

**Councillor Robert Taylor – Cabinet Member for Transport, Jobs and the Local Economy**

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Cllr Robert Taylor

20<sup>th</sup> June 2024

Cllr Michael Bennett-Sylvester

Elected Member

Via email: [michael.sylvester@rotherham.gov.uk](mailto:michael.sylvester@rotherham.gov.uk)

Dear Cllr Bennett-Sylvester

**Council Meeting – Wednesday 22<sup>nd</sup> May 2024**

Thank you for your supplementary question to Council on 22<sup>nd</sup> May 2024. I have set out the question and my response below:

***One of the problems with any council services was that those who shouted loudest got. He asked if it would be possible to provide information regarding not just Ward level but Super Output Area level, a percentage of roads that could be resurfaced but have been done, just to ensure that all neighbourhoods had equal access and there was no potential bias. Could that information be provided?***

The service does not hold the information in relation to roads resurfacing at super output level. Resurfacing of roads in its widest sense is based on condition, which is without bias. In relation to ward member nominations, officers are seeking guidance from members who know their areas well however any suggestions still need to be compliant in terms of the condition of the road, which drives any subsequent resurfacing.

Our Highway Asset Management Plan (HAMP)

[Highway Asset Management Plan November 2023.docx \(live.com\)](#) sets out how we manage the condition of the highway network and the criteria for identifying potential schemes. It is based on the principles set out in the Highway Infrastructure

Asset Management Guidance (issued May 2013) and the Highway Maintenance Efficiency Programme (HMEP), both commissioned by the Department for Transport (DfT) was published.

Roads are identified for repair using condition information obtained from condition surveys carried out annually. Each year 25% of the unclassified network is manually inspected and the condition recorded. So, the whole of the unclassified network is visually inspected over a 4-year cycle.

The whole of the classified network is (condition) scanned by a purpose-built vehicle in one direction every year. The following year it is scanned in the opposite direction, completing the full condition information for the whole of this network.

Additionally, following the award of additional Capital funding investment to maintain the condition of the Unclassified Network (estate type roads), the Highways Asset team have made a request to all Ward members asking them to submit suggestions for sites that they would like to see repaired. It is our intention to include one site per Ward member into the Indicative Highway Repair programme.

I hope you find this information helpful.

Yours sincerely



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