



Leicester
City Council

WARDS AFFECTED
ALL

FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:

OVERVIEW & SCRUTINY MANAGEMENT BOARD
CABINET

13 SEPTEMBER 2007
1 OCTOBER 2007

LEICESTER CITY COUNCIL TRANSPORT ASSET MANAGEMENT PLAN 2007 - 2011

Report of the Corporate Director of Regeneration and Culture

1. Purpose of Report

- 1.1 This report presents the Council's first Transport Asset Management Plan ("the Plan") to Cabinet and seeks approval of the Plan.

2. Summary

- 2.1 The Plan is the tactical level Plan that supports the Central Leicestershire Local Transport Plan. It sets out what the Council's transport assets are and how they will be managed to help achieve the Council's corporate objectives. It details our asset management and maintenance goals, policies and strategies and how we will improve our asset management practices over the next four years. The Plan is one of the family of key documents that facilitate the provision of and continuous improvement of highway and transport services in Leicester.

- 2.2 The Plan specifically supports two of the Council's emerging priorities of;

- safe, clean, green

by enhancing condition of the footways, sustaining the health of the street tree stock and by maximising the value of the transport and highway networks to the community

- quality regeneration in the built environment

by contributing to the quality of the built environment and thus helping to attract further private developer investment

- 2.3 The proposed transport and highway maintenance strategy for 2007 to 2011 is:

- (i) to improve our highway network management procedures;
- (ii) to focus on improving the condition of the footway network whilst maintaining the condition of the carriageway network as it is;

- (iii) to spend proportionally more money replacing traffic signal installations and reduce the rate of replacing street lighting;
- (iv) to carry out bridge maintenance works spending monies allocated by the Department for Transport for bridge strengthening and maintenance;
- (v) to operate and maintain our public car parks and St Margaret's Bus Station following a robust business management approach;
- (vi) to follow the appropriate codes of practice relating to asset management and maintenance, to implement the Plan improvement actions.

3. Recommendations

Cabinet is recommended to:

- a) Approve the Plan which sets out the Council's Transport and Highways Maintenance Strategy and Asset Management Practices Improvement Plan
- b) Note this report and the Plan to help inform future Capital and Revenue funding decisions particularly relating to maintaining footways, carriageways, bridges, street lighting and traffic signals.

4. Report

Background

4.1 The first Leicester City Council Transport Asset Management Plan 2007 to 2011 has been prepared by the Transport Asset Management Project (virtual) Team in the Regeneration, Highways and Transport Division. It sets out how the Council's transport assets are and will be managed to help achieve the Council's corporate objectives and specifically the Council's transport objectives as articulated in the Central Leicestershire Local Transport Plan 2006 to 2011. The Plan details our asset management and maintenance goals, policies and strategies and how we will improve our asset management practices over the next four years.

4.2 The Plan is provided in a number of chapters covering:

- Transport Asset Management at Leicester City Council
- Life-cycle Management Plans for each of the asset groupings
- Improvement Plans for each of the asset groupings
- Performance Management for each asset grouping
- Valuation of the Assets
- Forward Works Programmes

4.3 The Plan is one of the family of key documents that facilitate the provision of and continuous improvement of highway and transport services in Leicester. It should be read in conjunction with the other key documents of the family, namely:

- Central Leicestershire Local Transport Plan 2006 to 2011 (March 2006)
- Central Leicestershire Local Transport Plan 2006 to 2011 Urban Congestion Target Delivery Plan (March 2007)
- Leicester City Council Rights of Way Improvement Plan 2007 to 2017 (July 2007)
- Highways and Transportation Best Value Review Improvement Plan July 2002
- Highways and Transportation Strategic Service Plan 2007 to 2011 (March 2007)

4.4 Copies of the Plan (Draft 5) will be made available in the Members area prior to the Cabinet meeting. A copy of the executive summary of the Plan is provided at Appendix 1.

Revised Transport and Highway Maintenance Strategy

4.5 During the preparation of the Plan we have reviewed our maintenance strategy, identified the need to modify our current strategy and have identified areas for improvement in our asset management practices. Our proposed strategy for 2007 to 2011 is:

- (i) to improve our highway network management procedures to help minimise disruption to highway users;
- (ii) to focus on improving the condition of the footway network whilst maintaining the condition of the carriageway network as it is. The condition of our busy footways, as illustrated by our BVPI 187 result at the lower threshold for the Comprehensive Performance Assessment (CPA), are in a poor condition. Additional revenue investment in footway maintenance over the last three years is helping to improve the condition. We will continue to propose through the capital programme and revenue budget strategy processes that additional capital and/or revenue monies are made available to help us improve the condition of these footways to above the CPA lower threshold;
- (iii) to spend proportionally more money replacing traffic signal installations to reduce the number of installations beyond their design life but will reduce the rate of replacing street lighting as the lighting stock is in relatively very good condition. To facilitate this additional investment we will make proposals for additional investment through the capital programme and revenue budget strategy processes;
- (iv) to carry out bridge maintenance works spending monies allocated by the Department for Transport for bridge strengthening and maintenance;
- (v) to operate and maintain our public car parks and St Margaret's Bus Station following a robust business management approach which is seeing the continual

improvement of services provided using these assets;

- (vi) to follow the appropriate codes of practice relating to asset management and maintenance, to implement the improvement actions in each asset grouping chapter of the Plan to improve our asset management practices and hence further implement best practice recommended in the codes. We will report any significant proposed deviations from these codes if and when identified when completing the improvement actions.

Levels of Service

- 4.6 Further work is required to facilitate levels of service decision making. Hence the Plan includes an improvement action to prepare a report giving options for the level of service (condition) of the highway assets and the associated costs of these options. This information can then be used during future budget exercises to help set budgets and levels of service.

5. Financial, Legal and Other Implications

5.1. Financial Implications

- 5.1.1 The budgets for 2007/8 and indicative budgets available for future years to improve, operate and maintain Leicester City's transport assets are summarised below:

	2007/8 £000's	2008/9 £000's	2009/10 £000's	2010/11 £000's
<i>Capital</i>				
Integrated Transport	6,200	5,500	5,500	5,500
Capital maintenance	2,300	2,000	2,000	2,000
Road Safety & Speed Management	87	83	83	79
City Council Capital	1,000	Note 1	note 1	note 1
Sub total – Capital	9,587	7,583	7,583	7,579
<i>Revenue</i>				
Traffic Management and Control	735	755	775	795
Road Safety & Speed Management	390	375	370	355
Highways maintenance	6,760	5,650	5,790	5,930
Sub total – Revenue	7,885	6,780	6,935	7,080
Total Capital and revenue	17,472	14,363	14,518	14,659

Note 1: The City Council Programme is a four-year programme, 2008/9 is year 1, the programme is currently being prepared.

- 5.1.2 The highways maintenance budget reduces by £1.2m in 2008/09 and thereafter following 2 years of additional investment. As indicated in 4.5 (ii) above this will have an impact on improving the condition of the footway network, which remain in a poor condition.

- 5.1.3 The need to maintain the existing 2007/08 level of revenue funding for highways maintenance to improve the condition of the footways and maintain the condition of the highways will be proposed as part of R&C's budget strategy.

Martin Judson – Head of Finance (297390)

5.2 **Legal Implications**

5.2.1 The role of the Highway Authority as asset manager is governed by an extensive range of legislation. In relation to highway maintenance, much is based on statutory powers and duties contained in legislation and precedents developed over time as a result of claims and legal proceedings. Even without such specific powers and duties, highway authorities have a general duty of care to users and the community to maintain the highway in a condition fit for its purpose.

5.2.2 The Highways Act 1980 sets out the main duties. In particular, Section 41 imposes a duty to maintain highways maintainable at the public expense, and almost all claims against authorities relating to highway functions arise from alleged breach of this Section. The term “highway” includes carriageways, footways and cycleways. Section 58 of the Act provides for a defence against such actions on the grounds that the Council has taken such care as in all the circumstances was reasonably required to secure that the part of the highway in question was not dangerous for traffic.

Alison Mapp, Legal Services (297059)

6. **Other Implications**

OTHER IMPLICATIONS	YES/NO	Paragraph References Within the report
Equal Opportunities	YES	The Plan has been prepared with due regard to Equality in service provision
Policy	YES	The Plan supports the Council's corporate objectives
Sustainable and Environmental	YES	The Plan supports the Council's environmental policies
Crime and Disorder	YES	The Plan supports the Crime and Disorder Strategy particularly through the provision and maintenance of public lighting (Chapter 7 of the Plan)
Human Rights Act	NO	
Elderly/People on Low Income	YES	The Plan supports improving access to services for the elderly and people on low income

7. Risk Assessment Matrix

Risk	Likelihood L/M/H	Severity Impact L/M/H	Control Actions (if necessary/appropriate)
One of the projects or programmes in the forward works programme overspends	L	H	<ul style="list-style-type: none"> Experienced programme managers Regular consultation with Cabinet Member Schemes subject to PRINCE2 project management arrangements Delay a scheme(s)
One of the projects or in the forward works programme significantly underspends	L	L	<ul style="list-style-type: none"> Experienced programme managers Regular consultation with Cabinet Member Schemes subject to PRINCE2 project management arrangements Bring forward a reserve scheme(s)

L – Low
 M – Medium
 H - High

L – Low
 M – Medium
 H - High

8. Background Papers – Local Government Act 1972

- Central Leicestershire Local Transport Plan 2006 to 2011
- County Surveyors Society “Framework for Asset Management” June 2004
- Well-maintained Highways: Code of Practice for Highway Maintenance Management, July 2005 - UK Roads Board
- Well-lit Highways: Code of Practice for Highway Lighting Maintenance, November 2004 – UK Lighting Board
- Management of Highway Structures: A Code of Practice, Autumn 2005 – UK Bridges Board

9. Consultations

9.1 The basis for developing the asset management approach was derived from analysis during the Best Value Review of Highway and Transportation Services in 2002. Since then we have conducted further consultation during the preparation of the Central Leicestershire Local Transport Plan 2006 to 2011, Leicester City’s Rights of Way Improvement Plan 2007 to 2017 and the Transport Asset Management Plan (our key plans). This consultation has confirmed that our plans to meet future demands on the network are broadly agreed by the various user groups. In addition, a MORI survey of Council’s services was conducted in 2005 and a residents survey in September 2006 to further help us determine current levels of service from the users perspective.

9.2 We have developed a database of nearly 400 stakeholders representing the business community, public service providers, environmental groups, disabled groups, ethnic minority groups and district councils as well as interested individuals. All are invited to our annual Local Transport Day each spring. Local Transport Plan Day is an opportunity for stakeholders to put their views directly to those responsible for highway and transport strategy in Central Leicestershire. Many of the participants have been

involved in the process for several years and have been kept up to date with all the relevant documentation. As a result the level of informed debate is high and many useful observations and ideas are shared.

- 9.3 Alongside the stakeholder database and LTP Day, we carry out two major public consultation exercises – Public Ward Meetings and Group Discussions. We use these exercises to find out how Central Leicestershire residents feel about the work we are doing and the direction they think we should be heading in.
- 9.4 We have consulted Leicestershire County Council in their role as the adjoining Highway Authority and do meet regularly at both Member and officer level to help manage, improve and maintain the transport and highway network.

10. Report Author

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DECISION STATUS

Key Decision	Yes
Reason	Significant effect on one or more wards
Appeared in Forward Plan	Yes
Executive or Council Decision	Executive (Cabinet)

Appendix 1

Executive summary

Chapter 1 - Transport Asset Management at Leicester

Transport assets owned and operated by the Council include:

- 788 km roads, 1300 km footways, 31 km rights of way
- 220 highway structures
- 8 car parks accommodating 1900 parking spaces and 1 bus station
- 43,000 street lights and illuminated sign units
- 321 traffic signal sets
- 21,000 highway trees and 138 hectares of highway verges
- Winter Service depot and 6 gritter vehicles
- Variety of street furniture

The approximate replacement cost of these assets, excluding land, is £1,100 million at April 2007. The approximate total annual budget available to spend on improving, operating and maintaining these assets is £16 million.

Leicester's Transport Asset Management Plan Objectives are:

- To optimise network **serviceability** – by ensuring availability, achieving integrity, maintaining reliability & enhancing condition
- To optimise the **safety** of the network – by complying with statutory obligations & meeting user's need for safety
- To optimise **sustainability** – by minimising cost over time, maximising value to the community & the environment
- To focus on the user – **customer service**, an overarching objective

During the preparation of this plan we have reviewed our maintenance strategy, identified the need to modify our current strategy and have identified areas for improvement in our asset management practices. Our strategy for 2007 to 2011 is to continue to improve our network management procedures and to continue to focus on improving the condition of the footway network whilst maintaining the condition of the carriageway network as it is. We plan to spend proportionally more money replacing traffic signal installations to reduce the number of installations beyond their design life but will reduce the rate of replacing street lighting as the lighting stock is in relatively very good condition. We will continue to carry out bridge maintenance works spending monies allocated by the Department for Transport for bridges. Operation and maintenance of our car parks and St Margaret's Bus Station will continue to follow a robust business management approach which is seeing the continual improvement of services provided using these assets. We will continue to follow the appropriate codes of practice relating to asset management and maintenance, to implement the improvement actions in each asset chapter to improve our asset management practices and hence further implement best practice recommended in the codes. We will report any significant proposed deviations from these codes to our executive.

Chapter 2 - Levels of Service

The City Council's highway infrastructure assets are in a varying state of condition and fitness for purpose. The Principal and Non-Principal Classified roads are in good condition but the Unclassified roads and footway networks are in poor condition. The overall condition of the bridge stock is considered "FAIR". About eight percent of our street lighting stock is above desired maximum age of 40 years and whilst the average age of our traffic signal equipment is 7 to 8 years we have in excess of 50 installations above their design life of 15 years.

The demands on the infrastructure over the next five years have been thoroughly researched and analysed during the preparation of the Central Leicestershire Local Transport Plan 2006 to 2011 (LTP). The LTP explains in detail how the Council plans to cater for these demands.

The general messages from consultation with highway users can be summarised as:

- Improve the general condition of roads
- Improve the general condition of footways
- Improve facilities for cyclists and improve cycle route maintenance
- There is a much higher satisfaction with street lighting compared to roads, footways and cycle routes

The role of the Highway Authority as asset manager is governed by an extensive range of legislation. The Highways Act 1980 is the key piece of legislation that sets out our main duties. In particular, Section 41 imposes a duty to maintain highways maintainable at the public expense.

Level of service performance for the overall transport asset is measured using Performance Indicators. The specific strategic level indicators and targets are detailed in Chapter 8 and Annex 7 of the LTP. These indicators are supplemented by the Transport Asset Management Plan "operational" performance indicators included at the end of each asset grouping chapter.

Chapter 3 – Lifecycle Management Planning

The primary purpose of a lifecycle management plan is to document how a particular asset is managed and as an output identify current and future needs, and hence determine "performance gaps", to be addressed through delivering forward works programmes and improvements in management practices. The secondary purpose is to record the institutional knowledge for the enhancement of the future service delivery and to take on board specific requirements of the users. In the lifecycle management plans (Chapters 4 to 11) we outline asset grouping objectives, asset performance, inventory information and what is planned for the asset group or individual asset.

Risk management is a key part of the Council's strategic management and performance management process and underpins our asset management approach at all levels. Formal and informal risk assessment and management have been carried out over many years leading to the current routine maintenance standards and maintenance policies and procedures we have today. Our strategic level risk register and operational asset grouping risk registers, which are reviewed annually and after a significant event, are included at Appendix A.

The two residual risks high risk areas identified through our risk management process are:

- Severe weather leading snow or ice on highway, fallen trees blocking highway, flooding blocking highway causing disruption to highway users and damage to property - further actions are to prepare strategy to deal with increasing likelihood of local flooding and to review trees routine maintenance standards
- Difficulty in attracting and retaining technical staff leading to scheme delays – further action is to revive graduate and technician training scheme and to develop framework contract for consultancy services

The desired levels of service, as defined by our targets, are set out in Chapter 8 of the Central Leicestershire Local Transport Plan 2006 to 2011 and the lifecycle management chapters in this document. Risks to achieving these targets may occur at corporate, programme or project level. These risks are managed using appropriate works programme and project management arrangements and quality management processes and procedures.

Improvement, operation and maintenance services are provided by in-house service providers and by external consultants and contractors through either long-term contracts and/or one-off contracts.

Chapter 4 – Carriageways and Footways Lifecycle Management Plan

Carriageways & footways form the largest part of the transport asset. The cycle route network is expanding as one of the key aims of our transport strategy is to encourage people to cycle. The number of traffic calming features provided on the road network is increasing to improve road safety in line with one of the key objectives of the transport strategy.

The carriageways and footways asset grouping is managed and maintained predominantly in accordance with the Well-maintained Highways: Code of Practice for Highway Maintenance Management, July 2005 - UK Roads Board.

The specific aim of the carriageways and footways maintenance strategy is to halt the deterioration in and maintain the current condition of the roads and improve the condition of the footways. We are focusing on improving the condition of the footways to maximise the contribution our footway assets can make to help achieve our overall aim of encouraging more journeys to be made by bus, cycling and walking. Our footway network is in poor condition particularly when compared to other cities. Improving the condition of the footway network should continue to help reduce the number of claims for trips and falls against the Authority.

Chapter 5 – Highway Structures Lifecycle Management Plan

The Highway Structures asset grouping includes road bridges, footbridges, disused rail bridges, retaining walls, embankments, cuttings, gantries, tee posts, high mast lighting and a listed disused tunnel. Highway structures are generally designed to provide a safe means of access for the travelling public, either commercial or private. We have placed particular emphasis on routes which are significant for public transport or where bridges lead to existing or potential commercial areas where all structures should be capable of carrying the appropriate bus or HGV loading. Additionally highway structures are provided to support the highway or the land surrounding the highway, to protect the highway user or to carry services including rivers and rainwater safely i.e. culverts

The aim of our Highway Structures maintenance strategy is to maximise the benefits of the funding available to keep all bridges fit for purpose and safe for use. The strategy includes a mixture of bridge strengthening and major maintenance on bridges on both the Primary and Non-Primary Route Network. It also includes the on-going implementation of the Management of Highway Structures Code of Practice. We plan to improve the overall condition of our bridge stock from Fair to Good by 2011.

Chapter 6 – Car Parks, Bus Station and Bike Park Lifecycle Management Plan

The car parks and off-street parking are provided mainly for people accessing essential services, shops and leisure services. Parking charges are set so as to discourage commuter parking and hence ensure that there is sufficient spaces available for non-commuters. Surplus income generated from the operation of the on-street parking operation is re-invested in transport services such as subsidising non-profitable bus services.

St Margaret's bus station provides a facility for members of the public wishing to use public transport. It acts as an important interchange for passengers travelling across the county as well as being a departure and arrival point for many coach companies travelling throughout the country and abroad.

The Bike Park located in the Town Hall provides a range of facilities to support cyclists such as sales and repairs, secure bike parking and showers.

The aim of our strategy is to maintain the car parks, bus station and bike park in a safe and welcoming (good) condition thus providing the user with a pleasant experience when using the facility. Our maintenance strategy consists of regular condition inspections by our building surveyors, appropriate routine maintenance and then occasional major refurbishment. Facilities at the car parks and bus station are upgraded as new technology becomes available. This has recently (2006/07) included state of the art real time information facilities at the bus station.

Chapter 7 - Street Lighting Lifecycle Management Plan

Public lighting is to allow people to see, be seen and observe others (community safety) whether travelling on foot, by cycle or by motorised modes. Improving the quality of lighting is key to reducing crime and the fear of crime, thus encouraging more walking and cycling after dark, which then increases natural surveillance of routes

The aim of our street lighting maintenance strategy is to create and maintain a public highway network that is safe and attractive for the community to use at night by providing efficient and effective street lighting and illuminated traffic signs and bollards. We use a robust method of targeting expenditure on lighting column replacements to maintain our stock in good condition.

The street lighting asset grouping is managed and maintained predominantly in accordance with the Well-lit Highways: Code of Practice for Highway Lighting Maintenance, November 2004 – UK Lighting Board. We consider the street lighting stock to be in good condition with only 8% of street lighting columns older than the design life guide of 40 years. Our forward works programme includes replacing the remaining concrete columns and cast iron columns over the next four years and continuing to replace defective steel columns.

Chapter 8 - Traffic Signals & associated equipment Lifecycle Management Plan

The Urban Traffic Management Centre linked together with “on-street” equipment such as traffic signals, real-time information signs for bus services and car parks provides us with the opportunity to maximise journey-time savings both for buses (through selective vehicle detection software) and all traffic (through SCOOT). The improved real time in-journey information that our systems provide is a key element of both our congestion and accessibility strategies.

The aim of our strategy is to improve, maintain and operate the traffic control equipment, which includes 347 traffic signal installations, to a safe and efficient standard thus optimising the capacity of the network and ensuring that the benefits gained from the recent significant investments continue to be realised.

Our proposed renewal programme is based on replacing sites which become life-expired or develop an excessive fault rate. It is proposed to increase expenditure on signal renewals to tackle the increasing backlog of traffic signal renewals.

Chapter 9 - Trees & Landscaping Lifecycle Management Plan

The trees and landscaping asset grouping includes street trees and shrub borders, grass and landscaped verges (the last three referred to as “soft” verges). Maintenance of the tree population enhances amenity and imparts benefits such as visual enhancement of the landscape, boundary demarcation and the provision of shelter and screening.

Grass verges and areas are a particular problem in an urban area due to the parking of vehicles on them and the subsequent damage. The Council’s policy is to replace grass verges, subject to funding available, with verge hardening if a verge is very badly damaged and constitutes a safety and environmental problem.

The aim of the maintenance strategy is to maintain the trees stock and landscaped areas in good condition and to replace trees with appropriate species where necessary. This is complimentary to the Council’s Eco Management Audit System (EMAS) commitment to sustain the trees and landscaping resource.

Our maintenance strategy for trees and landscaping consists of default observations by our highway inspectors as part of the highway safety inspections and arboricultural inspections every 2 years. Routine maintenance to the trees is a balance of pruning and cutting back with removal of trees in poor condition or causing significant problems.

Chapter 10 - Winter Service Lifecycle Management Plan

The particular highway network management requirements during the winter period are not “maintenance”, in the traditional sense, but specialist operational services. Hence, we have adopted the terminology of “Winter Service”. For planning and operational purposes the Winter Service operates from 1st October to 30th April every year.

It is the Council’s Policy, as the Highway Authority, to comply with the requirement of the Highways Act 1980 Section 41(1A) including Section 111 of the Railways and Transport Act 2003, to clear snow and ice from the highway in times of significant snowfall so far as is reasonably practicable, so that safe passage along the highway is not endangered by snow or ice. This does not mean that all roads and footways in the City have to be treated as soon as ice forms or snow falls.

Full details of the routes and priority footway/pedestrian areas to be treated are contained in the Winter Service Operational Plan (www.leicester.gov.uk).

Chapter 11 - Street Furniture Lifecycle Management Plan

Street Furniture is provided to enhance the street scene, to provide information and to give a general amenity to users.

The main aim of the maintenance strategy is to keep the street furniture in a fit for purpose condition and ensure it contributes positively to the street scene. Our maintenance strategy generally consists of regular inspections by our highway inspectors and repairs or replacement by our maintenance service providers.

Chapter 12 - Financial Management

The Council makes asset management investments using finances from a variety of sources. Different assets attract finances from different sources. The indicative total budget available to improve, operate and maintain Leicester City's transport assets is summarised in the table 12.1 below.

Budget/Programme	07/08	08/09	09/10	10/11
Integrated Transport Capital	£5.5m	£5.5m	£5.5m	£5.5m
Capital Maintenance Programme	£2.3m	£2.0m *	£2.0m*	£2.0m*
Traffic Management & Control Revenue	£700k	£700k	£700k	£700k
Highway Maintenance Revenue	£6.9m**	£5.9m	£6.1m	£6.4m
Road Safety & Speed Management Revenue	£330k	£300k	£300k	£300k
City Council Capital Programme	£1.0m	***	***	***

* The Department for Transport are currently (summer 2007) proposing to use a revised formula for calculating maintenance allocations for 2008 to 2011. Allocation amounts will be notified to Local Authorities in December 2007.

** Includes additional £1.25million investment. 2008/09 to 2010/11 allocations to be confirmed in February 2008.

*** The City Council Capital Programme is a three year programme. 2008/09 is year 1 and the programme is currently (autumn 2007) being prepared.

The Asset Inventory will be developed in accordance with the County Surveyors Society Framework for Highway Asset Management, covering the needs of the Asset Valuation. In order to support the asset valuation, the asset inventory includes the **Asset Register** that lists the assets in our ownership and **Valuation Data** recording features that influence the asset values.

The following are key drivers for the Highways Asset Valuation.

- To emphasise the need to preserve the highway infrastructure

- To support improved asset management
- To support the Whole of Government Accounts

In the main all asset management related transactions are ultimately captured by the Financial Management and Information System (FMIS). The asset managing sections are responsible for maintaining the assets and respective finance teams are responsible for making the payments.

Assets created during the year are recorded in the Corporate Asset Register through the FMIS transactions. At the year end asset managers report assets under construction to the Corporate Finance Team reporting the asset valuation for the accounting purposes.

The transport assets of the Council have been valued at £1,100 million at April 2007.

Chapter 13 - Forward Works Programme

The works programmes that form the forward works programme are:

- Local Transport Plan Integrated Transport Capital Programme
- Local Transport Plan Capital Maintenance Programme
- Highways Maintenance Revenue Programme
- City Council Capital Programme
- Developer funded schemes
- Major Scheme – Upperton Road Viaduct Scheme

In addition to the City Council's works programmes there are Developers' highway related works constructed to facilitate their developments. These works are "adopted" by the City Council, as Highway Authority, and then become highway maintainable at public expense.

Appendix A Strategic and Operational Risk Registers

Appendix A contains the Transport Asset Management Strategic level risk register, each asset grouping risk register and the forward works programme risk register.

Appendix B Specific Asset Management Policies

1. Street Naming Policy July 2007
2. The Leicester and Leicestershire Highways, transport and development Guide September 2007 – proposed to be adopted at September Cabinet meeting and then available at www.leicester.gov.uk
3. Leicester City Council Tree Policy July 2007