

**Committee Name and Date of Committee Meeting**

Cabinet – 11 May 2026

**Report Title**

Rotherham Roads Programme 2026/2027

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

Yes

**Executive Director Approving Submission of the Report**

Andrew Bramidge, Executive 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 potholes reported and highway claims received against the Council.

## **Recommendations**

That Cabinet note the programme and delegate any amendments necessary for practical delivery or safety purposes to the Executive Director, Regeneration and Environment in consultation with the Cabinet Member for Transport, Jobs and the Local Economy.

## **List of Appendices Included**

Appendix 1	Rotherham Roads Repair Programme 2026/2027
Appendix 2	Equality Impact Analysis Part A
Appendix 3	Equality Impact Analysis Part B
Appendix 4	Carbon Impact Assessment

## **Background Papers**

[Cabinet Report – Monday 19 May 2025](#)

[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**

N/A

**Council Approval Required**

No

**Exempt from the Press and Public**

No

## Rotherham Roads Programme 2026/2027

### 1. Background

- 1.1 Rotherham Metropolitan Borough Council (RMBC) is responsible for 1,191 kilometres of roads, 2,082 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.

**Table 1.2 RMBC Maintained Highway Network**

Road Type	Length (km)
Principal – A Roads	137
Non-Principal – B Roads	97
Non-Principal – C Roads	182
Unclassified – U Roads	775
Footway*	1666
Public Rights of Way (PROW)	416
Total	3273

\*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
  - 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 to narrow the gap between the condition of the estate roads and the national average.
- 2015/2016 saw the start of the Council Capital investments.
  - £5m investment across two years
  - £10m investment across three years
  - £24m investment across four years
  - 2024/2025 was the start of the current £12m investment.
- 1.9 This continued 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.
- 1.10 The highway repair programme (2025/26) identified repairs across 339 maintenance schemes, equating to 33.1 miles (53km) of roads and 7.8 miles (12.5km) of footways.

## 2. Key Issues

### 2.1 Current Highways Maintenance Budget

- 2.1.1 Identified below are the main funding streams available to the Highways Service in 2026/2027. 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
  - Council capital funding for carriageway and footway repair
  - Pothole Fund allocation
  - Council annual revenue funding

#### 2.1.2 Summary of Funding for Roads and Footways (2026/27)

Financial Year	Council			DfT / SYMCA		TOTAL
	Council Capital funding	Revenue	Road Programme Top Up Fund	DfT CRSTS fund	In year additional funding	
2026/2027	£4.2m (£3m CW / £1.2m FW)	£0.75m	0.72m	£3.0m	£2.058m  HMB Allocation	£10.728m

### 2.2 Works Prioritisation and Indicative Works Programme

- 2.2.1 The roads and footways included in the Indicative Highway Works Programme 2026/27 (Appendix 1) are supported 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 Highway(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 (i.e. Gas, Water, Electric Utility Companies)
- 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 **Table: 2.2.6 Allocation of Budgets Across the Highway Network in 2026/27**

Road Type	Value
A	£2,058,000
B & C	£1,820,000
Unclassified	£4,000,000
Footway	£2,000,000
Footway Crossings	£100,000
Revenue (unplanned)	£750,000
<b>TOTAL</b>	<b>£10,728,000</b>

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. 34 pairs of crossings will be delivered across the network in locations requested by residents, local Councillors and interested groups.

2.2.8 The programme includes footway repair and the delivery of a surface treatment to priority sections of the footway network across the Borough.

## **2.3 Service Performance**

- 2.3.1 During 2025, the Department for Transport introduced a rating system measuring how well each local highway authority is maintaining its local roads and making use of its increased government funding. This allows local people to see how well their council is maintaining roads in their area. The Department for Transport expects all local highways authorities to publish information about their highways maintenance activities to help local taxpayers see the difference that funding is making in their areas.
- 2.3.2 Rotherham Council publishes its Highway performance information in the DfT's Transparency report, informing about maintenance activities on the highway network.
- 2.3.3 Rotherham Council has been ranked among the best in the country for managing the maintenance of Rotherham's highway network thanks to its £55m investment in road repairs which commenced in 2015.
- 2.3.4 The Government has introduced a new 'traffic light' system for ranking local authority performances on repairing damaged roads, with green for the best, amber for adequate and red for those which need to improve. The Government rankings take into account both how good councils are at repairing damage and how effectively they invest in road repairs.
- 2.3.5 Rotherham is the only area in South Yorkshire, and one of three nationally, to be ranked green, with most of the rest of the country ranked as amber. This is understood to be due to the £39m investment between 2015 and 2024 in accordance with Rotherham Council's good Highway Asset Management principles. The Council have continued investment with a further £16m committed to the Rotherham Roads Programme until 2028.
- 2.3.6 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 2024/25 (this is the latest available data), the table below shows the condition of Rotherham's road network compared to the National Average. The lower the figure, the better the score. The table below shows that the condition of Rotherham's unclassified network is better than the national average, which is 17%. National figures were last produced in March 2024.

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

Year	National Average A Roads	RMBC Average A Roads	National Average B/C Roads	RMBC Average B/C Roads	National Average Unclassified Roads	RMBC Average Unclassified Roads
2015/16	3	3	6	6	17	24
2016/17	3	3	6	7	17	23
2017/18	2	2	6	5	17	23
2018/19	2	2	6	4	17	23
2019/20	4	2	6	3	17	22
2020/21	4	2	6	3	17	19
2021/22	4	2	6	3	15	16
2022/23	4	2	6	3	17	14
2023/24	4	2	6	2	17	13
2024/25	4	3	7	3	17	13
2025/26	tbc - data not available	Dec-25 3	tbc - data not available	Dec-25 2	tbc - data not available	Dec-25 10

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

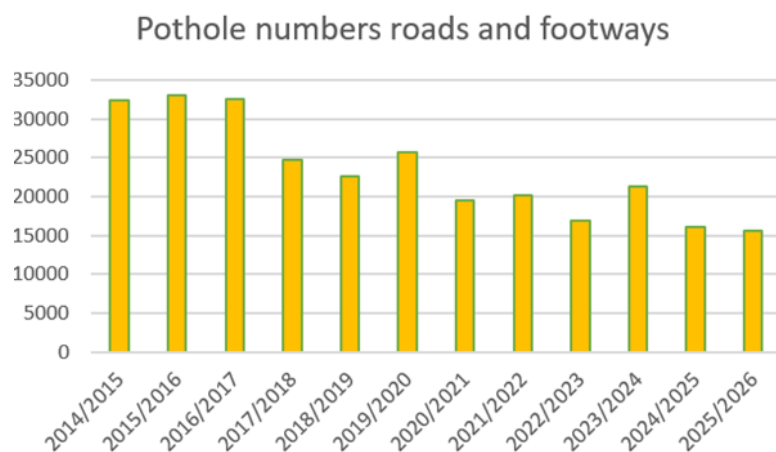
2.4.2 The current level of Council investment in the highway network has achieved a better than national average standard for the classified network (A, B and C class roads). A trend has been identified that shows the condition of A roads, which is 136.8km of the total network, requires investment.

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

**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 16,114 in 2024/25. The table below indicates the reduction in pot hole repairs over the last ten years; the Council repaired 15,521 potholes in 2025/26.

**Table 2.5.1 Pothole Repairs**



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, 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 in 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 Council's "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 currently 94% of all Highways insurance claims are repudiated. Similar results have been achieved 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 the road network through the Council's 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 18 claims per month and a total of 221 claims received in 2024.

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 2024/2025 the Council has paid out £5,879. Claims considered in County Court often take a number of years to be processed, but the Council continues to repudiate a high number of claims made (Information January 2025).

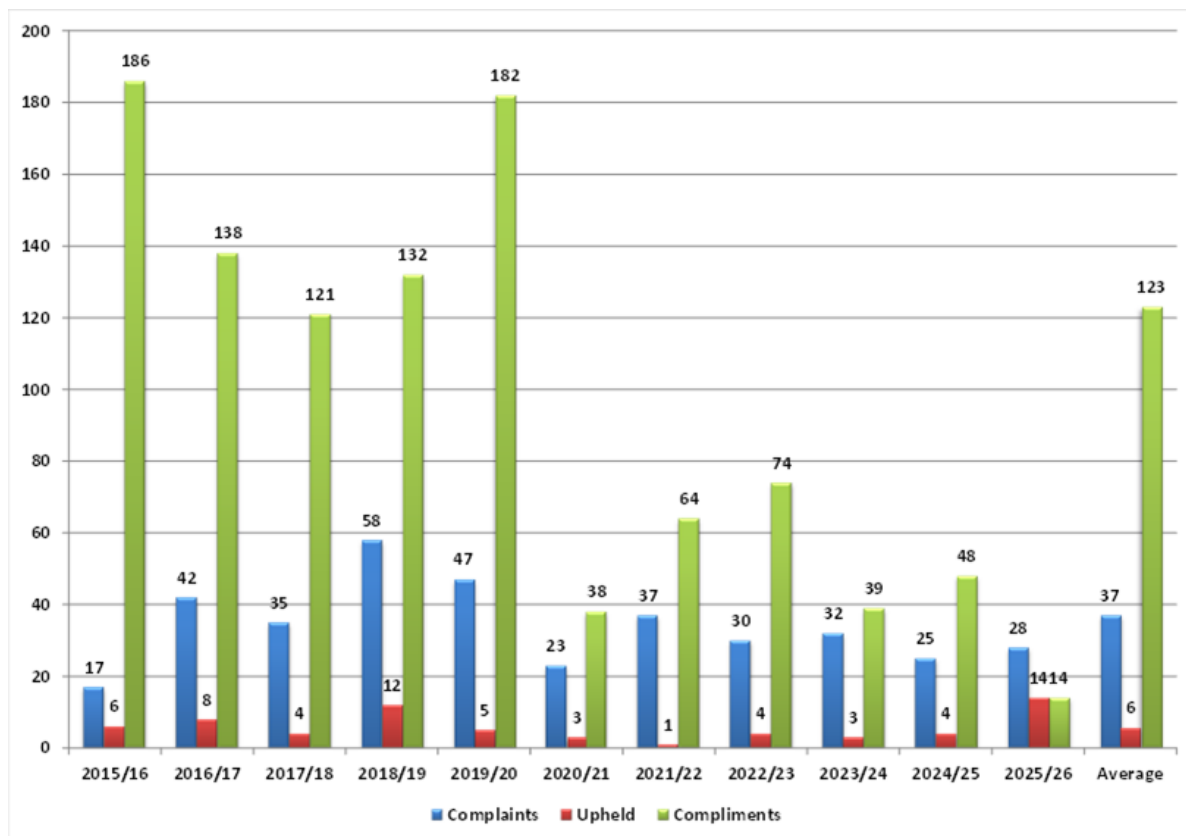
Highways Liability PL Claims Performance							
Incident - financial Year	Claims Rec'd	Number on-going	Number Closed	Number Repudiated	Percentage Repudiated	Number Paid	Total Paid (inc. costs)
2015/16	262	0	262	236	90%	26	£636,534
2016/17	121	0	121	108	90%	13	£61,775
2017/18	196	0	196	182	93%	14	£185,791
2018/19	204	0	204	195	96%	9	£50,701
2019/20	296	0	296	259	88%	37	£86,741
2020/21	122	0	122	109	90%	13	£29,361
2021/22	133	1	131	120	92%	12	£40,699
2022/23	182	5	177	168	95%	9	£15,824
2023/24	298	17	281	274	98%	6	£31,559
2024/25	151	118	32	29	90%	3	£5,879
2025/26 (as Dec 2025)	61	40	21	21	100%	0	£0

## 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 Graph 2.7.2.1 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 2.7.2.1 - Highways Customer Complaints and Compliments**



2.7.3 The Highway Service has consistently received a larger number of compliments in comparison to complaints. Of note is the very small number of upheld complaints, which are analysed by the Service to drive improvements in delivery of highway repairs.

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, such as:-

- 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 2025/26 show very high satisfaction with service performance. Across eleven questions included in the post-construction survey an average satisfaction score of 84.5% has been achieved.

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 2024, (the current published survey) confirm that 22% of residents asked, were satisfied with the speed of repair to damaged roads and surface, in comparison to the NHT average, also at 22%.

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, including pre-works consultation and satisfaction surveys. 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 Mayoral Combined Authority (SYMCA) 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 if any traffic lights or road closures will be used to deliver the works.
- Proposed works are also posted on the <https://one.causeway.com/applications/network> 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 seminars are held annually and provide Members with the detail of the criteria used to develop the Indicative Works Programme.

2.9.3 A Members' seminar was held on the 9<sup>th</sup> December 2025 to provide Local Ward Members with a review of the works delivered over the previous year and reassurance ahead of the commencement of the Winter Service.

2.9.4 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.

## 3. Options Considered and Recommended Proposal

3.1 The consequence of a poorly maintained highway network impacts directly on all road users and has a detrimental impact on the local economy and on users' 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 in mitigating 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. The current Investment of £12m over four years together with £1m from DfT funding, will continue to manage the condition at current state.

#### **4. Consultation on Proposals**

- 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 2026/27. The Highway Asset and Drainage Manager leads the operational coordination of actions to deliver the indicative Highway Works Programme 2026/27.

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

- 6.1 Section 2.1 provides information on the 2026/2027 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 Council's own Financial and Procurement Procedure Rules and applicable procurement legislation subject to the route to market selected (Public Contract Regulations 2015 (as amended) and Procurement Act 2023).

#### **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 wheelchair users 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 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 and 3.
- 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 wheelchair users 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 considered in the provision of the works. All additional requirements necessary to meet any specific needs of a group or individual during the delivery of 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 night.
- 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 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 4. 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 asphalt with asphalt incorporating a natural binder that can part replace fossil-based bitumen.

## **12. Implications for Partners**

- 12.1 Key stakeholders will be able to contribute to the identification and delivery of proposed highway repair works 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 Council's 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 RMBC's approach to manage and maintain the highway network including:
- South Yorkshire Police
  - South Yorkshire Ambulance Service
  - South Yorkshire Fire Service
  - South Yorkshire Mayoral Combined Authority
  - Major Bus Operators
    - First
    - Stagecoach
  - Network Rail
  - Parish and Town Councils
  - 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 £1.654 billion.
- 13.2 The highway network is accessed by residents, businesses and visitors to the Borough and the condition of the network influences opinions 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

Sam Barstow, Service Director

Richard Jackson, Head of Highways and Flood Risk

Approvals obtained on behalf of Statutory Officers: -

	<b>Named Officer</b>	<b>Date</b>
Chief Executive	John Edwards	22/04/26
Executive Director of Corporate Services (S.151 Officer)	Judith Badger	13/04/26
Service Director of Legal Services (Monitoring Officer)	Phil Horsfield	13/04/26

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