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# Highway Infrastructure Asset Management Strategy

Summary Document

 Rutland recycles

 **Rutland**  
County Council

RUTLAND COUNTY COUNCIL  
IS RESPONSIBLE FOR OVER  
**330 MILES** | **120 MILES**  
OF HIGHWAYS | OF FOOTWAYS

## Introduction

Rutland County Council is responsible for managing and maintaining more than 330 miles of highways and 120 miles of footways, as well as street lighting, bridges, traffic signals, drainage and other assets that make up the county's highway infrastructure. In fact, highway infrastructure is the Council's largest physical asset. It would cost the Council well over half a billion pounds (£680million) to replace every paved road and footpath in Rutland.

Highway infrastructure is vital to the social and economic well-being of Rutland. As the custodian of such a vital asset, the County Council needs a defined and structured approach to the management of this asset so that it clearly delivers the greatest value for our residents; this approach is called Highway Infrastructure Asset Management.

This strategy sets out the how Rutland County Council will manage highway infrastructure within the context of legal duties, national objectives, available funding and local needs. The strategy is a high-level document that affirms Rutland County Council's commitment to Highway Infrastructure Asset Management. This strategy underpins our annual delivery programme of works which is approved by Council.



## What are highway infrastructure assets?

Highway infrastructure assets include carriageways, footways, bridges and other highway structures, street lighting, traffic signals, highway drainage and street furniture that are the responsibility of the County Council. Some features are installed in or adjacent to the highway but are the responsibility of other organisations; these features are not highway infrastructure.

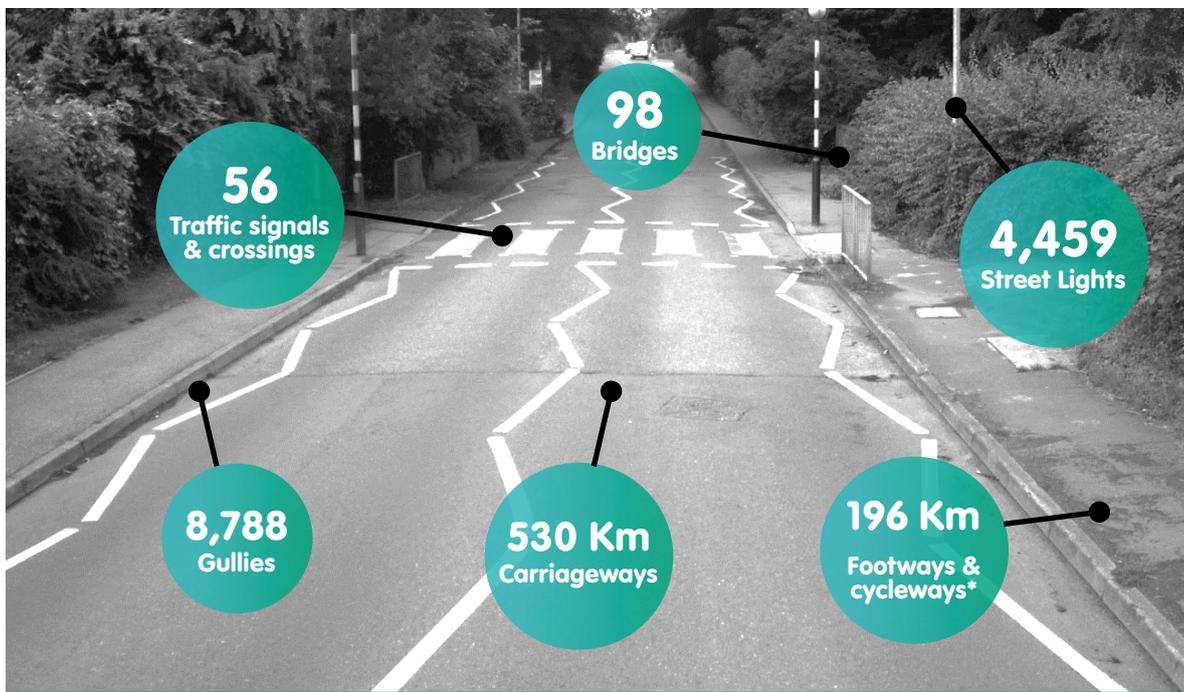


Figure 1



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## Our residents' needs

As the main element of infrastructure that enables transport and a large feature that is present near to where almost all people live and work, the highway can impact on many aspects of life in the County.

Our resident's needs are a key element in shaping the aspirations in the Asset Management Strategy. We have consulted with residents to confirm their needs and expectations which helped to inform all aspects of the strategy. Recent consultation indicated a desire from our residents to focus on the condition of roads, pavements and drainage.

We will continue this consultation to ensure that our asset management approach remains aligned with their needs.



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## What we are seeking to achieve

Rutland County Council is committed to implementing sound Asset Management principles in the management of its highway infrastructure. Our Highway Infrastructure Asset Management Strategy supports both the Council's Vision set out in the Corporate Plan and the vision for transport as set out in 'Moving Rutland Forward' (Local Transport Plan 4).

Our asset management objectives are:

- to ensure that highway assets are maintained in a safe condition and strive to reduce the number of casualties on our roads.
- to maintain the current condition on carriageways, footways and drainage and seek to improve the connectivity of footways, cycleways and public rights of way
- to consider the future impacts of decisions on cost, the environment and stakeholders expectations, and to address the challenge of climate change.
- to understand our stakeholder needs and to keep them informed.

Across all our assets, we will ensure that we meet our statutory obligations.

For carriageways and footways, we will maintain a three year forward works programme and form investment plans on the basis of environmental impact as well as financial impacts. The annual works programme will continue to be agreed by the County Council annually. Subject to funding, the condition of the network of carriageways in 2026 will be similar to the condition in 2021.

We will ensure that all drainage is cleansed according to agreed standards and will maintain a list of flooding issues that are prioritised on the basis of risk. A long-term investment plan will be formed to control the risk of flooding.

We will ensure that highway structures remain 'safe to use and fit for purpose'. They will be inspected in accordance with an agreed regime and work will be prioritised based on risk identified. Investment will be made to ensure that the whole life cost is minimised while the benefit to the environment is maximised.

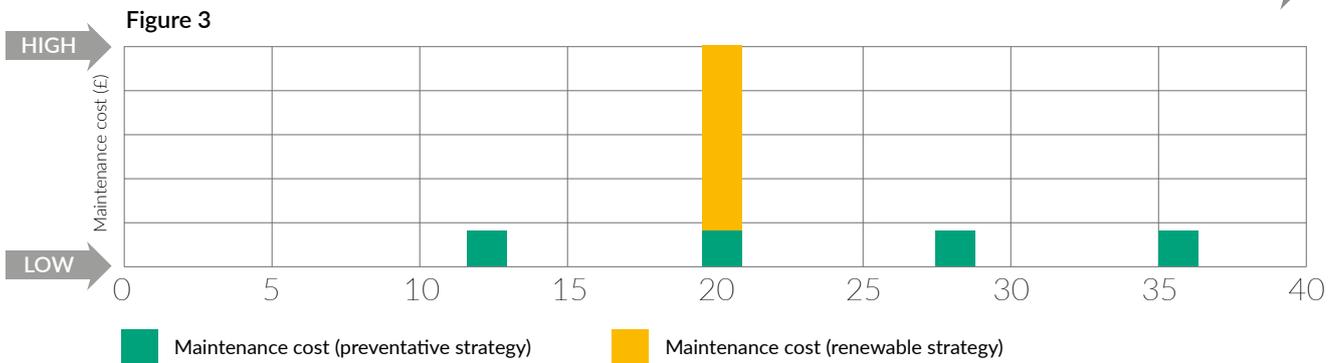
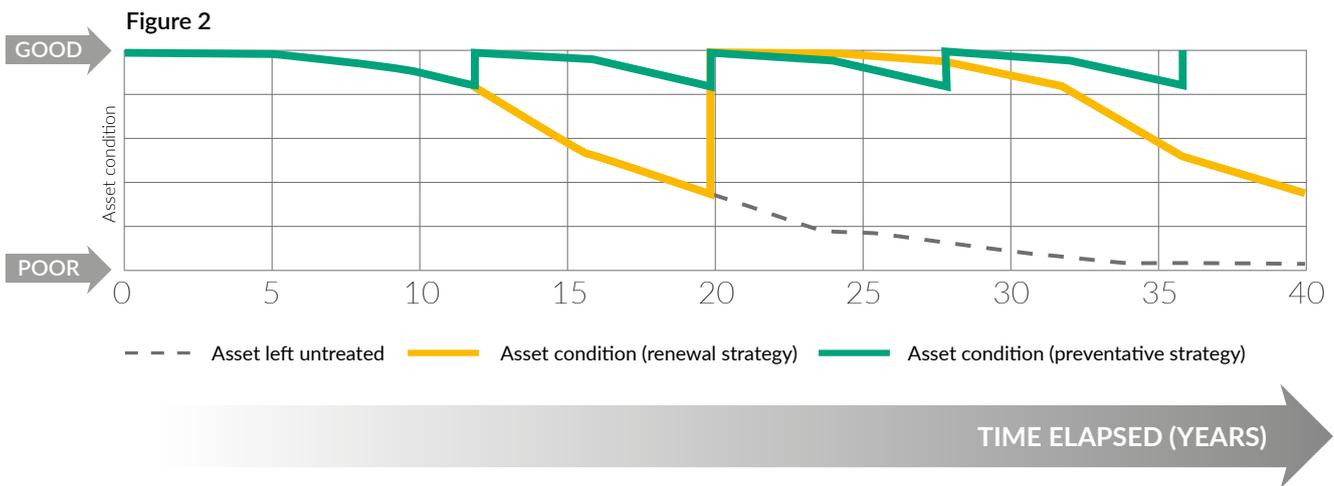
We will ensure that the County's highways remain sufficiently lit and traffic management systems continue to operate efficiently. We will seek opportunities to reduce energy consumption with a long-term investment plan is formed to control the risk of failure. The risk of faults in 2026 will be similar to the risk in 2021.

# Our asset management approach

Across all types of highway infrastructure assets, Rutland County Council will:

- Make sure investment decisions consider the whole-life cost and environmental impacts.
- Seek to extend the life of assets using a preventative maintenance approach to maintain the function of assets over a longer period;
- Prioritise resources using condition data and supplementary information to generate the greatest benefit. Benefit means contributing to the objectives of this strategy.

The concept of a preventative, whole-life approach to maintenance and an illustration of the benefits it can produce are shown below in Figures 2 and 3.



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A preventative strategy means that interventions are carried out more regularly whereas a renewal strategy allows assets to degrade over time, without maintenance or repair, to the point where they must be completely replaced.

A preventative strategy can maintain the condition (or function) of the asset at a higher level than a renewal strategy. Carrying out regular low-level interventions over the whole life of an asset, rather than waiting to replace it entirely, is also less intensive and can lead to a reduction in both the whole-life carbon emissions and whole-life cost of maintenance.

Some assets in the County will be beyond the point in the lifecycle where preventative maintenance is possible and a renewal treatment or replacement is the only option. For these assets, the best approach is to delay renewal until such time that it is necessary.

To achieve the greatest benefit overall, the authority must take a proactive approach to preventative maintenance whilst undertaking some renewals. This will mean that it will be treating some roads while others might be left in a worse condition.



## Funding challenges

The majority of Rutland's funding for capital investment in highway infrastructure comes from central government. There is wide-spread recognition of a chronic under-funding of highways maintenance at a national level. Appropriate levels of funding are critical to the fulfilment of this strategy and ensuring that the right investment is made at the right time. In setting out the long-term aims of the strategy, it must be accepted that Rutland County Council does not control the majority of funding required to maintain local highway assets, although it is assumed that funding levels will be adequate. Notwithstanding this, the strategy sets out how we intend to make the greatest benefit with the funding received.

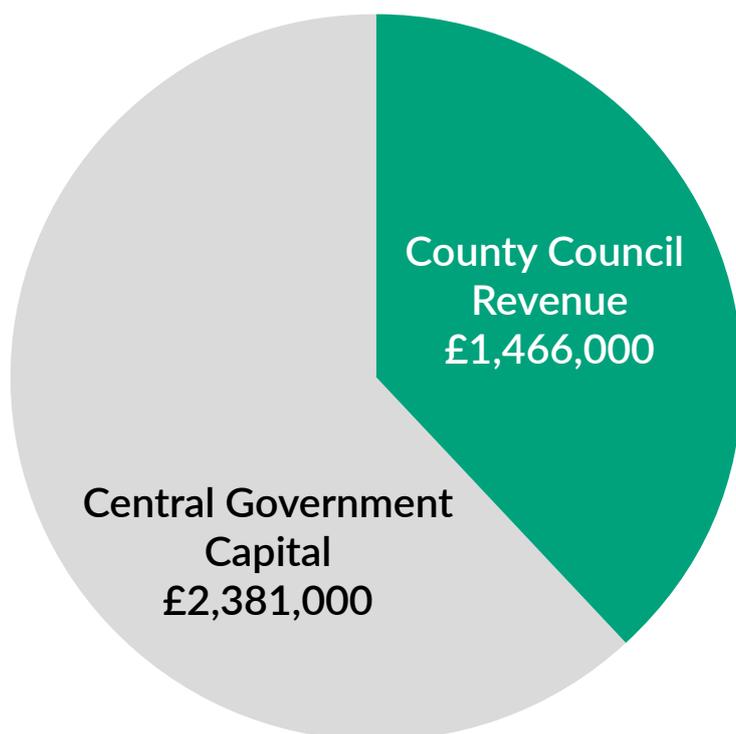


Figure 4: Sources of funding 2021



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## Climate impact

Rutland County Council has declared a Climate Crisis and has released an action plan that outlines the county's response to this critical issue. The contribution to carbon emissions from highway infrastructure is significant in construction, maintenance as well as operation.

Climate change will lead to more severe weather events which will increase the demand on highway infrastructure and require a different approach to maintenance and investment. In particular the role of the drainage systems to prevent or mitigate flooding will increase in importance. Other effects of severe weather are also expected.

A key challenge for Rutland is achieving sustainable growth. In addition to the Climate Crisis, other sustainability impacts need to be addressed. These include noise and air pollution which impact on people's health and well-being, as well as enabling a wider transition to more active and sustainable forms of travel.



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## What are the proposed maintenance strategies?

This draft strategy explains how each type of local highway asset will be managed up to 2026. Throughout this period we will:

- Maintain carriageways, footways and cycleways so they remain accessible and in a safe condition. Carriageways, footways and cycleways will be maintained to a standard appropriate to their function. The treatments used will maximise efficiency over the life of the asset in terms of cost, impact on the environment and road users' needs.
- Keep drainage systems cleaned and respond to known flooding issues using a risk-based approach.
- Make sure that highway structures are maintained in a safe condition, with sufficient structural capacity to support the permitted traffic using that route.
- Make sure that street lighting is maintained so it provides sufficient lighting for highway users and remains in a safe condition. Opportunities to reduce energy consumption will continue to be sought
- Make sure that traffic management systems are maintained so they continue to operate in a safe condition. Opportunities to reduce energy consumption will continue to be sought.

We have proposed this approach as the most appropriate way of achieving the asset management objectives in this strategy.

## What next?

We have developed this asset management strategy to explain what Rutland County Council wants to achieve in relation to highway infrastructure and why. It summarises key aims, the approach that we will be taken, and the challenges facing our county.

It is important that we understand the views of road user before finalising and implementing this strategy. Residents, businesses and other road users are therefore asked to share any feedback they may have on our proposed approach, as part of a public consultation exercise. The responses to this consultation will be used to enhance the strategy prior to adoption by the Council.

