

**Committee Name and Date of Committee Meeting**

Cabinet – 16 December 2024

**Report Title**

Indicative Highway Repair Programme for 2024/2025 Additional Schemes

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

Yes

**Strategic Director Approving Submission of the Report**

Andrew Bramidge, 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.

The additional investment over a number of years 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 potholes reported and highway claims received against the Council.

Further to the report presented to Cabinet in March 2024, this report provides further detail on the Highways Maintenance Programme on the basis of the additional funding approved at Council in February 2024. These schemes are set out in the last two pages of Appendix 1 and are recommended for approval. The name for the 4-year programme is the 'Rotherham Roads Programme'.

## **Recommendations**

That Cabinet:

1. Note the strategic approach to the management and maintenance of Rotherham's Highways.
2. Approve the indicative Highway Repair Programme for 2024/2025 as set out in Appendix 1 which includes the additional Councillor suggestions.
3. Note that the Strategic Director for Regeneration and Environment may utilise any additional in year funding to deliver highways repairs 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 2024/2025  
Appendix 2 Equality Impact Analysis Part A and Part B  
Appendix 3 Carbon Impact Assessment

## **Background Papers**

[Cabinet Report – Monday 18 March 2024](#)

[Highway Policy, Strategy and Highway Asset Management Plan](#)

[Well managed Highway Infrastructure October 2016](#)

[Highways Communication Strategy](#)

## **Consideration by any other Council Committee, Scrutiny or Advisory Panel**

None

## **Council Approval Required**

No

## **Exempt from the Press and Public**

No

## Indicative Highway Repair Programme for 2024/2025

### 1. Background

1.1 Rotherham Metropolitan Borough Council (RMBC) is responsible for 1,191 kilometres of roads, 2,109 kilometres of footways, footpaths and public rights of way, and the associated street lighting, road markings, road signs, safety barriers, traffic management systems, drainage systems and bridges.

### 1.2 **Table 1.2 RMBC Maintained Highway Network**

Road Type	Length (km)
Principal – A Roads	136.8
Non-Principal – B Roads	97.1
Non-Principal – C Roads	182.0
Unclassified – U Roads	774.7
Footway	1684.4*
Public Rights of Way (PROW)	425.0
Total	3300

\*includes link paths through estates

- 1.3 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.
- 1.4 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.
- 1.5 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.
- 1.6 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).
- 1.7 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.

- 1.8 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 Code of Practice.
- 1.9 The Council recognised that a greater investment was required to narrow the gap between the condition of the estate roads and the national average. 2015/16 saw the start of the Capital investment with £5m over two years, followed by a £10m investment across three years and then a further £24m investment over 4-years ending in 2023/2024. The Council has continued to invest in the network and has provided a Capital investment that was approved in March 2024, providing £12m split over four years, plus a further £4m funding from National Government Funding (Network North).
- 1.10 This additional investment in Rotherham’s roads has made 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 potholes reported and highway claims received against the Council.
- 1.11 The indicative Highway Repair Programme 2024/25 continues to deliver repairs across 236 Maintenance Schemes, equating to 55.40km (34.6miles) of roads and an area of 327,930 square metres.

## 2. Key Issues

### 2.1 Current Highways Maintenance Budget

- 2.1.1 The total level of funding available for 2024/25 is £13.4m from the following funding sources (further detail is presented in the table at section 2.1.2):
- Council Capital Funding – For roads and footway repair.
  - Department for Transport (DfT) - City Region Sustainable Transport Settlements (CRSTS) funding.
  - Pothole Fund allocation.
  - Council annual revenue funding.
  - Network North – previously known as Local Highways Maintenance: Additional funding from 2023 – 2034 (announced in October 2023 to be delivered in 2024/25).

#### 2.1.2 Table 2.1.2 - Summary of Funding for Roads and Footways (2024/25)

Financial Year	Council		DfT		TOTAL
	Council Capital funding	Revenue	DfT CRSTS fund	Pothole and Network North additional funding	
2024/25	£6.722m	£0.75m	£3.342m	£1.468	£13,444
				£1.162	

## **2.2 Works Prioritisation and Indicative Works Programme**

- 2.2.1 The roads and footways included in the Indicative Highway Works Programme 2024/25 (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. The Highway Service collaborates with stakeholders and partners such as the Transportation Infrastructure Service to support delivery of improvements on the Highway Network.
- 2.2.6 The indicative Highway Works Programme also 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. 35 pairs of crossings will be delivered across the network in locations requested by residents, local Councillors and interested groups.
- 2.2.7 The programme includes footway repair and the delivery of a surface treatment to priority sections of the footway network across the borough.
- 2.2.8 Whilst the existing available budget is highlighted above, at the time the initial indicative highway repair programme was being prepared the Council was considering its Budget for the 2024/25 financial year. One of the proposals

was to continue investing in the condition of the Highway network within Rotherham. A continuation of Council Capital investment was approved in March 2024 providing £18million split over four years to be used as follows, £12million for the road unclassified network, £4.8million for footway repairs, and £1.2million for highway drainage repairs. The Indicative Highway Repair Programme will be reviewed and updated alongside appropriate member engagement taking account of these revised budgets. The name for the 4-year programme is the 'Rotherham Roads Programme'.

## 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 covers 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 (2022/23), the table below shows the condition of Rotherham's Road network compared to the National Average (lower is better), at November 2022 (note the national average for 2023/24 is not yet available however the latest Rotherham data has been provided).

The table below shows that the condition of Rotherham's unclassified network (as of 31/12/2022) is better than the national average, which is 17%.

**Table 2.4.1 Condition of Rotherham's Roads**

\* U - Unclassified Road Network (Estate type roads)

Year	2015/16			2016/17			2017/18			2018/19			2019/20			2020/21			2021/22			2022/23			2023/ 24 (Dec 2023)		
Road Type	A	BC	U	A	BC	U	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	2	3	14	2	2	13
National (%)	3	6	17	3	6	17	3	6	17	2	6	17	4	6	17	4	6	17	4	6	15	4	6	17	tbc	tbc	tbc

2.4.2 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). A trend has been identified that shows the condition of A roads, which is 136.8km of the total network, requires investment.

2.4.3 The previous additional investment in the maintenance of our unclassified roads has seen the condition of the unclassified network improved to better than National Average.

2.4.4 The Department for Transport's current published National Average condition for unclassified roads is 15% in November 2023 (most current). The Councils unclassified network is over 770km long and the percentage of our unclassified network that requires repair (RED) is currently measured at **12.66%**. Therefore, the Councils unclassified network is better than National Average.

## **2.5 Urgent Defects (Pothole Repairs)**

2.5.1 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, consequently, 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; 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 successfully 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. In 2015 before the investment in our road network through Councils Capital funding the Council received 381 claims. The improvement to the highway network has now seen a substantial reduction in the number of claims received to the lowest ever recorded at an average of 14 claims per month and a total of 313 claims received in 2023.

2.6.4 In 2015/2016 the Council paid £636,534 in claims relating to highway defects, however this has reduced over time and to date, in 2023/2024 the Council has successfully defended any claims. 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. (Nov 2023).

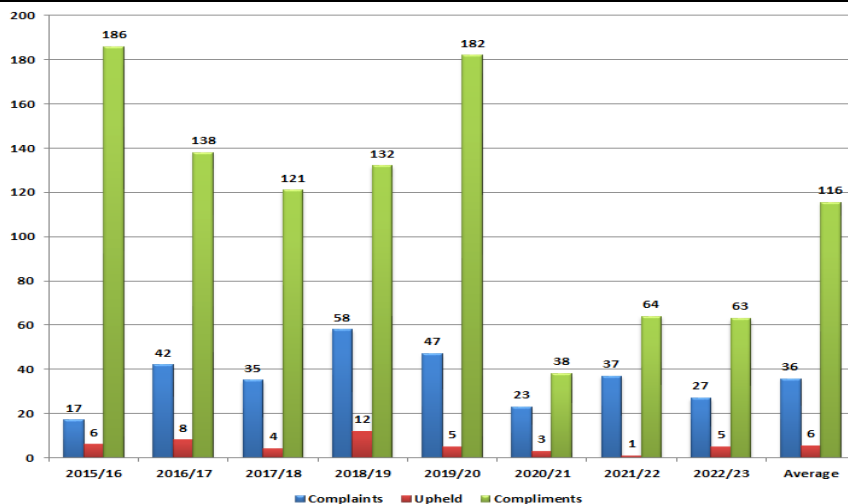
Highway Liability PL Claims Performance 2014/15 to 2023/24 (Jan 2024)		
Incident Year	Claims Recorded	Total Paid (inc cost)
2014/15	277	£141,438
2015/16	262	£636,534
2016/17	121	£61,775
2017/18	196	£185,791
2018/19	204	£50,701
2019/20	296	£63,295
2020/21	122	£14,951
2021/22	132	£9,414
2022/23	182	£4,473
2023/24	71	£3,481

## 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.
- 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 most recent survey results for 2023/24 show very high satisfaction with service performance. All eleven questions included in the post-construction survey have achieved an average satisfaction score of 97%.
- 2.7.7 The Highway Service participates in the National Highways and Transportation (NHT) Annual Survey, where Rotherham residents are asked their views on their satisfaction with the condition of the road surfaces in Rotherham. The survey results from 2023, (the current published survey) confirms that only 27% of residents that were asked were satisfied with the condition of the road surface in comparison to the NHT average 25%.
- 2.7.8 Although customer satisfaction with the general condition of Rotherham's roads is low, in accordance with the NHT survey, 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 £24m to 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 was held on the 5 September 2024 and provided Members with the detail of the criteria used to develop the Indicative Works Programme.
- 2.9.3 Cabinet agreed a Highway repair programme in March 2024 that has continued to be delivered throughout this financial year. Consultation has been undertaken with Ward members to provide their suggestions regarding which unclassified roads in their Wards they would like to see repaired within the 'Rotherham Roads Repair Programme 2024 to 2028'. A total of around 70 schemes were highlighted (as listed on the last two pages of Appendix 1) and are recommended to be included into the Indicative repair programme. It is the ambition that these additional schemes are delivered within the 2024/2025 period and external contractor resources are being used to support the programme. There may be some schemes that have to be carried over into the new financial year due to, for example, utilities coordination and permit to work restrictions. 48% of Carriageway schemes have been completed at the end of October 2024
- 2.9.4 The seminar provided Ward Members with a review of the works delivered in the previous 12 months.
- 2.9.5 The Members seminar also gave an opportunity for Highway Services to provide information on customer feedback and discuss any key issues for the next 12 months and reassurance ahead of the commencement Winter Service.

### **3. Options considered and recommended proposal.**

- 3.1 The recommended proposal is to finalise the Rotherham Roads Repair Programme 2024 to 2028 based on the additional Ward member requests and current available funding. Once finalised, the indicative programme will be approved by the Strategic Director for Regeneration and Environment. This is to ensure that the delivery programme can be agreed and progressed in a timely manner, following engagement with Cabinet on the indicative programme. This is the recommended approach as it will seek to maintain the improvements made on Highway condition over previous years of investment. 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 capital investment. The Council investment from 2020 arrested the deterioration and the £24m to 2024 Roads Programme Investment has achieved the Council's objective to improve the condition of the estate roads to better than National average.

#### **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 2024/25. The Highway Asset and Drainage Manager leads the operational coordination of actions to deliver the indicative Highway Works Programme 2024/25.

#### **6. Financial and Procurement Advice and Implications**

- 6.1 Section 2.1 provides information on the 2024/2025 Capital and Revenue funding for Highways.
- 6.2 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) or the Procurement Act 2023, whichever is the relevant legislation at the time as well as 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 in 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 £1.603 billion.
- 13.2 The highway network is accessed by residents, businesses and visitors to the Borough and the condition of the network influences people's 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**

- 14.1 Richard Jackson, Head of Highways and Flood Risk

Approvals obtained on behalf of Statutory Officers: -

	<b>Named Officer</b>	<b>Date</b>
Chief Executive	Sharon Kemp OBE	02/12/24
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	22/11/24
Assistant Director, Legal Services (Monitoring Officer)	Phil Horsfield	13/11/24

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

This report is published on the Council's [website](#).