HAUC(UK)
VISION 2030

HAUC UK
HIGHWAY AUTHORITIES & UTILITIES COMMITTEE

Contents

Foreword

by the co-Chairs of HAUC(UK)

The UK's street and road works sector is at a pivotal moment. As we look ahead to 2030, our industry must evolve to meet the growing demands of members of the public, our workforce, and the burgeoning growth in infrastructure. There are high expectations of our industry's delivery of environmental sustainability, all whilst seizing the various opportunities emerging from technological innovation. HAUC(UK), as the very visible combined face of JAG(UK) and Street Works UK, is committed to ensuring that street and road works are not just effective but also responsible, inclusive, and forward-thinking.

This Vision sets out our aspiration for the sector, built on five key pillars:

1. **Environmental sustainability**
2. **Community**
3. **Infrastructure**
4. **Technology, innovation, data and decision making**
5. **Consistency and Collaboration**

Taken together, bold steps in these areas will drive the sector towards a more efficient, greener, and digitally connected future.

Central to this transformation is an assured, supporting and properly resourced HAUC(UK) Committee and Secretariat. We see this underpinned with proper means to unite industry professionals, share best practice, communicate, and ensure that street and road works are carried out with high levels of coordination, consistency, and innovation. By harnessing digital solutions in the street, on site and in offices, we can swiftly improve our communication, streamline processes, and most importantly continue to enhance safety across the sector.

Our industry plays a fundamental role in ensuring that the travelling public can keep moving on our streets, roads and footways. By working together across government, local authorities and utility providers, we should be confident that we can deliver a street and road works sector that is increasingly sustainable, better coordinated and fit for the future. This document paints our aim point for 2030, setting out some of the ambitious yet achievable goals we should, and must, strive for before the end of this decade.

Clive Bairsto
CEO Streetworks UK

Sam Guiver
JAG(UK) Chair

1 April 2025

PILLAR ONE

Environmental sustainability

Minimising environmental impact and promoting sustainable street and road works

By 2030, the street and road works sector should be a leader in environmental responsibility, minimising its carbon footprint, protecting natural habitats, and enhancing biodiversity while ensuring essential infrastructure improvements. As the UK moves towards its respective national Net Zero targets, the industry should take early proactive steps to reduce emissions, waste, and unnecessary disruption to the natural world.

The future of environmentally responsible street and road works depends on three key areas:

> Data-driven environmental planning – leveraging digital records to reduce disruption, improve sustainability, and enhance biodiversity.

> Green innovation in street and road works – adopting low-carbon plant and vehicles, sustainable materials, and both excavation and non-excavation techniques to reduce emissions and waste.

> Biodiversity, noise, and pollution reduction – embedding ecological best practices into reinstatement while reducing pollution from worksites.

By 2030, the industry should integrate these principles into all aspects of street and road works, ensuring that environmental considerations are not just an afterthought but a core pillar of infrastructure planning and delivery. The following sections set out this vision in more detail.

1 Data-driven environmental planning

Effective planning, underpinned by comprehensive environmental data, will be central to ensuring that street and road works are sustainable and minimally disruptive to the natural world. Currently, a lack of connected ecological data within industry systems leads to inefficiencies, unnecessary repeat visits, and inadequate consideration of biodiversity.

By 2030, HAUC(UK) members, by virtue of our digital development work, should have access to a fully digital environmental data system, enabling planners, utility companies, and local authorities to make informed, sustainable decisions. This should include:

> Working with local authorities to compile a central digital register of Tree Preservation Orders (TPOs) and roadside nature reserves to prevent unnecessary damage or removal of protected trees.

> Working with industry to deliver a more comprehensive ecological database, adjacent to our roads, recording plant species, seed types, and wildlife habitats of interest, ensuring infrastructure works protect biodiversity.

> Integration of environmental reinstatement data on platforms like the National Street Gazetteer (NSG) in England and Wales, ensuring records on verge reinstatement, green space preservation, and ecological impact are available to planners.

This approach would reduce unnecessary visits, improve reinstatement quality, and ensure that street and road works actively contribute to environmental betterment rather than just mitigating damage. Street and road works organisations will also be encouraged to conduct and contribute ecological surveys as part of major works projects, enhancing shared environmental knowledge.

NEXT STEPS:

- Look to develop a digital database of TPOs and ecological records.
- Look to expand the NSG to include reinstatement materials and ecology data.
- Encourage major projects to conduct and contribute ecological surveys.

2 Green innovation in street and road works

Reducing the environmental footprint of street and road works will require widespread adoption of greener materials, construction methods, vehicles, and plant. The sector can transition to low-carbon alternatives while minimising unnecessary excavations, which contribute to emissions and material waste. By 2030, the industry should embrace the following innovations where it has not done so already:

Minimising excavations and material waste

> Trenchless technology, such as directional drilling, can reduce unnecessary digging and reinstatement to a significant degree.

Multi-utility trenching should be adopted wherever possible, allowing different infrastructure providers to share a single trench rather than conducting separate excavations.

Recycling and reuse of excavation waste should become standard practice, ensuring that landfill use is minimised, and materials are reintroduced into the supply chain.

Innovative repair methods, such as thermo-recycling tarmac layers, should be scaled up, reducing the need for full-scale excavation and resurfacing.

Low-carbon fleet and equipment

The sector should phase out diesel plant and vehicles in favour of low-carbon alternatives, such as electric or hydrogen-powered machinery.

Further innovation in the traffic management sector is required to optimise sites, such as automated traffic management systems, this could simplify streetworks layouts and replace the need for multiple traffic management vehicles on-site.

Enhancing reinstatement efficiency

Excavation materials should be locally sourced wherever possible to reduce transport emissions.

Street and road works will focus on "right first time" reinstatement, ensuring that materials are carefully selected to reduce the need for repeat visits, inspections, and remedial works.

Take learnings from all our devolved nations on the topic of coring should be shared to help drive best practice and reduce unnecessary repeat works.

These measures would make street and road works more sustainable, cost-effective, and aligned with the UK's Net Zero ambitions.

NEXT STEPS:

- Promote trenchless technology and multi-utility trenching.
- Expand the use of low-carbon fleet and equipment.
- Improve reinstatement standards to reduce material waste and repeat visits.
- Learn from current coring practices and, where appropriate, align them with the industry's long-term sustainability objectives.

3 Net Zero, biodiversity, and pollution reduction in street and road works

The street and road works sector has a key role to play in the UK's Net Zero transition. By 2030, organisations will have taken measurable steps to cut emissions, embedding low-carbon materials, techniques, and technologies into planning and delivery. A sector-wide carbon measurement system would track emissions, supporting knowledge exchange on sustainable methods and optioneering tools to assess the carbon impact of different project designs.

Reducing air, sound, and light pollution will also be central to this effort:

Sound barriers should become standard on major works.

Red night-time lighting could minimise disruption to nocturnal wildlife.

New traffic management hierarchies and methods could cut unnecessary vehicle use and noise.

By minimising energy consumption and pollution, the sector can improve efficiency while supporting sustainability goals.

Additional focus: embedding biodiversity into reinstatement

The industry should move beyond simple reinstatement to actively enhancing local ecosystems. By 2030, this could include:

In conjunction with local authorities, encouraging the planting of additional trees and shrubs, rather than just replacing what was removed.

Prioritising native vegetation to support pollinators and improve air quality.

Integrating green infrastructure into reinstatement to boost biodiversity.

The industry, working with respective authorities, will seek to embed biodiversity-positive reinstatement as standard practice, ensuring that street and road works contribute to climate resilience and enhance public spaces.

NEXT STEPS:

- Establish a carbon tracking system for the sector.
- Expand the use of low-carbon materials and techniques.
- Embed pollution reduction and biodiversity measures into planning.

PILLAR TWO

Community

Ensuring street and road works are inclusive, accessible, and safe for all

HAUC Vision 2030 is committed to fostering a street and road works industry that is skilled, inclusive, accessible, and safe. The industry plays an essential role in maintaining and upgrading the UK's infrastructure, yet their impact on the public should be carefully managed to ensure they serve communities effectively.

The future of street and road works depends on three key areas:

- Recruiting and retaining a diverse, well-trained workforce - across both utilities and local authorities
- Ensuring that street and road works' sites are accessible and inclusive
- Tackling the rising problem of road worker abuse.

By 2030, the industry can be a leader in best practice, setting the highest standards for public accessibility and worker safety.

1 Building a skilled and diverse workforce

The sustainability of the street and road works sector depends on its workforce. By 2030, the industry should be equipped with a highly skilled, diverse workforce that is well-prepared to meet growing infrastructure demand.

The sector currently faces major recruitment challenges, with an ageing workforce and insufficient new entrants. Too often, young people and those from diverse backgrounds overlook street and road works as a career due to a lack of visibility, structured career pathways, and misconceptions about opportunities within the industry.

These skills shortages are highlighted and exacerbated by demand from major projects such as Fibre to the Premises and electric vehicle charging infrastructure. If the government presses ahead with further significant housing and infrastructure development, these skills shortages will become a bottleneck to achieving key national missions.

The vision for 2030 is for street and road works to be recognised as an attractive career choice, with clear, structured progression routes, comprehensive training, and an emphasis on professional development. The industry should foster an inclusive culture that welcomes and supports individuals from all backgrounds, with a particular focus on increasing gender diversity, ethnic representation, and career support for underrepresented groups.

By 2030, the sector should have established clear minimum accreditation levels, ensuring all operatives are trained to a recognised standard. Apprenticeship routes should be embedded within the sector, with educational institutions actively promoting street and road works careers and supporting people to gain qualifications through continuous on-site training and accreditation. Digital technology will be widely usable for training and permit management, making learning more accessible and upskilling the workforce in line with modern infrastructure demands.

NEXT STEPS:

- Launch an industry-wide recruitment campaign
- Develop and implement structured apprenticeship routes

Additional focus: retraining the broadband workforce

As the broadband rollout nears completion, many workers currently engaged in its delivery will require reskilling to remain employed within the infrastructure sector.

By 2030, the industry should develop a structured pathway for these workers to transition into new areas such as hazardous waste management and other essential infrastructure projects like the expansion of the electricity network.

NEXT STEPS:

- Collaborate across industry to develop retraining programmes
- Establish funding pathways for reskilling initiatives

2 Making street and road works accessible and inclusive

Accessibility should be at the heart of all street and road works planning and execution. By 2030, the industry should be a leading example of how infrastructure works can be carried out inclusively, ensuring safe, independent navigation for all.

While the Equality Act 2010 mandates accessibility, its practical implementation in street and road works remains inconsistent. Many sites fail to fully consider the needs of disabled individuals (visible and invisible disabilities), older people, and parents with pushchairs. Poorly placed barriers, uneven surfaces, existing infrastructure, and inadequate signage can make even short journeys difficult or impossible for those with mobility challenges.

By 2030, accessibility should be embedded into industry culture, not as an afterthought but as a fundamental responsibility. All street and road works personnel should receive comprehensive training in how to design, implement, and assess sites with accessibility in mind, including clearing them of spoil and other equipment. Street and road authorities must also integrate this approach into their practices as part of the wider industry culture. Information to support this will be available on the HAUC(UK) app.

The vision for 2030 includes ongoing engagement with disabled communities and organisations representing those with accessibility needs. These voices will help shape industry standards, training materials, and on-site practices so no needs are overlooked.

NEXT STEPS:

- Advocate for updated statutory requirements to cater to disabled pedestrians.
- Monitor non-compliance and assess its impact on disabled communities.
- Engage training providers to deliver accessibility-focused training.
- Distribute educational resources to embed accessibility in our industry culture.

3 Tackling road worker abuse

Road worker abuse is not tolerated by HAUC(UK). HAUC(UK) will advocate that by 2030 road work abuse should be eradicated in our industry.

It is imperative that the safety and dignity of road workers must be protected. Yet aggression, verbal abuse, and even physical violence against street and road works personnel are becoming increasingly common.

A future-proofed street and road works sector should ensure that all workers feel safe, respected, and empowered to stop work if conditions become unsafe. Public awareness campaigns could redefine the narrative around street and road works, making it clear why projects are needed and highlighting the dangers faced by workers on site.

By 2030, we will advocate for significantly stronger protections for our workforce. All abuse incidents could be systematically reported and monitored through a centralised reporting mechanism – potentially through the HAUC(UK) app.

NEXT STEPS:

- Launch a public awareness campaign on road worker safety
- Engage with government bodies on legal protections for workers

PILLAR THREE

Infrastructure

Delivering a resilient, sustainable, and efficient network

By 2030, the UK's critical infrastructure will likely be expanded and modernised to support government ambitions on growth, housebuilding, clean power, and emerging technologies. High-quality street and road works are essential to achieving this, ensuring the efficient rollout of new utilities and the seamless integration of sustainable technologies.

A well-coordinated, forward-looking approach to infrastructure, with HAUC(UK) putting government plans into practical effect could also encourage private sector confidence, unlocking investment for high-quality digital and data infrastructure that can drive long-term productivity growth.

To support these goals, the street and road works sector should play its part to:

- Expand and modernise utility networks to support housing development, digital connectivity, and sustainable transport.
- Embed sustainability in infrastructure development, using innovative methods and materials to enhance resilience to climate change.
- Improve coordination, collaboration and efficiency to accelerate project delivery while minimising disruption.

1 Utility expansion – enabling growth through infrastructure

The UK's future infrastructure will need to support the rapid expansion of digital connectivity, electric vehicles, and sustainable housing. Strategic planning and investment will be required to meet these increasing demands while ensuring that infrastructure rollout is efficient, cost-effective, and minimally disruptive.

Digital connectivity – preparing for 6G and beyond

The next generation of digital infrastructure will require a fundamental shift in network deployment. By 2030, street and road works should facilitate:

- Public Wi-Fi and 6G connectivity through smarter use of street furniture.
- Fibre rollout efficiency, ensuring open-access infrastructure to minimise duplication of works and disruption to the public.

Energy Infrastructure – Supporting the EV Transition

The transition to a low-carbon economy depends on an accessible, resilient energy grid. By 2030:

- EV charging networks should be fully integrated into urban and rural infrastructure, with clear national strategies for rollout.
- Regulatory challenges need to be tackled to allow faster EV infrastructure deployment.

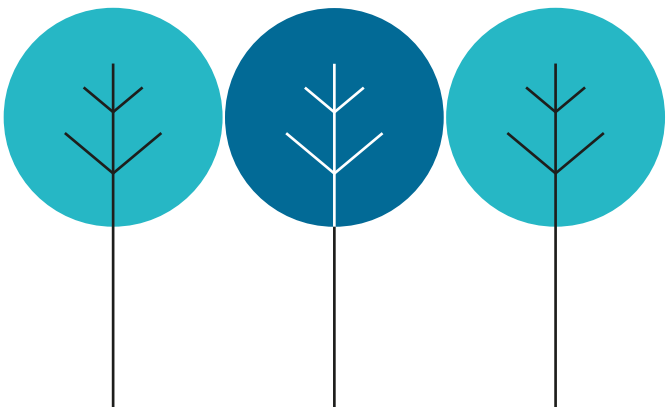
Water, gas, and electricity – A more integrated approach

To support the government's ambition to build 1.5 million homes in the next five years, utility networks must be expanded efficiently. This offers a significant opportunity for these utilities to boost collaboration. By 2030:

- Investment in utilities should ensure networks keep up with population growth.
- Multi-utility coordination should reduce costs and disruption, ensuring housing developments receive all necessary services efficiently.

NEXT STEPS:

- Strengthen collaboration between telecom providers, local authorities, and utility companies to coordinate network expansion.
- Develop data-sharing agreements to streamline planning and reduce unnecessary groundworks.
- Develop a UK EV infrastructure strategy with utility and highway authorities.
- Work with regulators to enable more efficient and high-quality multi-utility projects, particularly in new developments.



2 Supporting development and economic growth

A future-proofed infrastructure system – particularly with regard to public transport such as buses and rail – should be sustainable, climate-resilient, and strategically planned.

Climate-resilient infrastructure

By 2030, infrastructure projects need to be designed to withstand increasing climate risks, including flooding, extreme heat, and drought. Innovation should play a key role in delivering this transformation:

- Sustainable Drainage Systems (SuDS) should be encouraged in street and road works projects as part of a wider strategy to reduce flood risks.
- Regenerative materials and design innovations, such as self-healing concrete and carbon-absorbing asphalt, should be prioritised over traditional, high-carbon approaches.
- Closer collaboration with environmental agencies would ensure that infrastructure projects align with long-term sustainability goals.

Remote monitoring and automation

By 2030, technology should play a greater role in improving efficiency:

- Remote monitoring of street and road works, for example by CCTV-controlled traffic management, should reduce on-site labour requirements and improve efficiency.
- AI-driven coordination tools should optimise scheduling, reducing delays and maximise network efficiency.

NEXT STEPS:

- Expand the use of climate-resilient materials in major street and road works projects.
- Advocate that local planning authorities incorporate SuDS and sustainable infrastructure into planning requirements.
- Integrate remote monitoring into standard industry practice.
- Promote investment in AI and digital tools for project planning and execution.

3 Delivering infrastructure more efficiently

Infrastructure projects should be delivered efficiently without increasing disruption to businesses and the public.

By 2030, utility companies should work more collaboratively to reduce unnecessary excavation and improve infrastructure resilience. This could include:

- Duct and pole-sharing agreements encouraged by the regulator as standard practice, reducing duplication of fibre rollouts.
- New-build developments should include pre-installed, multi-purpose ducting to future-proof housing and business premises.
- The National Underground Asset Register (NUAR) should be integrated with UK systems like Street Manager in England and enhance Vault in Scotland to support widening the use of national apparatus asset data beyond safe digging and road works planning which will support more efficient planning and coordination of works.

NEXT STEPS:

- Develop standardised policies for shared infrastructure use.
- Strengthen collaboration between telecom, energy, and water sectors.

PILLAR FOUR

Technology, Innovation, data and decision making

Harnessing technology and data to improve efficiency, safety, and decision-making

HAUC UK is committed to driving technological innovation, improving the use of data, and enhancing decision-making across the street and road works sector. As infrastructure demands grow and the complexity of projects increases, new tools and approaches are essential to ensuring efficiency, safety, and collaboration.

By 2030, the sector will need to embrace digital transformation, data integration, and new technology to streamline operations and future-proof the industry by:

- Bridging the gap between on-site teams and office-based decision-making through enhanced communication and real-time data sharing.
- The adoption of new technologies such as augmented reality (AR), artificial intelligence (AI), and smart mapping tools.
- Advocating for data sharing and collaboration in planning to boost efficiency.
- Supporting innovation trials and funding to quickly deploy emerging technologies.

1 Strengthening communication between sites and office-based operations

A major challenge facing the sector is the disconnect between field teams and decision-makers. Inconsistent access to data, differing perceptions of site conditions, and a lack of real-time communication hinder effective coordination.

By 2030, all street and road works projects should be supported by digital communication tools for instant, accurate data sharing. Site workers and inspectors should work with standardised digital reporting platforms, and coordinators should be trained to use data effectively.

The adoption of real-time data recording—enabled by AI, AR, and portable scanning technology—could ensure that site conditions are accurately reflected in decision-making processes. Sustainable working practices should be promoted both on-site and in offices to improve project oversight and reduce inefficiencies.

NEXT STEPS

- Develop standardised training programmes for coordinators on data.
- Expand the use of portable technology to enhance communication.
- Boost adoption of AR and AI for site assessments and risk management.

2 Integrating data and digital tools for smarter decision-making

Accurate, real-time data is essential for making informed decisions, reducing disruption, and improving efficiency. The sector should develop an integrated approach, with data collected, shared, and used seamlessly across organisations.

By 2030, AI and machine learning could enhance risk assessment, streamline permitting processes, and predict infrastructure maintenance needs. Digital mapping tools, such as the National Underground Asset Register (NUAR), should be widely adopted and seamlessly integrated with other existing safe digging platforms to prevent accidental utility strikes and improve project planning.

Encouraging data sharing among highways authorities, statutory undertakers, and third-party contractors would facilitate better collaboration. The integration of existing systems should ensure all have access to the same information.

NEXT STEPS

- Promote adoption of NUAR and Vault and ensure all engage with the pertinent platform.
- Encourage system providers to share data or better project coordination.
- Advocate for the development of AI tools for predictive maintenance and real-time risk assessment.

3 Driving innovation through trials and collaboration

A culture that encourages experimentation and knowledge sharing is essential for progress. However, many organisations remain hesitant to participate in trials due to concerns about performance risks and cost implications.

By 2030, HAUC(UK) should support the widespread testing of new technologies by fostering an environment where trials are encouraged, and results are shared transparently. Case studies, potentially supported by lane rental funds, would highlight best practice and show long-term benefits of innovation.

Emerging technologies such as new road surface materials, cold-applied asphalt repair solutions, and tactile paving should be trialled and evaluated. Funding mechanisms, including lane rental funds, support pilot projects and encourage industry-wide participation in innovation initiatives.

NEXT STEPS

- Establish a HAUC(UK)-led innovation working group to facilitate technology trials.
- Secure funding streams, including lane rental funding, to support testing.
- Develop an online platform to showcase successful innovation case studies.

4 Improving future planning and coordination

Effective planning is critical to minimising disruption and ensuring the efficient delivery of projects. However, the industry is facing challenges of project overbuild, inconsistent coordination between sectors, and long-term forecasting gaps.

By 2030, the sector should adopt a more integrated approach to planning, incorporating real-time data, predictive analytics, and improved stakeholder coordination. HAUC(UK) will work closely with government bodies to advocate for legislative changes that support better planning and innovation adoption.

A transparent system of collaboration between developers, utilities, and highways authorities would ensure that infrastructure investments align with national priorities, such as EV charging rollouts and housing developments.

NEXT STEPS

- Develop improved planning systems that integrate data across projects.
- Advocate for legislation to enhance industry planning and collaboration.
- Encourage better communication between different departments involved in street and road works, including maintenance, network build, and project planning.

Pipebots and Cisbots: street and road works innovation in practice

Pipebots and CISBOTs are revolutionising the street and road works industry by enabling remote inspection, maintenance, and repair of underground infrastructure with minimal disruption. Pipebots—small, autonomous robots—navigate water and sewer pipes to detect leaks and structural issues, reducing the need for disruptive excavations. Meanwhile, CISBOTs operate inside gas mains, carrying out live repairs from within, eliminating the need for roadworks and enhancing safety. These technologies improve efficiency, cut costs, and reduce the environmental and social impact of street and road works.

PILLAR FIVE

Consistency and collaboration

Ensuring standardised, efficient, and cooperative street and road works

HAUC Vision 2030 recognises that consistency and collaboration are essential to delivering efficient, streamlined, and well-coordinated street and road works.

Future consistency and collaboration in street and road works depends on four key areas:

- Strengthened guidance to ensure clarity.
- Better joint planning of works to reduce disruption and boost efficiency.
- Consistency in monitoring and inspections across the whole industry.
- Knowledge sharing through better communication and digitalisation.

By 2030, the sector should operate with greater transparency and uniformity, reducing unnecessary costs, improving public satisfaction, and fostering stronger relationships between all stakeholders.

NEXT STEPS

- Following the Scottish model, England and Wales should conduct a periodic review and update of key guidance documents, ensuring clarity and consistency across the sector. This process should be ongoing and a publications working group should have the responsibility to ensure this is completed. The HAUC(UK) website provides a repository for all current and relevant street works documents with links to the Scottish Road works website.
- Digitise and integrate TRO processes into Street Manager to streamline applications.
- HAUC(UK) will advocate for removing outdated requirements to cocirculate information through local newspapers. The industry should work together to see how this could be improved, which could have significant benefits for the industry.
- Encourage wider use of NUAR and similar systems.

1 Strengthening and standardising guidance

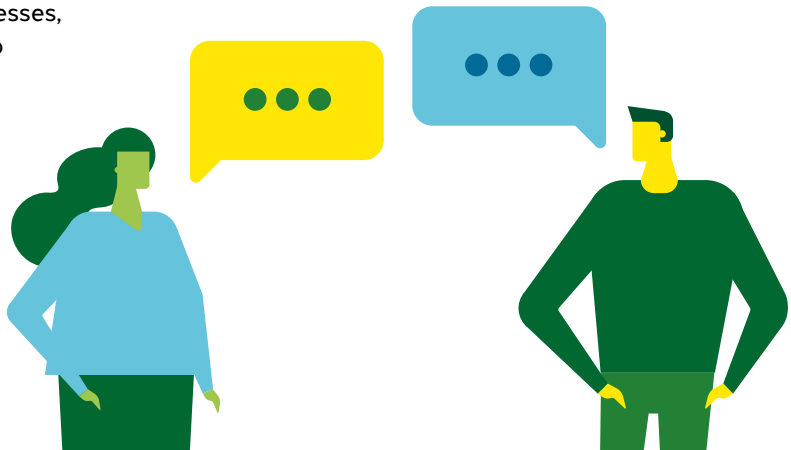
All Local Authority and Highway's Authorities, or devolved national or mayoral regions, have a legal duty to interpret correctly the requirements of street and roadworks' legislation through which they act. And street and road works operators have a duty to abide by them. To support both groups to adequately discharge their duties, clear, consistent and well-standardised guidance is essential. Currently, inconsistencies in applying this guidance and regulation can cause confusion and inefficiency in the delivery and monitoring of works across the industry.

By 2030, the industry should have a more consolidated, accessible, and consistently applied set of guidance documents bringing industry and policymakers together. We will advocate for streamlined regulatory processes, and digital platforms should be fully integrated to improve compliance.

2 Improving joint planning and coordination of major works

Opportunities for joint working are often missed, leading to unnecessary disruption and duplicated effort which ultimately hinders coordination and delivery of street and road works projects, big and small.

By 2030, forward planning and coordination should be fully embedded within the street and road works sectors. Digital tools could facilitate early engagement and collaborative working, breaking down departmental silos and ensuring projects are better aligned.



NEXT STEPS

- Strengthen the use of forward planning notices within national systems to facilitate real-time collaboration
- Improve transparency between stakeholders by encouraging earlier information-sharing and budgeting alignment, ensuring better coordination of resurfacing and utility work. Encourage this as good practice across the UK, as an enhanced coordination meeting structure and the use of new digital tools will allow greater visibility of planned works.
- Enhance coordination meeting structures and encourage digital tools that allow greater visibility of planned works.

3 Ensuring consistency in monitoring and inspections

Greater uniformity in monitoring and inspections is needed to ensure street and road works are carried out to the highest possible standard.

By 2030, awareness and understanding of inspection and monitoring processes should be stronger, ensuring a fair, transparent, and consistent approach to compliance.

NEXT STEPS

- Develop stronger awareness of national inspection standards to ensure uniform expectations.
- Better communicate the results of ongoing regular meetings between highway authorities and statutory undertakers, in order to strengthen relationships and understanding across the industry.
- Utilise digital technology in national systems to improve transparency and digital reporting and consistency in data collection and enforcement.

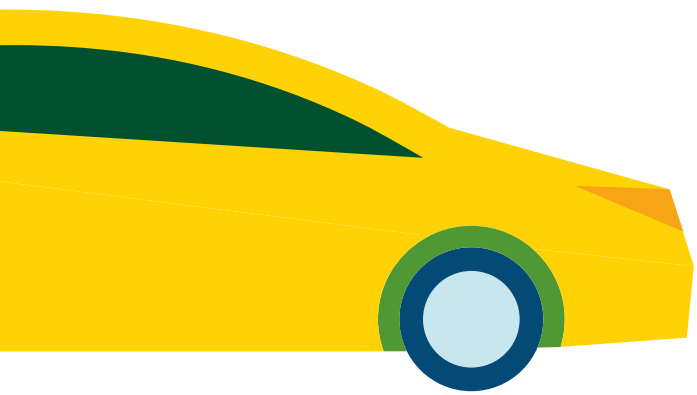
4 Enhancing knowledge sharing and best practice adoption

HAUC(UK) lacks a centralised and easily accessible knowledge-sharing platform. Outdated information, limited engagement with industry groups, and poor communication channels hinder the adoption of best practices.

By 2030, the sector should benefit from a fully digitised and transparent knowledge-sharing ecosystem. Best practices, industry updates, and regulatory changes should be easily accessible to all stakeholders.

NEXT STEPS

- Encourage the use of existing centralised digital platforms for example the HAUC(UK) websites and the HAUC App for sharing best practices, guidance updates, and regulatory changes to ensure all stakeholders remain informed.
- Improve accessibility to HAUC(UK) meetings through digital engagement options, ensuring broader industry participation.
- Establish an annual review process for HAUC(UK) website content to keep information relevant, up-to-date, and easily accessible.



Conclusion

By 2030, the UK's street and road works sector should be a leader in delivering sustainable, efficient, and well-coordinated infrastructure. Through a commitment to environmental responsibility, inclusivity, digital transformation, and industry-wide collaboration, HAUC(UK) will play a pivotal role in supporting the sector to be future-ready, balancing economic growth with sustainability and public benefit.

A greener, more sustainable approach to street and road works should see the sector actively reduce its carbon footprint, embrace innovative materials and methods, and integrate biodiversity and pollution reduction measures into every project. By embedding data-driven planning, minimising excavations, and prioritising low-carbon technology, the industry can help drive the UK's transition to Net Zero while maintaining vital infrastructure.

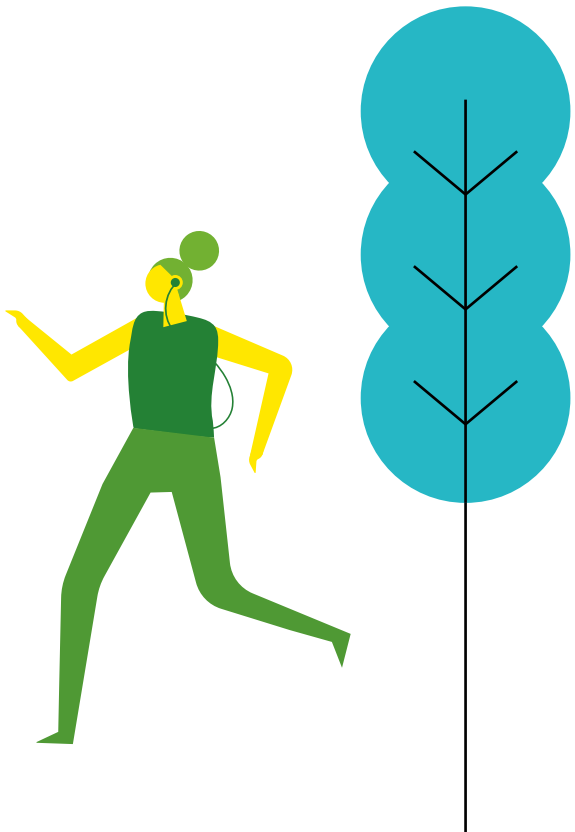
To meet the increasing demands on UK infrastructure, the street and road works sector must also prioritise efficiency, resilience, and smart investment. Enhanced coordination, supported by data sharing and digital tools, should reduce disruption, improve project delivery, and facilitate better integration of new technologies such as electric vehicle charging and next-generation digital networks. By 2030, HAUC(UK) will lead the sector in a seamless, forward-thinking approach that underpins economic growth and modernisation.

At the same time, the sector must remain people focused. Street and road works should be an attractive, inclusive, and respected profession, offering clear career pathways, structured training, and opportunities for all of our workforce. Accessibility must be at the heart of planning, ensuring that all communities—including disabled and older individuals—can navigate works safely and independently. Addressing road worker safety and tackling abuse will also be essential in building a culture that builds, supports and retains talent.

A digital-first, data-driven approach should underpin these ambitions. The adoption of real-time communication, AI-powered decision-making, and digital permitting systems would drive efficiency and improve coordination between site teams, local authorities, and utility providers. By fostering a culture of innovation, HAUC(UK) will support the industry in trialling and scaling new technologies that enhance safety, productivity, and sustainability.

The future of the street and road works sector should be built on consistency, collaboration, and knowledge sharing. Improved guidance, transparent data, and better coordination would ensure that projects are delivered to a high standard, with minimal disruption and maximum public benefit. Through a commitment to best practice, proactive engagement, and continuous learning, the sector can ensure it is fully equipped to meet the challenges and opportunities of the future.

By embedding these principles into every aspect of its operations, the street and road works sector can transition into a world-class industry—one that contributes to the delivery of essential infrastructure while protecting the environment, supporting communities, and embracing cutting-edge innovation. HAUC(UK) Vision 2030 provides a blueprint for a sector that is smarter, confident, more sustainable, and future-proofed for generations to come.



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