3. The government must commit to extending the £3.00 bus fare cap in England beyond December 2025 to boost use, encourage modal shift and and keep the cost of regional services within fair range of those in London.**

Aviation

Aviation is a pivotal industry in facilitating global trade and attracting international investment to the UK. London is the largest aviation hub in the world with many other significant airports around the UK. As passenger numbers grow in the post-pandemic period, increasing capacity in our aviation sector should be a priority for government. Increased capacity is needed to keep the UK at the forefront of global trade and travel, providing this can be done in a way that is both financially and environmentally sustainable, and avoids unnecessary burdens on consumers and airlines.

The BCC welcomes the government's commitment to Sustainable Aviation Fuel (SAF) production, which is vital to supporting a greener aviation industry in the UK. SAF production has the potential to be a success story for UK businesses who have strong technical capability in this area. The UK aviation sector led the way in developing business-led adoption of SAF and called for the government to introduce legal requirements for sustainable fuel to be blended into aviation fuel. BCC strongly welcomes that the SAF Mandate has now come into force, starting at 2% of total UK jet fuel demand, and will increase on a linear basis to 10% by 2030; the challenge now is to accelerate the UK SAF industry to increase availability of SAF.

RECOMMENDATIONS

- 1. BCC supports a third runway at Heathrow, Gatwick's Northern Runway Project and Luton's expansion of terminal capacity. This should be done in a way that is both financially and environmentally sustainable, and avoids unnecessary burdens on consumers and airlines. The government should also work to help facilitate opportunities to expand airports outside of London to increase capacity and unlock growth in regions across the UK.**
- 2. Aviation must form part of the government's wider long-term transport strategy and be supported as an enabler of the Industrial Strategy. Airports must be well-connected to all parts of the country via road and rail to maximise freight capacity and efficiency, supporting British exports. Rail connections such as the Southern and Western Rail Links to Heathrow should be delivered swiftly via private or public financing to provide sustainable access for passengers and freight, minimising the environment impact of aviation.**
- 3. Getting the price mechanism for the SAF Mandate right is vital for the aviation industry. The government must continue to work closely with industry as a revenue certainty mechanism is developed.**





DIGITAL INFRASTRUCTURE

Connectivity

Strong digital infrastructure is vital for investment and economic growth. The BCC welcomes the government's commitment in the Autumn Budget 2024 to invest over £500 million to drive the rollout of digital infrastructure to underserved parts of the UK. To ensure that this rollout is sustainable for the future, the government should take steps to support the development of digital skills, deliver on plans to protect the management of underground infrastructure, monitor the fibre broadband market, and roll out the "flexi-permits" system to a wider area.

The BCC welcomes the government's commitment to developing a National Underground Asset Register to help give planners instant access to reliable data through a digital map of underground pipes and cables. This will help to reduce accidental damage caused by unknown buried infrastructure and improve efficiency for those who currently have to wait to receive information on underground assets.

More widely, digital connectivity across the UK is patchy and 5G infrastructure is struggling to keep pace, preventing users from being able to fully reap the benefits of this technology. The UK needs to have a leading role in 5G and 6G research and development, ensure that it has the network and planning infrastructure to benefit from this, and harness the role of local authorities to help drive the transition. The rollout of 5G across the UK has so far been too slow, leaving businesses in rural areas in particular at a disadvantage.

RECOMMENDATIONS

- 1. The government should take steps to reduce the persistent geographical disparities found in the rollout of gigabit broadband, and ensure that Project Gigabit has a clear strategy for hard-to-reach communities, including tackling affordability issues.**
- 2. Network infrastructure should be strengthened through a pro-investment policy framework, supported by a planning regime that unlocks the UK's 5G ambitions.**



CASE STUDY | REGIONAL BROADBAND CONNECTIVITY

The results of a Suffolk Chamber of Commerce survey into businesses' experiences of broadband and mobile services in the county indicates a growing awareness of the importance of fifth generation (5G) mobile technology, as well as concerns about current infrastructure on their day-to-day operations - especially in market towns and rural areas.

THE KEY FACTS ACROSS THE TWO SURVEYS ARE

- A slight increase in businesses recognising and/or trying to utilise the potential of 5G - but the overall figure remains under 50%
- A spike in companies saying that 5G is important in growing their businesses (32% to 44%)
- The biggest prospective benefit of 5G continues to be improving production efficiency (24% to 34%) with a fall in those unsure how it might help (18% - 9%)

COMMENTS IN THE SURVEY INCLUDED

“Still waiting for 5G and fibre to the building. In a rural area we have weak infrastructure and are at the bottom of the list”

“There is too much variance in the quality of communications in Suffolk. Not only does it increase our costs, but we are, by default, less efficient”

Cyber Security

Recent cyber-attacks targeting key organisations and services have highlighted the scale of the cyber threat facing the UK and businesses of all sizes. Confidence in the cyber security of our digital infrastructure is vital for investment and growth in the UK. The BCC's recent Cyber Resilience Report has examined the scale of the threat facing the UK and assessed recent steps taken by the government to address the risk that cyber threats pose to both the country and the business community. The report includes a series of recommendations to strengthen engagement from the business community with cyber security.

EV charging

Businesses are facing rising cost pressures and cannot afford the challenge that climate crisis poses to our infrastructure. This is especially true in rural and coastal communities. 38% of firms surveyed in February 2023 stated they had 'no plans to use' electric vehicles in the future.

There is a significant geographical divide on EV charging points – with research suggesting just one publicly available charge point for every ten miles in rural parts of England, compared to one for every three-quarters of a mile in London and one for every 4.5 miles in other major cities and towns'.

RECOMMENDATIONS

- 1. Significant improvements to charging infrastructure must be made to increase confidence in electric vehicles and encourage private sector buy-in to the transition to net zero.**
- 2. Many drivers in flats or terraced housing will not have access to charging infrastructure. Businesses would welcome incentives to support the installation of charging points at workplaces to help address this barrier and play a key role in the green infrastructure of the future.**

Energy

National grid capacity and the future of renewable energy in the UK are key components of the country's infrastructure future. The BCC has published detailed recommendations to government regarding UK energy, outlined in our energy manifesto, summarised below.

The UK's long-term approach to energy policy is vital to provide business with confidence in the continuity of their power supplies, future price stability and the viability of sustainable transport networks. It is also important to set the UK on a path to enhanced energy security, with the aspiration of achieving full energy independence.

Business must be a key partner in the formation and delivery of UK energy policy, which needs to be as simple and as joined up as possible for businesses to:

- a. engage in policy development and assessment of impact
- b. access support
- c. engage in supply chain opportunities

Chambers of Commerce are an agent of delivery through supply chain development, advice and facilitating innovation around new technology. Chambers can support policy development and impact assessment through business engagement and research.

Climate resilience

The climate crisis is an existential challenge for the UK and the world. Businesses want to play their part in achieving net-zero but must also be supported where they are at risk of climate disasters. We have already seen businesses destroyed as a result of disastrous flooding, while Victorian transport infrastructure buckles under extreme temperatures. Firms are looking to government to provide guidance and protect the future of our infrastructure so that the effects of climate change on the economy can not only be mitigated but provide opportunities for growth.

RECOMMENDATIONS

- 1. Engineering standards must be updated so that all new infrastructure projects include resilience to climate change in their design.**
- 2. Survey data suggests that many businesses do not perceive a risk from surface water flooding or drought in the future. The government should roll out an education and awareness campaign to get businesses climate-ready and identify the support they will need from the government to mitigate their present and future environmental risk.**



CONCLUSION

Physical and digital infrastructure are critical drivers of the UK economy, boosting opportunity, wealth and capacity. In the current fiscal environment, major infrastructure projects have never been more relevant and necessary. A new infrastructure revolution is required.

A lack of urgency and indecisiveness around UK infrastructure has prevailed for far too long. We must act now. Our international competitors are not standing still. To avoid being left behind and ensure we unlock economic potential, we need to accelerate our infrastructure projects. The government must streamline planning processes while maintaining appropriate oversight, and create stable policy frameworks that encourage private investment.

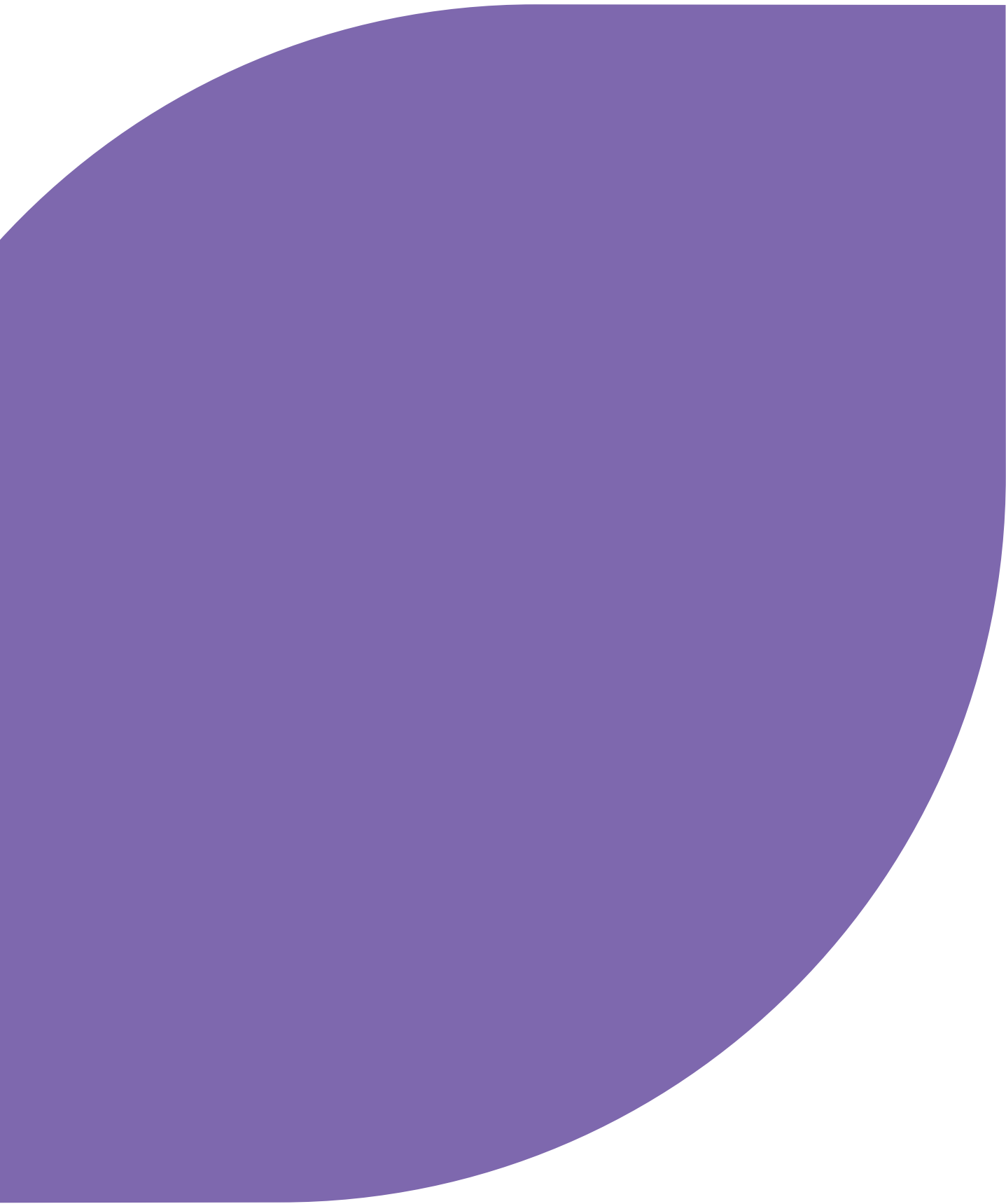
The business case is clear: strategic infrastructure investment is not an expense — it's a downpayment on our collective future. By committing to these projects, we can create jobs, boost productivity, and build a more prosperous Britain. There is no time to waste.



APPENDIX

- i. BCC Workforce Survey, 2024
- ii. British Chambers of Commerce (2019), Infrastructure Survey
- iii. British Chambers of Commerce (2023), How SMEs view their local economy
- iv. British Chambers of Commerce (2023), Business Outlook Survey
- v. CCN Analysis (2023), Electric Vehicle Infrastructure: Analysing the challenges in powering England's plug-in vehicle revolution, <https://www.countycouncilsnetwork.org.uk/new-data-reveals-that-there-is-just-one-electric-vehicle-charger-for-every-ten-miles-in-englands-county-and-rural-areas/>





British
Chambers of
Commerce
**LOCAL ECONOMY
OF THE FUTURE**

British Chambers of Commerce | 65 Petty France, London, SW1H 9EU
britishchambers.org.uk | [@britishchambers](https://twitter.com/britishchambers) | 020 7654 5800

British Chambers of Commerce is a Company Limited by Guarantee, registered in England and Wales No. 9635.
Designed by iloveclive.co.uk