

From Lancashire County Council

Transport Asset Management Plan

The Transport Asset Management Plan (TAMP) 2015/16 to 2029/30, sets out the key strategic priorities for Lancashire County Council as the highway authority. It includes all of the assets associate with the highway including roads, footways, drainage, structures (bridges/retaining walls), Street Lighting and Drainage.

The strategy looks to manage our assets on a holistic basis, recognising that as we can't do everything at once, we need to prioritise our assets based on the relative importance that each asset group contributes towards our goal of delivering an effective transport system. This is crucial if we are to help the businesses, residents and visitors of Lancashire to achieve our economic, social and environmental goals.

In order that we can meet these goals we have developed a 15-year plan that is split into three 5 year phases. The plan sets out the appropriate strategies we will adopt to provide an enhanced focus on those assets targeted in each phase, to significantly improve the condition of those assets, whilst still maintaining a level of investment on the remaining assets to a steady state until resources are available to improve the condition in future phases of the TAMP. Although The TAMP identifies 3 5-year phases there is flexibility so that any of the phases can run concurrently should additional resources become available.

We are currently in phase 1 of the TAMP concentrating on the A, B and C road and footway networks, phase 2 of the TAMP, which starts in April 2020, will concentrate on the residential and rural unclassified roads. However additional funding made available in 2017/18 and 2018/19 by Cabinet has allowed additional investment in the assets identified in phase 2. Phase 3, due to start in April 2025 will focus on structures (bridges/retaining walls), Street Lighting and Drainage.

A fundamental principle of the TAMP is to move away from the philosophy of tackling 'worst first only' and adopting a more preventative approach. This approach allows us to use cost effective preventative treatments, like surface dressing that will reseal a road at an optimum point to extend the life of that road by 8-10 years slowing down the rate of deterioration, this is a more efficient use of our resources.

However in order to address those roads currently in a poor condition and are not suitable for a preventative treatment part of the available resources will be used to fund appropriate remedial treatments until funding is available for more permanent solutions. This approach will be echoed for all asset types as we move through the TAMP phases.

Therefore in terms of the road network a mix of resurfacing, patching and surface dressing works over a 5 year period to deal with both the worst condition roads and prevent deterioration of the remainder of the asset

To view the full document The Transport Asset Management Plan and the 2018 refresh document can be viewed on the Highway Asset Management website [here](#).