



Summary Project Report

Well Managed Highways Infrastructure (WMHI) Code of Practice (CoP) Update

Preferred commissioning
and delivery options

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Department
for Transport

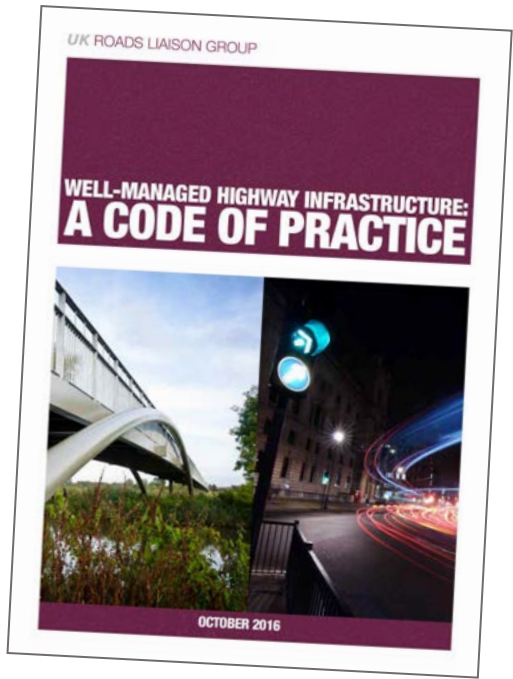
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Well Managed Highways Infrastructure Code of Practice



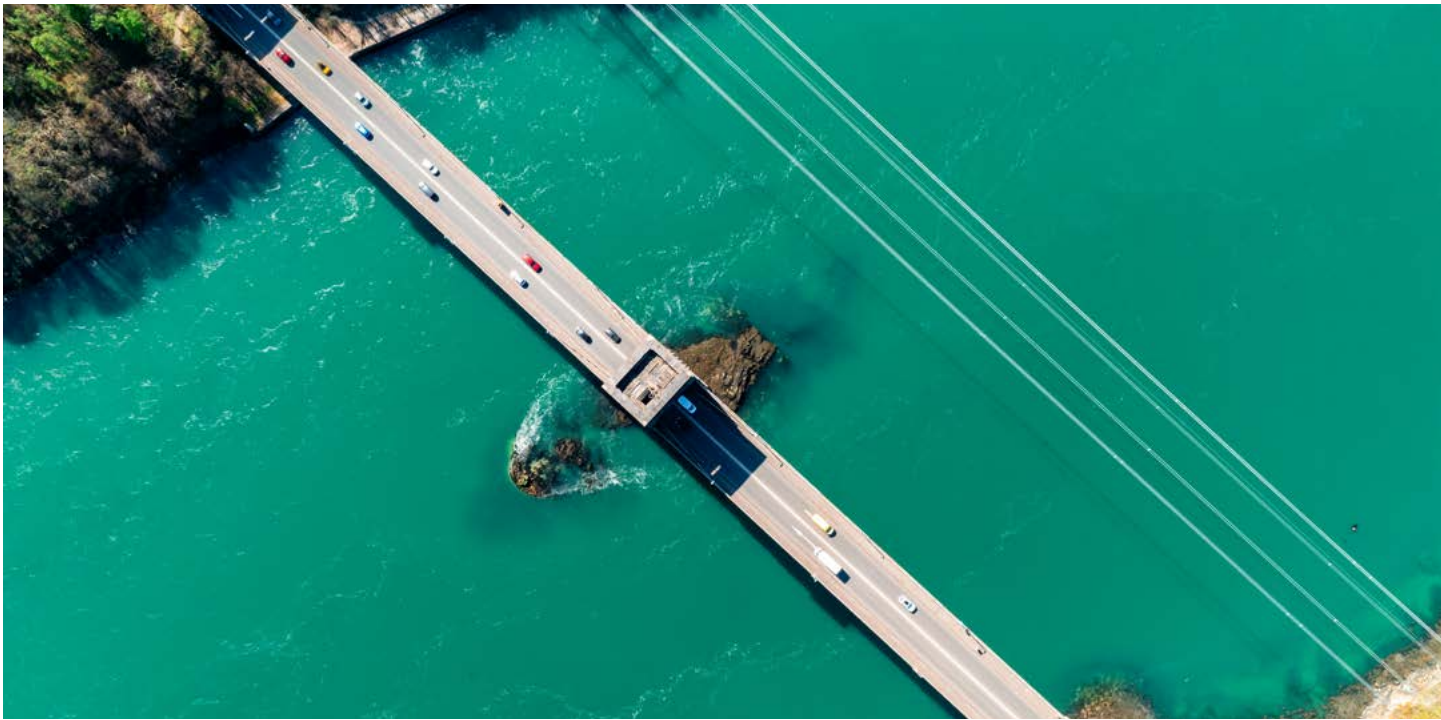
The challenge:
The Department for Transport (DfT) asked TRL to carry out an initial scoping exercise to identify what and how the current CoP should be updated, prior to initiating the actual work of updating the CoP.



The Well Managed Highway Infrastructure (WMHI) Code of Practice, last published in 2016, is a cornerstone document guiding local highway authorities in the effective, risk-based management of their networks. With the emergence of new technologies, evolving policy landscapes, and shifts in stakeholder needs, it is now essential to undertake a comprehensive update of the CoP to ensure its continued relevance and effectiveness.

TRL's report outlines a recommended approach for delivering and commissioning the next phase(s) of work. It has been directly informed by a detailed gap analysis, widespread stakeholder engagement, and input from the UK Roads Leadership Group (UKRLG) and its sub-boards. It comprises three sections:

- Part 1 – Gap Analysis
- Part 2 – Commissioning Options
- Part 3 – Delivery Plan



Gap Analysis

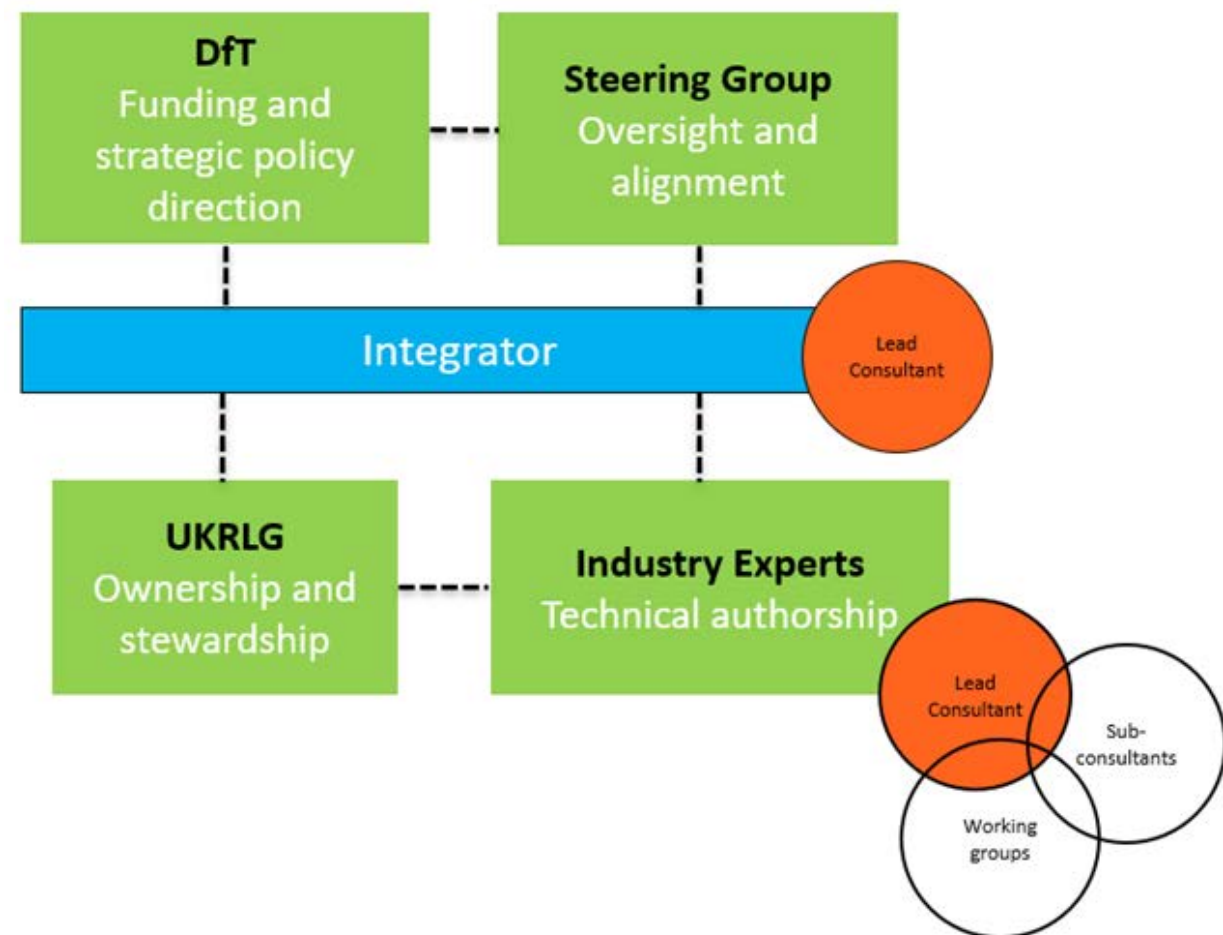
The full report contains details of the stakeholder engagement and their feedback which led to the creation of a gap analysis of the extant CoP versus one that is a modernised, digitally accessible CoP, enhanced with interactive tools, case studies, and template resources. Stakeholders advocated strongly for the following objectives for a new CoP:

1. Modernise the Format and Delivery
2. Enhance Usability and Adoption
3. Strengthen and Clarify the Risk-Based Approach
4. Expand the Scope to Reflect Emerging Priorities
5. Improve Structural and Governance Aspects
6. Support Smaller Authorities
7. Enable Monitoring and Evaluation
8. Continue cross industry engagement throughout future phases of work

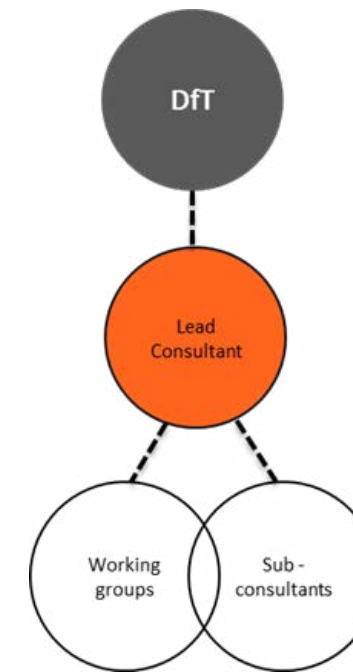
Preferred Commissioning Model

The preferred architecture is a collaborative approach in which:

- The Department for Transport (DfT) provides funding and policy direction;
- UKRLG retains ownership and stewardship of the updated CoP;
- A Lead Consultant is appointed as integrator and delivery manager;
- Working groups including UKRLG sub-board members and industry experts co-author content.



The recommended commissioning route is a single integrated contract. This approach ensures strategic continuity, simplifies management and procurement, and enables better coordination of thematic inputs, training, digital platform development and stakeholder engagement.



Benefits of this model

- Sector ownership via UKRLG
- Policy control retained by DfT
- Technical neutrality and continuity from the Lead Consultant
- Practical relevance through industry authorship
- Scalable updates and clear maintenance plan





Proposed Delivery Plan

The proposed scope of the update has been broken down into eight Work Packages which cover:

- Development of a governance framework;
- Technical updates to the CoP and its structure;
- Inclusion of new content areas such as carbon management, AI, and climate resilience;
- Creation of executive summaries and training materials;
- Launch of a live, searchable digital platform; and
- Development of a monitoring and evaluation framework.

The contents of each Work Package are prioritised to aid with dependencies. This model balances strategic oversight with sector ownership and practical delivery. It will help ensure the refreshed WMHI CoP is both implementable and future-facing.

The update is expected to be completed in three phases over an 18 month time period.



Download a copy of the full report from the TRL website. Search for PPR 2062 or use the QR code below.



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