Roundtable 29: Our Road to Net Zero – how can street data support more sustainable street and road works?

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What data do we already have and how do we use it to improve sustainability in our on street activities?

- Traffic sensitivity data- when it is accurate and up to date- can help reduce effect of disruption.
- Other Street Designations help improve planning of activities.
- The hazardous waste information which will be built up on Street Manager may help undertakers to be better prepared when undertaking works.

General comments that although this data exists it is often not refined enough to reliably be used for desktop planning- and pre site visits, or other impacts of unknown factors, which can result in extended works an increased disruption, abortive works with re-plan and revisit, and additional truck rolls related to unforeseen issues with materials excavated or the materials required for reinstatement.

What data don't we have which could help improve sustainability?

In general feedback included data which would enable better planning ahead of works taking place, without incurring planning site visits, trial holes ahead of works and so on.

- Asset information including private networks for PFI lighting.(will this be covered by NUAR?)
- Traffic and congestion impacts when Traffic Management is in use
- Construction type of the road- for reinstatement
- Materials index- to improve the likelihood of first time permanent reinstatement
- Not enough advance sight and co-ordination of authority and utility works programs- lack of use of forward planning information on systems where other users can see it
- Collaborative work opportunities in general. Suggestion that whilst authorities can see these on their systems undertakers cannot self identify them and take steps to proactively arrange collaborative works.

Access to datasets which could help with planning may be limited or just complex to utilise, because looking at all of the available data means that too many different systems need to be interrogated- having more data sets accessible via fewer simple platforms would help.

Summary

Lots of data does exist and is held by a variety of asset owners and asset managers for different purposes.

Having lots of information can enable better decision making at the planning stages before work is executed- which could lead to more work being completed first time and with the most efficient use of resource. However to use data to best effect, simple platforms where the relevant data sets can be accessed are key.

Some of the most useful information which could inform better planned works is not accessible to those who are planning works.

Bringing the following data sets together would be useful but may be very challenging;

- Materials used in the highway
- Construction type
- Actual impacts of different TM measures at different locations (to enable better future decision making)
- Authorities may not record all of these details of their assets in consistent and accessible datasets. There may be studies in TM impacts in some areas but these are likely to be limited.

The following data feeds industry might already be able to deliver- or have a solution in development

- Visibility of information about planned work programs- so resurfacing will wherever possible collaborate with or follow other works.
- Collaborative works opportunities where materials or TM impacts can be reduced by joint working (system led eg proposed development of Street Manager)
- All buried asset data- with the assumption that NUAR will catch all.