

The United Kingdom's Infrastructure Strategy 2025–2035: What You Need to Know

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Government Ministers announced, in June 2025, a significant commitment to improving the United Kingdom's infrastructure over the next decade. This will be pursued by way of a national infrastructure strategy, a long-requested development within the construction industry. Although discussion has largely lived within specialist circles, wider public attention has followed the headline point that there will, over the next decade, be substantial investment in existing schools, hospitals, courts and prisons as part of this strategy.

Predictions in this realm are more art than science; accordingly, it is premature to dwell in detail on how the initiative will influence disputes within the construction industry. Obviously, a significant level of expenditure across complex projects, which might not otherwise have proceeded, or not at this scale and scope, may bear upon the nature and frequency of disputes.

Any such pattern will become clearer in the coming years. 4–5 Gray's Inn's Construction & Energy Group will revisit this area with additional commentary as and when necessary. What follows is, by necessity, a summary of an ambitious, wide-ranging plan that embraces the many fields gathered under the banner of "infrastructure."

It was announced that £6bn a year will go to repairing hospitals in England, £3bn to fixing and upgrading schools and colleges in England, and £600m to courts and prisons in England and Wales. The funding will, inter alia, permit building improvements including the removal of deteriorating reinforced autoclaved aerated concrete (RAAC) in hospitals and the strengthening of safety and security in prisons.

A thread running through the scheme is the insistence that public money be spent effectively and efficiently. The strategy is intended to mark a new approach to how projects are planned and delivered, and it includes £1bn for maintenance on key transport infrastructure, such as existing bridges, flyovers and crossings.

Rachel Reeves, the Chancellor of the Exchequer, put it plainly: *"Infrastructure is crucial to unlocking growth across the country, but for too long investment has been squeezed. Crumbling public buildings are a sign of the decay that has seeped into our everyday lives because of a total failure to plan and invest. We're not just fixing buildings – we're enhancing public services, improving lives and creating the conditions for sustainable economic growth in communities throughout the UK."*

In addition to the areas already mentioned, the planned investments over the next decade include the largest flooding programme in UK history, with an allocation of just under £8bn. This will support measures such as high-performance flood barriers and nature-based solutions like wetland restoration to deliver long-term protection against what is now regarded as an increased risk of flooding in future years.

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The National Infrastructure and Service Transformation Authority (NISTA), established in 2025 to support this strategy, will—working with partners across government and industry—drive implementation. As one would expect with an initiative of this scope, NISTA will periodically review progress and will work with the devolved governments in Wales, Scotland and Northern Ireland to ensure that infrastructure policy across the United Kingdom is joined up, with effective and efficient planning and delivery.

As already noted, what has been announced will be subject to review. Unforeseen domestic and international economic and political developments may bear upon future revision or execution of this ten-year infrastructure strategy. Where the strategy overlaps with a period beyond the present government's term, a later administration may take a different view on aspects of what was set out in June. The full report can be accessed as [CP 1344 – “UK Infrastructure: A 10-Year Strategy.”](#)

A fuller understanding of the evolving infrastructure road map will emerge when the online infrastructure pipeline is released. The government will launch this infrastructure-pipeline digital portal later this month (July 2025), giving details of public projects for the next ten years.

The portal will contain data on project timelines, size, funding status, location and procurement routes. It will include publicly funded and financed infrastructure projects alongside projects led by regulated and private-sector infrastructure providers, covering schemes from early development through to construction. It will be instructive to follow the implementation of the plan, and any amendments to it, over the coming years.

Inter alia, if the plan's goal of bringing forward a new approach to mega projects succeeds, at least in part, that will be widely welcomed. Cost and temporal difficulties associated with projects of this type, such as the high-speed railway widely referred to as HS2, have been well reported in recent times.

Members of 4-5 Gray's Inn Square Construction group are ready to take instructions, providing advocacy and advisory support in construction disputes. 4-5 Gray's Inn Square Construction Group Members represent clients in all aspects of domestic Construction and Engineering disputes in Technology and Construction Courts, as well as the County Court. Members of the group can advise on an urgent basis and to an agreed timeline. There are 14 members of the Group, including 4 silks, allowing for wide coverage of clients' needs. Members of the team are also appointed as Adjudicators, Arbitrators and Mediators. Queries as to the professional availability of members of the group can be directed to Stephen Somerville, on +44 (0)20 7404 5252 or by email to clerks@4-5.co.uk.