

Digging down **to** **level up.**

**The role of street
and road works in
upgrading Britain's
infrastructure and
building the future
economy**

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Foreword

Dig down beneath Britain's roads and streets and you'll find a vast network of cables, pipes and ducts.

Hidden from sight, this infrastructure is crucial to our modern way of life. It keeps homes and businesses connected to the utilities they need – including water, wastewater, gas, electricity and broadband.

The initial development of this complex network was an engineering marvel – but keeping it going requires just as much brilliance on the part of engineers and street works operatives.

Many of the cables, pipes and ducts that keep the country connected are now decades old. Over time, pipes develop leaks, electric cables break, and even newer fibre connections can become damaged.

Meanwhile, technological advancements and a collective mission to reach net-zero in Britain means that entire networks need to be upgraded in some cases.

As superfast broadband is rolled-out across the country, telecoms companies are building an entirely new network – virtually from scratch. Increasing demands on the electricity network as more people purchase electric vehicles and install heat pumps in their homes also means electricity companies now expect to install 200,000 to 600,000km of new distribution cabling by 2050.

Most of this work requires excavation of roads and foot paths to access existing cables, pipes and ducts, and install new infrastructure. In simple terms, Britain must dig down to level up.

Hard working street works operatives already dig more than four million holes each year – a number set to grow further in the coming years. Each of these excavations is carefully controlled by policies overseen by local authorities, devolved administrations, and the UK Government.

But this policy framework has become more extensive and complicated over time – coming close to matching the complexity of the underground network of cables, pipes and ducts utilities are responsible for maintaining and upgrading.

It simply cannot be right that as utility companies gear up for the challenge of a century – delivering an infrastructure revolution – policies and procedures designed for occasional maintenance of underground networks, rather than the large-scale overhauls required today should be holding Britain back.

In this report, we set out the near and present opportunity, and the challenges that risk diverting utilities' course.

Far from offering a simple warning, this report represents a call to action for policymakers to unlock the power of the street works sector to help deliver change at a scale and at pace desperately needed to meet Britain's challenges today and tomorrow.

Clive Bairsto

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About Street Works UK

Street Works UK is the UK's only cross-sector trade association representing utilities companies, their contractors, and their suppliers. We work collaboratively with local authorities, devolved governments, and the UK Government, to support the development of street and road works policies that enable our members to deliver crucial infrastructure relied on by homes and businesses across the UK.

Executive Summary

Every household and business in the country is reliant on critical infrastructure provided by utilities.

Most of the physical infrastructure that provides utility services is located underground. This means that maintenance and upgrades often cannot be done without street and road works.

Demands on this infrastructure are growing all the time and as much of it dates back decades, maintenance and repair work is unavoidable.

The dual challenges of upgrading the UK's digital connectivity and transitioning to a net-zero economy in line with the Government's target are also driving demand for street and road works excavations.

The investment in capital and people that is required to carry out these works is considerable. The average collective capital investment of the water, wastewater, gas, electricity and telecoms sectors totals an estimated £14bn each year.

This investment will ultimately provide the UK with better connectivity, cleaner and greener ways to power and heat our homes and workplaces, and enable the roll-out of new zero carbon technologies to power our transport networks and wider economy.

Much of the regulation governing street works has been in place for decades – designed when most pipes and cables were already in the ground.

As utilities face the challenge of upgrading and replacing their networks in shorter time-frames, the limits of our existing regulatory framework are becoming clear. This framework is now in need of fundamental change, moving away from a hole-by-hole approach to permits, and rethinking poorly designed lane rental schemes that add costs and slow delivery of crucial street works projects.

Many utilities continue to struggle with poor access to critical information and functional support, underscoring the need for enhanced collaboration and shared working between utilities and highway authorities.

Finally, delivering works at the scale envisaged by the Government over the next decade is creating a workforce 'crunch point' for the industry. As utilities roll out new networks and improved infrastructure, they are confronting the reality of limited workers to deliver this task, with no clear pathway to recruit at the necessary scale.

With support to meet these challenges, the street works sector can deliver works more quickly and efficiently – reducing congestion, and minimising disruption in communities, whilst reducing overall costs of utility delivery.

THE AVERAGE COLLECTIVE CAPITAL INVESTMENT OF THE WATER, WASTEWATER, GAS, ELECTRICITY AND TELECOMS SECTORS TOTALS AN ESTIMATED:

£14 billion
EACH YEAR



Why we need street works

The importance of utilities

Every household and business in the country is reliant on critical infrastructure provided by utilities. This infrastructure includes pipes, ducts and cables to deliver clean water, wastewater, electricity, gas, and internet connectivity.

These services underpin the UK's economy, and access to them is rightly considered a fundamental right. During the Covid-19 pandemic, increased remote working highlighted the importance of these services, keeping people well-connected and enabling them to work from home or from wherever chosen with robust utility networks of information, energy and water.

Why we need to dig up the road

Most of the physical infrastructure that provides utility services is located underground. This means that maintenance and upgrades often cannot be done without street works. When utility companies upgrade ageing pipes to prevent water leaks or upgrade cables to deliver faster and more reliable internet, roads and pavements must be excavated.

The inevitable result of street works is often disruption for the public, including local residents, road users and pedestrians. Excavation and reinstatement – repairing roads and pavements once work has been completed – is not always a straightforward process and involves necessary risks.

Most communities understand that temporary periods of disruption are necessary for maintaining their access to utilities, but the street works sector is continually investing time and effort to minimise disruption and improve the safety and efficiency of work carried out.

Demands on this infrastructure are growing all the time and as much of it dates back decades, maintenance and repair work is unavoidable. In cases

where infrastructure unexpectedly fails, this means that emergency repairs are also required.

Maintenance and repairs of existing infrastructure is only part of the picture. The dual challenges of upgrading the UK's digital connectivity and transitioning to a net-zero economy in line with the Government's target are also driving demand for street works excavations. Around four million street works excavations are currently required each year across the UK, and this number is set to grow in the coming years.

The telecoms sector is part way through a nationwide programme of connecting every home and business to full-fibre broadband. This has required the telecoms companies to install new infrastructure, much of which is underground, at an unprecedented scale and pace.

Meanwhile, gas infrastructure will also need to be upgraded in the coming years, to allow old pipes to carry cleaner alternative fuels.

Other developments, such as the roll-out of electric vehicles and sustainable heating technologies such as heat pumps will require further infrastructure upgrades in the coming years.

The Government has already set out a target of installing 600,000 heat pumps in homes and businesses across the UK each year by 2028, along with an end to the sale of new petrol and diesel vehicles by 2030. Meeting these targets will require significant improvements to the UK's electricity grid. It is expected that there will be a tripling of peak electricity demand – from 58 GW in 2022 to around 160 GW by 2050.

Ensuring infrastructure is capable of transferring this amount of electricity will inevitably require a large programme of street works. Estimates suggest that 200,000-600,000 km of additional distribution network cabling could be required by 2050 depending on demand – a phenomenal increase of between 25% and 75% on current levels of network cabling in the distribution network. This increase will come in addition to any authority new-build or replacement programmes of the public delivery of road-borne services, such as traffic lights, pedestrianization schemes and street lighting.

The economic and societal impact of our work

Given the scale of these activities, the investment in capital and people that is required to carry out these works is considerable. The average collective capital investment of the water, wastewater, gas, electricity and telecoms sectors totals an estimated £14bn each year. In particular, major works to upgrade the UK's electricity network alone will account for an estimated £4.2bn of investment each year for the next five years.

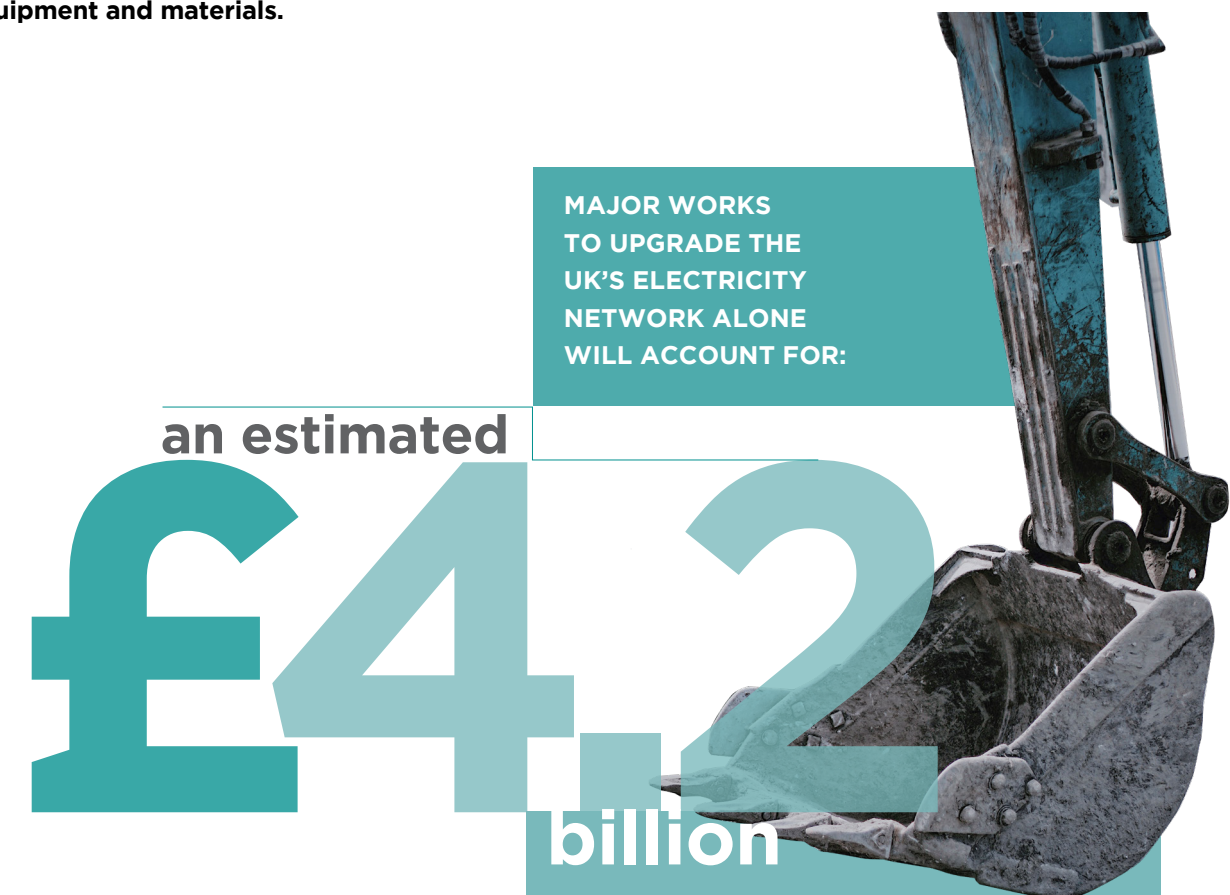
This capital investment is complemented by significant investment in training and innovation across all these sectors. Ultimately, the more efficiently the excavation and reinstatement aspects of street works can be conducted, the more the sector can deliver for communities across the UK.

At Street Works UK, our members are constantly exploring new ways of working and new technologies to make their processes as efficient as possible. We are now seeing firms using virtual reality technology to train their operatives, along with advanced underground mapping tools, and more sustainable and efficient equipment and materials.

This investment will ultimately provide the UK with better connectivity, cleaner and greener ways to power and heat our homes and workplaces, and enable the roll-out of new zero carbon technologies to power our transport networks and wider economy.

The wider contribution of street works is felt across the UK's entire economy. The sector is a crucial enabler for indirect and induced benefits in almost every sector of the economy – with utility infrastructure supporting manufacturing, hospitality, logistics, the creative industries, retail and much more. Resolving barriers that slow down street works and reduce efficiency would leverage significant benefits for the UK's connectivity, sustainability and wider economic performance.

The street works sector also supports the notional value of public and private assets, from the UK's utility networks themselves, to the value of people's homes – typically, homes and businesses that are not connected to utilities such as wastewater, gas or fast broadband are valued lower than homes and businesses with greater connectivity. Estimates show that a lack of connectivity to fast broadband alone can reduce home values by as much as 10%.



What are the barriers to effective works delivery?

Taking a hole-by-hole approach to national delivery

Much of the regulation and the policies governing street works has been in place for decades – designed when most pipes and cables were already in the ground. At the time many regulations were introduced, it would have been difficult to foresee the need for infrastructure upgrades at the scale and pace we are seeing today.

The types of infrastructure needed in the UK are changing. This change is being driven by new possibilities flowing from technological innovation, changing consumer demand and our heightened awareness of the need to protect our environment. This means that for some utilities – such as broadband – entirely new networks are needed to unlock enhanced connectivity. For others, enhanced capacity, improved materials, techniques and the potential to reduce waste and pollution is also driving change.

As utilities face the challenge of upgrading and replacing their networks in shorter time-frames, the limits of our existing regulatory framework are becoming clear.

Utilities are left seeking permits and approvals for each hole they dig, meaning that work programmes for larger utility roll outs can require several near-identical permits to be submitted, creating pressure on utilities themselves and local authorities who must process requests. This approach works for routine maintenance in parts of a community, but is not designed for effective or efficient roll out of new infrastructure across a town or city.

Meanwhile, the roll-out of new lane rental schemes across England and Wales has created further

pressure, with new charges levied on utilities for carrying out essential street works on busy roads at peak times. Whilst the vast majority of planned work to upgrade and maintain utility infrastructure takes place outside peak hours, emergency repairs cannot be planned around demand on the road network in the same way. Pipes burst unexpectedly, electrics develop breaks, and fibre connections get interrupted – even with the very best intentions and care in placement and reinstatement.

This means that utility companies are simply forced to bear additional costs whilst the impact on congestion remains almost negligible, given existing good practice in the sector.

This red tape creates avoidable delays and additional work on all sides. Local authorities can be flooded with permits to work through by a utility seeking to undertake works over a targeted period, whilst utilities are left translating their large-scale plans into small pieces – each of which can be subject to unique requirements. At the same time, lane rental schemes have added costs and created a new burden that now risks becoming a significant drag on infrastructure delivery.

Utilities are being simultaneously pushed by the Government to deliver infrastructure central to the UK's national ambitions at pace, including delivering gigabit capable broadband to 85% of homes by 2025 and vital infrastructure that will help the UK reach net-zero. Without much needed updates to regulation, some communities will be left with older, dirtier, slower and less effective connections for longer than is necessary, undermining the UK's levelling up and economic growth priorities.

This regulatory and policy approach is now in need of fundamental change. A road map to move away from a hole-by-hole approach to permits has already been set out and trialled by Openreach in Sheffield through flexi-permits. These community-wide permits cut administration both for utilities and local authorities, whilst promoting greater co-operation between parties to deliver works on time and minimise disruption to local residents.

Replicating this approach and utilising it to deliver works across the country will turbo-charge

infrastructure delivery and ensure communities across the country can benefit from improved utility connections. The Government must look expeditiously at these trials again and use the findings to create a new framework for national works.

Meanwhile, lane rental schemes – still in their infancy in many parts of the country – can still be reformed, to ensure that they are better designed to meet their goals of reducing congestion without adding undue costs to essential works. In line with the DfT's national guidance, local authorities should urgently review the extent of existing schemes – and plans for new schemes – to ensure that they do not cover more than 5% of their road networks, that they focus on the most traffic sensitive streets, and that they are backed up by clear data.

Stifling collaboration and shared working

As demands on utility companies grow, many companies continue to struggle with limited access to critical information and functional support.

If a utility arrives at a work site without important information about the street, or other infrastructure in the area, they are left blind to safety risks or important local context that shapes site planning.



In practice it can lead to lengthy delays taking necessary steps to adjust plans and undertake onsite assessments to keep works safe. All of this reduces the time available for utilities to deliver increasingly technical works risking delays and overruns that can leave communities congested and frustrated.

These problems highlight the clear role of technology and central sources of information to help utilities make decisions before they arrive on site. Street Manager – a portal for requesting and managing permits – could act as a one stop shop for important information and a powerful tool to help plan works. Whether it is recording potential waste that should be accounted for, explaining local restrictions or acknowledging other works happening in the area, utilities would be better equipped to make decisions before arriving on site.

Street Manager still does not fit this role, and new systems proposed or being consulted on risk creating a more disjointed set of tools for utilities to draw on. The National Underground Asset Register (NUAR) for example has the potential, if assertions are realized, to give utilities up-to-date information on underground pipes and cables in the vicinity of an excavation site. Likewise, proposals for a central register of Temporary Traffic Restriction Orders (TTROs) which were the subject of a recent government consultation would give utilities information on works taking place, as well as events or other factors that may restrict the ability to do works.

These disjointed systems risk losing important functionality for utilities if not built in or integrated in some way with Street Manager. Doing so would unlock powerful benefits in one location for utilities to plan, manage and assess what is needed to deliver effective and non-disruptive works.

of their road networks

SCHEMES SHOULD FOCUS ON THE MOST TRAFFIC SENSITIVE STREETS, AND MUST BE BACKED UP BY CLEAR DATA.

In keeping with the spirit of innovation, steps must be taken to ensure that the roll-out of new tools, processes and technologies does not lead to further administrative burdens for utilities. Street Manager for example is still experiencing issues with data integrity that may lead to erroneous conclusions and add significant additional costs for utilities.

These challenges mean that powerful tools like Street Manager continue to be viewed sceptically by the industry and are therefore unable to work to their full potential.

Meanwhile, utilities themselves have been the source of much innovation in the sector, reducing the time taken to deliver work and making infrastructure delivery more effective. New approaches that recycle materials, avoiding back and forth journeys alongside shared works to avoid multiple excavations in a short space of time have been developed by utilities and would drastically change work delivery if implemented. However, the current legal framework is preventing these innovative methods from being implemented. Even where minor changes can be adopted in the sector to improve efficiency and collaboration, penalties that can be levied and guarantees that must be made by utilities often deter utilities from taking plans forward.

As we arm utilities with more information, we must enable them to make practical planning decisions and then deliver on the ambitions of government and hopes of consumers. If we empower utilities with information on when other works are taking place, we must provide them the ability to act on it easily within the legal framework of street works.

A stretched workforce

Delivering works at the scale envisaged by the Government over the next decade is creating a workforce crunch for the industry. In the energy sector alone, an estimated 400,000 new workers will be required to meet the demands presented by the transition to net-zero by 2050, including thousands of engineers and street works operatives.

As utilities roll out new networks and improved infrastructure, they are confronting the reality of limited workers to deliver this task. The workforce, designed to facilitate routine maintenance and improvements, is now delivering national roll outs of new pipes and cables. More teams are needed to plan, manage and deliver works in all parts of the country.

This is a particular challenge because it cannot be solved immediately. Street works operatives require long-term training and support to be tooled up to deliver infrastructure to maintain high quality of works and ensure they are equipped to handle increasingly complex jobs. Now, with immediate challenges to deliver infrastructure like full fibre broadband and EV charging points quickly, industry is facing the reality of limited staff working across greater numbers of jobs.

This is further exacerbated by the web of requirements and administration that operatives must navigate. Not only do they need to be knowledgeable and able to deliver works, but they must be able to understand how to get works approved, delivered on time, permitted, inspected and a whole array of other requirements.

It is no wonder therefore that the workforce is stretched. Highly competent individuals are pulled between all manner of work and left to oversee people who fit only one of these categories. At worst, as infrastructure delivery needs grow, we are left with a less and less skilled set of people stretched across a higher number of works.

The answers are clear – train more people to a higher standard and bring more people into the industry. However, this is not easy to achieve. It can take years of work to develop a pipeline and skilled and effective talent and this will not happen overnight. As we work to develop a clearer pathway that can facilitate this, we must recognize that the greater burden of administration is weighing down workers. Alleviation, through limitations to changes, rationalization of guidance and empowering Street Manager to help do the heavy lifting can help utilities and mean that the workforce is less stretched and stressed.





5.

The risks if these challenges aren't addressed

Infrastructure delivery slows down

Pressure is building to speed up the delivery of new infrastructure in the UK. The urgency of the climate crisis has driven a rapid wave of technology innovation — changing how we move around our cities, how we generate and deliver energy, how we heat our homes, and much more.

Simultaneously, the Covid-19 pandemic exposed major flaws and limitations in our existing digital infrastructure, highlighting the urgent need for upgrades to deliver nationwide gigabit-capable broadband and 5G mobile coverage.

As with many technological advancements, the value of innovation can only be unlocked through the process of delivery. Communities will only benefit from superfast broadband once new cables are installed across the county, and the EV revolution is wholly dependent on the installation of a new network of charging points that give drivers the confidence to make the switch from fossil fuels.

Rebuilding our economy in the aftermath of the Covid-19 pandemic, and meeting our net-zero targets require innovation in the way we deliver new infrastructure — not just in new technology itself. Frontline workers have consistently told us that the delivery of vital infrastructure upgrades is being held back by administrative and compliance burdens, along with the impact on changing investment decisions.

If we do not address the policy and regulatory pit falls that cause more delay, confusion, conflict and frustration between utilities, we delay the roll out of critical cables, pipes and ducts that bring clear benefits to our economy. The Government has already been forced to pull back from its initial target of reaching full gigabit capable broadband coverage by 2025, and we fear this will get worse for both broadband and EV charging as ambitions meet realities.

Furthermore, meeting the requirements for upgrading the UK's infrastructure upgrades requires significant private investment. By slowing down the delivery of projects, the time frame for returns on investment is also delayed, which could impact investor confidence and the availability of capital to deliver vital works.

Other areas of regulation are also moving in the wrong direction, leading to slower and more costly delivery of infrastructure projects. Expanded rules governing the standards expected when it comes to filling in holes once street works have been completed — SROH (Specification of the Reinstatement of Openings in Highways) — costs large sums for utilities each year, pushing up the cost of the UK's infrastructure revolution. In Scotland, guarantee periods for reinstatement – the period of time during which utility companies delivering street works are responsible for sections of the sections of road they have repaired – are expected to increase. This is already impacting the delivery of street works, adding new costs and slowing down much needed connectivity.

THE ELECTRICITY
NETWORK ALONE
WILL REQUIRE THE
INSTALLATION OF

an estimated

200,000-
600,000km

OF EXTRA
CABLING BY
2050

THIS REPRESENTS A

25%-
75%

INCREASE OF
THE CURRENT
NETWORK.

Workforce under increased strain

Every year, street works operatives excavate more than four million holes. As we have already highlighted, this work is vital for delivering infrastructure upgrades at the heart of a greener, and more connected economy, and demand is continuing to grow.

The electricity network alone will require the installation of an estimated 200,000-600,000km of extra cabling by 2050 – a 25% to 75% increase of the current network.

As demand for new infrastructure delivery grows, and administrative burdens continue to hamper efficiency, the street works sector is under immense pressure.

Utilities are struggling to recruit workers, with no clear pathway to recruit at the necessary scale. Operatives themselves are facing increasing challenges on the ground – with reduced margin for error, cumbersome local regulations forcing a hole-by-hole approach to street works, and a capacity shortage adding to individual workload.

The net outcome of this is an overworked and over stretched workforce that cannot meet the strenuous requirements, ambitious targets or high standards that are set. Proposals that would force utilities to provide weekend updates to start and stop times will force round-the-clock support from street works managers and operatives, increasing pressure on the sector's workforce.

At a time when we should be recruiting more staff, new street works operatives are faced with an increasingly demanding environment despite the best efforts of utility companies to avoid this, deterring many from entering the sector.

Congestion grows on UK roads

As the Government implements its commitments to transform UK towns and cities with 'greener, faster and more efficient transport', the street works sector

has an important role to play in reducing journey times for road users by helping to tackle congestion.

Congestion has continued to grow in recent years, despite major investment and commitments to improve road infrastructure by using space more efficiently and designing intersections to optimise safety and reduce waiting times.

Demand for new infrastructure, and the consequent need for street works to deliver this, risks a worsening of congestion as more works are undertaken. To avoid this, it is key that the street works sector along with local and central Government prioritises better information sharing and collaboration. Street Works UK has long argued that non-collaborative works in towns and cities have a major impact on the time that utilities and local authorities take up the road.

By prioritising better information sharing, the street works sector can help ensure motorists have access to better information to help them to plan journeys more effectively – avoiding peak periods of disruption.

As the green transport revolution continues to take hold – with an increase in the number of bicycles, e-scooters and public transport competing for space on the road, delivering critical infrastructure upgrades through street works in a way that limits congestion is essential whilst also ensuring utilities can continue to access and maintain critical assets such as electricity and broadband cables, and water, wastewater, and gas pipes.

Street Works UK is already exploring creative options to mitigate rising congestion – campaigning for a simplification of administrative burdens to speed up the process of works and allow operatives to conduct work with greater flexibility. In order to meet its infrastructure objectives whilst balancing the risk of congestion, the Government must take a pragmatic approach, working with the street works sector to ensure that utilities can access pipes and cables whilst also ensuring that road users of all kinds, including freight, logistics and commuters, are able to travel with confidence in all regional areas.

6.

Our recommendations for change

As we look to the future of the street works sector, we must constantly strive to embed new ways of working, roll-out new technologies, and equip our people with the skills of tomorrow. We are already mobilising as a sector and published our joint **‘Five-Year Vision for Street and Road Works in the UK’** in 2020, together with the Highway Authorities and Utilities Committee (HAUC (UK)). This comprehensive document set out the five main themes at the heart of the industry’s work:

digitalisation; innovation; skills and workforce; collaboration; environment and decarbonisation. However, the street works sector also needs action from local and central Government. We have clear proposals for change that will support the UK Government’s infrastructure priorities, whilst benefiting communities and street works operatives alike, but we can only achieve this with support from political leaders and policymakers.

Recommendations

1. Street Manager: The technical capability of Street Manager remains limited, and Street Works UK strongly believes all data in Street Manager must be validated and checked for accuracy as a priority. Street Manager has the potential to provide vital insights to utilities and highway authorities. However, further steps must be taken to ensure the platform is capable of effectively capturing the data needed to underpin greater collaboration in the sector.

2. Permit schemes and Lane Rental: We must now prioritise greater standardisation of permit schemes and lane rental schemes to ensure that utilities and local authorities can work together more effectively to deliver the Government’s infrastructure ambitions whilst reducing congestion and avoiding escalating costs for consumers. Street Works UK is strongly committed to the principle of permit and lane rental schemes, to remove and reduce traffic congestion. However, the implementation of schemes has varied significantly across different local authorities, creating barriers to effective collaboration in the sector.

3. Flexi permits: Trials of this approach must be rapidly expanded and followed up with a reconsideration to introduce a national scheme as quickly as possible. The Government’s previous decision not to implement a flexi-permit scheme is disappointing and should be urgently reconsidered. Flexi permits are a simple solution that allows much greater efficiency of large-scale infrastructure rollout with ample safeguards that can be built in to maintain quality and safety of works.

4. SROH: Guarantee periods for SROH should not be extended. Extending these periods would create significant cost and administrative burdens for utilities, hampering their ability to deliver works at the scale and pace required to meet the UK’s infrastructure needs.



Recommendations

Next steps

Beyond these recommendations, the street works sector is already driving innovation and working hard to overcome hurdles that could slow down delivery of infrastructure upgrades and maintenance.

As the volume of street and road works increases, we know that we must continue to improve collaboration between utilities, contractors, local authorities and government – focusing on improving the ability of different organisations to work as partners, prioritising outcomes.

Consistency and uptake must be supplemented by better communication across our sector, and we must take steps to find strong local avenues to share information and promote more flexibility to adopt new schemes and seize opportunities.


Meeting the UK's net-zero targets and identifying other ways to reduce the environmental impact of street works activities is also a core priority for the sector. Our long-term goal is to fully transition to zero-carbon materials, equipment and vehicles.

As a first step, we are working to identify low and zero carbon materials, equipment and vehicles already being trialed by our members. Drawing on insight from our members, we will then develop recommendations on existing Government plans for zero-carbon HGVs, exploring any specific requirements for the street works sector. In addition, we are continuing to take forward work to develop a new protocol on classifying hazardous waste. This will be an important step to ensure that materials can be safely disposed of, mitigating negative impacts on the environment.

Finally, as we continue to embrace new technologies and ways of working in the street works sector, we will need to ensure our workforce is properly trained to be able to safely deliver the volume of works required to a high standard.

The apprenticeship levy is an important mechanism for training new and existing street works operatives in a range of key skill areas. We are working closely with our members to identify opportunities to use the levy more effectively across the sector, and any changes that could further drive uptake.

We are also continuing to further refine our training and accreditation process, having recently developed an updated process to reflect the latest industry practices.



STREET WORKS IS AT THE HEART OF THE UK'S INFRASTRUCTURE REVOLUTION. THE SECTOR IS HIGHLY CAPABLE OF DELIVERING THE INFRASTRUCTURE BRITAIN DESPERATELY NEEDS, BUT GOVERNMENT MUST UNLOCK THE POWER OF THE SECTOR AND WORK COLLABORATIVELY WITH UTILITIES AS PARTNERS.



IF YOU ARE INTERESTED IN JOINING
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