

## **Report to the Cabinet**

Meeting to be held on Thursday, 5 November 2020

### **Report of the Head of Service - Asset Management**

#### **Part I**

Electoral Division affected:  
(All Divisions);

### **Transport Asset Management Plan End of Phase 1 Review**

(Appendix 'A' refers)

Contact for further information:

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#### **Executive Summary**

The Transport Asset Management Plan 2015 - 2030 was approved by the Cabinet Member for Highways and Transport on 10 June 2014 and identified the key strategic priorities of the county council.

It is proposed to publish a review of the progress made during phase 1 of the Transport Asset Management Plan which ran from 1 April 2015 to 31 March 2020 and report the latest condition of our assets.

#### **Recommendation**

Cabinet is asked to:

- (i) Note the update on progress outlined in the Progress Transport Asset Management Plan Phase 1 Breakdown as set out at Appendix 'A'.
- (ii) Authorise the Director of Strategy and Performance to approve and publish the 'Transport Asset Management Plan – End of Phase One Review' full document 2019/20 in consultation with the Deputy Leader of the County Council and Cabinet Member for Highways and Transport.

#### **Background and Advice**

The Transport Asset Management Plan 2015 - 2030 was approved by the Cabinet Member for Highways and Transport on 10 June 2014 and identified the key strategic priorities of the county council.

It is proposed to publish, on the Lancashire County Council website, a review of the progress made during phase 1 of the Transport Asset Management Plan which ran from 1 April 2015 to 31 March 2020 and report the latest condition of our assets (see Appendix 'A' for a summary). Approval is sought to publish this 'Transport Asset Management Plan – End of Phase One Review' in full, in consultation with the Deputy Leader and Cabinet Member for Highways and Transport. The full document details the asset condition by district area and describes the Cabinet approved funding received and the Self-assessment score declared as being Band 3, allowing maximum Department for Transport Incentive Fund funding to be received. Good progress has been made in respect of the condition of the A, B and C road networks, which was the focus of phase 1. They are now in an overall better condition than they were in 2014.

Phase 2 of the Transport Asset Management Plan started in April 2020 and runs until March 2025. Following publication of the phase 1 results, it is proposed to review the original Transport Asset Management Plan assumptions using the latest asset condition data and lifecycle modelling to produce a draft Transport Asset Management Plan Phase 2 Review document. The document will set out the results of the lifecycle modelling and condition review and present the priorities and proposed funding apportionments for the period 2020/21 to 2024/25; this will be the subject of a later report.

## **Consultations**

N/A

## **Implications:**

This item has the following implications, as indicated:

## **Risk management**

### Financial

Proceeding into Phase 2 of the Transport Asset Management Plan without reviewing progress in Phase 1 and without assessing the impact of current condition and funding scenarios on asset condition and reviewing Phase 2 would lead to inefficiencies in the allocation of capital funds, increased costs due to preventative maintenance not being undertaken at the correct life cycle of the asset and anticipated asset condition deterioration.

The End of Phase 1 Review document is also supporting evidence for the Department for Transport Self-Assessment which is carried out annually. It shows that the authority seeks to avoid using outdated condition information which could result in the county council failing to achieve a band 3 ranking which in turn would reduce the level of funding received from the Department for Transport by approximately £2.707m per annum.

Phase 2 of the Transport Asset Management Plan will need to take into account the Capital Strategy 2020 and subsequent updates and fit within the financial envelopes available, to ensure the overall capital strategy is deliverable and sustainable.

### Legal

The Transport Asset Management Plan is an important document explaining and justifying work done and expectations. That it is reviewed and updated is important and it informs the authority's position with regard to challenges and priorities.

### **List of Background Papers**

Paper	Date	Contact/Tel
None		
Reason for inclusion in Part II, if appropriate		
N/A		