Highway Asset Management Plan (HAMP)

Updated January 2026

Version 1.1

1. Introduction

The Metropolitan Borough of Bury is just under 100 km2 in area and has a population of around 194,000. It is composed of six towns: Bury, Prestwich, Radcliffe, Ramsbottom, Tottington and Whitefield.

The highway network is one of the main elements underpinning the strong performing economy of Bury. It provides access to jobs, commerce, services, schools, health care and communities that are the drivers of the economy and is a major influencing factor on how the quality of everyday life within the Borough is perceived.

Effective and efficient management of the highway network is a key factor in the ability of the Council to deliver its services and enable the economy of Bury to continue to thrive. A well maintained highway network plays an essential role in supporting growth and attracting increased investment in the Borough and it is the single most valuable asset owned and operated by Bury Council, currently valued at £1.273 billion.

This Highway Asset Management Plan (HAMP) sets out the approach used by Bury Council to maintain the highway.

2. Asset Description

The highway network comprises all the carriageways, footways, street lights, cycleways, verges, signs, drains, road markings, street furniture, structures, verges and highway trees within the adopted highway maintained by Bury Council as a Local Highway Authority (HA) at the public expense.

Asset Type	Quantity (approx.)	Unit	GRC Value £m (approx.)	Serviceable Life (if maintained)
Carriageways	629	km	857.9	40 years
Footways	1,200	km	205.1	30 years
Highway Structures	127	no.	177.7	30 years
Lighting Columns	21,000	no.	32.3	30 years concrete 30 years non galvanised steel 40 years galvanised steel
Public Rights of Way	330	km		30 years
Guardrail	15	km		30 years
Signs & Bollards	22,000	no.		12 years signs 20 years bollards

3. Financial Summary

Funding sources

Funding for highway maintenance in Bury is provided from revenue supplied centrally from the Government and capital supplied centrally from the Government via the GMCA through City Region Sustainable Transport Settlements (CRSTS). A proportion of the CRSTS allocation is ringfenced to maintenance of our Key Route Network (KRN).
Revenue money is typically used to fund day to day reactive maintenance of the highway in order to meet the statutory requirements to provide a safe network for users.
Capital funds are used for more extensive and planned works typically extending the life of the
asset or adding new components.
Recognising the importance of our highway network Bury Council has supplemented this funding with £30million additional capital for highway maintenance over the 9 year period 2016/17 to 2025/26, through our Highway Investment Strategy (HIS). In addition to our HIS programme significant capital funds in excess of £10m have been allocated to our street lighting LED replacement programmes.

Capital Budget Source

Year	CRSTS £k	CRSTS (KRN) £k	HIS3 £k	LED £k	Total £k
2023/24	2,546	900	3,167	1,525	8,138
2024/25	2,546	900	3,167	1,082	7,695
2025/26	2,546	900	3,167	1,082	7,695
2026/27	2,546	900		1,082	4,528

4. Service Delivery

This section provides a brief overview of how current highway maintenance services are delivered and how the condition of the highway asset is monitored.

Bury Council wants to maintain its roads so that they are fit for the future, whilst recognising the need to deliver this service efficiently and against a backdrop of tighter budgets, increased costs and greater demand from customers.

To aid Bury Council to achieve this it has accessed the resources made available through
the Highways Maintenance Efficiency Programme (HMEP) which was established by Government to support the sector on its journey to transform highway services.

Bury Council have already adopted HMEP's principal of 'prevention is better than cure' and
'right first time permanent repairs' to provide efficient highway services in the Borough. Early adoption of innovative repair techniques is a fundamental principal of our approach to service delivery, demonstrated by the acquisition of a Spray Injection Patching machine and use of MMA patching.

Types of Maintenance
The highway maintenance service, which covers Carriageway, Footway and Cycleways, is organised into three distinct activities comprising of Reactive, Planned Resurfacing and Preventative Maintenance.

Reactive Maintenance
Reactive Maintenance is the regular on-going work that comprises the day-to-day reactive fault
repairs dealing with defects such as broken flags or potholes. The work is usually generated from routine highway safety inspections and reports from the public.

Bury Council has adopted a risk-based approach to reactive maintenance as advocated by 'Well Managed Highway Infrastructure' which is the national code of practice.

Planned Resurfacing
Planned resurfacing works programmes are generate through an evidenced based system of site selection. Our resurfacing programmes are developed to match available funding considering weighted factors including condition data, accident data, insurance data and street hierarchy.

Planned resurfacing restores the highway to a generally good condition.

Preventative Maintenance
Preventive maintenance is the most efficient form of highway maintenance. In recognition of this Bury Council strives to maximise the use of preventative maintenance whilst ensuring it is used appropriately.

Preventative maintenance surface treatments designed to prolong the design life of a highway usually by means of a micro-asphalt, surface dressing or slurry sealing process before serious
deterioration sets in which will escalate rehabilitation costs without typically restoring condition.

Highway Drainage
A well-functioning highway drainage is essential to maintain the integrity of the highway structure.

Gully cleansing is carried out on a planned and routine basis, with a standard frequency of once every 12 months. This applies to carriageway gullies located on the borough's strategic and road network. Known areas prone to localised flooding are also checked in advanced of predicted high intensity rainfall.

The process of gully cleansing involves the removal of accumulated silt and debris from gully pots, which is typically washed in by surface water. Regular cleansing helps to maintain effective drainage, reducing the risk of blockages and subsequent surface water flooding.
We do not clean gullies which clearly are free from the build up of silt and are functioning satisfactorily.

Gully silt levels are being recorded and will be used in future to aid the development of dynamic cleansing regimes to increase efficiency.

5. Monitoring Highway Condition

To support a proactive and preventative approach to highway maintenance, Bury Council undertakes a range of condition monitoring surveys. These surveys enable the majority of highway-related works to be planned in advance, reducing the need for reactive interventions.

The primary condition surveys used are those aligned with the United Kingdom Pavement Management System (UKPMS), as endorsed by the Department for Transport. These include:

- **SCANNER Surveys (Surface Condition Assessment of the National Network of Roads):** These machine-based surveys are conducted on the classified road network (A, B, and C roads). They collect detailed surface condition data, which helps identify areas requiring further investigation by highway engineers.
- **Coarse Visual Inspection (CVI):** CVI is a superficial assessment carried out from a moving vehicle, allowing for annual visual monitoring of the unclassified road network, typically residential streets. This survey highlights locations that may need more detailed examination.

These monitoring techniques form a key part of our asset management strategy, ensuring timely interventions and supporting the long-term sustainability of the highway network.

Skid Resistance and Footway Condition Surveys

To further support a data-driven approach to highway maintenance, Bury Council undertakes additional specialist surveys to assess both carriageway safety and footway condition.

- **SCRIM Surveys (Sideway-force Coefficient Routine Investigatory Machine):** These surveys measure the skid resistance of the carriageway surface, primarily on the classified road network (A, B, and C roads). The data collected helps identify locations where reduced skid resistance may pose a safety risk, particularly in wet conditions. Areas flagged by SCRIM are subject to further investigation and, where necessary, targeted interventions to reduce the likelihood of skidding-related incidents.
- **Footway Condition Surveys:** While a national Footway Network Survey (FNS) was introduced in 2012, its broad classification criteria were found to be limited in scope. In response, Bury Council has adopted a more comprehensive local survey methodology, which incorporates not only physical condition assessments but also customer enquiries and complaints. This survey is conducted annually on foot, with a target of inspecting at least 25% of the total footway network each year. The resulting data provides detailed insight into asset condition and plays a key role in prioritising planned maintenance programmes and informing the annual Depreciated Replacement Cost (DRC) calculations.

Highway Safety Inspections

Highway safety inspections form a critical component of Bury Council's risk management strategy, aimed at reducing the likelihood of accidents on the public highway. The primary objective of these inspections is to identify defects on the adopted highway network that may pose a danger or cause serious inconvenience to road users or the wider community, and to ensure timely repair.

All inspections are carried out in accordance with the Council's Highway Safety Inspection Policy. This policy not only guides operational practice but also plays a key role in supporting the Council's legal defence under Section 58 of the Highways Act 1980, in response to claims arising from alleged highway defects.

Structures

Bury Council applies three broad maintenance approaches to manage and maintain highway structures, including bridges, retaining walls, and culverts:

Reactive Maintenance: This involves responding to emergency incidents such as bridge strikes or other urgent structural issues. It includes essential repairs required to ensure public safety and maintain network availability.

Planned Maintenance: This approach focuses on preventative measures and long-term asset sustainability. It includes component renewal, structural upgrades, widening schemes, headroom improvements, and full replacements where necessary.

Regular Maintenance: This encompasses routine inspections, structural reviews and assessments, and the ongoing management of substandard structures. It ensures that assets remain safe and serviceable, and that risks are identified and addressed in a timely manner.

These approaches are coordinated to ensure the structural integrity, safety, and longevity of the borough's highway infrastructure.

Monitoring Structures Condition

To ensure that highway structures do not pose an unacceptable risk to public safety and remain available for use with minimal disruption, Bury Council undertakes routine inspections in line with industry best practice. These inspections help maintain structural integrity and support effective asset management.

Two main types of inspections are carried out:

General Inspections: Conducted every two years, these involve a visual assessment of all accessible parts of the structure to identify any obvious signs of deterioration or damage.

Principal Inspections: These are more detailed and involve close examination of all accessible components of the structure. They are typically carried out every six years by experienced qualified engineers, unless a risk assessment justifies an alternative inspection interval.

These inspections are essential for identifying maintenance needs, prioritising works, and ensuring the continued safety and functionality of the borough's highway structures.

Street Lighting

Street lighting maintenance encompasses the management of street lights, illuminated traffic signs, and traffic bollards. These functions are divided into two categories:

Planned Maintenance

This includes routine servicing, scheduled inspections, and programmed upgrades or replacements. Planned activities help ensure the continued reliability and efficiency of lighting assets across the network.

Reactive Maintenance

This involves responding to faults, damage, or emergency situations as they arise. Examples include repairs following vehicle collisions, vandalism, or electrical failures that pose a safety risk or cause significant disruption.

This structured approach ensures that lighting assets are maintained effectively, supporting road safety, visibility, and public confidence in the highway network.

Monitoring Street Lighting Condition

To ensure that Bury Council undertakes the majority of its street lighting maintenance in a planned and proactive manner, a range of condition monitoring surveys are carried out. These surveys help assess the performance, safety, and structural integrity of lighting assets, including street lights, illuminated traffic signs, and traffic bollards. The key types of inspections include:

Electrical Testing and Inspection

Ensures compliance with safety standards and identifies faults or deterioration in electrical components.

Visual Condition Survey

Assesses the physical condition of lighting columns and associated equipment, identifying signs of damage, corrosion, or wear.

Structural Inspection and Testing

Evaluates the structural integrity of lighting columns, particularly those subject to environmental stress or aging, to ensure they remain safe and fit for purpose.

These inspections support effective asset management, enabling timely interventions and contributing to the reliability and safety of the borough's street lighting infrastructure.

Soft Landscapes and Environment

Soft landscapes and environment services encompass the management and maintenance of soft landscape assets, including grassed areas, shrubs, trees, weed control, and support for community-led initiatives. These services are categorised into two distinct operational types:

Planned Maintenance Routine and scheduled maintenance tasks that are programmed in advance to ensure consistent service delivery and alignment with seasonal requirements and asset lifecycle planning.

Reactive Maintenance Responsive interventions triggered by emerging issues or emergency situations, such as storm damage, vandalism, or public safety concerns, requiring immediate attention to mitigate risk and maintain service standards.

Bury Council's approach supports the long term health of the planted assets, ensures compliance with safety and visibility standards, and contributes to the overall environmental quality and amenity value of the highway network.

Grass Cutting

Grass cutting on highway verges is delivered as a planned annual maintenance activity, scheduled between April and October to align with the growing season and optimise operational efficiency. The highway network has

been assessed and classified in accordance with Bury Council's adopted network hierarchy policy. This hierarchy informs the prioritisation and frequency of verge maintenance across the borough.

Verge cutting frequencies are determined by the assigned hierarchy level, with service levels set at either 6, 13, or 15 cuts per annum. In addition, key locations—identified for their strategic, aesthetic, or safety importance—receive enhanced treatment, including boxing off to improve visual presentation and reduce arisings.

This approach ensures that resources are targeted effectively, supports safety and visibility standards, and contributes to the overall environmental quality of the highway network.

Shrubs and Hedgerows

The planned maintenance of highway-associated shrubbery is scheduled during the autumn and winter months. This is the optimal period for pruning and vegetation management and is in accordance with hedgerow management rules, which are designed to safeguard ecology including nesting sites. Maintenance frequency is determined by the location, visibility, and strategic profile of each site, with operations carried out either annually or bi-annually.

Highway Trees

Highway trees are inspected in accordance with the established street hierarchy as part of Bury Council's routine highway safety inspection regime. These inspections are designed to identify potential risks to public safety, infrastructure, and the health of the tree stock.

Tree surveys are conducted by qualified Arboricultural Officers at varying frequencies, determined by the condition, species, and location of each tree. This risk-based approach ensures that resources are focused where they are most needed and supports proactive asset management.

Planned tree maintenance activities—including pruning, crown lifting, and removal of deadwood—are typically scheduled during the autumn and winter months. This timing aligns with best arboricultural practice and minimises disruption to wildlife, particularly during the bird nesting season.

Weed Control

Weed control is delivered as a planned annual maintenance activity, scheduled between April and October to coincide with peak vegetation growth. The primary objectives of this service are to maintain the visual amenity of the highway network, ensure a safe environment for all road users, and prevent structural damage to highway assets caused by invasive vegetation.

To achieve these outcomes, a systematic application of herbicide is carried out across the entire highway network twice per year. This approach ensures consistent coverage and supports the long-term integrity of paved surfaces, kerb lines, and drainage infrastructure.

All operations are conducted in accordance with relevant environmental regulations and best practice guidance to minimise ecological impact and ensure public safety.

6. Lifecyle Planning

A core function of the asset management framework is to support a clear understanding of the long-term funding requirements associated with individual asset components. Lifecycle plans have been developed by the management group as near-optimal estimations, based on current knowledge of treatment lives and deterioration rates. These plans are integrated into the UK Pavement Management System (UKPMS) to inform calculations of depreciated asset value, particularly for carriageway assets.

The successful implementation of the Information Systems and Data Strategy outlined in this document will enable the development of more robust and cost-effective lifecycle plans. These plans will provide timely and accurate data to strategic decision-makers, ensuring that investment decisions are evidence-based and aligned with long-term service objectives.

Achieving this vision requires consistent engagement across all levels of the asset management framework. Reliable and regular data collection is essential, including the maintenance of up-to-date inventory records and the logging of works and associated costs at the component level. For highway and street lighting assets, this data is recorded within the Yotta system. Structural assets will utilise the system selected for Greater Manchester-wide use.

For the purposes of Whole Government Accounts (WGA) reporting, rudimentary lifecycle plans have been agreed for each Department for Transport (DfT) carriageway classification by the Association of Greater Manchester Authorities (AGMA) asset group. These plans serve as a baseline for financial forecasting and performance monitoring.

For Bury's carriageway network, the optimal maintenance strategy—based on current lifecycle modelling and treatment assumptions—has been calculated to require an annualised average investment of £9.5 million. This figure reflects the estimated cost of sustaining the network in a steady-state condition, ensuring that deterioration is managed proactively and that service levels are maintained over the long term.

The carriageway condition data reported through the Government's Single Data List—used as the basis for Whole Government Accounts (WGA) valuations—does not currently reflect a deteriorating asset. Given the significance of this data to the HAMP, it is essential to improve our

understanding of the reporting mechanisms and to scrutinise any unexpected year-on-year changes. This will ensure that asset condition trends are accurately captured and interpreted.

A key risk associated with prolonged underfunding of capital maintenance is that assets deteriorate beyond the point where cost-effective, whole-life interventions are feasible. For carriageway and footway pavement assets, this can result in the degradation of underlying structural layers, which typically have a longer design life than surface treatments. Once compromised, these layers may require full reconstruction, significantly increasing costs.

The principle of intervention efficiency is illustrated in Figure 3. In an optimal lifecycle plan, preventative maintenance treatments although more frequent are substantially less expensive than full rehabilitation. This approach maintains the overall network condition at a reasonable level and avoids extended periods of poor asset performance.

Conversely, a reactive strategy that allows assets to deteriorate to the point of failure results in higher long-term costs and reduced service levels. Therefore, maintaining timely and accurate data, supported by a robust information strategy, is critical to enabling informed investment decisions and sustaining network performance.

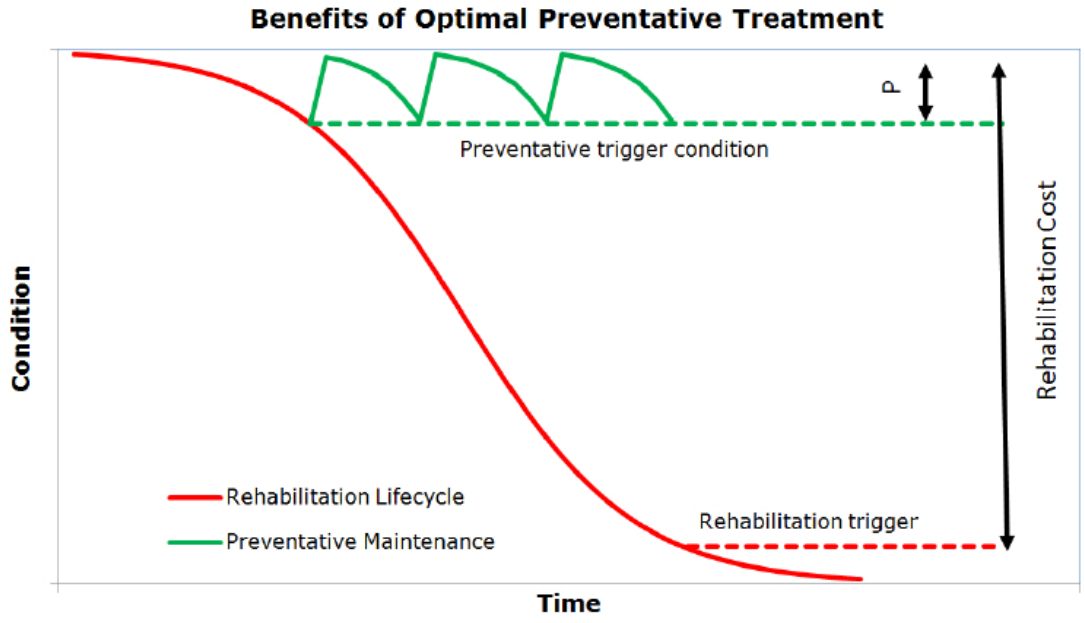

Figure 3

7. Service Standards and Performance

Service standards are established through the risk based approach adopted in maintaining our highway assets. Annual reviews are undertaken to gauge performance against established standards.

Bury benchmark performance across a range of metric with GM colleagues.

8. Customer Satisfaction

Bury Council recognises the importance of understanding what matters most to highway users and residents. To support this, the Council actively participates in the National Highways and Transportation (NHT) Public Satisfaction Survey—a nationally recognised benchmarking tool used across the sector.

Participation in the NHT survey enables Bury Council to assess its performance from the customer's perspective and compare results with similar authorities. This insight helps inform service planning, prioritisation, and continuous improvement across the highways network.

The feedback gathered plays a vital role in shaping future investment decisions and aligning service delivery with public expectations.

9. Collaboration

Bury Council is one of ten local authorities that form the Greater Manchester Combined Authority (GMCA). Through this partnership, councils work collaboratively to align service standards, share best practice, and pursue joint procurement opportunities where practicable.

A key element of this collaboration is the Greater Manchester Highway Asset Management Partnership, which promotes a unified approach to managing and delivering highway services across the region. This includes the development of shared performance frameworks, coordinated lifecycle planning, and joint bids for capital funding, particularly for schemes that span multiple authority boundaries.

Sharing performance data and learning from each other's successes and challenges ensures that Greater Manchester authorities, including Bury, continue to improve service delivery and achieve better value for money.