

Classification:	Decision Type:
Open	Key

Report to:	Cabinet	Date: 15 January 2026
Subject:	Highway Asset Management Plan	
Report of	Cabinet Member for Environment, Climate Change and Operations	

Summary

1. This year, the Government announced that 25% of a £500 million UK local highway maintenance fund for 2025 to 2026 is contingent on us demonstrating that we are using best practice asset management practice.

For this funding round we have drafted the attached Highway Asset Management Plan (HAMP) in order to formalise our approach to highway maintenance. This HAMP is a starting policy that will be developed and refreshed as required. Any proposed addition or change will be brought to Cabinet for your consideration.

This report sets out the reasoning and background for the requirement of a HAMP and how it links to corporate priorities.

We seek your approval to adopt the HAMP as a developing policy.

Recommendation(s)

2. That the HAMP be approved.

Reasons for recommendation(s)

3. To formalise our asset management approach.

Alternative options considered and rejected

4. To not approve the HAMP.

Report Author and Contact Details:

Name: Pete Stokes

Position: Head of Engineering & Streetscene

Department: Place

E-mail: p.stokes@bury.gov.uk

Background

5. Our highway assets are currently valued at approximately £1.2 billion on a Gross Replacement Cost basis and are the most valuable assets the Authority manages.

Given the amount of money required to fund highway maintenance it is essential that we manage the network as efficiently as possible.

In recent years, Government has incentivised the uptake of asset management principles by setting aside portions of their available funding amounts and making them dependent on assessment that our working practices are in line with the recommended asset management approach.

The recently announced UK local highway maintenance fund for 2025 to 2026 is contingent on us publishing a local highway maintenance transparency report and sending them further information about our strategic approach. The report gives information that helps local taxpayers understand our maintenance approach and how the funding is spent.

We have published the required information on our website and have provided the report to the Department for Transport explaining our asset management practices.

A key requirement for eligibility for the incentive element of the funding is to demonstrate that we continue to have an appropriate balance of structural, preventative and reactive maintenance i.e. we have adopted the principle that prevention is better than cure.

Links with the Corporate Priorities:

6. Well-maintained highways improve accessibility and safety, enabling communities to feel more connected and confident in their local infrastructure.

Reliable road networks reduce transport costs, support logistics and supply chains, and attract investment. Maintenance prevents costly deterioration, ensuring infrastructure remains a driver of economic activity.

Inclusive highway design and upkeep—such as accessible crossings, cycle lanes, and footways—ensure that public spaces are usable by all, including children, older people, and those with disabilities.

The highway service supports the installation of digital infrastructure (e.g. fibre broadband) and ensures transport networks remain efficient, reducing delays and improving multimodal connectivity.

Investing in local contractors and workforce for maintenance activities helps retain economic value within communities, supporting local employment and skills development.

Safe, well-maintained roads reduce accidents and encourage active travel (walking, cycling), contributing to physical and mental health. Reduced air pollution from smoother traffic flow also benefits public health.

Maintenance that considers diverse user needs—such as tactile paving, dropped kerbs, and clear signage—promotes equitable access and ensures no group is disadvantaged in using public highways.

Equality Impact and Considerations:

7. There are no equalities impacts as a result on this plan, however individual projects or activities under this plan may require an individual Equality Impact Assessment at that time.

Environmental Impact and Considerations:

8. There are no environmental impacts linked to approval of this plan, however individual projects or activities under this plan may have impacts which require consideration at that time.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
Failure to approve the HAMP as a developing plan could jeopardise future capital funding allocations.	Approval of the HAMP as a developing plan will allow access to future incentive based capital funding allocations

Legal Implications:

9. Section 41 of the Highways Act 1980 imposes a duty on the Highway Authority to maintain those highways which are maintainable at public expense.

Financial Implications:

10. Approval of the HAMP will reduce the risk of a reduced financial allocation from the local highway maintenance fund.

Appendices:

Appendix 1 - Highway Asset Management Plan (HAMP)

Background papers:

None.

Please include a glossary of terms, abbreviations and acronyms used in this report.

Term	Meaning
HAMP	Highway Asset Management Plan