

Enabling Future Foundations



Clive Bairsto CBE

Co-Chair of HAUC UK

EMIRATES OLD TRAFFORD · MANCHESTER · 23 APRIL 2026

HAUC (UK) Vision 2030 – Five Pillars



HAUC UK

► Contents

Pillar One: Environmental sustainability	4
Data-driven environmental planning	5
Green innovation in street and road works	5
Net Zero, biodiversity, and pollution reduction in street and road works	6
Pillar Two: Community	7
Building a skilled and diverse workforce	8
Making street and road works accessible and inclusive	9
Tackling road worker abuse	9
Pillar Three: Infrastructure	10
Utility expansion – enabling growth through infrastructure	11
Supporting development and economic growth	12
Delivering infrastructure more efficiently	12
Pillar Four: Technology, Innovation, data and decision making	13
Strengthening communication between sites and office-based operations	14
Integrating data and digital tools for smarter decision-making	14
Driving innovation through trials and collaboration	15
Improving future planning and coordination	15
Pillar Five: Consistency and collaboration	16
Strengthening and standardising guidance	17
Improving joint planning and coordination of major works	17
Ensuring consistency in monitoring and inspections	18
Enhancing knowledge sharing and best practice adoption	18

Example: Pillar 1 in the HAUC (UK) Vision 2030



► 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 optioning 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.

Example: Pillar 1 in the Vision 2030 Strategic Delivery Plan

Pillar One: Environmental sustainability

Strategic delivery plan

Ref	Action / Objective	Lead owner	Supporting partners	Success measure	Target date
1	Assess the feasibility and value of a shared digital database of TPOs and ecological data to support better planning of works	Pillar 1 team and HAUC Comms	Local authorities, Environment Agency	Report setting out priority datasets, ownership, and delivery options for a shared platform	Oct 2027
2	Increase the use of ecological surveys in major projects and establish a process for sharing this data across the sector	Pillar 1 team and HAUC Comms	Large utilities and contractors	Agreement in place for key organisations to submit ecological data	Dec 2030
3	Expand the National Street Gazetteer to capture reinstatement materials, construction type and other relevant data	GeoPlace (in collaboration with HAUC stakeholder groups)	HAUC stakeholder groups; NSG team	NSG updated to enable capture of new data fields and evidence of use in practice	Dec 2028
4	Promote adoption of trenchless techniques, multi-utility trenching, and low-carbon plant, materials and methods	HAUC Road to Net Zero Working Group	Street Works UK, utilities, contractors, and highways authorities	Published evidence of increased use of low-carbon methods via Impact 360 and Carbon Emissions Evaluator data	Dec 2027 for Impact 360 and Dec 2030 for Carbon Emissions Evaluator data
5	Assess whether recycled highway materials and methods can be applied to utility reinstatement	HAUC SROH Working Group	Utilities, contractors	Formal guidance or advice note published on applicability of recycled materials	Dec 2028
6	Promote and share best practice to improve reinstatement quality and achieve "right first time" delivery	HAUC Road to Net Zero Working Group	Street Works UK	RTNZ Insights report published demonstrating improvements and reduced repeat works	Jul 2027

HAUC (UK) Vision 2030 pillar members

Pillar 1: Environmental Sustainability	Pillar 2: Community	Pillar 3: Infrastructure	Pillar 4: TIDD	Pillar 5: Consistency & Collaboration
Peter Hoban (Chair)	Alex Akitici (Chair)	Darren Edwards (Chair)	Michelle Lane (Vice Chair)	Sophie Cornell (Chair)
Alison Williams (Vice Chair)	Mark Mixture (Vice Chair)	Deborah Marshall (Vice Chair)	Lisa Thewsey	Gavin Martin (Vice Chair)
Linda Playne	Natalie Coles	Alan Rainford	Seema Flower	Andrew Wright
Daniel Hannon	Trudi McLeod	Nicholas Hearn	Karthik Raju	Tracey Hogan
Jon Metcalfe	Andy Nicks	Josh Bailey	Michelle Curran	Nichola Burns
Nichola Burns	Paul Burns	Antony Richards	Thomas Cottingham	Andrew Bailey
Laura Villanueva	Andy Peake			Neal Masterson
Michael Torr	Anthony Brennan			Faith Brunskill
Michael Barratt	Allan Bentley			
	Haleigh Bhanji			
	Bryn Armston			

Enabling Future Foundations

HAUC^{UK} | **40** yrs
CONVENTION 2026

Next steps

EMIRATES OLD TRAFFORD · MANCHESTER · 23 APRIL 2026