

IMPROVING PLACES SELECT COMMISSION

Date and Time :- Tuesday 22 March 2022 at 1.30 p.m.

Venue:- Town Hall, Moorgate Street, Rotherham.

Membership:- Councillors Wyatt (Chair), Burnett (Vice-Chair), Atkin, Bennett-Sylvester, C Carter, Cowen, Ellis, Havard, Hughes, Hunter, Jones Khan, McNeely, Reynolds, Sansome, Taylor, Tinsley.

Co-opted Members:- Mrs. K. Bacon, Mrs. M. Jacques.

This meeting will be webcast live and will be available to view [via the Council's website](#). The items which will be discussed are described on the agenda below and there are reports attached which give more details.

Rotherham Council advocates openness and transparency as part of its democratic processes. Anyone wishing to record (film or audio) the public parts of the meeting should inform the Chair or Governance Advisor of their intentions prior to the meeting.

AGENDA

1. Apologies for Absence

To receive the apologies of any Member who is unable to attend the meeting.

2. Minutes of the previous meeting held on 01 February 2022 (Pages 3 - 7)

To consider and approve the minutes of the previous meeting held on 01 February 2022 as a true and correct record of the proceedings.

3. Declarations of Interest

To receive declarations of interest from Members in respect of items listed on the agenda.

4. Questions from members of the public and the press

To receive questions relating to items of business on the agenda from members of the public or press who are present at the meeting.

5. Exclusion of the Press and Public

To consider whether the press and public should be excluded from the meeting during consideration of any part of the agenda.

6. Highways Service Update (Pages 9 - 46)

To receive an update in respect of recent work by the Highways Service

7. Active Travel Update (Pages 47 - 51)

To receive a briefing in respect of recent work to promote cycling and modes of active travel in the Borough

8. Rotherham Allotments Alliance Representative

To receive nominations and appoint a representative to the Board of the Rotherham Allotments Alliance

9. Work Programme (Pages 53 - 60)

To consider and approve the updated schedule of scrutiny work

10. Urgent Business

To consider any item which the Chair is of the opinion should be considered as a matter of urgency

11. Date and time of the next meeting

The next meeting of the Improving Places Select Commission will take place on 19 April 2022, commencing at 1.30 pm in Rotherham Town Hall

IMPROVING PLACES SELECT COMMISSION
Tuesday 1 February 2022

Present were: Councillors Wyatt (Chair), Atkin, Bennett-Sylvester, Burnett (Vice-Chair), C Carter, Cowen, Ellis, Havard, Jones, Khan, McNeely, Sansome and Tinsley.

Apologies for absence were received from Councillors Bacon, Hunter, Pitchley and Reynolds, and from co-optees Mrs. Bacon and Mrs. Jacques.

The webcast of the Council Meeting can be viewed online:-

<https://rotherham.public-i.tv/core/portal/home>

47. MINUTES OF THE PREVIOUS MEETING HELD ON 14 DECEMBER 2022

Resolved:-

1. That the minutes of the previous meeting held on 14 December 2021 be approved as a true and correct record of the proceedings.

48. DECLARATIONS OF INTEREST

There were no declarations of interest.

49. QUESTIONS FROM MEMBERS OF THE PUBLIC AND THE PRESS

The Chair advised that there were no members of the public or representatives of media organisations present at the meeting and there were no questions in respect of matters on the agenda.

50. EXCLUSION OF THE PRESS AND PUBLIC

The Chair advised that there were no items of business on the agenda that would require the exclusion of the press or public from the meeting.

51. FLY TIPPING IN ROTHERHAM

Consideration was given to a report providing an overview of the national and local position in relation to fly tipping, with a focus on the prevention, investigation and enforcement of fly tipping offences.

In discussion, Members requested further narrative around the effects of COVID on fly-tipping and the service's response. The response from officers described the type of people who fly-tip. During lockdowns there had been an increase in footfall in rural areas, so more fly-tips were identified and reported.

Members further expressed interest in knowing more about how many

costs are recouped in fines. The gap between costs and the moneys recouped from Fixed Penalty Notices was vast, as officers clarified. There was a significant backlog of serious fly-tipping offences entering the court process.

Members also complimented the effectiveness of the service and expressed interest in more details around how the team's work dovetails with work by the housing teams. It was clarified that the housing teams report evidential opportunities into the service.

Members also requested further information in respect of how landlords are involved. Where a problem area is identified, it was explained that the team engages landlords to try to better manage waste from the property. It can be very hard to prove who has committed the offence, but where there is evidence, the operational processes between referral and enforcement are strong. The service engages with both landlord associations.

Members expressed satisfaction with the rapidity of response by officers and expressed interest in knowing more about the proactive steps being taken to educate residents so that there is a strong culture of individual responsibility around not tolerating fly tipping. For example, how well are people aware of the need to check that their waste collector is legitimate? The response from officers described messaging and prevention campaigns, noting there is more work to do in this area. Officers also noted use of overt and covert CCTV for deterrent and evidentiary surveillance of fly-tipping.

Members requested further clarification around the actions the Council takes when the identity of a fly-tipper is discovered. The response from officers described the process of identifying evidence. Where this is not possible, the next steps are to pursue information sharing from a Duty of Care angle.

Regarding small fly tips, further details were requested around proactive measures to incentivise residents to go through the Council rather than calling on collectors that end up doing the small waste tips. The response from officers noted the willingness of the service to do more to leverage engagement groups. Proactive work around hotspots is primarily focused work in response to small tips. The best way is to get people within the community to talk to people in the community. Further, a 12-month communications plan is currently in development.

The suggestion was offered that the forthcoming communications plan include information about how to report fly tipping, and clarification was requested around how often the Council exercises its rights to make private landlords clear fly-tipped refuse from their property. The response from officers described the exercise of this power as a routine activity that is often called for within the community.

Members expressed thanks to the team for resolving specific fly tipping events in several wards. It was suggested that in future a representative from the litter picking team could be invited to join the meeting. Clarification was requested around the evidence collection process and whether officers have the right to proceed or whether they have to wait for the environmental teams. The response from officers indicated that officers keep individuals updated where they are directly affected, and whilst there is a huge impact on communities more broadly, there is not capacity to update everyone who reports a fly tip. The service is working towards a regular communication model that includes environmental data.

Members indicated the difficulty associated with coordinating multiple households to give testimony. The response from officers concurred that nothing stops the council from presenting a case with one witness, but in order to plunge resources into prosecution more witnesses are preferred. Where there is one witness, it is up to a determination of the court as far as credibility, with the criminal procedures requiring proof beyond all reasonable doubt. Evidential procedures therefore introduce limitations, but it was noted that the Council generally wins court cases. Covert surveillance is better for identifying fly tippers, whereas overt is better for deterring.

Clarification was requested around cautions. The response from officers identified cautions as informal and described the limited effect of these in the context of fly-tipping.

Resolved:-

1. That the report be noted.
2. That members be invited to feed into the development of the Enviro Crime Strategy.
3. That the good reports on the active response by estate caretakers and litter picking teams be noted, and that consideration be given to ways to further engage residents toward cultivating local pride and a culture where eliminating littering and fly tipping is everyone's responsibility.
4. That the fantastic work and major contributions by litter picking teams and volunteers be noted, and further ways be sought whereby those groups can be further recognised and engaged.
5. That impacts of fly tipping on the Housing Revenue Account be provided outside the meeting.
6. That the next update include details of the development of the 12 month communications plan.

52. THE ENVIRONMENT ACT 2021 - IMPACT ON WASTE SERVICES

Consideration was given to a report setting out the key issues stemming from the The Environment Act 2021 (the Act) which will impact on the Council's Waste Services in the coming years. The Act received Royal Assent on the 9 November 2021 after a lengthy, two-year process. The Act will set new legally binding environmental targets that will be monitored and enforced by a new body: the Office for Environmental Protection (OEP). The Act requires the secretary of state for the Department of the Environment, Food and Rural Affairs (DEFRA) to set long-term legally binding targets on air quality, biodiversity, water, resource efficiency, and waste reduction. These targets must be of at least 15 years in duration, and be proposed by late 2022. The Act sets out specific legislation that is likely to have a significant impact on how waste and recycling are dealt with, and how Councils deliver Waste Services, in the future. Challenges were noted around film and flexible packaging as well as the mandate to perform a separate food waste collection.

In discussion, Members reflected on various systems in place internationally which regard waste as a resource. The response from officers elaborated on elements of the consultation phase which have fed into proposals.

Members also noted the desire to work with suppliers to design systems. The response from officers noted the risks of changing the quality of the household recyclables that are collected. Capacity, that is, volume of waste collected, is key to making solutions economically viable. Regional arrangements become very important in this contest; therefore, the service were engaging in those conversations.

Clarification was requested around deposit return schemes and reuse schemes. The response from officers provided details around potential deposit return schemes as well as reuse practices, noting that reuse schemes were an area of potential improvement that would be looked at as part of the response to this legislation.

Further clarification was requested around bin requirements under the legislation changes. Clarification was offered around the bin schemes that had been undertaken and those that were found to be not economical or pragmatic enough.

Implications around changes to food waste collection were cited, and Members requested assurances. Details were offered around the requirements of the law and plans for the service to remain compliant using current collection methods, and it was noted that an assessment would be required. It was hoped that the ongoing conversations with DEFRA would be productive in reaching an appropriate arrangement for Rotherham.

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It was suggested that household compost could be promoted. The response from officers noted the benefits of household compost. For small businesses, it makes more sense to get a recycling plan rather than general waste, which is the most expensive service. So it is in the interest of businesses to recycle. Supermarkets will be required to deal with food sustainably.

It was suggested that Members lobby the government to help ensure positive progress is made concerning the implications of the Environment Act for Rotherham.

Resolved:-

1. That the report be noted.
2. That officers liaise with the Governance Advisor and IPSC Link Officer to determine the most useful time and mode for scrutiny to feed into the upcoming rolling national implementation timeline 2023-2027.
3. That consideration be given to how best to promote and incentivise further upstream preventative approaches to waste and excess non-biodegradable packaging.
4. That arrangements be made for Members to take part in a visit to the Manvers Treatment Facility.

53. WORK PROGRAMME

Resolved:-

1. That the report and schedule of work be noted.
2. That authority be delegated to the Governance Advisor in consultation with the Chair and Vice-Chair to make changes to the scheduled of work as appropriate between meetings, reporting any changes back to the next meeting for endorsement.

54. URGENT BUSINESS

The Chair advised that there were no urgent items of business requiring the Commission's consideration.

55. DATE AND TIME OF THE NEXT MEETING

The Chair announce that the next meeting of the Improving Places Select Commission will take place on 22 March 2022 commencing at 1.30 pm in Rotherham Town Hall.

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Public Report
Improving Places Select Commission

Committee Name and Date of Committee Meeting

Improving Places Select Commission – 22 March 2022

Report Title

Highway Inspection and Maintenance Performance

Is this a Key Decision and has it been included on the Forward Plan?

No

Strategic Director Approving Submission of the Report

Paul Woodcock, Strategic Director of Regeneration and Environment

Report Author(s)

Richard Jackson, Head of Highways and Flood Risk
richard.jackson@rotherham.gov.uk

Ward(s) Affected

Borough-Wide

Report Summary

This report, along with the accompanying presentation, provides a 12 month progress update on Highway Inspection and Highway Maintenance performance. The report updates Improving Places Select Commission (IPSC) in terms of performance since the last report of February 2021.

The report and presentation (appendix 1) provide a progress update on the following performance areas:

- Highway Condition
- Safety Highway Inspections
- Highway Defect Repairs
- Residents Satisfaction Survey Results
- Highway Service Performance Indicators
- Customer Complaints and Compliments
- Pothole Numbers
- Highways Liability and Claims Performance
- Highway Code changes 2022 (Appendix 4 – attached)

Recommendations

1. Improving Places Select Commission are recommended to note and comment on this report.

List of Appendices Included

- Appendix 1 – Presentation to Improving Places Select Committee, 22 March 2022
- Appendix 2 – Initial Equality Screening Assessment
- Appendix 3 – Carbon Impact Form - Update on Highway Inspection and Maintenance Performance Management.
- Appendix 4 - Highway Code changes 2022

Background Papers

- The Highways Act 1980
- Well-managed Highway Infrastructure: A Code of Practice 2016
- Rotherham Metropolitan Borough Council Code of Practice for Highway Inspection and Assessment (2018):
<https://www.rotherham.gov.uk/downloads/download/90/highway-code-of-practice>.
- The Official Highway Code 2022 edition

Consideration by any other Council Committee, Scrutiny or Advisory Panel

No

Council Approval Required

No

Exempt from the Press and Public

No

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1. Background

- 1.1 In March 2018, Improving Places Select Commission (IPSC) supported the implementation of the revised Rotherham Metropolitan Borough Council (RMBC) Code of Practice for Highway Inspection and Assessment. The code was implemented in October 2018 following a period of consultation and staff training.
- 1.2 In February 2021, an update was provided to IPSC detailing Highway Inspection and Highway Maintenance performance including Resident Satisfaction Survey Data, Customer Complaints, Highway Claims Data and Pothole Numbers.
- 1.3 Further to the successful completion of the 2020 Roads Programme, which included the repair of 310 estate roads with over 46 miles of carriageway resurfaced, the Council provided an additional investment for the 2024 Roads Programme, with £24m to be spent between 2020 and 2024. These investments are already resulting in improvements in the condition of the Council's road network, with a reduction in the number of potholes and insurance claims.
- 1.4 This report provides a 12-month progress update on service performance. It also includes for information a summary of changes to the Highway Code which were introduced on 29th January 2022 (Appendix 4).

2. Key Issues

2.1 Highway Maintenance Performance

In relation to performance against targets for Highway Maintenance, the published performance management data, detailed in Table 2.1 below, from 1st April 2021 to 31st December 2021 demonstrates that:

- The target to achieve the national average of 17% by 2024, for the condition of the unclassified network (estate roads) will be achieved two years early. This is due to the additional investment Rotherham had made in our roads and good asset management.
- The number of highway inspections carried out on time was 96%, exceeding the target of 95%. Comparatively the 2020/21 performance was 93%.
- The 90% target to repair actionable defects within the target timescales has been consistently met during 2021/22. Actual performance was 98% (the 2020/21 performance was 97%).
- 100% of reports regarding missing apparatus covers were made safe within 4 hours of a report being received.

- Residents' satisfaction survey results for Highway scheme works carried out on site have been consistently high.

Table 2.1: Highway Service Performance Indicators

Highway Services							
Levels of Service & Performance							
Indicator Title	Freq.	2020/21 Performance	Qtr. 1 Performance Apr- Jun 21	Qtr. 2 Performance July- Sept- 21	Qtr. 3 Performance Oct - Dec 21	Qtr. 4 Performance Jan- Mar 22	2021/22 Target
Corporate / National Indicators							
The % of the principal roads network in need of repair (SCANNER) R1001	Annual	2%	2%				To achieve National Average - Latest DfT information available is 2018/19 - 3% (lower is better)
The % of the non principal road network in need of repair (SCANNER) R1001	Annual	2%	3%				To achieve National Average- Latest DfT information available is 2018/19 - 6% (lower is better)
The % of unclassified roads in need of repair (CVI)	Annual	19%	18%	18%	17%		To achieve a target below 21% by March 2021. The ultimate target is 17% (national average) by the end of the £24m investment (March 2024)
The % of footways in need of repair (CVI)	Quarterly	37%	36%	36%	36%		To achieve a target of 40% by March 2021. (lower is better)
Management Information							
To ensure any actionable (safety) defects are repaired within the appropriate timescales.	Monthly	97%	99%	98%	98%		90% of actionable defects are completed within target timeframe.
Post works inspections carried out to assess quality of pothole repairs.	Quarterly	91%	94%	92%	91%		90% of repairs are to an acceptable standard
Clear priority/urgent blocked road gullies to prevent flooding problems to properties and public highways.	Quarterly	100%	100%	100%	100%		90% of blocked gullies causing flooding are actioned within 4 hours for properties and severely flooded public highways; 1 working day for flooded highways or at risk of flooding
Response to resident reports of street lighting not working.	Quarterly	94%	94%	95%	94%		90% attendance of street lighting faults within 3 days
To inspect the highway network (Carriageways, Footways and Footpaths) for safety on a cyclic basis and on or before the inspection due date	Monthly	93%	97%	97%	96%		95% of the highway network is inspected before the inspection due date.
Customer satisfaction surveys about recent highway maintenance schemes;	Quarterly						Target over 90%. Average for 1st three quarters for works starting on time is 94%. No further action at this time
Satisfied with pre-start information about the works		91%	95%	95%	100%		
Did the works start on time		84%	96%	97%	86%		
Satisfied with the quality of the work carried out		100%	100%	100%	100%		
Was the site left clean and tidy		100%	97%	97%	100%		
Make safe dangerous overhanging trees/vegetation on highway land.	Monthly	100.00%	100%	100%	100%		Above 90% of overhanging trees are made safe within 24hrs
Trees obstructing the highway are cut back	Monthly	100.00%	100%	100%	100%		Above 90% of overhanging trees are cut back within 5 days
Make safe dangerous overhanging trees/vegetation from private land.	Monthly	100.00%	100%	100%	100%		Above 90% of overhanging trees are made safe within 24hrs
Private trees obstructing the highway are cut back by landowner.	Monthly	100.00%	100%	100%	100%		Above 90% of private trees are cut back by landowner - within 14 days of written notice.
Make safe missing cover e.g. public and private sewers, gas, water or BT apparatus.	Monthly	100.00%	100%	100%	100%		Above 90% of missing covers made safe within 4 hours and informed owners

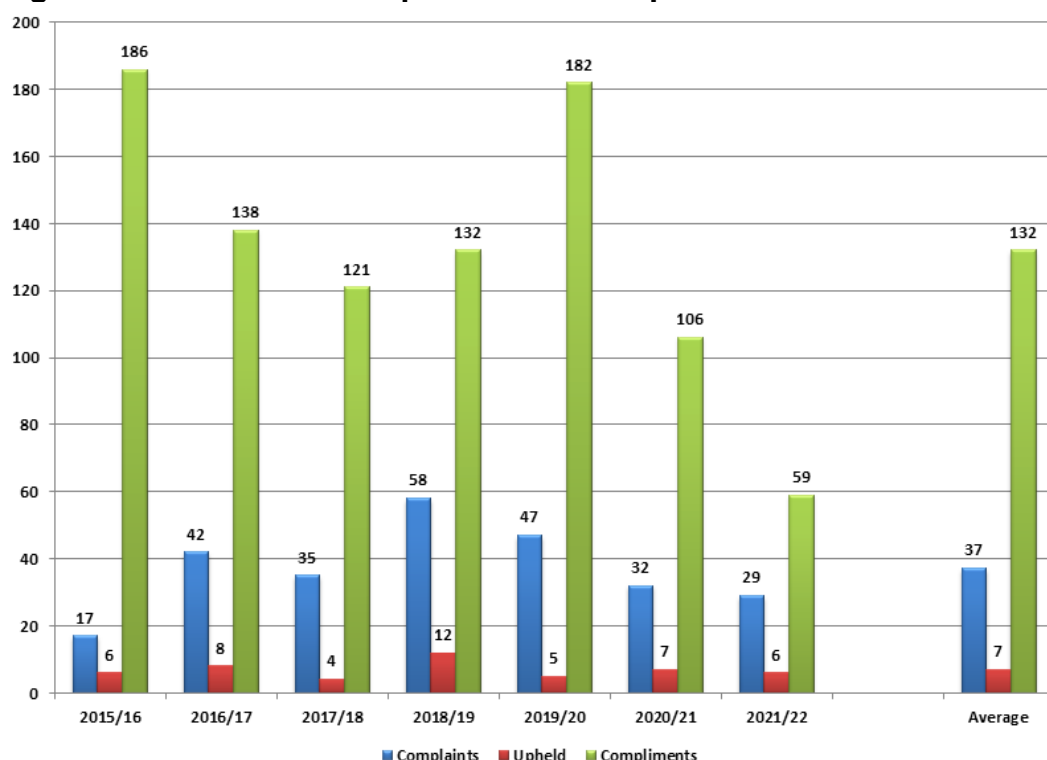
2.2 Customer Complaints and Compliments

Highway Services receives a number of complaints and reports throughout the year from residents, businesses and visitors relating to the highway network. The Highways team provides a written reply to all customers where appropriate.

Figure 2.2 below shows the number of complaints received and the number that were upheld. It can be noted that the service has seen a steady decrease in the number of complaints over recent years.

The table also shows how many compliments the service has received for the same period. These are recorded and monitored by the Council's Complaints Team.

The monitoring of these reports over time provides a good indication of residents' experiences in relation to Highway Services and the quality of works that are being delivered in Rotherham. The service records a higher number of compliments than complaints in each year.

Figure 2.2: Customer Complaints and Compliments

2.3 Pothole Numbers

The number of potholes that require repair has reduced over recent years. This correlates with the additional investment the Council has made in road maintenance.

Additionally, roads with a high number of potholes are also considered for inclusion in the Indicative Highway Works Programme for resurfacing and, as a consequence, the number of potholes requiring repair has reduced significantly.

Table 2.3 below demonstrates the reduction in the number of pothole repairs required over time. The increase in 2019/20 was attributed to the severe weather that was experienced in October/November 2019.

Table 2.3: Annual Number of potholes and cost of repair

Year	£ spent on potholes	Number of potholes
2015/16	380,575.45	32,000
2016/17	472,884.06	31,000
2017/18	370,014.19	24,800
2018/19	369,532.85	22,600
2019/20	371,530.85	24,751
2020/21	361,412.22	18,510

2021/22 (to 31/12/2021)	271,932.73	12,036
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2.4 Highway Claims

As a result of the Highways Service working to a comprehensive code of practice for a number of years, the service has a track record of dealing with highways claims both fairly and robustly. The Highways Service have been cited as an example of good practice by the Council's liability insurers.

Table 2.4 below gives details of the number of highway claims received since 2003. The table shows that there has been a significant decrease in claims in 2020/2021 and this has continued in 2021/22.

It is anticipated that 2021/22 could see the lowest number of highway claims received by the Council. However, it is acknowledged that this could be in part due to the reduced number of people using the highways and will be monitored. Generally, however the table demonstrates a downward trend in the number of claims paid and the costs incurred.

The increase in claims for 2019/20 can be attributed to the severe weather incidents around October/November 2019 (229 of the 294 claims were between October to March) and, although there was a spike in claims for this period, the service maintained very high repudiation rates.

Table 2.4: Highways Liability and Claims Performance

Highways Liability PL Claims Performance 2003/04 to 2021/22							
Incident Year	Claims Rec'd	Number On-going	Number Closed	Number Repudiated	Percentage Repudiated	Number Paid	Total Paid (inc. costs)
2003/04	221	0	221	179	80%	42	£200,115
2004/05	189	0	189	161	85%	28	£104,921
2005/06	153	0	153	126	82%	27	£202,400
2006/07	193	0	193	164	85%	29	£101,499
2007/08	206	0	206	182	88%	24	£251,609
2008/09	161	0	161	129	80%	32	£369,061
2009/10	306	0	306	287	94%	19	£203,186
2010/11	368	0	368	336	91%	32	£307,776
2011/12	173	0	173	153	88%	20	£206,614
2012/13	275	0	275	248	90%	27	£298,742
2013/14	233	0	233	204	88%	29	£225,182
2014/15	277	0	277	252	91%	25	£141,438
2015/16	262	0	262	236	90%	26	£636,534
2016/17	121	1	120	108	90%	12	£56,367
2017/18	196	5	191	182	95%	9	£62,574
2018/19	204	0	204	195	96%	9	£50,701
2019/20	295	10	285	257	90%	28	£20,957
2020/21	124	20	104	98	94%	6	£11,565
2021/22	78	65	13	12	92%	1	£80

*Data to the 13th January 2022

- 2.5 The Highway Service team is a member of the Association of Public Service Excellence (APSE). Whereby service performance comparator data is collected from a large number of local authorities as part of the APSE Performance Networks. The Highway Service team was recognised this year as national finalists for Street lighting for Best Performer and Roads, Highways and Winter Maintenance for most improved performer.

3. Options considered and recommended proposal

- 3.1 The RMBC Code of Practice for Highway Inspection and Assessment helps ensure roads are serviceable and safe. The consequence of a poorly managed and maintained highway network impacts directly on all road users, has a detrimental impact on the local economy and on user's perceptions of the Borough.
- 3.2 Improving Places Select Commission are recommended to note and comment on this report.

4. Consultation on proposal

- 4.1 The Council's Code of Practice was consulted on widely including:
- The Council's Corporate Risk Manager, Insurance and Risk Manager, Traffic Manager and Legal Services Manager;
 - Emergency Services and South Yorkshire Passenger Transport Executive;
 - Ward Members and Parish Councils;
 - Kennedy's Law Solicitors and Gallagher Bassett Rotherham MBC Insurers;
 - Barnsley, Doncaster, Derbyshire, Kirklees, North Yorkshire, Sheffield and Wakefield Council representatives.

5. Timetable and Accountability for Implementing this Decision

- 5.1 The Highway Inspection and Streetworks Manager is responsible for the on-going management of the "Rotherham MBC Code of Practice for Highway Inspection and Assessment".

6. Financial and Procurement Advice and Implications (to be written by the relevant Head of Finance and the Head of Procurement on behalf of s151 Officer)

- 6.1 Highway Inspection and Maintenance Performance Management is funded from existing approved Capital and revenue budgets. There are no other specific financial and procurement implications for this report.

7. Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)

- 7.1 The Council is placed under a duty to maintain its highways by Section 41 of the Highways Act 1980. Section 58 of the Act allows the Council to mount a defence in actions against the Authority if it can demonstrate that it has

taken reasonable care to ensure that the highway was not dangerous to traffic. The “Rotherham MBC Code of Practice for Highway Inspection and Assessment” assists the Council to robustly defend highway claims under Section 58 of “The Highways Act 1980”.

8. Human Resources Advice and Implications

- 8.1 There are no direct Human Resources implications arising from this report.

9. Implications for Children and Young People and Vulnerable Adults

- 9.1 There are no direct implications for Children and Young People and Vulnerable Adults arising from this report.

10. Equalities and Human Rights Advice and Implications

- 10.1 An Equality Screening can be found at Appendix 2. The service levels specified within the “Rotherham MBC Code of Practice for Highway Inspection and Assessment” and the risk-based evaluation process acknowledges the different users of the public highway. The minimum investigatory levels specified within the CoP are provided as a guide. The vulnerability of all highway users, including cyclists and pedestrians to certain highway defects are reflected in the risk assessment carried out when deciding the category of the defect.

11. Implications for CO₂ Emissions and Climate Change

- 11.1 A Carbon Impact Assessment can be found at Appendix 3. The resurfacing of roads has a significant carbon impact and Officers are working with suppliers in order to identify ways to reduce the carbon impact of these practises in the future.

12. Implications for Partners

- 12.1 There are no direct implications for partners arising from this report.

13. Risks and Mitigation

- 13.1 Although the “Well-managed Highway Infrastructure” guidance is not statutory; it provides Highway Authorities with national guidance on highways management. The national guidance is regularly referred to during highways claims against Local Authorities. A failure to follow the national guidance could expose the Council to an increased risk of highway claims. The CoP bolsters the Council’s defence for highway claims.

Accountable Officer(s)

Richard Jackson, Head of Highways and Flood Risk

Tom Smith, Assistant Director Community Safety and Streetscene

Approvals obtained on behalf of:-

	Named Officer	Date
Chief Executive	N/A	Click here to enter a date.
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	15/02/22
Assistant Director of Legal Services (Monitoring Officer)	Stuart Fletcher	04/02/22
Assistant Director of Human Resources (if appropriate)	N/A	
Head of Human Resources (if appropriate)	John Crutchley	14/02/22

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A photograph of a tree-lined road with a person in the distance.

Update on Highway Inspection and Maintenance Performance Management

Improving Places Select Commission

22nd March 2022

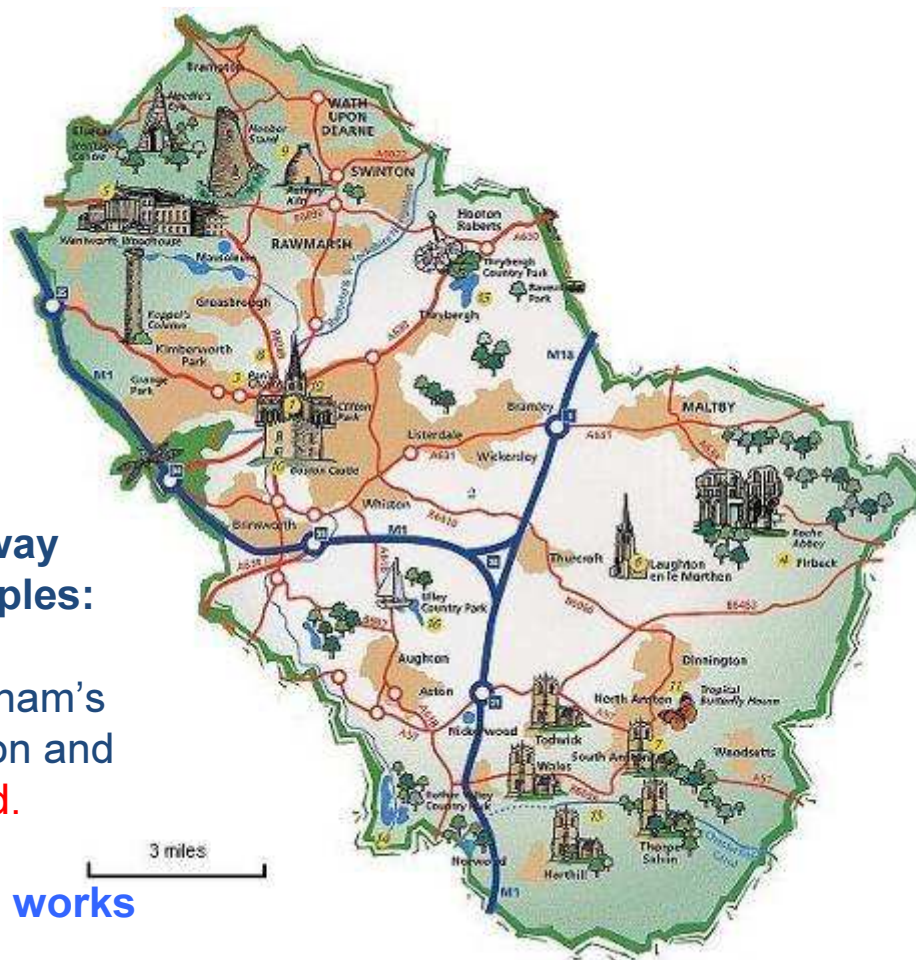
Rotherham MBC

The Council is responsible for maintaining **700 miles of roads** and 1300 miles of footways/PROW.

The highways network is the **Council's single biggest asset** with a value of around £1.6b (gross replacement value)

The Authority's approach to highway maintenance is based on two principles:

- ❖ Primary objective is to **keep** Rotherham's **roads** and footways in a **safe** condition and **to nationally recognised standard**.
- ❖ **Carry out** programmed **maintenance works** as **cost-effectively** as possible



Highway Maintenance – Roads Programme

2020 Roads Programme

- £10m
- 310 Estate Roads Repaired
- 46 Miles of carriageway resurfaced

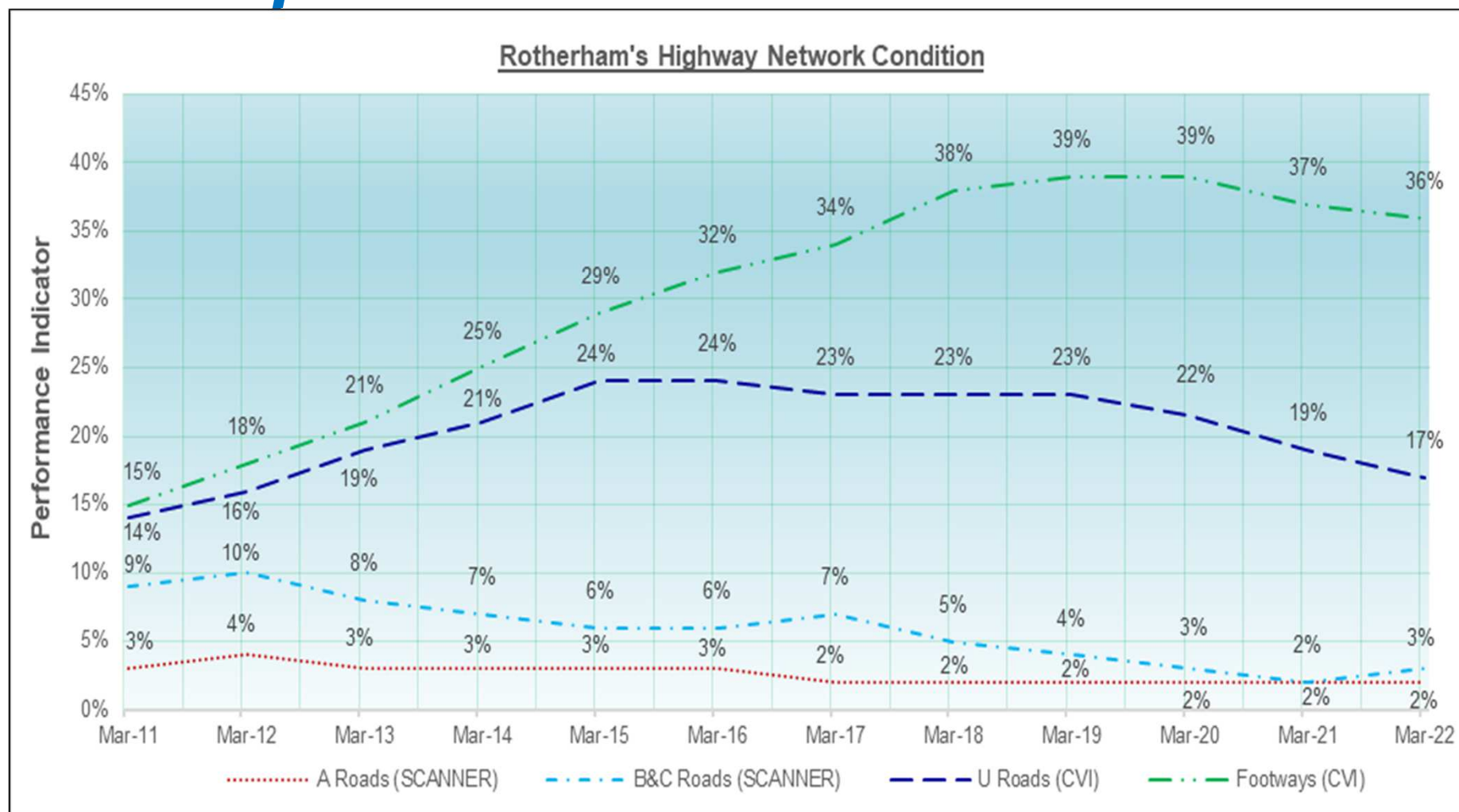


2024 Roads Programme

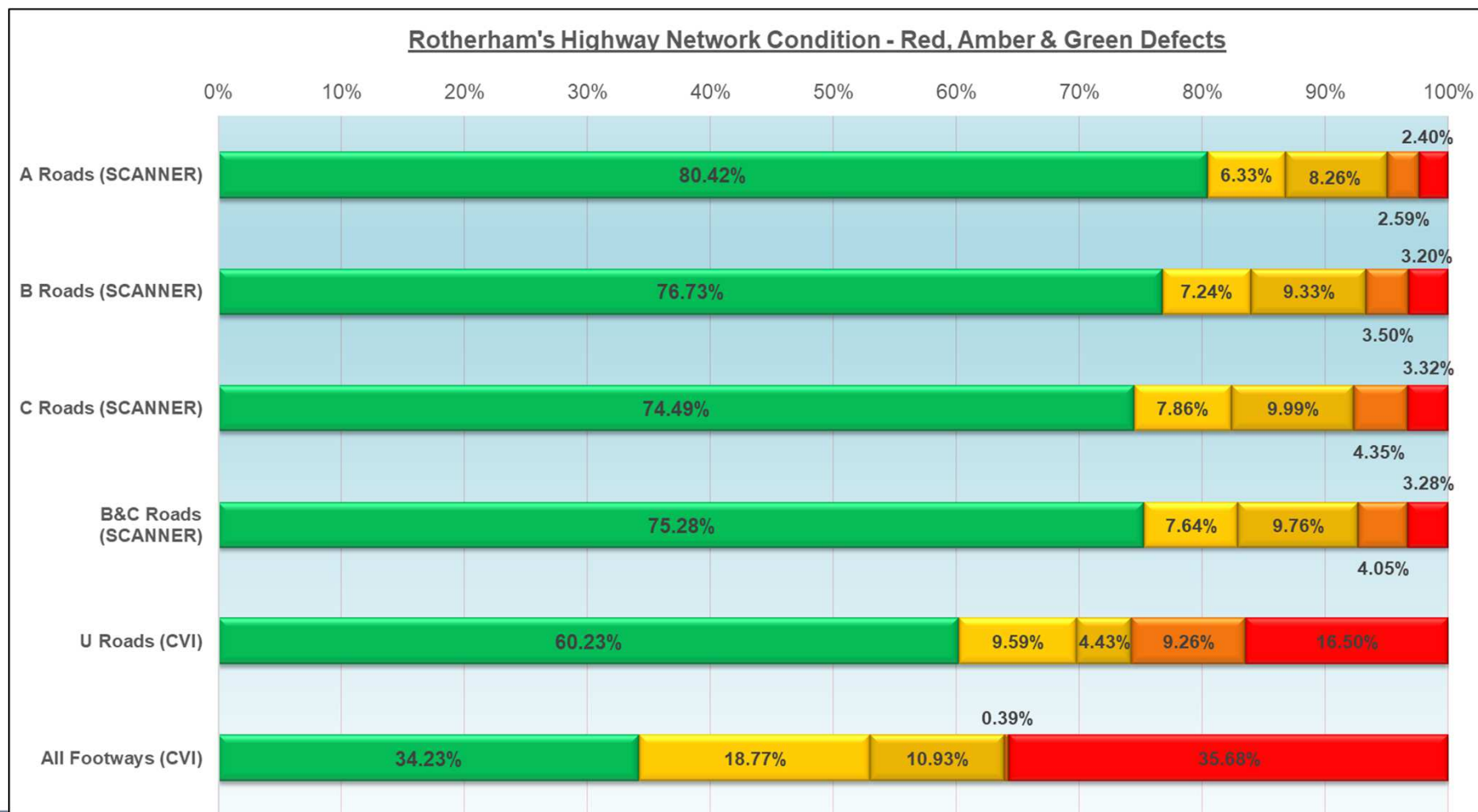
- Started in 2020/21
- Investing £24m over 4 years



Improvement in Road Condition



Improvement in Road Condition



Highway Maintenance Performance Management data

The target to achieve the national average of 17% by 2024, for the condition of the unclassified network (estate roads) will be achieved two years early. This is due to the additional investment Rotherham had made in our roads and good asset management.

The number of highway inspections carried out on time was 96%, exceeding the target of 95%. Comparatively the 2020/21 performance was 93%.

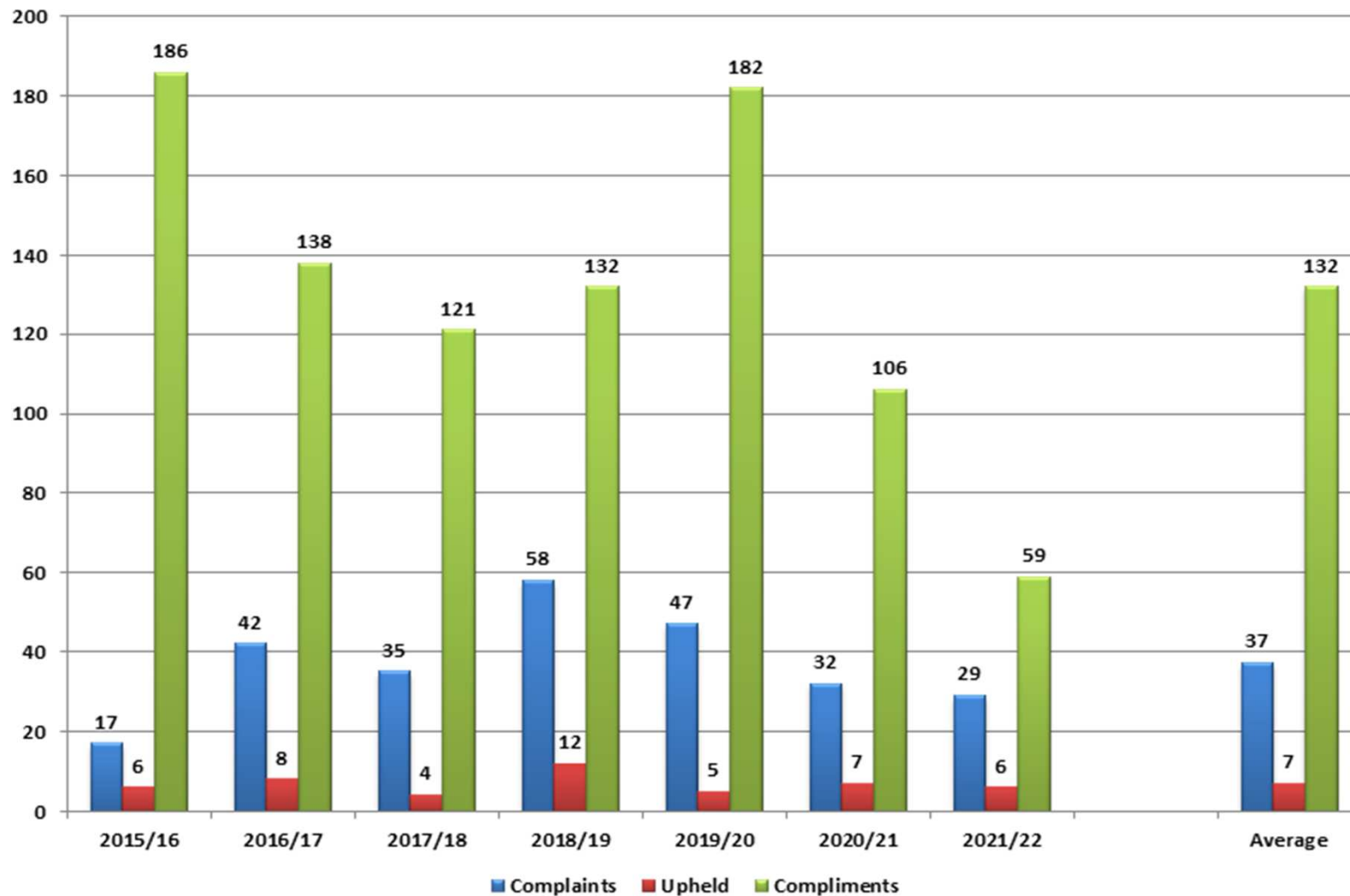
The 90% target to repair actionable defects within the target timescales has been consistently met during 2021/22. Actual performance was 98%, (the 2020/21 performance was 97%)

100% of reports regarding missing apparatus covers were made safe within 4 hours of a report being received.

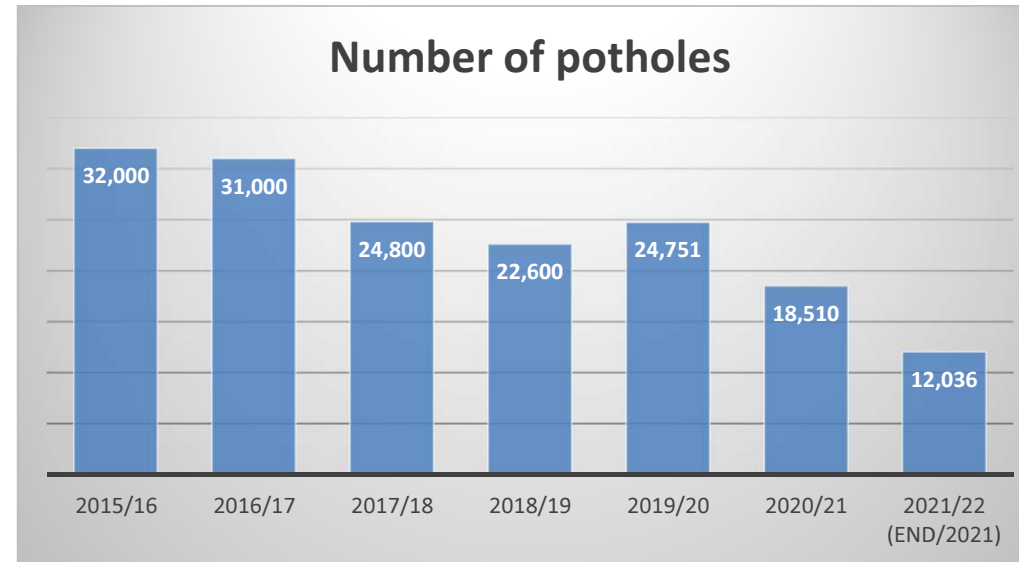
Residents' satisfaction survey results for Highway scheme works carried out on site have been consistently high.

Highway Services							
Levels of Service & Performance							
Indicator Title	Freq.	2020/21 Performance	Qtr. 1 Performance Apr- Jun 21	Qtr. 2 Performance July- Sept- 21	Qtr. 3 Performance Oct - Dec 21	Qtr. 4 Performance Jan- Mar 22	2021/22 Target
Corporate / National Indicators							
The % of the principal roads network in need of repair (SCANNER) R1001	Annual	2%	2%				To achieve National Average - Latest DIT information available is 2018/19 - 3% (lower is better)
The % of the non principal road network in need of repair (SCANNER) R1001	Annual	2%	3%				To achieve National Average- Latest DIT information available is 2018/19 - 6% (lower is better)
The % of unclassified roads in need of repair (CVI)	Annual	19%	18%	18%	17%		To achieve a target below 21% by March 2021. The ultimate target is 17% (national average) by the end of the £24m investment (March 2024)
The % of footways in need of repair (CVI)	Quarterly	37%	36%	36%	36%		To achieve a target of 40% by March 2021. (lower is better)
Management Information							
To ensure any actionable (safety) defects are repaired within the appropriate timescales.	Monthly	97%	99%	98%	98%		90% of actionable defects are completed within target timeframe.
Post works inspections carried out to assess quality of pothole repairs.	Quarterly	91%	94%	92%	91%		90% of repairs are to an acceptable standard
Clear priority/urgent blocked road gullies to prevent flooding problems to properties and public highways.	Quarterly	100%	100%	100%	100%		90% of blocked gullies causing flooding are actioned within 4 hours for properties and severely flooded public highways; 1 working day for flooded highways or at risk of flooding
Response to resident reports of street lighting not working.	Quarterly	94%	94%	95%	94%		90% attendance of street lighting faults within 3 days
To inspect the highway network (Carriageways, Footways and Footpaths) for safety on a cyclic basis and on or before the inspection due date	Monthly	93%	97%	97%	96%		95% of the highway network is inspected before the inspection due date.
Customer satisfaction surveys about recent highway maintenance schemes;	Quarterly						Target over 90%. Average for 1st three quarters for works starting on time is 94%. No further action at this time
Satisfied with pre-start information about the works		91%	95%	95%	100%		
Did the works start on time		84%	96%	97%	86%		
Satisfied with the quality of the work carried out		100%	100%	100%	100%		
Was the site left clean and tidy		100%	97%	97%	100%		
Make safe dangerous overhanging trees/vegetation on highway land.	Monthly	100.00%	100%	100%	100%		Above 90% of overhanging trees are made safe within 24hrs
Trees obstructing the highway are cut back	Monthly	100.00%	100%	100%	100%		Above 90% of overhanging trees are cut back within 5 days
Make safe dangerous overhanging trees/vegetation from private land.	Monthly	100.00%	100%	100%	100%		Above 90% of overhanging trees are made safe within 24hrs
Private trees obstructing the highway are cut back by landowner.	Monthly	100.00%	100%	100%	100%		Above 90% of private trees are cut back by landowner - within 14 days of written notice.
Make safe missing cover e.g. public and private sewers, gas, water or BT apparatus.	Monthly	100.00%	100%	100%	100%		Above 90% of missing covers made safe within 4 hours and informed owners

Highway Customer Complaints and Compliments



Annual number of potholes and spend



Year	£ spent on potholes	Number of potholes
2015/16	380,575.45	32,000
2016/17	472,884.06	31,000
2017/18	370,014.19	24,800
2018/19	369,532.85	22,600
2019/20	371,530.85	24,751
2020/21	361,412.22	18,510
2021/22 (to 31/12/2021)	271,932.73	12,036

Highways Liability Claims Performance 2003/04 to 2021/22

Incident Year	Claims Rec'd	Number On-going	Number Closed	Number Repudiated	Percentage Repudiated	Number Paid	Total Paid (inc. costs)
2003/04	221	0	221	179	80%	42	£200,115
2004/05	189	0	189	161	85%	28	£104,921
2005/06	153	0	153	126	82%	27	£202,400
2006/07	193	0	193	164	85%	29	£101,499
2007/08	206	0	206	182	88%	24	£251,609
2008/09	161	0	161	129	80%	32	£369,061
2009/10	306	0	306	287	94%	19	£203,186
2010/11	368	0	368	336	91%	32	£307,776
2011/12	173	0	173	153	88%	20	£206,614
2012/13	275	0	275	248	90%	27	£298,742
2013/14	233	0	233	204	88%	29	£225,182
2014/15	277	0	277	252	91%	25	£141,438
2015/16	262	0	262	236	90%	26	£636,534
2016/17	121	1	120	108	90%	12	£56,367
2017/18	196	5	191	182	95%	9	£62,574
2018/19	204	0	204	195	96%	9	£50,701
2019/20	295	10	285	257	90%	28	£20,957
2020/21	124	20	104	98	94%	6	£11,565
2021/22	78	65	13	12	92%	1	£80

Highway Code 2022 - changes

Changes introduced in January 2022 to provide clearer guidance for how all road users should respect each others' need for road space.

In summary there are 8 key areas of updated guidance

1. Introduction to the code of a “Hierarchy of road users”
2. People crossing the road at junctions
3. Walking, cycling or riding in shared spaces
4. Positioning in the road when cycling
5. Overtaking when driving or cycling
6. People cycling at junctions
7. People cycling, riding a horse and driving horse-drawn vehicles on roundabouts
8. Parking, charging and leaving vehicles

Further information and details at <https://www.gov.uk/guidance/the-highway-code>

Highway Services



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Appendix 2

PART A - Initial Equality Screening Assessment

As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality and diversity.

A **screening** process can help judge relevance and provide a record of both the process and decision. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions.

Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality and diversity
- whether or not equality and diversity is being/has already been considered, and
- whether or not it is necessary to carry out an Equality Analysis (Part B).

Further information is available in the Equality Screening and Analysis Guidance – see page 9.

1. Title	
Title: Update on Highway Inspection and Maintenance Performance Management	
Directorate: Regeneration and Environment	Service area: Highways
Lead person: Richard Jackson – Head of Highways and Flood Risk	Contact number: 01709 823895 or Richard.jackson@rotherham.gov.uk
Is this a:	
<input type="checkbox"/> Strategy / Policy	<input type="checkbox"/> Service / Function
	<input checked="" type="checkbox"/> Other
If other, please specify	

2. Please provide a brief description of what you are screening
That Update on Highway Inspection and Maintenance Performance Management. This report provides a 12-month progress update on service performance

--

3. Relevance to equality and diversity

All the Council's strategies / policies, services / functions affect service users, employees or the wider community – borough wide or more local. These will also have a greater/lesser relevance to equality and diversity.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, disability, sex, gender reassignment, race, religion or belief, sexual orientation, civil partnerships and marriage, pregnancy and maternity and other socio-economic groups e.g. parents, single parents and guardians, carers, looked after children, unemployed and people on low incomes, ex-offenders, victims of domestic violence, homeless people etc.

Questions	Yes	No
Could the proposal have implications regarding the accessibility of services to the whole or wider community? <i>(Be mindful that this is not just about numbers. A potential to affect a small number of people in a significant way is as important)</i>		No
Could the proposal affect service users? <i>(Be mindful that this is not just about numbers. A potential to affect a small number of people in a significant way is as important)</i>	Yes	
Has there been or is there likely to be an impact on an individual or group with protected characteristics? <i>(Consider potential discrimination, harassment or victimisation of individuals with protected characteristics)</i>	Yes	
Have there been or likely to be any public concerns regarding the proposal? <i>(It is important that the Council is transparent and consultation is carried out with members of the public to help mitigate future challenge)</i>		No
Could the proposal affect how the Council's services, commissioning or procurement activities are organised, provided, located and by whom? <i>(If the answer is yes you may wish to seek advice from commissioning or procurement)</i>		No
Could the proposal affect the Council's workforce or employment practices? <i>(If the answer is yes you may wish to seek advice from your HR business partner)</i>		No
If you have answered no to all the questions above, please explain the reason		

If you have answered **no** to all the questions above please complete **sections 5 and 6**.

If you have answered **yes** to any of the above please complete **section 4**.

4. Considering the impact on equality and diversity

If you have not already done so, the impact on equality and diversity should be considered within your proposals before decisions are made.

Considering equality and diversity will help to eliminate unlawful discrimination, harassment and victimisation and take active steps to create a discrimination free society by meeting a group or individual's needs and encouraging participation.

Please provide specific details for all three areas below using the prompts for guidance and complete an Equality Analysis (Part B).

- **How have you considered equality and diversity?**

The Council is placed under a duty to maintain its highways by Section 41 of the Highways Act 1980. Section 58 of the Act allows the Council to mount a defence in actions against the Authority if it can demonstrate that it has taken reasonable care to ensure that the highway was not dangerous to traffic. The "Rotherham MBC Code of Practice for Highway Inspection and Assessment" assists the Council to robustly defend highway claims under Section 58 of "The Highways Act 1980".

The RMBC Code of Practice for Highway Inspection and Assessment helps ensure roads are serviceable and safe. The consequence of a poorly managed and maintained highway network impacts directly on all road users, has a detrimental impact on the local economy and on user's perceptions of the Borough.

The Highways Communication Strategy details how the Council will liaise with the various media outlets and social media portals, including the Council website, to make the wider community aware of the proposed works, provide a method for interested parties to influence works and allow regular updates during the progress of the schemes.

Issues relating to equalities has been addressed as part of the current Highway Repair Programme 2021/22 programme with the inclusion of measures to give access to the highway network for all disadvantaged groups.

The delivery of works that effect access to schools or places of worship are scheduled at a time to minimise disruption to all user groups. Often works near to or affecting access to a school are carried out during the summer school holidays or at nights.

- **Key findings**

The highway network is available for all residents, businesses and visitors to the Borough. The Council make positive changes to the highway network to provide any disadvantaged groups with equal opportunity to access all aspects of the network.

The current indicative Highway Repair Programme 2021/22 includes a substantial schedule of works to improve access to the footway network. These measures provide visually impaired and wheelchair user's equal access to the network.

The Highways Communication Strategy details how the Council will liaise with the various media outlets and social media portals, including the Council website, to make the wider community aware of the proposed works, provide a method for interested parties to influence works and allow regular updates during the progress of the schemes.

All residents, businesses, local Councillors and relevant stakeholders are consulted prior to the delivery of schemes detailed in the current indicative Highway Repair Programme 2021/22 programme.

All queries relating to access to properties or businesses are consider in the provision of the works. All additional requirements required to meet any specific needs of a group or individual during the delivery of our works will be accommodated to encourage the continue access to the highway network.

Issues relating to equalities has been addressed as part of the current Highway Repair Programme 2021/22 programme with the inclusion of measures to give access to the highway network for all disadvantaged groups.

- **Actions**

The service levels specified within the "Rotherham MBC Code of Practice for Highway Inspection and Assessment" and the risk-based evaluation process acknowledges the different users of the public highway. The minimum investigatory levels specified within the CoP are provided as a guide. The vulnerability of all highway users, including cyclists and pedestrians to certain highway defects are reflected in the risk assessment carried out when deciding the category of the defect.

Issues relating to equalities has been addressed as part of the current Highway Repair Programme 2021/22 programme with the inclusion of measures to give access to the highway network for all disadvantaged groups.

The highway network is available for all residents, businesses and visitors to the Borough. The Council make positive changes to the highway network to provide any disadvantaged groups with equal opportunity to access all aspects of the network.

The current indicative Highway Repair Programme 2021/22 includes a substantial schedule of works to improve access to the footway network. These measures provide visually impaired and wheelchair user's equal access to the network.

All residents, businesses, local Councillors and relevant stakeholders are consulted prior to the delivery of schemes detailed in the current indicative Highway Repair Programme

2021/22 programme.

All queries relating to access to properties or businesses are consider in the provision of the works. All additional requirements required to meet any specific needs of a group or individual during the delivery of our works will be accommodated to encourage the continue access to the highway network.

Date to scope and plan your Equality Analysis:

Date to complete your Equality Analysis:

Lead person for your Equality Analysis
(Include name and job title):

5. Governance, ownership and approval

Please state here who has approved the actions and outcomes of the screening:

Name	Job title	Date
Richard Jackson	Head of Highways and Flood Risk.	16/02/2022

6. Publishing

This screening document will act as evidence that due regard to equality and diversity has been given.

If this screening relates to a **Cabinet, key delegated officer decision, Council, other committee or a significant operational decision** a copy of the completed document should be attached as an appendix and published alongside the relevant report.

A copy of **all** screenings should also be sent to equality@rotherham.gov.uk For record keeping purposes it will be kept on file and also published on the Council's Equality and Diversity Internet page.

Date screening completed

Report title and date

If relates to a Cabinet, key delegated officer

decision, Council, other committee or a significant operational decision – report date and date sent for publication	
Date screening sent to Performance, Intelligence and Improvement equality@rotherham.gov.uk	

Appendix 3 – Carbon Impact Form - Update on Highway Inspection and Maintenance Performance Management.

Will the decision/proposal impact...	Impact.	If an impact or potential impacts are identified			
		Describe impacts or potential impacts on emissions from the Council and its contractors.	Describe impact or potential impacts on emissions across Rotherham as a whole.	Describe any measures to mitigate emission impacts.	Outline any monitoring of emission impacts that will be carried out.
Emissions from non-domestic buildings?	no impact	-	-	-	-
Emissions from transport?	increases emissions	Increased transport through delivery of tarmacadam and construction products from supplier to site.	-	The Council purchase the majority of its tarmacadam products from Steelphalt, a Rotherham based company to minimise the movement of material and minimise the impact of emissions from the transport / delivery of millions of pounds worth of materials.	-
Emissions from waste, or the quantity of waste itself?	increases emissions	<ul style="list-style-type: none"> 95% of asphalt is produced from recycled steel slag that is a bi- product generated from steel production within 3 miles of the supplier. All surplus asphalt returned from customers and blended back in to base & binder products. Currently producing all machine lay base & binder products at 20-30 degrees lower temperatures to reduce energy use. 	-	Steelphalt recently engaged with University of Sheffield and the Carbon Trust to baseline our current nett carbon per tonne of material but unfortunately are in the very early stages so I don't have any carbon specific data to share	Monitoring and reporting will improve once Steelphalt have completed the emission data work and it is available to use.
Emissions from housing and domestic buildings?	no impact	-	-	-	-

Emissions from construction and/or development?	increases emissions	<p>The Council has a statutory duty under Section 41 of the Highways Act 1980 to maintain the adopted highway. The repair of the roads and footways is required to keep the highway safe for all users.</p> <p>Highway maintenance does have an impact on carbon emissions through material use, construction and delivery but these emissions are mitigated where possible as stated previously.</p>		<p>The Council's approach is to move away from traditional maintenance options, not concentrating on repairing worst first, and more towards treatments that extend the life of a road. It is therefore important to have a wide range of treatment options available so as to allow the most appropriate treatment to be used on the appropriate site. Therefore the most efficient method of maintenance is used that avoids deep dig repairs that require greater levels of CO₂ to deliver.</p>	
Carbon capture (e.g. through trees)?	no impact	-	-	-	-
<p>Identify any emission impacts associated with this decision that have not been covered by the above fields:</p> <p>The development of the research with the University of Sheffield will provide a more a more detailed understanding of the current base line and then allow modifications to allow a reduction in the nett carbon per tonne.</p>					

Please provide a summary of all impacts and mitigation/monitoring measures:

The Council works in partnership with Steelphalt, a Rotherham based company who fabricate the majority of tarmacadam material used to repair the roads and footways.

Steelphalt have confirmed their Steel Slag Asphalt is 95% recycled per tonne. They offer low temperature asphalt and inclusion of recycled plastic to further reduce embodied carbon by up to 40% in comparison with asphalt produced from quarried aggregates.

Steelphalt are engaging with University of Sheffield and the Carbon Trust to baseline their current net carbon per tonne of material and we can share the carbon specific data if required.

Street Lighting have two main suppliers, ASD (lanterns) and Fabrikat (columns and poles) and we have asked them to provide information regarding their commitments and improvements in manufacturing, packaging and transport with regards the Carbon Impact Assessment and we can share their data required.

The Street Lighting Service has over the last 8 years made huge inroads into energy reduction with the installation of LED lanterns and the replacement of all illuminated bollards with reflective units. A service advantage of the use of LED units is the reduction in faults and the reduction in the need for Council staff to need to travel around the borough to effect street lighting repairs.

Supporting information:	
Completed by: (Name, title, and service area/directorate).	Richard Jackson, Head of Highways and Flood Risk
Please outline any research, data, or information used to complete this [form].	Nil, at this time
If quantities of emissions are relevant to and have been used in this form please identify which conversion factors have been used to quantify impacts.	Nil, at this time.
Tracking [to be completed by Policy Support / Climate Champions]	David Rhodes, Environment, Energy and Data Manager

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Highway Code – Changes introduced in 2022

Changes to the current Highway Code (2015 version) were introduced on 29th January 2022. The new edition of the Code is the Highway Code 2022 edition and will be available from mid April to purchase. The changes are also set out on-line on the Department for Transport's website at: [The Highway Code - Guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/the-highway-code). The changes cover 8 principal areas of road user behaviour.

1. Introduction to the code of a “Hierarchy of road users”

The hierarchy places those road users most at risk in the event of a collision at the top of the hierarchy. It does not remove the need for everyone to behave responsibly.

It's important that all road users:

- are aware of The Highway Code
- are considerate to other road users
- understand their responsibility for the safety of others

2. People crossing the road at junctions

The updated code clarifies that:

- when people are crossing or waiting to cross at a junction, other traffic should give way
- if people have started crossing and traffic wants to turn into the road, the people crossing have priority and the traffic should give way
- people driving, riding a motorcycle, or cycling must give way to people on a zebra crossing and people walking and cycling on a parallel crossing

A parallel crossing is similar to a zebra crossing but includes a cycle route alongside the black and white stripes.

3. Walking, cycling or riding in shared spaces

There is new guidance in the code about routes and spaces which are shared by people walking, cycling and riding horses.

People cycling, riding a horse or driving a horse-drawn vehicle should respect the safety of people walking in these spaces, but people walking should also take care not to obstruct or endanger them.

People cycling are asked to:

- not pass people walking, riding a horse or driving a horse-drawn vehicle closely or at high speed, particularly from behind

- slow down when necessary and let people walking know they are there (for example, by ringing their bell)
- remember that people walking may be deaf, blind or partially sighted
- not pass a horse on the horse's left

4. Positioning in the road when cycling

There is updated guidance for people cycling about positioning themselves which includes:

- riding in the centre of their lane on quiet roads, in slower-moving traffic and at the approach to junctions or road narrowings
- keeping at least 0.5 metres (just over 1.5 feet) away from the kerb edge (and further where it is safer) when riding on busy roads with vehicles moving faster than them

People cycling in groups

The updated code explains that people cycling in groups:

- should be considerate of the needs of other road users when riding in groups
- can ride 2 abreast - and it can be safer to do so, particularly in larger groups or when accompanying children or less experienced riders

People cycling are asked to be aware of people driving behind them and allow them to overtake (for example, by moving into single file or stopping) when it's safe to do so.

People cycling passing parked vehicles

The updated code explains that people cycling should:

- take care when passing parked vehicles, leaving enough room (a door's width or 1 metre) to avoid being hit if a car door is opened
- watch out for people walking into their path

5. Overtaking when driving or cycling

You may cross a double-white line if necessary (provided the road is clear) to overtake someone cycling or riding a horse if they are travelling at 10 mph or less (Rule 129).

There is updated guidance on safe passing distances and speeds for people driving or riding a motorcycle when overtaking vulnerable road users, including:

- leaving at least 1.5 metres (5 feet) when overtaking people cycling at speeds of up to 30mph, and giving them more space when overtaking at higher speeds
- passing people riding horses or driving horse-drawn vehicles at speeds under 10 mph and allowing at least 2 metres (6.5 feet) of space
- allowing at least 2 metres (6.5 feet) of space and keeping to a low speed when passing people walking in the road (for example, where there's no pavement)

Wait behind them and do not overtake if it's unsafe or not possible to meet these clearances.

People cycling passing slower-moving or stationary traffic

The updated code confirms that people cycling may pass slower-moving or stationary traffic on their right or left.

They should proceed with caution as people driving may not be able to see them. This is particularly important:

- on the approach to junctions
- when deciding whether it is safe to pass lorries or other large vehicles

6. People cycling at junctions

The code has been updated to clarify that when turning into or out of a side road, people cycling should give way to people walking who are crossing or waiting to cross.

There is new advice about new special cycle facilities at some junctions.

Some junctions now include small cycle traffic lights at eye-level height, which may allow cyclists to move separately from or before other traffic. People cycling are encouraged to use these facilities where they make their journey safer and easier.

There is also new guidance for people cycling at junctions with no separate facilities.

The code recommends that people cycling should proceed as if they were driving a vehicle where there are no separate cyclist facilities. This includes positioning themselves in the centre of their chosen lane, where they feel able to do this safely. This is to:

- make them as visible as possible
- avoid being overtaken where this would be dangerous

People cycling turning right

The code now includes advice for people cycling using junctions where signs and markings tell them to turn right in 2 stages. These are:

- stage 1 - when the traffic lights turn green, go straight ahead to the location marked by a cycle symbol and turn arrow on the road, and then stop and wait
- stage 2 - when the traffic lights on the far side of the junction (now facing the people cycling) turn green, complete the manoeuvre

People cycling have priority when going straight ahead at junctions

The code clarifies that when people cycling are going straight ahead at a junction, they have priority over traffic waiting to turn into or out of a side road, unless road signs or markings indicate otherwise.

People cycling are asked to watch out for people driving intending to turn across their path, as people driving ahead may not be able to see them.

7. People cycling, riding a horse and driving horse-drawn vehicles on roundabouts

The code has been updated to clarify that people driving or riding a motorcycle should give priority to people cycling on roundabouts. The new guidance will say people driving and or riding a motorcycle should:

- not attempt to overtake people cycling within that person's lane
- allow people cycling to move across their path as they travel around the roundabout

The code already explained that people cycling, riding a horse and driving a horse-drawn vehicle may stay in the left-hand lane of a roundabout when they intend to continue across or around the roundabout.

Guidance has been added to explain that people driving should take extra care when entering a roundabout to make sure they do not cut across people cycling, riding a horse or driving a horse-drawn vehicle who are continuing around the roundabout in the left-hand lane.

8. Parking, charging and leaving vehicles

The code recommends a new technique when leaving vehicles. It's sometimes called the 'Dutch Reach'.

Where people driving or passengers in a vehicle are able to do so, they should open the door using their hand on the opposite side to the door they are opening. For example, using their left hand to open a door on their right-hand side.

This will make them turn their head to look over their shoulder behind them. They're then less likely to cause injury to:

- people cycling or riding a motorcycle passing on the road
- people on the pavement

Using an electric vehicle charge point

For the first time, the code includes guidance about using electric vehicle charging points.

When using one, people should:

- park close to the charge point and avoid creating a trip hazard for people walking from trailing cables
- display a warning sign if you can
- return charging cables and connectors neatly to minimise the danger to other people and avoid creating an obstacle for other road users

Information available within the Rotherham and wider South Yorkshire area.

As members of the Safer Roads Partnership, changes to the highway code have been conveyed through via a number of different streams as part of their communications plan. These include:

- Issuing of an initial press release on Monday 31 January;
- Uploading an article on their website: <https://sysrp.co.uk/News/codechanges>;
- Delivering a week of social media w/c 31 January around #HighwayCode (as per the DfT toolkit);
- Circulating our proposed plan of action, assets and links to all SRP communications teams;
- Introducing a Highway Code landing page on the website where more details of the changes can be found <https://sysrp.co.uk/Highway-Code>;
- Providing a media interview to Sheffield Live TV on 3 February;
- Sharing information with stakeholders and relevant business contacts to enable them to distribute messages amongst their workforce and networks;
- Delivering paid-for advertising w/c 28 February and 7 March boosting posts on Facebook about the new safe passing distances when overtaking cyclists;
- Providing a further week of social media messaging w/c 28 February using DfT artwork;
- Issuing a further press release w/c 28 February linked to World Book Day;

- Featuring the Highway Code changes as part of the Safer Roads Manager's blog in March;
- Continuing to distribute messages and provide reminders of the changes when at events or delivering relevant training.

In Rotherham we have also used the variable message signs on the local road network to display reminders to drivers, signposting them to the .GOV website for further information.

Given the extensive number of changes, it is not possible to communicate all the updates at once. Therefore, as a partnership we propose to provide an ongoing Highway Code communications drive, focusing on a small number of updates/changes each time. In this way we can provide more easily digestible bitesize chunks of information but also continue to promote the wider changes and signpost people to the detailed materials. We will also align with any future DfT communications activity and convey messages locally.

Further details can be found at: [The Highway Code - Guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/the-highway-code)

South Yorkshire Safer Roads Partnership details on this are at: sysrp.co.uk

Public Report
Improving Places Select Commission

Committee Name and Date of Committee Meeting

Improving Places Select Commission – 22 March 2022

Report Title

Active Travel, Update

Is this a Key Decision and has it been included on the Forward Plan?

No

Strategic Director Approving Submission of the Report

Paul Woodcock, Strategic Director of Regeneration and Environment

Report Author

Andrew Moss
Interim Head of Transport Infrastructure
andrew.moss@rotherham.gov.uk

Ward(s) Affected

Borough-Wide

Report Summary

This report provides an overview and update on progress of the Council's approach to delivery of Active Travel measures.

Recommendations

That the contents of this report be noted.

List of Appendices Included

None

Background Papers

None

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Report to IPSC 16th March 2021 Transportation – Active Travel, Transforming Cities
Update

Council Approval Required

No

Exempt from the Press and Public

No

1. Background

- 1.1 The Improving Places Select Commission has requested an update in respect of active travel in Rotherham.
- 1.2 The new Rotherham Cycling Strategy was adopted by the Council in January 2022. This will inform development and delivery of active travel schemes in the Borough going forward.
- 1.3 The main funding streams specifically relating to delivery of active travel in Rotherham currently in progress are: -
- Transforming Cities Fund, including:
 - £ 6.8 million for new cycleways along Sheffield Road
 - £ 0.5 million contribution to improvement to Frederick Street, creating a new cycle route
 - £ 0.4 million for a new link between Wath town centre and existing routes to employment, housing and green space at Manvers
 - Active Travel Fund Tranche 2 & SYMCA Gainshare, £1.5 million for new cycleways along Broom Road.
 - In addition to the Council's existing LTP funded programme for improved road safety and pedestrian crossings, further funding for pedestrian crossings of:
 - £120,000 of local RMBC funding approved for 2021-22 and
 - £100,000 of local RMBC funding is approved for 2022-23.
 - supplemented by continuation of the £150,000 funding in 2022-23 proposed for the Neighbourhood Road Safety Programme.

While not directly “badged” as active travel funding, the measures delivered by these funds correlate well to improving the appeal of and confidence in active travel.

- 1.4 The next rounds of funding RMBC is currently bidding for Active Travel works are listed below and include access to a new fund from the Department for Transport (DfT) under the title of City Region Sustainable Transport Settlement (CRSTS) which will replace the existing Local Transport Plan (LTP) funding in 2022: -
- DfT Active travel fund tranche 3 - £1.1m for extension of cycleways on Broom Road.
 - DfT CRSTS – including a bid for £36.9 million over 5 years for public transport improvements but also schemes incorporating new cycleways, crossings and/or low traffic neighbourhoods.

Further information will be available once it is available following confirmation of funding.

2. Key Issues

- 2.1 The Transportation Service is developing new processes for the prioritisation and inception of projects, including those under the Local Neighbourhood Transport Improvements block under the City Region Sustainable Transport Settlement (CRSTS). Whilst this block will be led by other considerations, this approach will allow wider active travel benefits to be wrought from that programme. This will support delivery of the cycling strategy.
- 2.2 Part of this work will be to modernise the prioritisation mechanism for new or improved pedestrian crossings, to better respond to pedestrian needs.

3. Options considered and recommended proposal

- 3.1 Options for scheme selection are considered at the time each bid is compiled. This considers all possible different options that could be used to achieve the outcomes for each scheme and assesses the relative benefits and disbenefits. The option submitted for funding is that which presents the best benefit-to-cost ratio based on transportation scheme analysis.

4. Consultation on proposal

- 4.1 Consultation takes place for each scheme at the time of full business case preparation when detailed design considerations need to be taken into account. Scheme delivery engagement takes place immediately preceding the start of construction for each scheme to ensure works delivery accommodates user road user and community requirements during construction phases.

5. Timetable and Accountability for Implementing this Decision

This update does not require a decision; however the key next steps are as follows: -

- Delivery of Transforming Cities Programme – expected completion March 2023.
- Delivery of Active Travel Fund tranche 2 - ongoing to 2023.
- Funding announcement expected for ATF3, CRSTS – March 2022.
- Delivery of ATF3 – 2023.
- Delivery of CRSTS – 2027.

6. Financial and Procurement Advice and Implications (to be written by the relevant Head of Finance and the Head of Procurement on behalf of s151 Officer)

- 6.1 The Council's Active Travel programme is funded from both revenue and capital funding streams provided from a mix of RMBC local funding and Department for Transport grant funding.

7. Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)

- 7.1 There are no direct legal implications arising from the recommendation within this report. Where external providers are involved, they are procured using the Council's Procurement & Contract Procedure rules. Changes to local traffic management arrangements are delivered using statutory process under Roads Traffic legislation for the making of Traffic Regulation Orders (TROs).

8. Human Resources Advice and Implications

- 8.1 There are no Human Resources impacts related to the approval of this report's recommendations. Work on the delivery of the Active Travel programme is contained within the Council's Transport Infrastructure Service and within existing or procured consultancy and works services procured in accordance with the Council's contract procedure rules.

9. Implications for Children and Young People and Vulnerable Adults

- 9.1 Provision of safe and accessible cycle lanes on the highway contribute to the Council's objectives for "thriving neighbourhoods" and "better health & wellbeing".

10. Equalities and Human Rights Advice and Implications

- 10.1 All schemes receive an Equality Screening and where identified as needed will progress to a full Equality Assessment. This ensures all schemes are designed and constructed to take account of the needs of all road users.

11. Implications for Partners

- 11.1 Key stakeholder partners in this programme are South Yorkshire Mayoral Combined Authority (SYMCA), which includes the former South Yorkshire Passenger Transport Authority (SYPTA), all four member authorities where they boundary Rotherham council boundaries. The programme relates to the SYMCA Active Travel Implementation Plan. These partners are engaged in joint delivery of the Active Travel and Transforming Cities programmes.
- 11.2 A range of other partner organisations exist on the subject of Active Travel such as cycling interest groups and associations, Parish/Town Councils with an interest in improving their local environment, educational establishments, as well as disability groups who wish to see the interests of their members accommodated in schemes affecting the highway and wider public realm. These groups will be engaged during the consultation process and their feedback considered prior to adoption of the final strategy.

12. Risks and Mitigation

Scheme and programme risks are managed as part of the ongoing project management. Appropriate mitigations are put in place to ensure compliance with good practice and procedure.

13. Accountable Officer(s)

Andrew Moss, Interim Head of Transport Infrastructure

Approvals obtained on behalf of:-

	Named Officer	Date
Chief Executive		Click here to enter a date.
Strategic Director of Finance & Customer Services (S.151 Officer)	Named officer	Click here to enter a date.
Assistant Director of Legal Services (Monitoring Officer)	Named officer	Click here to enter a date.
Assistant Director of Human Resources (if appropriate)		Click here to enter a date.
Head of Human Resources (if appropriate)		Click here to enter a date.

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Acting Senior Transport Planner,
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Public Report
Improving Places Select Commission

Committee Name and Date of Committee Meeting

Improving Places Select Commission – 22 March 2022

Report Title

Work Programme Update

Is this a Key Decision and has it been included on the Forward Plan?

No

Strategic Director Approving Submission of the Report

Jo Brown, Assistant Chief Executive

Report Author(s)

Katherine Harclerode, Governance Advisor
01709 254532 or katherine.harclerode@rotherham.gov.uk

Ward(s) Affected

Borough-Wide

Report Summary

To provide an update on the Work Programme of the Improving Places Select Commission.

Recommendations

1. That the report and proposed schedule of work be noted.
2. That authority be delegated to the Governance Advisor in consultation with the Chair and Vice-chair to make changes to the schedule of work as appropriate between meetings, reporting any changes back to the next meeting for endorsement.

List of Appendices Included

Appendix 1 Work Programme – Improving Places Select Commission

Background Papers

Agendas of Improving Places Select Commission during the 2020/21 Municipal Year
Minutes of Improving Places Select Commission during 2020/21 Municipal Year

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Not applicable

Council Approval Required

No

Exempt from the Press and Public
No

IPSC – Work Programme Update

1. Background

- 1.1 The remit of the Improving Places Select Commission (IPSC) is to undertake scrutiny activity in respect of all matters pertaining to the borough of Rotherham as a place. In broad terms, this remit relates to business and economic development, employment, emergency planning, environment, housing, climate change, leisure, culture and tourism, transport and highways, as well as regulatory services such as trading standards and environmental health. The breadth of functions and services that fall within the Commission's remit is significant.
- 1.2 The way in which the Commission discharges its scrutiny activity is a matter for itself, having regard to the provisions of the Constitution and any direction from the Overview and Scrutiny Management Board. The IPSC has chosen to scrutinise a range of issues through a combination of pre-decision scrutiny items, policy development, performance monitoring, information updates and follow up to previous scrutiny work.
- 1.3 The IPSC has eight scheduled meetings over the course of 2021/22, representing a maximum of 20 hours of scrutiny per year – assuming 2.5 hours per meeting. Members therefore must be selective in their choice of items for the work programme. The following key principles of effective scrutiny are considered in determining the work programme:
 - Selection – There is a need to prioritise so that high priority issues are scrutinised given the limited number of scheduled meetings and time available. Members should consider what can realistically and properly be reviewed at each meeting, taking into account the time needed to scrutinise each item and what the session is intended to achieve.
 - Value-added – Items had to have the potential to 'add value' to the work of the council and its partners.
 - Ambition – the Programme does not shy away from scrutinising issues that are of greatest concern, whether or not they are the primary responsibility of the council. The Local Government Act 2000 gave local authorities the power to do anything to promote economic, social and environmental wellbeing of local communities. Subsequent Acts have conferred specific powers to scrutinise health services, crime and disorder issues and to hold partner organisations to account.
 - Flexibility – The Work Programme maintains a degree of flexibility as required to respond to unforeseen issues/items for consideration during the year and to accommodate any further work that falls within the remit of this Commission.
 - Timing – The Programme has been designed to ensure that the scrutiny activity is timely and that, where appropriate, its findings and recommendations inform wider corporate developments or policy development cycles at a time when they can have most impact. The Work Programme also helps safeguard against duplication of work undertaken elsewhere.

2. Key Issues

- 2.1 Members are required to review their work programme at each meeting during the 2021/22 municipal year to give focus and structure to scrutiny activity to ensure that it effectively and efficiently supports and challenges the decision-making processes of the Council, and partner organisations, for the benefit of the people of the borough.
- 2.2 A revised draft of a work programme for Improving Places Select Commission is appended to this report.

3. Options considered and recommended proposal

- 3.1 Members are recommended to discuss potential areas of scrutiny work to be added to the work programme.

4. Consultation on proposal

- 4.1 The work programme is subject to consultation with the Chair and Members of the IPSC. Regular discussions take place with Cabinet Members and officers in respect of the content and timeliness of items set out on the work programme.

5. Timetable and Accountability for Implementing this Decision

- 5.1 The decision to develop a work programme is a matter reserved to the Commission and will be effective immediately after consideration of this report.
- 5.2 The Statutory Scrutiny Officer (Head of Democratic Services) is accountable for the implementation of any decision in respect of the Commission's work programme. The Governance Advisor supporting the Commission is responsible on a day-to-day basis for the Commission's work programme. Members are recommended to delegate authority to the Governance Advisor to make amendments to the programme between meetings.

6. Financial and Procurement Advice and Implications

- 6.1 There are no direct financial or procurement implications arising from this report.

7. Legal Advice and Implications

- 7.1 There are no direct legal implications arising from this report.
- 7.2 The authority of the Select Commission to determine its work programme is detailed within the Overview and Scrutiny Procedure Rules and Responsibility for Functions parts of the Constitution. The proposal to review the work programme is consistent with those provisions.

8. Human Resources Advice and Implications

- 8.1 There are no direct human resources implications arising from this report.

9. Implications for Children and Young People and Vulnerable Adults

- 9.1 There are no implications for children and young people or vulnerable adults arising from this report.

10. Equalities and Human Rights Advice and Implications

- 10.1 Whilst there are no specific equalities implications arising from this report, equalities and diversity are key considerations when developing and reviewing scrutiny work programmes. One of the key principles of scrutiny is to provide a voice for communities, and the work programme for this Commission has been prepared following feedback from Members representing those communities.

11. Implications for CO2 Emissions and Climate Change

- 11.1 There are no implications for CO2 emissions or climate change arising from this report. Members will have regard to the Climate Emergency when selecting potential items for scrutiny.

12. Implications for Partners

- 12.1 The membership of the Commission includes co-opted members from RotherFed who contribute to the development and review of the work programme. Where other matters are being considered for inclusion on the work programme, relevant partners or external organisations are consulted on the proposed activity and its timeliness.

13. Risks and Mitigation

- 13.1 There are no risks arising from this report.

14. Accountable Officer(s)

Emma Hill, Head of Democratic Services and Statutory Scrutiny Officer

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Improving Places Select Commission - Work Programme 2021/22 Municipal Year

Meeting Date	Agenda Items
29 June 2021	Initial Work Programme 2021/22
	Aids and Adaptations Tenant Scrutiny Review
20 July 2021	Rough Sleeper Strategy Update
	Revised Work Programme 2021/22
7 September 2021	Housing Energy Efficiency
	Flood Alleviation Update
	Bereavement Services Annual Report
2 November 2021 (Reports 22 October)	Thriving Neighbourhoods Annual Report
	Progress on Library Strategy and Action Plan
November/December 2021 Spotlight Review	External Funding for Regeneration and Development
14 December 2021 (Reports 3 December)	Rotherham Town Centre Update
	Allotments Self-Management Update
	Outcomes from External Funding Spotlight Review
February 2022 Spotlight Review	Cultural Strategy (with Improving Lives Select Commission)
1 February 2022 (Reports 21 January)	Environment Bill – Waste Management
	Fly Tipping Update
March 2022 Spotlight Review	Market Service – Recovery and Future Engagement
22 March 2022 (Reports 11 March)	Active Travel Update
	Highways Service Update
19 April 2022 (Reports 8 April)	CCTV Update
	Tree Management Strategy Update
	Antisocial Behaviour Policy Update
	Scrutiny Review Recommendations - Cultural Strategy
	Scrutiny Review Recommendations - Markets
April/May 2022	

Spotlight Review	Housing Repairs Service Review
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