

Classification: Open	Decision Type: Key
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Report to:	Cabinet	Date: 14 October 2026
Subject:	Highways Capital Programme - Highway Maintenance Funding 2026/27	
Report of	Deputy Leader and Cabinet Member for Environment, Climate Change and Operations	

1.0 Summary

1.1 This report seeks approval for the Council's Highways Capital Investment Programme for the period 2026/2027, and the associated investment priorities that will guide the management, maintenance and improvement of the borough's highway assets. The programme brings together a range of funding sources to support investment across carriageways, footways, structures, drainage systems, street lighting, highway signs, road safety infrastructure and public rights of way. Whilst funding allocations will be committed during 2026/27, delivery of some schemes will extend into 2027/28. This phased approach supports effective programme management, maximises value for money and enables coordination with other planned investment and network activities.

2.0 Recommendations

- 2.1 Approve the Highways Capital Investment Programme and associated funding allocation set out in Table 2.
- 2.2 Approve the proposed asset management and prioritisation approach used to determine investment priorities across the highway network, as detailed in Appendix 1.
- 2.3 Approve the proposed works on culverts and structures detailed Appendix 2.
- 2.4 Note the previously approved road safety programme detail in Appendix 3.
- 2.5 Delegate authority to Executive Director of Place, in consultation with Deputy Leader of the Council, Councillor Smith Cabinet Member for Environment, Climate Change and Operations to approve amendments to the programme of work and prioritisation method where required, to respond to changing asset condition, emerging risks, funding opportunities and delivery considerations.

3.0 Reasons for Recommendation(s)

3.1 The Council, as the Highway Authority for Bury, has a statutory duty to maintain the public highway and associated infrastructure, including structures deemed to be publicly maintainable. The proposed programme provides a balanced and risk-based approach to managing the borough's highway assets, ensuring investment is targeted towards those interventions that deliver the greatest benefit in terms of safety, asset condition, network resilience and long-term value for money.

3.2 The programme has been developed using asset management principles to prioritise investment based on condition, risk and network need, helping to manage deterioration across the network, protect previous investment and reduce future maintenance liabilities. It supports the Council's wider priorities for economic growth, connectivity, thriving communities and resilient public infrastructure.

3.3 Approval of the programme will also enable the Council to utilise external funding allocations within the conditions and delivery timescales attached to those funding streams, including the Mayor's Pothole Fund, CRSTS and Integrated Transport Block funding. Failure to commit funding through an approved programme risks delaying delivery, affecting spend profiles and reducing the Council's ability to maximise the benefits of available investment within the required funding periods.

4.0 Alternative Options Considered and Rejected

4.1 Alternative investment approaches have been considered. However, the recommended programme represents the most effective use of available funding based on asset condition, risk, deliverability and strategic need. The proposed approach ensures investment is prioritised transparently and consistently in accordance with the Council's Highway Asset Management Plan and the requirements of external funding providers.

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5.0 Background

5.1 The highway network is one of the Council's most valuable and visible public assets. It supports economic growth, enables access to employment, education and healthcare, connects communities and provides the infrastructure required for businesses and public services to operate effectively. Continued investment is essential to ensure the network remains safe, reliable and resilient whilst protecting the long-term value of these assets.

5.2 The programme is supported by a number of funding streams, including the recently announced £4.374 million allocation from the Mayor's Pothole Fund. This represents a significant investment in Bury's highway infrastructure and provides an opportunity to accelerate improvements in network condition and resilience.

5.3 The proposed investment programme adopts a risk-based asset management approach which balances statutory responsibilities, public safety requirements, asset condition and long-term financial sustainability. Investment has been prioritised to ensure available resources are directed towards those areas where intervention will achieve the greatest benefit and help address deterioration across the network.

6.0 Highways Capital Programme 2026/2027

6.1 The Highways Capital Investment Programme sets out how £12.917m of available funding will be invested to maintain and improve one of the Council's most important public assets. Funding has been secured through a combination of CRSTS, ITB, Network North and the additional £4.374m Mayor's Pothole Fund allocation, providing a significant opportunity to accelerate investment across the highway network. The programme has been developed using a risk-based asset management approach to ensure funding is targeted towards those interventions that will deliver the greatest benefit, manage deterioration, protect network resilience and support the Council's wider priorities for economic growth, connectivity and thriving communities.

6.2 The table below sets out a break down of the 2026/2027 funding profile.

Table 1

Funding Source	2026/27 £000's	Notes
CRSTS Core 22/23 to 26/27	5,797	Total fund was originally £12.745m for 2022/23 to 2026/27. Schemes already approved in previous cabinet report. Includes Incentive fund £1.136M and underspend from previous years.
CRSTS KRN 22/23 to 26/27	1,520	Total fund was £4.500m. Schemes already approved in previous cabinet report.
Network North (HS2)	113	High Speed Rail 2 redistribution remaining funds.
Mayor's Pothole Fund	4,374	Additional funding allocated for highway maintenance and network improvements.
ITB 2026/2027	1,113	Transport capital funding to support local highway and road safety improvements.
Total	12,917	

7.0 Approach to Prioritisation

7.1 The Council's approach to highway maintenance prioritisation is set out at Appendix 1. The methodology uses a combination of asset condition data, network performance information and professional engineering judgement to ensure available funding is directed to schemes that deliver the greatest benefit to the highway network and local communities.

7.2 Prioritisation is informed by a range of factors including condition surveys, skid resistance data, road hierarchy, traffic volumes, accident history, network resilience, population served and operational intelligence. These factors are considered alongside whole-life asset management principles to ensure the right treatment is applied at the right time, balancing resurfacing with preventative maintenance where this offers better long term value.

7.3 The initial evidence led ranking is subject to engineering validation to confirm scheme suitability, treatment selection, costs and deliverability. Consideration is also given to opportunities for coordination with regeneration projects, utility works, active travel schemes and other planned investments. This provides a transparent and balanced process for determining highway maintenance priorities, as detailed in Appendix 1.

8.0 Proposed Investment Programme

8.1 The programme will deliver investment across a range of highway asset groups.

- Carriageways: Resurfacing and reconstruction schemes targeted at those locations where deterioration has reached intervention thresholds and where investment will deliver the greatest network benefit.
- Preventative Maintenance: Application of treatments designed to preserve asset condition before deterioration progresses to more costly forms of intervention.
- Structures: Maintenance and improvement of bridges, culverts, retaining walls and associated structures that are critical to the operation of the highway network.
- Footways: Investment in pedestrian infrastructure to improve accessibility, safety and connectivity for residents across the borough.
- Drainage Infrastructure: Targeted interventions to address asset failures and improve resilience against flooding and water-related deterioration.
- Street Lighting: Replacement and renewal of ageing electrical and lighting infrastructure where condition and operational requirements warrant intervention.
- Road Safety: Delivery of local road safety interventions designed to address identified risks and support safer travel.
- Street Signs: Replacement of regulatory and safety-critical signs to ensure compliance and support the safe operation of the highway network.
- Public Rights of Way: Investment to maintain safe and accessible routes and preserve connectivity across the wider network.

8.2 The table below summarises how the £12,917 million will be allocated across highway maintenance activities.

Table 1

Work Strand	Total £000's
Resurfacing Carriageways	6,585.5
Preventative Carriageways	1,368
Structures	1,160

Routine Highway Maintenance	1,253
Footway	1,000
Drainage Repairs	220
Street Lighting	167
Road Safety (ITB)	1,113
Rights of Way Maintenance	50
Total	12,917

9.0 Sustainability, Social Value and Procurement

9.1 The schemes undertaken following this report will be delivered by our partners in the Framework Agreement for the provision of Highway related services & works. This agreement ensures that they are committed to sustainability and social value outcomes in both the local economy and wider environment. This includes provision for sustainable employment, support of local business and communities, and reduction in carbon emissions.

Links with the Corporate Priorities:

Investment in the highway network directly supports the ambitions set out within the Council's *Let's Do It!* Strategy by creating safe, connected and resilient places, enabling residents to access employment, education, healthcare and local services, and supporting thriving communities. A well-maintained highway network is also a key enabler of the *Bury Economic Strategy*, providing the infrastructure required to support business growth, investment, regeneration and the efficient movement of people and goods across the borough and wider city region.

Equality Impact and Considerations:

*Please provide an explanation of the outcome(s) of an initial or full EIA and make **specific reference regarding the protected characteristic of Looked After Children**. There must be a signed off EIA template appended with a full analysis or explanation as to why an analysis is not needed for the report to be put forward to Cabinet. Sign off to be completed by the Council's Equality, Diversity and Inclusion (EDI) Manager (contact I.cawley@bury.gov.uk for advice).*

An initial equalities impact screening has been completed showing no equalities concerns for the programme. Individual activities within the programme will be kept under review for equalities impacts as the programme progresses.

Environmental Impact and Considerations:

*Please provide an explanation of the Environmental impact of this decision. Please include the impact on both **Carbon emissions** (contact climate@bury.gov.uk for advice) and **Biodiversity** (contact S.Tinsley@bury.gov.uk and Dennis.whittle@bury.gov.uk for advice)*

The delivery of the Highways Capital Investment Programme will involve the use of construction materials, plant and transportation activities which contribute to carbon emissions. However, the programme has been developed in accordance with asset management principles, placing a strong emphasis on preventative maintenance and timely intervention. By treating assets before more significant deterioration occurs, the Council can extend asset life, reduce the need for more carbon intensive reconstruction works and minimise the frequency of reactive maintenance activities. In the longer term, maintaining highway assets in good condition supports a more efficient and sustainable approach to infrastructure management, helping to reduce whole life environmental impacts whilst improving the resilience and performance of the highway network.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
Further deterioration of the highway.	If approved, the funding will allow the reduction of deterioration of our highway assets.
Inability to carry out safety related reactive maintenance repairs.	If approved, funding will be available for safety interventions.

Procurement Implications:

1. As per the body of the report

Legal Implications:

2. The Council, as Local Highway Authority, has a statutory duty under section 41 of the Highways Act 1980 to maintain highways that are maintainable at the public expense. The proposed Highways Capital Investment Programme supports the discharge of those duties through a risk-based approach to the management, maintenance and improvement of the highway network and associated assets.
3. The proposed asset management and prioritisation approach is consistent with the Council's obligations to utilise public resources effectively and transparently, ensuring that investment decisions are based upon highway condition, risk, safety and network need. The proposed delegation to the Deputy Leader and Cabinet Member for Environment, Climate Change and Operations will provide flexibility to respond to changing circumstances during programme delivery,

provided that any amendments remain within the approved budget and are made in accordance with the Council's Constitution and Scheme of Delegation.

4. Where works are funded through external funding streams, the Council must ensure compliance with any applicable funding conditions, timescales and reporting requirements. Any procurement required to deliver the programme must be undertaken in accordance with the Council's Contract Procedure Rules and applicable procurement legislation.
5. There are no specific legal implications arising from the recommendations beyond those set out above.

Financial Implications:

6. The proposed allocations are within the council's approved capital programme and there are no additional financial implications.

Appendices:

Please list any appended documents (please save these as clearly labelled separate documents in the Teams folder).

Appendix 1 – Resurfacing Priority Method.

Appendix 2 – Structures Priorities.

Appendix 3 – Road Safety Priorities.

Background papers:

Please list any background documents to this report and include a hyperlink where possible.

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

Term	Meaning
HIS4	Highway Investment Strategy – Tranche 4
CRSTS	City Regional Sustainable Transport Settlement
ITB	Integrated Transport Block
KRN	Key Route Network – The most important roads across GM in terms of connectivity and economic activity.