Wednesday 15th February 2017

Local Authority Highways Maintenance: Delivering Cost-Effective Improvements

Follow us on Twitter  @WestminBriefing
Chair: Steve Gooding
Director, RAC Foundation
Steve Berry OBE
Head of Highways Maintenance, Light Rail and Cableways Branch, Local Transport Directorate, Department for Transport
Current Position
Local Highway Infrastructure Important to Government

• Local highways maintenance was identified in the SR15 as a priority.

• Authorities starting to adopt Asset Management Principles.
Local Highways Maintenance Funding

• Between 2016 – 2021, UK Government is making over £7 billion of capital funding available for local highways maintenance and improving local networks.

• This includes £578 million of this amount has been set aside to incentivise local authorities to carry out cost effective improvements and have an up to date asset management strategy.

• And £250 million through the Pothole Action Fund between 2016 and 2021.

• As well as an additional £1.1 billion being announced through Autumn Statement in November 2016.
Looking Ahead
Local Highways – Going Forward

- Outcome of Rees Jeffreys Road Fund ‘Major Roads for the Future’ study - **October 2016**.
- Updated Code of Practice for Well Managed Infrastructure – **end October 2016** - includes new Risk Based Approach to be introduced by October 2018.
- HMEP Transferred to Sector – **Autumn 2016**
- Highways Maintenance Challenge Fund Round 2 – **Further Details to Follow**
- National Productivity Investment Fund (includes Safer Roads Fund) – **Further Details to Follow**
- Highways Maintenance Self-Assessment – **Analysing Results**
- Key Route Networks and Combined Authorities – **ongoing**
- Resilience – DfT Research on local highway infrastructure arising from the National Flood Resilience Review – **ongoing**
- Whole Government Accounts – **Are we Ready?**
- Pothole Action Fund – Ongoing
- Innovation and Technology – **What is Next?**
The **UK Climate Change Risk Assessment 2017 Evidence Report** published July 2016 provides comprehensive analysis of the risks and opportunities posed by climate change to the UK.

The 2000-page report, which provides advice to Government, covers the following areas:

- Natural environment and natural assets
- Infrastructure
- People and the built environment
- Business and industry
- International dimensions


Moving Britain Ahead

UK Climate Change Risk Assessment 2017 - continued

**FLOODING AND EROSION**

More infrastructure assets will be at high risk of flooding due to heavier rainfall and rising sea levels.

**HIGHER TEMPERATURE EXTREMES**

Railways, roads, telecommunication and electricity networks will be more vulnerable to heat extremes.

**INFRASTRUCTION NETWORKS RELY ON EACH OTHER...**

As weather extremes increase, heavier rainfall could cause more rail embankment failures.

**HEAVIER RAINFALL**

**...SO DISRUPTIONS TO ONE HAVE AN IMPACT ON OTHERS**

More powerful storms could increase disruption to transport networks and overhead power and communication cables.

**STRONGER WINDS**

National Flood Resilience Review 2016

Review of how we assess flood risk, reduce the likelihood of flooding, and make the country as resilient as possible to flooding.


This review has looked at how we:

• understand the risks of river and coastal flooding from extreme weather over the next 10 years

• assess the resilience of key local infrastructure (such as energy, water, transport and communications), and identify ways to protect it better

• improve how we respond to flood incidents, including through new temporary flood defences.
Work that Department for Transport is undertaking as part of the National Flood Resilience Review:

• We will continue to improve our knowledge of infrastructure resilience. Following this winter’s storms and floods, the Department for Transport has commissioned research to identify communities which are at risk of becoming isolated due to a severe flood event (i.e. one making all access roads impassable) and will share its research with Local Highways Authorities to ensure that the communities identified are prioritised for temporary and permanent flood resilience measures.

• As a first step to tackle the challenge of assessing interdependencies, the Department for Transport and the utilities will work together to identify those bridges which are a single point of failure for other infrastructure operators (for example by carrying telephone or power cables) and could be at risk in a severe flood event, so that sectors can develop mitigating actions to protect services.
What is this project?

• The prime purpose of the proposed work is to conduct a detailed analysis of inherent points of potential failure associated with the English local road network and its associated assets such as; Bridges, Road/Rail (excluding London) to determine the risk profile of each primary and alternative routes.

• The analysis is to provide the information needed to help produce robust contingency plans needed to mitigate full range of risk factors that may at some time effect the highways that provide vital links between communities, civic centres, industry and business.

• The work will also assess the likely impact on a comprehensive list of organisations (as determined with Department for Transport), across multiple sectors, that could be impacted by a failure in viability the road. Particularly if points of failure to the resilient network would impede significant traffic loads to and from their associated location.
What’s Further Ahead?
Innovation & Technology in Local Highways – next big thing?

February 2017
“I also believe the time is ripe for us to make more use of new technology to support highway maintenance.”

“Right across the transport sector, new technology and ways of working are transforming how we get things done. It’s a great opportunity for highways maintenance.

“This is the right time for us all to shift our thinking as a sector.”

Andrew Jones, Minister for Roads, May 2016
Embracing Technology to Help Maintain Roads
“Pothole-Spotter is a combination of advanced and well tested technologies as well as advanced data analytics techniques that will help to identify existing potholes and developing problems.

Over time this will enable councils to better predict how and when potholes are created. Creating a proactive service delivery environment.
What does it mean going forward?
David Whitton
Member, Engineering Panel, ADEPT
& Head of Highways, Capital Development & Waste Management, Devon County Council
Local Authority Highways Maintenance.

15th February, 2017

Delivering Cost-Effective Improvements

David Whitton - Chief Officer, Highways, Infrastructure Development & Waste, Devon County Council
• DfT Incentive Fund Allocations
• Balancing public expectations with financial limitations
• Leadership and commitment in LA’s: Priorities
• Doing More with less: Identifying opportunities for cost efficiency
• Establishing a resilient Networks
Funding

Revenue

Capital

Asset Management Principles: Needs £60m Carriageways.
Funding

2.3 Comparing expenditure

The most prominent feature that comes to light when planned expenditure for the SRN and for local roads are compared is the contrast between the 67% increase in capital provision for the SRN for the first Road Investment Strategy period (RIS1) through to 2020/21 on the one hand, and the squeeze on local roads funding on the other (Figure 2.1).

Figure 2.1: Current and forecast capital and revenue expenditure (£m) for the Strategic Road Network and all local roads

The picture on total local roads expenditure, and on the share that goes on LHA 'A' roads (from which the subset of Major Roads will be selected), is complex. Supporting Document 1 attempts a comparison of spend, capital and revenue, between the SRN and LHA 'A' roads; this is summarised in Table 2.1.
Expectations

Devon A Class Road Condition Index (RCI) by Year

- **2007-08**: RCI 69, RED: Plan maintenance soon, AMBER: Plan investigation soon, GREEN: Generally good condition
- **2008-09**: RCI 70, RED: Plan maintenance soon, AMBER: Plan investigation soon, GREEN: Generally good condition
- **2009-10**: RCI 68, RED: Plan maintenance soon, AMBER: Plan investigation soon, GREEN: Generally good condition
- **2010-11**: RCI 70, RED: Plan maintenance soon, AMBER: Plan investigation soon, GREEN: Generally good condition
- **2011-12**: RCI 73, RED: Plan maintenance soon, AMBER: Plan investigation soon, GREEN: Generally good condition
- **2012-13**: RCI 72, RED: Plan maintenance soon, AMBER: Plan investigation soon, GREEN: Generally good condition
- **2013-14**: RCI 73, RED: Plan maintenance soon, AMBER: Plan investigation soon, GREEN: Generally good condition
- **2014-15**: RCI 72, RED: Plan maintenance soon, AMBER: Plan investigation soon, GREEN: Generally good condition
- **2015-16**: RCI 72, RED: Plan maintenance soon, AMBER: Plan investigation soon, GREEN: Generally good condition

ADEPT
Association of Directors of Environment, Economy, Planning & Transport
Expectations

Devon Unclassified Roads Condition Index (RCI) by Year

- **RED**: Plan maintenance soon
- **AMBER**: Plan investigation soon
- **GREEN**: Generally good condition
Expectations
Expectations

*what do you want, the moon on a stick?*
The Leadership Challenge

Organisational structure and our Teams
More for Less...efficiency

Leadership Culture:

Leadership Charter

Together, empowered, ambitious

We are proud of Devon and will work together to empower others. We are ambitious about all our futures and believe we can make a real difference to help people live their lives well. We will create the conditions for success by:

- demonstrating and promoting collective leadership
- respecting our differences in an open, honest and trusting way
- having high expectations of ourselves and everyone
- inspiring and empowering others through our own behaviours
- recognising potential and nurturing talent
- listening, learning and adapting
- being brave, agile and innovative
- celebrating success

#WeAreDevon
More for Less........efficiency

Leadership Culture:

Highway Service Strategy:

- Drive efficiency.
- Manage demand.
- Enable Self-Help.
Collaboration Agreement

For the Procurement of Highways Term Maintenance Contract Provision within Devon and Somerset

BETWEEN

Somerset County Council

AND

Devon County Council

AND

Plymouth City Council

2015
Highway Service Strategy: Efficiency

Supplier Relationships

- Neighbourhood Highway Teams
- Asset Management
- Planning and Programmes
- Works Delivery
- Business & Customer Management Support
- Key Supplier:
  - Fully integrated, ‘One Team ‘
  - Co-location of staff,
  - Payment to incentivise efficiency,
  - Governance focus on driving efficiency.

Specialist Suppliers: Frameworks and Contract
Highway Service Strategy: Efficiency

Efficiency Achievements

- Resurfacing
- Drainage
- Patching
- Surface Dressing

2011/12 to 2014/15

- Resurfacing: 2.6% to 11.3%
- Drainage: 2.6% to 7.4%
- Patching: 2.6% to 4.3%
- Surface Dressing: 2.6% to 3.7%
Highway Service Strategy: Manage Demand

Highways Integrated Management System. (I-Ways)
- Data sets
- Operational tools
- Web interface

Road Users
- Information
- Reporting
- Tracking
- Transactions

Asset Investment
Decision makers
- Inventory
- Condition data
- Transactions
- Project & Programme Delivery

Open data
- Research
- Tools and products
Service Strategy: Manage Demand

Online Reporting: Specific Issues and information

[Image of online reporting system for roads and transport issues]
Highway Service Strategy: Manage Demand
<table>
<thead>
<tr>
<th><strong>Community Self-Help</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>I want to act as a community champion for highways, helping people access information, organising and doing jobs on the highway.</strong></td>
</tr>
<tr>
<td><strong>I have a one off project on the highway that I want to get done.</strong></td>
</tr>
<tr>
<td><strong>I want to help maintain and improve the rights of way network.</strong></td>
</tr>
<tr>
<td><strong>I want to help grit the local roads and footways in the winter in my community so people can get to local facilities and visit neighbours to check on them and offer support.</strong></td>
</tr>
</tbody>
</table>

**Sign up as a Community Road Warden:**
- Do some training for my own safety and for the safety of road users.
- Work with highways to agree what you want to do and when you will do it.
- Explore with Highway what materials or funding is available.
- Feedback to Highway Officers when the work is done so they can update their records.

**Discuss your project with Highway Officers with a view to progressing as a Community Self-Help Project:**
- Scope of work you want to do,
- How you will carry out the works safely and ensuring the safety the travelling public.
- Whether or not Devon Highways can help with funding or a contribution in lieu of funding.

**Contact your Parish Council to see if they have a Parish Paths Partnership Agreement:**
- Join your Parish Group of Volunteers,
- Contact the Public Rights of Way Team in Highways and set up a new Agreement.

**Contact your Parish Council to see if they have a Snow Warden Agreement:**
- Join your Parish Group of Volunteers,
- Contact Highways and set up a new Agreement.
Community Road Warden.

- Monor Pothole repair pilot
  - Suitable product identified
  - Initial demonstration complete
  - Pilot study involving four parishes

Highway Service Strategy; Enabling Self Help.
Summary:
Delivering cost effective improvements in Highways?

- Develop the service right culture:
  - Together
  - Empowered
  - Ambitious
- Develop a memorable Highway Service Strategy as the framework for communications:
  - With the Client Team,
  - With Suppliers,
  - With Stakeholders,
- Make your resources go as far as possible:
  - Following sound Asset Management Principles,
  - Eliminate waste, works and in customer demand,
  - Break the dependency culture: Enable self-help.
- Make the case for equity in funding and more for local roads!
Matthew Lugg OBE
Director of Public Services,
Mouchel & Vice-President, CIHT
Westminster Briefing
15th February 2017

Local Authority Highway Maintenance: Delivering Cost Effective Improvements
Doing More for Less

Matthew Lugg OBE
Director of Public Services for Mouchel
HMEP Advocate
What I’ll Cover

• The impact of HMEP & the incentivised Funding
• The future of HMEP
• The importance of good procurement
As demonstrated by

- 2016 National road condition indicators
- 2016 ALARM Survey results
- HMEP Benefits realisation work
Plan explained how HMEP would:
Deliver 15% savings by 2015 and 30% or more by 2020, transforming delivery so that roads and services are improved
• DfT have gradually withdraw direct support for HMEP
• Handed over to the sector
• HMEP in good shape for making this transition
• New partners now secured
• New delivery model
New Delivery Partners

HMEP
Highways Maintenance Efficiency Programme

NHT
National Highways & Transport Network

Local Government Association

Local Partnerships
The public sector delivery specialists

CIHT
Community and Institution for Highways and Transportation
Incentive Fund beginning to bite!

- Self assessment by authority via a questionnaire
- Three potential bands:

<table>
<thead>
<tr>
<th>Year</th>
<th>Band 1 – Innocent to understanding</th>
<th>Band 2 - Basic to Competent</th>
<th>Band 3 - Proficient to advanced</th>
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</thead>
<tbody>
<tr>
<td>2016/17</td>
<td>90%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>2017/18</td>
<td>60%</td>
<td>90%</td>
<td>100%</td>
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<tr>
<td>2018/19</td>
<td>30%</td>
<td>70%</td>
<td>100%</td>
</tr>
<tr>
<td>2019/20</td>
<td>10%</td>
<td>50%</td>
<td>100%</td>
</tr>
<tr>
<td>2020/21</td>
<td>0%</td>
<td>30%</td>
<td>100%</td>
</tr>
</tbody>
</table>
# The Asset Management Questions

<table>
<thead>
<tr>
<th>Self Assessment Question</th>
<th>UKRLG/HMEP AM Guidance Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Policy &amp; Strategy *</td>
<td>3</td>
</tr>
<tr>
<td>2. Communications *</td>
<td>2</td>
</tr>
<tr>
<td>3. Performance management</td>
<td>4 &amp;13</td>
</tr>
<tr>
<td>4. Asset Data Management</td>
<td>#</td>
</tr>
<tr>
<td>5. Life cycle planning*</td>
<td>6</td>
</tr>
<tr>
<td>6. Leadership &amp; Commitment</td>
<td>8</td>
</tr>
<tr>
<td>7. Competencies and Training</td>
<td>10</td>
</tr>
<tr>
<td>8. Risk Management</td>
<td>11</td>
</tr>
</tbody>
</table>

* Questions that must be at a Level 2 to achieved Band 2
Question 2
A Communication Strategy

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Communications strategy for Highway Asset Management
September 2015
Question 3. Performance Management
Question 6.
Lifecycle Planning

• Lifecycle Planning Toolkit
  – A robust tool, free for all to use
  – Network-level analysis
  – A good starting point – but also a benchmarking tool for those with existing sophisticated tools

• Deterioration Model
  – Carriageways are very challenging to model and account for the majority of maintenance budgets
  – No model or approach currently available
Question 9. Resilient Network
Question 11. Highway Drainage Assets

Guidance for Local Authorities to:

- Give them a better understanding of efficiencies obtainable from using an asset management approach to drainage assets
- Reduce the unit costs of drainage maintenance
- Make better use of their drainage assets
- Provide a standardised approach to managing drainage assets, avoiding unnecessary expenditure on detailed surveys
Question 16. Measuring efficiencies
Use of CQC

Customer

Quality

Cost
Question 18
Supply Chain collaboration

Use of :-

• the HMEP supply chain collaboration toolkit

• the HMEP Client /Provider collaboration highway services

• the HMEP creating the culture to deliver toolkit
Effective highways procurement – The right outcome through good practice
Soft Market Testing

• In advance of the formal process
• Industry days
• Two way
• Site visits
Demonstrating a level playing field

- Must send out the right messages
- Always be prepared to be open to change
Timescales

- Allow at least 2 years lead in time
- Soft market testing
- New dialogue
- TUPE
- 6 months for mobilisation
Resources

- Commercial
- Procurement/legal
- Technical
- Programme management
Workload

• 3 to 5 year programmes of work
• Include capital scheme base work as well maintenance
• Supports supply chain collaboration
Incentivisation

- Reward performance
- Keeps the contract agile
- Avoids flat lining
Alignment of performance measures

- High level indicators should be linked to corporate measures
- Service indicators
- Contract indicators
Use of the HMEP procurement products

- OJEU Guidance
- PQQ Guidance
- ITT Guidance
- Standard contract
- Service information
- Standard specification
- Price List
- Method of measure
Specification

• Initial HMEP Specification released in 2012 with a limited scope containing:
  – Series 500: Drainage and Service Ducts
  – Series 700: Road Pavements General
  – Series 900: Road Pavements – Bituminous Bound Materials
  – Series 1100: Kerbs, Footways and Paved Areas
  – Series 1200: Traffic Signs – Road Markings and Road Studs
  – Series 1300: Road Lighting Columns and Brackets
  – Series 1700: Structural Concrete
  – Series 1800: Structural Steelwork
  – Winter Maintenance Materials

• HMEP Targeted the Series where LHAs had the greatest expenditure as four years ago we needed to make savings
• Intention is to expand the scope of the Specification to enable procurement of a Term Service Contract
  – Additional (missing) Series will be added
  – Alignment to the Form of Contract
  – Alignment to the Price List/Method of Measurement
  – Review and Update the Specification clauses

• It may also lead to an update of the Price List/Method of Measurement, depending on the outcomes agreed
Specification

- Core Series
  - Series 100 Preliminaries
  - Series 150 Traffic Management
  - Series 200 Site Clearance
  - Series 300 Fencing
  - Series 400 Vehicle and Pedestrian Restraints
  - Series 500 Drainage and Service Ducts
  - Series 600 Earthworks
  - Series 700 Pavements
  - Series 1100 Kerbs, Footways and Block Paved Areas
- Series 1200 Traffic Signs and Road Marking
- Series 1700 Structural Concrete
- Series 2000 Waterproofing for Concrete Structures
- Series 2300 Bridge Deck Expansion Joints and Sealing of Gaps
- Series 2400 Brickwork, Blockwork and Stonework
- Series 3000 Landscape and Ecology
- Series 6000 Service Activity - Landscape Maintenance

- Series 6100 Service Activity - Drainage Cleansing
- Series 6200 Service Activity - Sign Cleaning
- Series 6300 Service Activity - Minor Repairs
- Series 7400 Highway Cleaning
- Series 7800 Winter Maintenance
- Series 7900 Emergency Response
- Series 8000 Time Charge
- Series 9000 Restricted Working
- Alternative Series
- Series 700 Pavements
- Series 6800 Service Activity - Winter Maintenance
- Series 7000 Landscape Maintenance
- Series 7100 Drainage Cleansing
- Series 7200 Sign Cleaning
- Series 7300 Minor Repairs
- Optional Series
- Series 1300 Road Lighting Columns and Brackets
- Series 1400 Electrical Work For Road Lighting and Traffic Signs
• HMEP is making a difference
• The Incentivised Funding is a key driver to encourage local authorities to adopt good practice and deliver more for less
• However there is still an overall funding shortfall with an estimated maintenance backlog of between £9 and £12 billion on the local road network which needs to be tackled.
THANK YOU
ANY QUESTIONS
Question Time
Lunch Break

Follow us on Twitter @WestminBriefing
Councillor Lee Jeavons
Deputy Leader, Walsall MBC
& John Roseblade
Group Manager, Highways & Environment, Walsall MBC
Effective Transport and Infrastructure Delivery Through Collaboration
INTRODUCTIONS

Councillor Lee Jeavons
Deputy Leader Walsall Council
Portfolio Holder Regeneration and Transport

John Roseblade
Group Manager – Highways and Environment
BACKGROUND

CPA Audit 2002

‘Worst Road Network in the Country’

‘Walsall has weak strategies around planning and maintaining 90% or 700 kilometres of the Walsall road network”

“Walsall MBC is weak at developing partnerships. Local people are losing out because the council is failing to pull together agencies, which could help improve their quality of life.”

Andrew Foster, Controller of the Audit Commission
Best Value Inspection - 2002
BACKGROUND

Contract

Awarded and commenced in 2009

Large scale transfer of staff and risk

First 2 years traditional Client / Contractor

“Development of a partnership approach”
LEAN REVIEW – POTHOLES

Background

Reactive highways maintenance in Walsall
- Walked safety inspections
- NRSWA inspections

High Failure rate
- 84% of pothole repairs failed within three months

Spending
- £550,000 per annum on pothole repair
- High 3rd party liability claims
LEAN REVIEW – POTHOLEs

“Improve quality of service provision, drive efficiency savings and help shift the culture across the whole team”

“To achieve a free flowing and safe road network”
LEAN REVIEW – POTHOLES

“Right first time”

New vehicles (‘Road Menders’)

Integrated inspection role & staffing restructure

Handheld computers for operatives and inspectors
LEAN REVIEW – POTHOLES

£405k year-on-year savings through the LEAN process

Reduction in 3rd Party Liability Claims

84% to 0% pothole failures

Recognition & Moral

Catalyst for change across the contract

COLLABORATION
• 2 Roadmenders currently each doing on average 30m2 per day (target 25m2)
• Further review of Inspectors roles and road Hierarchies
CONTRACT PLAN

New Management Teams

Shared Focus, Understanding and Trust

Strategic management through agreed Governance

Jointly developed Contract KPIs, Working Groups
(*Quality, Communications, Routine Works & Innovation*)

Excellent safety performance record
QUALITY STANDARDS

Remedials costing T around £30k per annum

Low Public Perception

End to End Process Review

Pictorial demonstration
ROUTINE WORKS

Gulley Emptying

Flood Management

Black Country Route

Line Marking

Sharing road space
Walsall N'hoods @Walsall_nhoods 17 Apr 2014
A terraced street in Birchills with one car in it. It was like the 1960s this morning! 5/6
COMMUNITY ENGAGEMENT

Roadworks Protocol

Engagement through Area Partnerships

Funding Community Initiatives

Considerate Constructors

Investment in Local Economy

Apprentice Schemes
COMMUNITY ENGAGEMENT

Roadworks Protocol

Engagement through Area Partnerships

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Considerate Constructors

Investment in Local Economy

Apprentice Schemes
Additional Benefits

Shared problem solving

Innovation

Low Energy Asphalts
WMHA 20% regional target

Velocity patching
Velocity video
Pothole funding application

Walsall was ranked 16th in the country

Challenge Funding (£40m) through West Midlands ITA
Customer Satisfaction

87% + customer satisfaction

“Throughout the work starting the workforce were brilliant...”

“The groups of men were highly skilled...”

“Very well executed, very happy with the work...”

“Excellent standard of workmanship”
Anita Solanki
Head of Streetworks Policy, Kier Services Utilities & Associate Members Director, NJUG
Anita Solanki
Head of Street Works Policy, Kier
NJUG Associates Director
Focus today: Sharing Good Practice

- Benchmarking & efficiency: Hearing and sharing good practice with other local authorities
- Collaborative working: insight from successful existing regional partnerships
- Balancing public expectations of road maintenance with financial limitations
The Reality

• An unprecedented investment programme that totals *£48 billion over the next 5 years has to be delivered against the forecast of increasing population, thought to rise to 76 million by 2047 in the UK, and a projected 43% increase in traffic.

• This is the challenge that faces us, we must ensure that the programme is delivered to time, budget and with minimum disruption

* ‘National Infrastructure Pipeline factsheet July 2015’ by the DfT, released 2015
Benchmarking & efficiency: Hearing and sharing good practice with other Local Authorities

HAUC(UK) Code of Conduct

The Highway Authorities Utilities Committee (HAUC(UK)) recognises the need to promote self-regulation for road and street works and actively works together with street authorities, highways and roads agencies, utilities, contractors and other key stakeholders to manage and reduce disruption and inconvenience these works may cause to road users, businesses and residents within the UK.

HAUC(UK) promotes active participation at co-ordination meetings focusing on discussing advance planning, joint working and collaborative practices. We also promote working with utilities, authorities and other key stakeholders on the following:

The Bristol Code of Conduct for Street works and Road works

“Helping to keep the City moving” November 2015
Collaborative working: insight from successful existing regional partnerships

Kier Highways England planings

Kier local authorities planings

Recycled binder course for Utilities and high end product for patching/potholes

Roadmender patented pellets mixed with planings
Balancing public expectations of road maintenance with financial limitations

Key NJUG Statistics
In 2015-16 alone, utilities are estimated to have invested more than £1.5 billion in undertaking street works in England and Wales.
• The 1.37 million utility street works accounted for approximately 6.16 million days of road occupation in 2014-15.
Question Time
Chair’s Summary