

Committee Name and Date of Committee Meeting

Cabinet – 16 May 2022

Report Title

Strategic Management and Maintenance of Rotherham's Highways - Indicative Highway Repair Programme for 2022/2023

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

No, but it has been included on the Forward Plan

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
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Ward(s) Affected

Borough-Wide

Report Summary

The Council has a statutory duty to maintain its highways through Section 41 of the Highways Act 1980.

This report describes how Rotherham's highways are strategically managed and maintained, in accordance with the agreed Highway Asset Management Policy, Strategy and Highway Asset Management Plan (HAMP).

The report reviews the current strategy for the management and maintenance of Rotherham's Highways and the impact the recent Council funding has had on the highway network.

The report describes the current performance, both in terms of the condition of Rotherham's highways and in terms of the delivery of highways maintenance services.

This additional investment in Rotherham's roads is making a real improvement to the highway network. This is evidenced by the improvement in the condition of the estate roads and classified network and a continued reduction in the number of pot-holes reported and highway claims received against the Council.

The Highway Repair Programme for 2021/22 delivered repairs across 247 Maintenance Schemes, equating to 77.993km (48.75 miles) of roads and an area of 481,777 square metres.

Recommendations

1. That Cabinet note the strategic approach to the management and maintenance of Rotherham's Highways.
2. That the decision of the Strategic Director Regeneration and Environment to approve the indicative Highway Repair Programme for 2022 / 2023 be noted.
3. That Cabinet note any additional in year funding to deliver highways repairs and that the Strategic Director for Regeneration and Environment may utilise that funding in accordance with the strategic approach to the Management and Maintenance of Rotherham's Highways as laid out in this report.

List of Appendices Included

Appendix 1 Indicative Highway Repair Programme 2022/2023
Appendix 2 Equality Impact Analysis Part A and Part B
Appendix 3 Carbon Impact Assessment

Background Papers

Cabinet Report – Monday 22 March 2021

<https://moderngov.rotherham.gov.uk/ieListDocuments.aspx?CId=1103&MIId=15061&Ver=4>

Highway Policy, Strategy and Highway Asset Management Plan

<https://www.rotherham.gov.uk/roads-pavements/highways-asset-management/1>

Well managed Highway Infrastructure October 2016

<http://www.ukroadsliasongroup.org/en/utilities/document-summary.cfm?docid=5C49F48E-1CE0-477F-933ACBFA169AF8CB>

Highways Communication Strategy

<https://www.rotherham.gov.uk/transport-streets/rotherham-highways-communications-strategy/5>

Consideration by any other Council Committee, Scrutiny or Advisory Panel

N/A

Council Approval Required

No

Exempt from the Press and Public

No

Strategic Management and Maintenance of Rotherham’s Highways - Indicative Highway Repair Programme for 2022/2023

1. Background

1.1 Rotherham Metropolitan Borough Council (RMBC) is responsible for 1,190 kilometres of roads, 1,846 kilometres of footpaths and public rights of way, and the associated street lighting, road markings, road signs, safety barriers, traffic management systems, drainage systems and bridges.

Table 1.2 RMBC Maintained Highway Network

Road Type	Carriageway Length (km)	Footway Length (km)
Principal – A Roads	136.8	133.9
Non-Principal – B Roads	97.1	110.6
Non-Principal – C Roads	182.0	163.1
Unclassified – U Roads	774.5	1276.7
Public Rights of Way (PROW)	-	425.0
Total	1,190.4	2109.3

*includes link paths through estates

1.2 The Council’s approach to highway maintenance is based on the following principles:

- To maintain Rotherham’s roads and footways in a safe condition to nationally recognised standards; and
- To carry out programmed maintenance as cost-effectively as possible.

1.3 The Council has a statutory duty to maintain its highways through Section 41 of the Highways Act 1980. This report describes how Rotherham’s highways are strategically managed and maintained in accordance with that Act, and the Council’s Highway Asset Management Policy, Strategy and Highway Asset Management Plan (HAMP) to achieve the above principles.

1.4 As part of management and maintenance of the highway the Council has adopted an associated “Code of Practice for Highway Inspection and Assessment” (CoP), which sets out the criteria used to develop the Council’s planned and reactive maintenance works on the highway within agreed timeframes. The CoP has been developed with reference to national guidance documents (“Well managed Highway Infrastructure (October 2016)”) and “Highway Infrastructure Asset Management Guidance Document (May 2013)”) and takes account of advice from the Council’s insurers and legal advisors.

1.5 The HAMP is reviewed annually and refers to the Indicative repair programme. It also includes information relating to the “Code of Practice for Highway Inspection and Assessment” (CoP).

1.6 A team of Highway Inspectors undertake Safety Highway Inspections to identify, record and prioritise the repair of defects, which present an immediate danger or significant inconvenience, to: users of the highway; to

the structural condition of the highway or the assets contained within the highway boundary. All inspectors are professionally certified through the UK Roads Board and are included on the National Register of Highway Inspectors.

- 1.7 The Highways Service has a robust information system to support the management of cyclic and ad-hoc inspections. The system records all inspections, reports, and works carried out on the highway and ensures that repairs are managed within the CoP.
- 1.8 The Council recognised that a greater investment was required in order to narrow the gap between the condition of the estate roads and the national average and has committed a Capital budget of £24m over four years from April 2020. The £24m to 2024 Roads Programme is supported by the Capital investment and this is the start of the third year.
- 1.9 This additional investment in Rotherham's roads is making a real improvement to the highway network, evidenced through reductions in the number of highway defect repairs (potholes) and in the number of highway claims against the Council. This is evidenced by the improvement in the condition of the estate roads and classified network and a continued reduction in the number of pot-holes reported and highway claims received against the council.
- 1.10 The Highway Repair Programme for 2021/22 delivered improvements across 247 Maintenance Schemes, equating to 77.993km (48.75 miles) of roads and an area of 481,777 square metres.

2. Key Issues

2.1 Current Highways Maintenance Budget

2.1.1 Identified below are the main funding streams available to Highways. These are utilised to best deliver a strategic and prioritised approach to service delivery:

- Department for Transport (DfT) - City Region Sustainable Transport Settlements (CRSTS) funding
- Pothole Fund (2021/22 allocation)
- Council annual revenue funding
- Council Capital investment – 2024 Roads Programme

2.1.2 Table 2.1.1a - Summary of DfT highways funding (2019/20 to 2022/23)

Financial Year	DfT CRSTS fund	DfT LTP Highway Maintenance Allocation	DfT Pothole and Challenge fund	TOTAL
2019/20		£3.0m	£0.2m	£3.8m
2020/21		£3.0m	£3.8m	£6.8m
2021/22		£2.1m	£2.1m	£4.2m
2022/23	£3.4m		£0.6m (estimated)	£4.0m

The total budget allocated for Highway works in 2022/2023 is detailed below and totals £10.9m, subject to final confirmation of the £0.6m DfT Pothole and Challenge funding which is likely to be carried over from 2021/22. At present the £0.6m is an estimated figure and subject to confirmation of the final 2021/22 financial out-turn. It is proposed that any slippage in the capital pothole fund for 2021/22 be carried forward to 2022/23 in line with Capital Year end processes.

Table: 2.1.1b Highways Funding 2022/2023

DfT City Region Sustainable Transport Settlements	DfT Pothole and Challenge Fund Remaining	RMBC Capital 2024 Roads Programme	RMBC Capital Carriageway Schemes	RMBC Revenue	TOTAL
£3.4m	£0.6m	£6.0m	£0.2m	£0.7m	£10.9m

2.2 Works Prioritisation and Indicative Works Programme

2.2.1 The roads and footways included in the Indicative Highway Works Programme 2022/23 (Appendix 1) are determined by a scoring matrix, detailed in the Highway Asset Management Plan (HAMP).

2.2.2 The aim of this process is to prioritise sections of the highway for inclusion in the works programme that provide value for money, by repairing as much of the road network as possible, whilst taking a number of factors into consideration, as listed below.

2.2.3 The criteria include:

- The condition of the road(s)
- Ward Member and Parish/Town Council priorities

- The number of complaints received
- The number of actionable defects (Potholes) identified
- Input from highway inspections
- The overall condition of the Ward's highways

2.2.4 The Indicative Highway Works Programme is formulated using the above adopted criteria. Once established, the proposed works locations are indicative as they could be affected by a number of factors including:

- Engineering difficulties
- Changes to funding levels
- Opportunities to coordinate with other Council Projects
- Unforeseeable essential statutory undertaker works
- The weather

2.2.5 Regular officer implementation meetings are held to coordinate works across the network and to keep any changes to the works programme to a minimum.

2.2.6 **Table: 2.2.6 Allocation of Budgets Across the Highway Network in 2022/23**

Road Type	Value
A	£1,300,000
B & C	£2,000,000
Unclassified	£6,000,000
Footways	£800,000
Footway Crossings	£100,000
Revenue	£750,000
TOTAL	£10,950,000

The proposed indicative highway repair programme includes roads that are suggested by local Councillors. It is intended to include at least one road per Councillor in the published programme. It is the Council's intention to repair 193 roads, approximately 54.7km (34.1 miles) covering an area of (360,000sqm).

2.2.7 The indicative Highway Works Programme includes a schedule of works to improve the accessibility of the footway network. These measures provide people with visual impairments, wheelchair users and others with improved access to the network. The existing footways on the planned list will be adapted with new dropped kerb lines and blister/tactile paving to assist access and promote safer locations to crossroads and access to footways. Thirty-four pairs of crossings will be delivered across the network in locations requested by residents, local Councillors and interested groups.

2.2.8 The indicative Highway Works Programme comprises a substantial investment in the condition of footways. The programme includes footway repair and the delivery of a surface treatment to large sections of the footway network. The Council is investing over £800,000 in the footway resurfacing and micro asphalt footway programme, and £100,000 in the

footway crossing programme in 2022/23. Proposed Footway Resurfacing will take place in:

- Wales
- Thurcroft
- Woodsetts
- Maltby

Proposed Footway Micro-asphalt repairs will take place in:

- Todwick
- North Anston
- Bramley
- Kilnhurst
- Herringthorpe

The locations have been chosen that are suitable for this type of treatment, and to allow delivery across a defined estate to maximise the coverage using this method. The service aims to deliver a good geographical spread of work across the Borough each year.

2.3 Service Performance

2.3.1 On a quarterly basis Highway Services publishes a suite of performance indicators on the Council website. These indicators cover all aspects of service provision including:

- Condition of the Highway Network
- Pothole Repair Times
- Quality of Pothole Repairs
- Highway Safety Inspections
- Making safe dangerous overhanging trees on highway land
- Customer Questionnaire Results

Make safe missing cover e.g. public and private sewers, gas, water, or BT apparatus.

2.4 Condition of the Road Network

2.4.1 Based on the latest information available from the Department for Transport national data set (2020/21), the table below shows the condition of Rotherham's road network compared to the national average (lower is better) at March 2022.

The table below shows that the condition of Rotherham's unclassified network (as of 10/02/22) is better than the national average, which is 17%.

Table 2.4.1 Condition of Rotherham's Roads

Year	2015/16			2016/17			2017/18			2018/19			2019/20			2020/21			2021/22 (as at 10/02/22)		
Road Type	A	BC	U	A	BC	U	A	BC	U	A	BC	U	A	BC	U	A	BC	U	A	BC	U
RMBC (%)	3	6	24	3	7	23	2	5	23	2	4	23	2	3	22	2	2	19	2	3	16
National (%)	3	6	17	3	6	17	3	6	17	2	6	17	4	6	17	4	6	17	n/a	n/a	17

* U - Unclassified Road Network (Estate type roads)

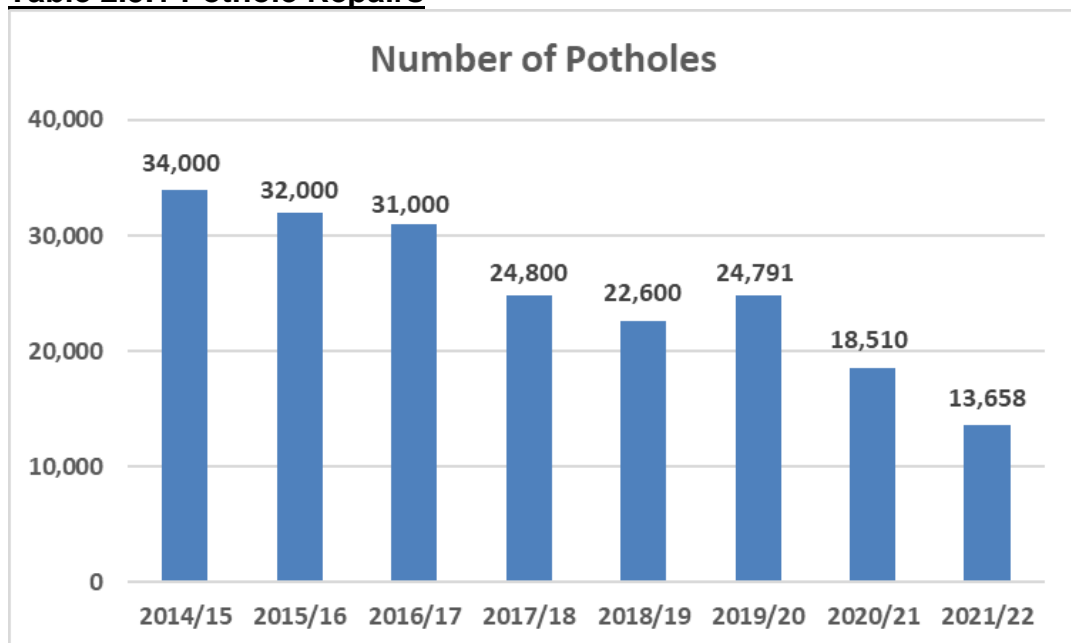
2.4.1 The current level of Council investment in the highway network has achieved a better than national average standard for the classified network (A, B and C class roads).

2.4.2 The additional investment in maintenance for unclassified roads, in conjunction with DfT funding, has seen the level of deterioration on the unclassified network reduce and improved to 16.02%. The condition of unclassified roads has improved by the continued investment of £24m capital funding and is now substantially better than the national average, which is 17%.

2.5 Urgent Defects (Pothole Repairs)

2.5.1 The table below identifies a significant reduction in the number of actionable defects required to be repaired across the network i.e. from 34,000 in 2014/15 to 19,417 in 2020/21. So far this year only 13,658 potholes have required repair, indicating a significant reduction in the number of reported potholes in 2021/22.

Table 2.5.1 Pothole Repairs



*Pothole repairs 2021/22 to date (10/02/22)

2.5.2 Roads with a high number of potholes are considered in the works prioritisation process, for inclusion in the Indicative Highway Works Programme for resurfacing and, as a consequence, the number of potholes requiring repair has reduced significantly. It should also be noted that a prolonged cold winter and or flooding can and does impact on the condition of the highway network; in particular causing the number of potholes to increase through freeze/thaw action. This in turn can lead to an increase the number of claims received.

2.6 Highway Claims

2.6.1 The management and maintenance of the highway network is in accordance with the Councils “Code of Practice for Highway Inspection and Assessment” (CoP), which sets out the criteria used to develop the Council’s planned and reactive maintenance works on the highway within agreed timeframes. The CoP has been developed with reference to national guidance documents (“Well managed Highway Infrastructure (October 2016)”) and “Highway Infrastructure Asset Management Guidance Document (May 2013)”) and takes account of advice from the Council’s insurers and legal advisors.

2.6.2 Highways, Roads & Carriageways include the potential for tripping claim liability through defects on the highway. The Council’s success in complying with the requirements set out in Section 58 of the Highways Act means that we currently repudiate 94% of all Highways insurance claims. We have achieved similar results over the past several years and are recognised within the insurance industry as one of the best performing authorities in the country in this regard.

2.6.3 Between 2011 and 2015 the Council received a monthly average of 30 claims for alleged damage to vehicles and personal injury claims. The improvement to the highway network has now seen a substantial reduction to 15 claims per month in 2021.

2.6.4 In 2015/2016 the Council paid £636,534 in claims relating to highway defects, however this has reduced over time and, in 2020/2021 the Council paid out only £11,565. Claims considered in County Court often take a number of years to be processed, but the Council continues to repudiate over 90% of claims made.

Highways Liability PL Claims Performance 2014/15 to 2021/22		
Incident Year	Claims Rec'd	Total Paid (inc. costs)
2014/15	277	£141,438
2015/16	262	£636,534
2016/17	121	£56,367
2017/18	196	£62,574

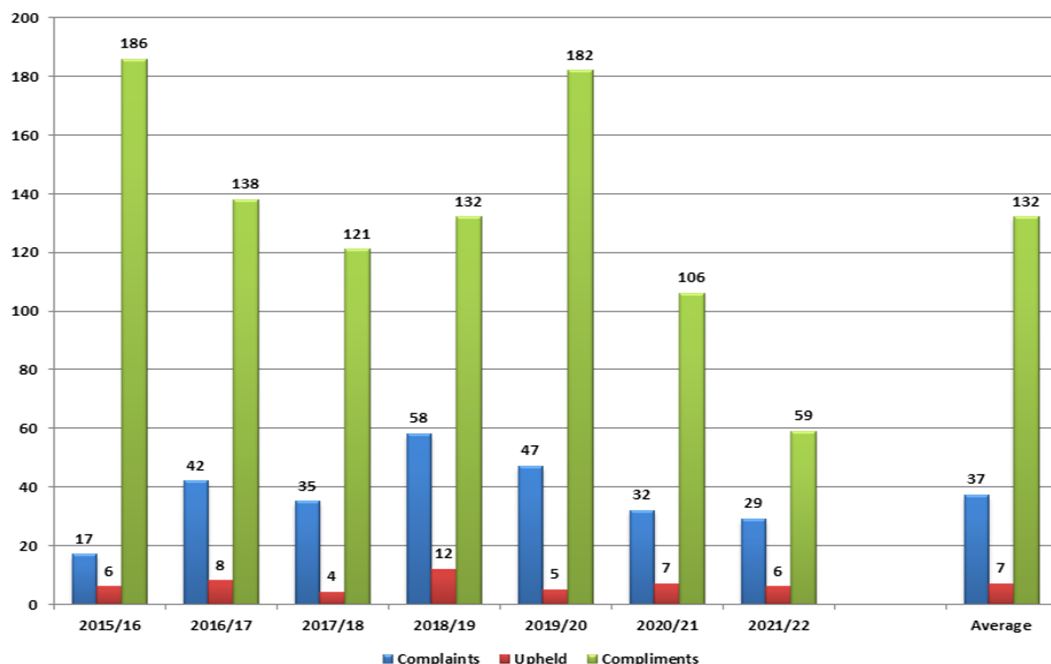
Incident Year	Claims	Total Paid (inc. costs)
	Rec'd	
2018/19	204	£50,701
2019/20	295	£20,957
2020/21	124	£11,565
2021/22	78	£80

2.7 Customer Feedback – Complaints/Compliments/Questionnaires

2.7.1 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 provide a written reply to all customers where appropriate.

2.7.2 Figure 2.7.2 below identifies the number of complaints received and the number of complaints that were upheld. The table also shows how many compliments the Service has received. These are recorded and monitored by the Council's Complaints Team. The information provides a good indication of how the delivery of Highway Services is perceived by residents in Rotherham.

Figure 2.7.2 - Highways Customer Complaints and Compliments



2.7.3 The Highway Service has consistently received a large number of compliments in comparison to complaints. Of particular note is the very small number of upheld complaints. The Council has experienced a reduction in the number of compliments received during the Covid-19 pandemic. The number of compliments received directly by Highways since March 2020 also reflects this trend.

- 2.7.4 In addition to the monitoring of complaints and compliments, post-construction surveys are delivered to properties affected by highway repair works. The questionnaire asks residents, who have been directly affected by the delivery of a highway scheme, their opinion on all aspects of the work.
- 2.7.5 The questionnaire includes a range of questions.
- How well residents and businesses were informed about the works before they started
 - Did the works start on time?
 - Quality of the Works
 - Was the site left clean and tidy?
 - Professionalism of staff carrying out the works.
- 2.7.6 The survey results for 2021/22 show very high satisfaction with service performance. All eleven questions included in the post-construction survey have achieved an average satisfaction score of 94%.
- 2.7.7 The Highway Service participates in the National Highways and Transportation Annual Survey, where Rotherham residents are asked their views on satisfaction with the condition of the roads and footways in Rotherham. The information from this survey indicates that residents remain dissatisfied with the general condition of Rotherham's Roads.
- 2.7.8 Although customer satisfaction with the general condition of Rotherham's roads is low, the actual condition of Rotherham's main roads (A, B and C's) which carry around 80% of the traffic is better than the national average.
- 2.7.9 To try and address satisfaction levels and raise the profile of the works being carried out, the service engages with residents and visitors through a number of initiatives:
- To raise the profile of the works being carried out by the Council, large on-site signage is attached to streetlights during the works, advertising the Rotherham 2024 Roads Programme.
 - The Council's Corporate Communication Team also promote highway works with social media updates, press releases and through the Council.

2.8 Communications and Engagement

- 2.8.1 Communications and engagement with residents and Elected Members are vitally important to ensure the Highway Services are operating in an efficient, effective, and accountable way.
- 2.8.2 Highway Services have an approved Communication Strategy, which is published on the website (see background papers above) providing guidance on how the Service communicates and engages with key stakeholders on managing highway assets and decision-making process.

- 2.8.3 In addition, one of the key elements of highway asset management is ensuring a holistic approach to the delivery of services, promoting integration of processes, information, and systems. This is supported by cross service weekly meetings to review programming of works to ensure effective delivery.
- 2.8.4 Good communication with stakeholders is an essential part of the process for the delivery of highway works:
- Proposed works details are shared with appropriate managers within the Council
 - Letters are delivered to all residents and businesses fronting the works prior to scheme design completion. The letter informs them of start dates, contact details and a request to undertake a satisfaction survey on completion of the works
 - Ward Members are consulted when the proposed designs are circulated to the residents and their feedback is considered in the final design
 - Other stakeholders such as South Yorkshire Passenger Transport Executive and bus operators are consulted during the design process to minimise disruption to bus services
 - Prior to the start of a road or footway repair, pre-start signage is positioned on the roadside, providing road users with information relating to details of the highway works. The signage will confirm the proposed start date and detail any if traffic lights or road closures will be used to deliver the works.
 - Proposed works are also posted on the One.network.org website.
- 2.8.5 In addition, any major projects that could cause disruption to road users are detailed on the Council's website for customers to access with the link to the content included on the prestart signage.
- 2.8.6 This process enables local residents, businesses, and Members to inform the scheme design and the method of delivery e.g. night-time or weekend working to minimise disruption and/or inconvenience.
- 2.9 Elected Member Engagement**
- 2.9.1 Highway Services delivers a seminar to all Ward Members on an annual basis. The seminar includes an explanation of the Council's Highway Management principles focussing on "Whole Lifecycle Planning" to maximise the available budget.
- 2.9.2 The seminar also provides Members with the detail of the criteria used to develop the Indicative Works Programme.
- 2.9.3 Members are then invited to provide their suggestions regarding which unclassified roads in their Wards they would like to see repaired. These suggestions are assessed for suitability and, if they meet the criteria, the suggested street is included in the Indicative Highway Repair Programme.
- 2.9.4 The seminar also provides Ward Members with a review of the works delivered in the previous 12 months.

- 2.9.5 The Members seminar also gives an opportunity for Highway Services to provide information on customer feedback and discuss any key issues for the next 12 months.
- 2.9.6 A report on Highway Inspection and Maintenance Performance was presented to the Improving Places Select Committee on the 22 March 2022. The report provided a 12 month 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
- 2.9.7 The Improving Places Select Committee noted the report and recommended the following items, all of which have been actioned:
- That Ward Members and Neighbourhood Teams be informed of the Highway Inspector contact for their area.
 - That the proposed work programme of Multihog rotation within the Wards be circulated to Members.
 - That the service note the strong support for continuing the practice of including Councillors' suggested roads in the Highway Repair Programme. This is noted and agreed.

3. Options considered and recommended proposal

- 3.1 The consequence of a poorly 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. Poor roads mean increased vehicle operating costs, delays, and less safe roads, and as a result may influence investment decisions.
- 3.2 Highway lifecycle planning is used to develop a sustainable maintenance strategy over the life of the highway asset from construction to disposal. This provides the ability to predict the future performance of the asset for different levels of investment and assists to mitigate the risk of failure by allocating funds to where they will be most beneficial. This form of allocation moves away from a more traditional "worst first" approach and targets work programmes at those parts of the infrastructure which present the greatest risk and where timely treatment can achieve the most beneficial whole of life cost.
- 3.3 The Council could adopt a worst first approach, which would see some short-term improvements to some roads, however, this approach would see an increase over time of the number of roads that deteriorate to a very poor

condition. This would likely lead to an increase in the number of highway claims and customer complaints the Council receives.

3.4 Through improving capture and analysis of information about the maintenance of the highway assets, services can be delivered more efficiently. Highway budgets can be focused on preventing deterioration and in so doing ensure that the maximum benefit is derived from available resources.

3.5 The Council's unclassified road network had deteriorated below national average prior to the capital investment. The 2020 roads programme provided £10m investment over 3 years which arrested the deterioration. The £24m to 2024 roads programme is now providing the required improvement in estate roads to a condition that is better than the national average. If future funding is not made available to sustain this improvement the condition of our unclassified network will return to the unsatisfactory level prior to capital investment within 2 years.

4. Consultation on proposal

4.1 Highway Services have developed an effective Communication Strategy which is adhered to from the drafting of the programme of works through to implementation of the schemes, as detailed above.

5. Timetable and Accountability for Implementing this Decision

5.1 The Head of Highways and Flood Risk is accountable for the development of the Highway Policy, Strategy and Plan and for ensuring the delivery of the indicative Highway Works Programme 2022/23. The Highway Asset Engineer leads the operational coordination of actions to deliver the indicative Highway Works Programme 2022/23.

6. Financial and Procurement Advice and Implications

6.1 Section 2.1.1 provides information on the 2022/2023 capital and revenue funding for Highways. 2022/2023 is the third year of the four-year capital £24m investment in the unclassified road network, the 24m to 2024 roads programme.

6.3 There are no direct procurement implications associated with this report. However, the Service must ensure that all goods, works, and services required to maintain the Highway are procured in line with the Public Contract Regulations 2015 (as amended) and the Council's own Financial and Procurement Procedure Rules.

7. Legal Advice and Implications

7.1 The Council is under a statutory duty to maintain its highways pursuant to Section 41 of the Highways Act 1980. The way in which the Council complies with this duty is set out in the body of the report and is in compliance with relevant Legislation, Guidance and Codes of Practice.

8. Human Resources Advice and Implications

8.1 There are no HR implications arising from this report.

9. Implications for Children and Young People and Vulnerable Adults

9.1 The highway network is available for all residents, businesses, and visitors to the Borough. The Council makes positive changes to the highway network to provide any disadvantaged groups with equal opportunity to access aspects of the network. The indicative Highway Works Programme includes a substantial schedule of works to improve access to the footway network. These measures provide visually impaired and wheelchairs user's equal access to the network.

9.2 Residents, businesses, local Councillors, and relevant stakeholders are consulted prior to the delivery of schemes detailed in the indicative Highway Works Programme. All queries relating to access to properties or businesses are considered in the provision of the works. All additional requirements required to meet any specific needs of a group or individuals during the delivery of our works are accommodated, where possible, to encourage the continued access to the highway network.

9.3 Where possible, the delivery of works that affect 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.

10. Equalities and Human Rights Advice and Implications

10.1 A full Equality Impact Analysis has been undertaken and can be found at Appendix 2.

10.2 The highway network is available for all residents, businesses, and visitors to the Borough. The Council makes positive changes to the highway network to provide any disadvantaged groups with equal opportunity to access all aspects of the network. The indicative Highway Works Programme includes a substantial schedule of works to improve access to the footway network. These measures provide visually impaired and wheelchairs user's equal access to the network.

10.3 Residents, businesses, local Councillors, and relevant stakeholders are consulted prior to the delivery of schemes detailed in the indicative Highway Works 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.

10.4 The delivery of works that affect 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.

- 10.5 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.
- 10.6 The Communication Strategy includes the action to hand deliver a note to all properties affected by the proposed works in the week prior to the commencement. The note contains the details and contact information for the onsite works supervisor.
- 10.7 The onsite works supervisor is available to answer queries relating to the delivery of the scheme and also any access issues. The supervisor will make arrangements during the construction of our works to allow vehicle access for ambulances / taxis to allow residents to keep hospital appointments etc. or special requirements relating to weddings, funerals, or other exceptional occurrences.
- 10.8 Good highway asset management enables the most efficient use of resources and minimises the disruption to all road users of the highway.

11. Implications for CO2 Emissions and Climate Change

- 11.1 A Carbon Impact Assessment has been undertaken and can be found at Appendix 3. Whilst the resurfacing of roads has a significant carbon impact the Council continues to work with its suppliers to identify materials and methods that reduce the carbon impact of the activity. For example, the Council is working with Steelphalt to trial what is believed to be the World's first Carbon Negative tarmac with asphalt incorporating a natural binder that can part replace fossil based bitumen.

12. Implications for Partners

- 12.1 Key stake holders will be able to contribute to this process through various forums and methods, particularly disabled users and representatives, cycling, walking and horse riding groups, South Yorkshire Police, and passenger transport groups including the local bus companies. Close working with the Transport Infrastructure Team will ensure a co-ordinated programme of replacement and investment that minimises whole life costs and maximises value for money.
- 12.2 Consultation on potential changes to the highway is an important part of communication with customers to ensure service users' needs are reflected in changes made to the highway network. The prioritisation methodologies demonstrated in the decision-making process include elements of customer priorities.

- 12.3 For major highway schemes, full consultation exercises are carried out in advance of works starting. For routine maintenance schemes, contact is made with all residents and businesses fronting the works prior to design; informing them of start dates, contact details and a request to undertake a questionnaire on completion of the works.
- 12.4 Key stakeholders have been consulted on our approach to manage and maintain the highway network including:
- South Yorkshire Police
 - South Yorkshire Ambulance Service
 - South Yorkshire Fire Service
 - South Yorkshire Passenger Transport Executive
 - Major Bus Operators
 - First
 - Stagecoach
 - Network Rail
 - Parish and Town Council's
 - Yorkshire Water and Severn Trent Water
 - Major Utility Companies
 - Environment Agency

13. Risks and Mitigation

- 13.1 The highway network is the most valuable asset that the Council is responsible for with a gross replacement value of £1.598 billion.
- 13.2 The highway network is accessed by residents, businesses and visitors to the Borough and the condition of the network influences opinion of Rotherham and the confidence of businesses to invest in the Borough.
- 13.3 To prevent deterioration in the condition of the highway network, continued investment is required in Rotherham's roads. If the condition of the roads deteriorates, funding would be required to be targeted at responsive repairs (potholes) to keep road users safe rather than the wider, programmed and more cost-effective works.
- 13.4 The risk from a deterioration of the network is the potential for an increase in the number of customer complaints, accidents, and highway claims that the Council receives. This could damage the Council's reputation and see an increase in the payments made to injured parties.

14. Accountable Officers

Richard Jackson, Head of Highways and Flood Risk

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	Sharon Kemp	28/04/22
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	26/04/22

	Named Officer	Date
Assistant Director of Legal Services (Monitoring Officer)	Phil Horsfield	26/04/22

Report Author: Richard Jackson, Head of Highways and Flood Risk

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