

Rotherham Council Highways maintenance transparency reports template

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Transparency report – Core report

How we maintain local roads, pavements, and the wider highway network in Rotherham

A1 – What we are responsible for maintaining

The total word limit for this section is 200 words

Rotherham Metropolitan Borough Council is the Highway Authority responsible for the maintenance of;

- 744 miles (1,191km) of roads
- 1,039 miles (1,667 km) of footway
- 258 miles (415 km) of Public rights of Way
- 202 highway structures, bridges, Culverts (greater than 900mm diameter) and subways, (greater than 1.5m span)
- 239 signalised junctions and crossings – Pelican, Toucan and Puffin activated
- 36,889 street lighting columns
- 48,752 road gullies, grids, and soakaways

The Council has calculated the gross replacement value of its carriageway and footway assets at over £1.66 billion, with a depreciated replacement cost exceeding £1.17 billion.

As the Council's largest asset, the highway network must be effectively managed to ensure it remains safe, resilient and serviceable. Maintenance is influenced by asset condition, available funding, statutory duties under the Highways Act 1980, customer expectations and corporate priorities.

Traffic Growth and Vehicle Loading:

Increasing traffic volumes, together with a higher proportion of heavy goods vehicles (HGVs), place additional demands on the highway network. Over time, this can accelerate pavement deterioration and contribute to defects that require more frequent maintenance intervention.

Climate Resilience: Changing weather patterns, including periods of intense rainfall, flooding, and temperature variation, can affect the performance and longevity of highway assets. These conditions may increase maintenance requirements and highlight the importance of building resilience into the network.



A2 – Road conditions in Rotherham

A2.1. A roads

Rotherham Council collects condition data of 100% of our A class Road Network through a scanner survey over a two-year cycle.

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	2.41%	18.22%	79.37%
2024	2.57%	17.33%	80.10%
2025	2.67%	17.28%	80.05%
2026	2.24%	16.17%	81.59%

A2.2. B and C roads

Rotherham Council collects condition data of 100% our B & C class Road Network through a scanner survey over a two-year cycle.

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	2.78%	20.24%	76.98%
2024	2.34%	19.11%	78.55%
2025	2.56%	18.98%	78.46%
2026	2.27%	16.27%	80.46%

A2.3. U roads

Rotherham Council collects condition data of 100% our Unclassified class Road Network through a Condition Visual Survey over a four-year cycle

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	14.28%	21.51%	64.21%
2024	12.69%	23.10%	64.21%
2025	10.93%	22.09%	66.98%
2026	8.81%	20.22%	70.97%

Told to use the following text by DfT

Councils use road condition surveys to assess the state of their roads. The results are grouped into three categories:

- **Green** – the road is in good condition and no further investigation or treatment is required
 - **Amber** – the road may need maintenance soon
 - **Red** – the road is in poor condition and should be considered for maintenance
- The published official statistics for road condition include more detail about the methodology, timing and coverage of this data.

A2.4. - Additional information on carriageway condition The word limit is 150 words.

Road Condition Data Collection and Assessment

Rotherham Council collects condition data for 100% of its unclassified road network through Coarse Visual Inspections (CVI) on a four-year cycle, assessing approximately 25% of the network annually. Surveys are mainly undertaken on foot, although some roads, including Rotherway and sections of the A57, are inspected from a slow-moving vehicle.

Condition surveys on classified roads have traditionally used SCANNER laser technology, which categorises roads as Green, Amber or Red. Rotherham Council has historically applied three Amber sub-categories (Light, Medium and Dark) to provide a more detailed understanding of network condition.

From 2026/27, condition surveys will transition to the BSI PAS 2161 standard, requiring the use of accredited suppliers. PAS 2161 introduces five condition categories, providing a more detailed and consistent assessment of road condition across England.

Further details are available at <https://www.gov.uk/government/statistical-data-sets/roadcondition-statistics-data-tables-rdc#condition-of-local-authority-managed-roads-rdc01>

A3 – What we are doing about potholes and other road defects

A3.1. – What is a pothole? Word limit 150 words

Rotherham Council has adopted a Risk Based Approach (RBA) to determine the scale of the risk presented by a defect to prioritise the appropriate response. Any highway feature with a defect level which corresponds to, or is in excess of, the Minimum Investigatory Level is to be assessed by the Highway Inspector using the risk-based approach.

To establish minimum investigatory levels (MIL) a number of comparable local authority's criteria have been taken into consideration.

- A depth of 40mm or greater and extending in any one direction >250mm in the carriageway.
- A rapid change of profile >25mm and extending in plan dimension <600mm in the footway, trips of 20mm or greater, rocking modular paving of 20mm or greater.

Comprehensive information regarding Rotherham Council's risk-based approach and associated response times is set out in our Code of Practice for Highway Inspection and Assessment, which can be found at:

<https://www.rotherham.gov.uk/downloads/download/90/highway-code-of-practice>

A3.2. – What we are doing to tackle potholes Word limit – 250 words

Guidance - Please describe policies or strategies you have in place to tackle potholes. You **must** indicate how many potholes you estimate you filled during financial year 2025-26. You should also highlight if you are delivering preventative maintenance to avoid potholes from forming in the first place, whether you prioritise permanent repairs where it is safe to do so and avoid repeat visits to fix defects at the same locations.

As part of your answer, you may wish to highlight the safety, risk and programme management considerations which mean that not all defects can be resolved permanently the first time.

Rotherham Council has established an effective regime of inspection, assessment, recording and prioritisation of defect repairs as a crucial component of our highway maintenance process. This can be viewed in the Council's Code of Practice for Highway Inspection and Assessment at; <https://www.rotherham.gov.uk/downloads/file/3390/highway-inspectioncode-of-practice>

Over the last decade, Rotherham Council has invested £55m into road repairs with £39m between 2015 and 2024, a further £16m has been committed to the Rotherham Roads Programme until 2028.

There are different factors that are considered when creating the Council's Highway Repair Programme including, sites having reactive pothole repairs and stakeholders' concerns about condition.

The programme also considers a variety of conditions from roads in a very poor state, requiring resurfacing and structural intervention, along with roads at the right time to have cost effective maintenance such as surface treatments prolonging the life of the surface. This helps to balance out high-priority repairs along with long term proactive maintenance. The Council's Highway Inspectors also have access to arranging permanent patch repairs including the use of the Council's Multi-hog patch repair machine.



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 all roads across the borough and a continued reduction in the number of potholes reported and highway claim compensation paid out against the Council as shown in the information provided below.

Number of potholes filled											
2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
32416	33099	32635	24787	22665	25774	19585	20097	16887	21296	16114	15521

Third Party Claim Compensation paid out											
2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
£141,438	£636,534	£61,775	£185,791	£50,701	£86,741	£29,361	£40,699	£26,134	£32,347	£18,814	£315

A3.3. How members of public can report potholes and other highway defects Word limit – 100 words.

Customers can report potholes and highway defects to Rotherham Council through several options.

- On Rotherham Council's Website at <https://www.rotherham.gov.uk/xfp/form/1246> - customers can pinpoint the defect direct onto the interactive map
- Via the phone on 01709 336003 customers are always advised to report defects that are an immediate risk to safety by phone, dangerous defects are always given a very high priority
- Customers also use the Councillor surgeries to report defects. Defects are then raised through caseworks direct to the Highways team
- Customers can check Rotherham Council's Highway repair programme and request repair schemes on the Council's website at <https://www.rotherham.gov.uk/xfp/form/241>

A3.4. What happens after a pothole is reported

Please set out what happens after a pothole, or highway defect, is reported to you. Word limit – 100 words.

Following a defect report, a Highway Inspector undertakes a safety inspection and assesses the defect using a risk-based approach. Not all potholes require immediate repair, but defects considered dangerous are prioritised for urgent action. Defects are assessed and prioritised in accordance with Rotherham Council's Code of Practice for Highway Inspection and Assessment, available at:

<https://www.rotherham.gov.uk/downloads/download/90/highway-code-of-practice> .

The Highway Inspector's professional judgement is critical to ensuring the safety of highway users, determining appropriate responses based on risk, and is subject to legal scrutiny should an incident occur at or near the defect location.

A4 – What we spend to maintain the highway network and where the funding is coming from

A4.1. – Spending on highways maintenance

	2024-25	2025-26	2026-27 (projected)
Total spend on highways maintenance	£21,070,359	£21,843,275	£ 21,444,331
Of which spent on:			
Carriageways	£10,997,688	£12,070,965	£10,234,835
Footways	£1,283,392	£1,971,533	£2,388,668
Structures (for example bridges or tunnels)	£2,750,098	£1,771,907	£2,554,630
Drainage	£1,208,411	£1,333,595	£1,207,952
Street lighting	£3,657,729	£3,736,001	£3,158,246
Other assets * Winter Service **Public Rights of way / TPT investment	*£1,173,040	*£959,274	*£1,000,000 ** £900,000

A4.2 – Where our funding for highways maintenance comes from

Funding sources for highways maintenance	2024-25	2025-26	2026-27 (projected)
Funding received through the Department for Transport / UK Government	£5,100,000	£5,961,000	£6,119,928
[if applicable]: Additional highways maintenance funding provided by the Council or third parties	£15,970,359	£15,882,275	£ 15,324,403
<u>Total</u>	£21,070,359	£21,843,275	£ 21,444,331

A5 – Our maintenance plans for this year

A5.1 – Our plans for highways maintenance for 2026-27

Word limit 150 words.

Rotherham Council's 2026/27 Highways Maintenance Programme was approved by Full Council in May 2026 and has been developed using the Council's asset management and lifecycle planning approach. The programme includes a mix of structural renewal and

preventative maintenance activities designed to improve network condition, extend asset life, and provide best value from available funding.

- **31 km of roads** planned for structural resurfacing.
- **12.4 km of roads** planned to receive preventative **surface dressing** treatments.
- **7.5 km of footways** planned for structural renewal/resurfacing.
- **11.4 km of footways** planned to receive preventative **micro-asphalt** treatments.
- **877 m of carriageway** planned for **retexturing** to improve surface characteristics and skid resistance.
- Ongoing maintenance of highway drainage, structures, street lighting, winter service operations and reactive safety repairs will also be undertaken to support a safe and resilient highway network.

Further details are available at:

- <https://moderngov.rotherham.gov.uk/mgConvert2PDF.aspx?ID=158066>
- <https://www.rotherham.gov.uk/directory/465/a-to-z/A>

A5.2 - Full list of planned carriageway and footway works - Link

Link to A-Z list of sites on Rotherham Councils Highway Repair Programme 2026/2027
<https://www.rotherham.gov.uk/directory/465/a-to-z/A>

Link to Directory road name search for sites on Rotherham Councils Highway Repair Programme 2026/2027
<https://www.rotherham.gov.uk/directory/465/rotherham-council-highway-repair-programme>

A5.3 – How decisions are made on our maintenance plans

Please explain how you prioritise your highways maintenance works and deliver an efficient service. Word limit 150 words

The Rotherham Council Highways Asset Team uses a prioritisation and scoring matrix to support the development of the Highway Repair Programme, as set out in the published Highways Asset Management Plan, Policy and Strategy. The matrix considers a range of factors, including road condition, highway hierarchy, safety considerations, asset lifecycle, usage levels, and value for money, ensuring investment decisions are evidence-based, transparent, and aligned with network needs and available budgets. This approach helps target limited resources where they will deliver the greatest benefit to highway users and the long-term resilience of the network. Rotherham Council also works closely with Ward Members, who are invited to nominate streets within their wards for assessment and consideration. This ensures local priorities and community concerns are reflected in the decision-making process and helps identify locations that may be suitable for inclusion in future highway maintenance programmes.



Transparency report – Technical Annex template

This section of the transparency report is to provide a more detailed view of your service. It will also need to be published on your website and provided to DfT alongside the core report but does not need to have the same level of prominence on your website as the core report.

B1 - Highways maintenance funding and spending figures

B1.1 – Capital funding allocation sources

Financial year	2024-25	2025-26	2026-27 (projected)
Highways maintenance capital funding allocated through DfT	£5,100,000	£5,961,000	£6,119,928
Other DfT capital funding utilised by local authority for highways maintenance			
Other Government capital funding allocated by local authority to Highways Maintenance			
Other capital funding allocated to highways maintenance	£10,019,043	£9,966,549	£9,179,934
Total Capital funding allocated to highways maintenance	£15,119,043	£15,927,549	£15,299,862

B1.1.2 - Additional information on funding figures

Between 2015 and 2028, Rotherham Council will have invested over £50 million of Council Capital funding in highway maintenance, demonstrating a long-term commitment to preserving and improving the highway network. This investment has supported targeted resurfacing and structural maintenance programmes, improving the condition of unclassified roads while sustaining the performance of classified roads. As a result, the condition of Rotherham's A, B, C and unclassified road network remains better than the national average. This continued investment helps protect asset value, improve network resilience and deliver safer, more reliable journeys for residents, businesses and visitors.

B1.2 - Spending

B1.2.1 – Total spending

The questions in this section (B1.2.1) relate to the spending condition set out in the 2026–27 [local highways maintenance incentive funding requirements](#). Completion of this section forms part of the evidence required to meet this incentive funding condition.

Please confirm that you understand the answers provided in this section (B1.2.1) relate to your compliance under the 2026-27 local highways maintenance incentive funding requirements, as set out to your authority via letter to your chief executive in April and as published online .	Yes
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Financial year	2024-25	2025-26	2026-27 (projected)
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Total highways maintenance capital spend	£15,119,043	£15,927,549	£15,299,862
Total highways maintenance revenue spend	£5,951,315	£5,915,726	£6,144,469
Total spend	£21,070,359	£21,843,275	£21,444,331

B1.2.2 - Additional information on total spending figures

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B1.2.3 Spending on carriageways by type of spend in financial year 2025-26 and 2026-27 (projected)

Carriageway spend related maintenance type	Capital 2025-26	Revenue 2025-26	Capital 2026-27 (projected)	Revenue 2026-27 (projected)
Planned maintenance				
Preventative (Treatments) carriageway maintenance	£552,426		£562,866	
Structural (resurfacing) carriageway maintenance	£ 10,705,364		£8,851,969	
Planned carriageway repair / patching programmes	£435,685		£440,000	
Reactive carriageway maintenance				
Reactive carriageway repairs / patching (temporary repairs)		£377,490		£380,000
Reactive carriageway repairs / patching (permanent repairs)				
Reactive carriageway repairs / patching (total)		£377,490		£380,000
Other carriageway-related spend				
Total	£11,693,475	£377,490	£9,854,835	£380,000

B1.2.4 - Additional information on spending on carriageways by type of spend

2026/27 estimate costs for reactive and patching projected spend. Planned patching includes using the Council's Multi-hog patch repair machine on areas identified by the Highway Inspector through routine inspections.

The Council spends £170k per year maintaining existing road markings with revenue funding.

The Council spends around £10k per year maintaining street lighting infrastructure with revenue funding.

The Council spends £45k per year maintain the existing highway drainage road gullies with revenue funding

B2 – Highway Maintenance Activity (Surface Treatments and Repairs)

B2.1 – Road resurfacing and surface treatments

Financial year	Road receiving preventative road surface treatments (length, km)	Road receiving planned structural maintenance (length, km)	Area receiving planned repair / patching programmes	Area receiving reactive repair / patching (permanent methods)	Area receiving reactive repairs/ patching (temporary methods)
2025-26	15.8km	41.2km	3,544 m ²	1,994 m ²	15,521 (Number)
2026-27 projected*	12.4km	36.0km	3,300* m ²	1,700* m ²	15,500* (Number)

B2.1.1 – additional information on surface treatments and repairs

Does table B2.1 reflect all your carriageway-related road surface treatments & repair activities (for example, including pothole repairs)? If no , please add further information on any other types of treatments (planned to be) delivered and their extent in the table below.	No
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B2.1.2 – Further information and context

- Area receiving planned repair / patching programmes – these are areas identified additional to scheme repairs and are created in year, unable to provide Planned patching figures until end of year. - Area receiving reactive repair / patching (permanent methods) – these are identified by Highway Inspectors in year and repaired using the Councils Multi-hog milling machine. Unable to provide reactive patching (permanent) figures until end of year. - Area receiving reactive repairs/ patching (temporary methods) – Reactive repairs are in response to defects identified during routine, ad-hoc inspections and customer reports. These types of repairs are prioritised and arranged in accordance with the Councils Code of Practice for Highway Inspection and Assessment. Unable to provide temporary patching figures until end of year.

B3 – Pothole repairs

This section sets out how authorities identify and repair potholes and other defects in carriageways, and how this activity fits within their wider maintenance approach. The Department is clear that prevention is better than cure: planned, preventative maintenance should be the foundation of a well-managed network, reducing the need for repeated reactive interventions

B3.1 – Pothole/Defect intervention criteria

Building on section A3.1, please set out in the table below how your local authority defines potholes and other carriageway defects, and the intervention criteria that apply.

Pothole/Defect category name (as used by your authority)	Minimum investigatory or definitional threshold (e.g. depth, area, width – include units)	Additional risk or contextual factors considered (e.g. road hierarchy, traffic levels, location in carriageway)	Target response time – make safe	Target response time – permanent repair
Cat A	40mm	Rotherham Council have adopted a 'Risk Based' approach to determine the scale of the risk presented by a defect to prioritise the appropriate response.	2 hours from time of identification or 4 hours from receipt of report.	N/A
Cat 1 H (P1)	40mm		24 hours from time of identification	N/A
Cat 1 M (P2)	40mm		7 days from the date of identification	N/A

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26	15,521
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B3.2.2 - Of these how many do you estimate were resolved using each of the following approaches?

Planned repair / patching programmes	Planned structural maintenance programmes	Reactive repair using temporary repair methods	Reactive repair using permanent repair methods
N/A	N/A	15,521	N/A

B3.2.3 - Additional information on numbers of potholes resolved, by treatment type

£435,685 spend on multi hog - Planned carriageway **repair / patching** programmes
The Council respond to potholes in accordance with the Councils Code of Practice for Highway Inspection and Assessment
<https://www.rotherham.gov.uk/downloads/file/3390/highway-inspection-code-of-practice>

Guidance – Please include the following text to explain that authorities can use different criteria for identifying and counting potholes:

CAUTION FOR READERS – Authorities have different criteria for identifying potholes and different methodologies for counting how many they have filled or resolved. Summing the figures in the above table across authorities will therefore not provide a reliable estimate of the total number of potholes filled across England.

B3.3 - Prices of pothole interventions

Unit/average cost of a permanent pothole repair on your network (reactive)	£50 / m2	Unit/average cost of a temporary pothole repair on your network (reactive)	£21.73
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B3.3.1 - Additional information on pothole prices (optional)

Permanent pothole repair cost is reflective of our composite patch repair cost per m2

B3.4 - Defect repair quality

ID	Question	Yes/no
3.4.1	Do you set requirements to those delivering repairs about the longevity of both a) planned repairs/patching and b) reactive repairs using permanent methods?	Yes
3.4.2	If yes, do you base your material and process specifications on these longevity requirements?	Yes
3.4.3	Do you regularly monitor the appropriateness of the carriageway interventions chosen by your workforce or contractor and the quality of work delivered?	Yes
3.4.4	If yes, do you systematically record information about expected and delivered longevity of repairs?	Yes

B3.4.5 - Evidence Summary

Rotherham Council inspect 10% of reactive repairs with over 90% of repairs are still in place after 3 months

B3.4.6 - Additional information

Free text

B3.5 - Public reporting system for defects and other issues

ID	Question	Answer
3.5.1	Are defect reports from the public routinely used as an input into maintenance planning and inspection regimes?	Yes
3.5.2	Do you inform users about the outcomes from their feedback, including when no action is to be taken?	Yes

B3.5.3 - Evidence Summary

Customer reports regarding request for schemes and condition of the highway are responded to and a record is created for the location to be assessed and considered on the forward repair programme. The Highway Inspectors can also escalate locations for priority planned repairs.

B3.5.4 - Tools used for reporting

Customers can report potholes and highway defects to the Council via several methods.

- On the Councils Website at <https://www.rotherham.gov.uk/xfp/form/1246> - customers can pinpoint the defect direct onto the interactive map
- Via the phone on 01709 336003 customers are always advised to report defects that are an immediate risk to safety by phone, dangerous defects are always given a very high priority.
- Customers also use the Councillor surgeries to report defects. Defects are then raised through caseworks direct to the Highways team.

Each year, Ward members are also able to promote streets, on behalf of their constituents, for consideration to be repaired on the Highway repair programme.

•Customers can view the Councils Highway repair programme and request repair schemes on the Councils website at <https://www.rotherham.gov.uk/xfp/form/241>

B4 – Maintenance of highway structures

Please set out information about other highway structures and assets

B4.1 Highway Structures

ID	Question	Answer
4.1.1	Number of highway structures on your highway network	277
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	259
4.1.3	Number of structures due a General Inspection in 2025-26 in accordance with CS450	127
4.1.4	Number of General Inspections carried out in 2025-26	20
4.1.5	Number of structures due a Principal Inspection in 2025-26 in accordance with CS450	76
4.1.6	Number of Principal Inspections carried out in 2025-26	15

B5 – Asset Management

This section focuses on asset management practices that underpin how the authority plans, prioritises and delivers highways maintenance. It is intended to provide confidence that decisions are evidence led, risk based and aligned to whole life value, in line with the Code of Practice for Well Managed Highways Infrastructure.

B5.1 - Asset Management Strategy and Policy

The questions in this section (B5.1) relate to the asset management condition set out in the 2026–27 [local highways maintenance incentive funding requirements](#). Completion of this section forms part of the evidence required to meet this incentive funding condition.

5.1.1	Please confirm that you understand the answers provided in this section (B5.1) relate to your compliance under the 2026-27 local highways maintenance incentive funding requirements, as set out to your authority via letter to your chief executive in April and as published online.	Yes
5.1.2	Please provide a link to your authority's published highways asset management policy and strategy. Link	
	https://www.rotherham.gov.uk/roads-pavements/highways-asset-management	
5.1.3	Please provide the date it was last reviewed or updated	November 2025
5.1.4	Please provide proof of the review or update.	
	<i>The review date can be seen on the documents at;</i> https://www.rotherham.gov.uk/downloads/file/4815/highway-asset-managementplan-pdf-	
5.1.5	If your asset management policy or strategy has not been reviewed or updated since 1 August 2024, please confirm that it will be reviewed or updated by 30 September 2027 and provide a brief timetable for doing so.	
	Annual revision, review currently underway to be published in November 2026	

B5.1.6 - Further context (optional)

The HAMP, Code of Practice for Highway Inspection and Assessment, HAM Policy, Strategy, and Communications Strategy are all reviewed and updated annually.

Key aspects of highways asset management approach

To get a sense of how each local highway authority is implementing best practice for asset management, we ask that you provide the following information across a sample of key areas.

B5.2 - Asset data This section seeks to establish whether asset management decisions are supported by appropriate and up-to-date condition data.

Please complete the table below for your key highway assets.

Asset type	Asset inventory held? (None / partial / full)	Condition data held? (None / Partial / Full)
Carriageways	Full	Full
Footways and cycleways	Footways Full	Full
Structures	Partial	Partial
Drainage assets	Partial	Partial
Street lighting	Full	Full
Traffic signals	Full	Full

5.2.1 - Further context (optional)

The Highway Asset team are working with the Councils Transportation colleagues to add cycleway asset information to the Highway asset system, Symology Aurora.

B5.3 – Asset data integration and management

This section seeks to understand the maturity of how asset data is managed and integrated to support planning and investment decisions.

B5.3.1 – Asset data integration

How is asset inventory and condition data for your key highway assets primarily managed? (please indicate one option with an X)

Discrete spreadsheets or documents held by individual teams	X
Multiple digital platforms with limited integration	
A single digital platform or a set of connected platforms used across the highways service	X
Other (please set out in further context)	

B5.3.2 - Further context (optional)

- Rotherham Council manage the Highway assets on Digital Cloud based software through Symology's Aurora and Insight Highway Asset Management Systems.
- Streetlighting Assets currently managed through Deadsure with migration planned to move to Symology Aurora.
- Traffic Signals (Transportation Infrastructure Team) hold a comprehensive asset list as a spreadsheet database with information also being captured on the Fault Management System - Imtrac which is a hosted system

B5.4 – Lifecycle planning and investment decision-making

This section focuses on whether the authority uses **lifecycle planning** to inform maintenance investment decisions, rather than relying solely on reactive demand or short-term pressures.

ID	Question	Yes / No
5.4.1	Do you use lifecycle plans for carriageways to support maintenance investment decisions?	Yes
5.4.2	Do you use lifecycle plans for footways to support maintenance investment decisions?	Yes
5.4.3	Do you use lifecycle plans for structures to support investment decisions?	No

B5.4.4 - Evidence Summary

Free text – 100 words

The Highway Asset Management Plan (HAMP) uses lifecycle planning to prioritise road and footway maintenance based on asset condition, risk, usage and whole-life cost. Condition survey data is used to identify the most cost-effective point for intervention, favouring preventative treatments such as resurfacing before deterioration requires expensive reconstruction. Investment needs are assessed against network condition and deterioration models to maintain service levels and minimise long-term costs. Roads and footways are therefore selected through an evidence-led process that balances condition, safety, value for money and available funding, ensuring limited resources achieve the greatest network-wide benefit over the asset lifecycle. [highway-asset-management-planpdf-](#)

B5.5 – Performance monitoring and continuous improvement

This section focuses on whether the authority monitors the effectiveness of its asset management approach and uses performance information to inform ongoing investment and prioritisation decisions.

ID	Question	Answer
5.5.1	Do you have a defined set of key performance indicators (KPIs) to monitor the outcomes of your highway's asset management approach?	Yes
5.5.2	Are these KPIs reviewed on a regular basis (at least annually)?	Yes
5.5.3	Are KPI trends used to inform maintenance planning, prioritisation or changes to forward programmes or investment decisions?	Yes
5.5.4	Have you conducted a value for money review or peer review of your service in the last 3 years	No

B5.5.5 - Evidence Summary

Free text – 100 words RMBC monitors highway asset performance through a range of measures reported within its asset management and service planning documents. Key indicators include:

- % of classified roads requiring maintenance
- % of unclassified roads requiring maintenance
- Number of potholes reported and repaired
- Number of highway claims received

- Gully and drainage maintenance performance
- Winter service route availability and response performance

These measures help assess network condition, service effectiveness, customer impact, and the efficiency of highway maintenance, drainage, and winter operations, supporting investment decisions and continuous improvement across the highway network.

B6 - Maintaining footways and cycleways

ID	Question	Answer
6.1.1	Do you have a defined footway hierarchy (e.g. based on footway function and usage levels) that underpins a risk-based approach to inspection frequencies and maintenance programmes?	Yes
6.1.2	For 2026-27, please provide the length of footways that you have earmarked for structural maintenance / reconstruction / renewal	7.5 km
6.1.3	For 2026-27, please provide the length of footways that you have earmarked for preventative maintenance treatments	11.4 km
6.1.4	Are priority footways and cycleways included in your winter service (e.g. gritting or snow clearance), and in a routine programme for keeping them clear of overgrown vegetation and debris (e.g. sweeping, cutting back)?	Yes
6.1.5	For 2026-27, are you planning to deliver structural or preventative maintenance to cycleways which is not yet covered as part of your carriageway maintenance programmes or footway maintenance programmes (e.g. segregated cycleways that are not shared with pedestrians or motorists). If yes, please set out the length of such cycleways that you have earmarked for:	No

B6.1.6 - Please provide any brief additional information you consider helpful in explaining your approach to maintaining footways and cycleways

Segregated Cycleways are new and do not require maintenance under current conditions. Segregated Cycleways on adopted highway are inspected in accordance with the Council's Code of practice for Highway Inspection and Assessment;
<https://www.rotherham.gov.uk/downloads/file/3390/highway-inspection-code-of-practice>

B6.1.7 - Evidence Summary

Free text – 100 words maximum

B7 – Drainage

ID	Question	Answer
7.1.1	Please provide an estimate of your drainage maintenance expenditure split (in percentages) between:	
	a) Reactive (incident- or failure-driven) maintenance	49.88%
	b) Planned maintenance (routine/cyclical and/or risk-based)	50.12%
7.1.2	Does your authority utilise a digital drainage management platform, covering asset inventory, inspection history, sensor data, and risk scoring?	Yes
7.1.3	Do you maintain a record of locations where drainage issues are known to cause or contribute to carriageway deterioration or surface water ponding?	Yes

7.1.4	Do you utilise smart sensors or other remote monitoring technologies to monitor performance of your drainage assets. If yes please provide some high level information in bullet points below	Yes

B7.1.5 - Evidence Summary

Free text – 100 words

Rotherham Council has a number of locations that are monitored through technology, these locations are;

- White Bear at Wath-Upon-Deane – Trash Sensors
- Far Field Park, Wath-Upon-Deane – Trash Sensors
- Orgreave Road, Catcliffe – CCTV Monitoring
- Station Road, Wath – CCTV Monitoring
- Outgang Lane, Dinnington – CCTV Monitoring
- Sheffield Road, Templeborough – CCTV Monitoring
- Marsh Street, Rotherham Town Centre – CCTV Monitoring
- Moor House Lane, Whiston – CCTV Monitoring
- Kilnhurst Road, Hooton – CCTV Monitoring
- St Johns Road, Eastwood – CCTV Monitoring

B7.1.6 – Further context on approach to drainage asset management

free text, optional – 100 words maximum

Rotherham Council manages 48,752 road gullies, together with drains, culverts, soakaways, linear drainage systems and flow controls. Assets are recorded and monitored through asset management systems, with inspections, surveys and condition assessments informing maintenance and investment decisions. A risk-based approach is used, with all gullies targeted for cleansing at least annually. CCTV surveys, hydraulic modelling and flood investigations help identify priorities. The Drainage Dashboard provides real-time information on asset inventories, cleansing records, defect trends, flood hotspots and programme delivery, supporting evidence-based decision-making and continuous improvement across the highway drainage network.

B8 – Skills and training

ID	Question	Answer
8.1.1	Do you have an up-to-date training and development plan for those responsible for highways asset management in your authority?	Yes
8.1.2	Do you or your main highways contractors support professional development through a recognised professional training scheme (e.g. Institution of Civil Engineers (ICE) or Institution of Highway Engineers (IHE))?	No
8.1.3	Does your authority contribute towards the cost of professional membership or professional development required for relevant highways roles?	No
8.1.4	Do you employ a professionally qualified engineer (e.g. Chartered Engineer (CEng) or equivalent competence) with responsibility for the management of highway structures (either in house or through a contracted arrangement)?	No
8.1.5	Does your authority define competence requirements for key highways asset management roles and take steps to address any identified gaps (either directly or through contractual arrangements)?	Yes

8.1.6	Do you or your main contractors support early career development in your local area, for example through apprentice schemes, traineeships or pre-apprenticeship programmes, sponsored qualifications (e.g. HNC/HND, degree, MSc), graduate schemes etc	Yes
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B8.1.7 - Evidence Summary max 100 words

Rotherham Council supports the professional development of its Highways staff through a combination of formal qualifications, accredited training and practical experience. Officers are encouraged to undertake relevant qualifications, including BTEC Level 3, HNC and degree-level courses, alongside structured in-house and on-the-job training. Staff also receive training in areas such as health and safety, management development and continuing professional development (CPD) through recognised learning providers, including Virtual College. Opportunities to attend industry events, such as the LCRIG Innovation Festival, provide access to CPD-accredited learning. Highway staff are also supported to achieve and maintain New Roads and Street Works Act (NRSWA) certification.

B8.1.8 – Further context on skills/training (optional) max 150

Rotherham Council actively engages with local schools and communities through career events and school visits, where the Highways Team promotes careers in highways, engineering and flood risk management. The service also supports work placements throughout the year, providing local young people with valuable experience in a safe and professional technical environment.

The Highways and Flood Risk Team recruits new apprentices annually into Administration and Technical roles. Apprentices receive structured development plans and professional college training relevant to their position, helping them build the skills, knowledge and qualifications needed for a successful career. Many apprentices choose to remain with the Council and continue their professional development in permanent roles.

In addition, Rotherham Council supports career progression for existing employees through management and leadership training programmes, enabling staff to develop into supervisory and management positions.

Further information is available at:

<https://www.rotherham.gov.uk/skillstraining/apprenticeships>

B9 – Adapting roads to withstand climate pressures

Climate and environmental factors, such as heavy rainfall, prolonged heat, and freeze-thaw cycles, are integral to effective highways asset management, as they influence asset performance, deterioration rates and long-term resilience. Understanding both the impacts of a changing climate and the carbon implications of maintenance activities supports better decision-making, helping authorities to optimise durability, manage risk and deliver best whole life value from their assets.

ID	Question	Yes/no
9.1.1	Have you updated your asset management policy and strategy to reflect the increased probability of extreme-weather and/or geohazards now and in the future?	Yes
9.1.2	Have you identified your resilient network and agree this with senior decision-makers	Yes
9.1.3	If yes when did you last update this.	Nov 2025

9.1.4	Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	Yes – formally recorded
9.1.5	Which climate-adaptation measures are currently implemented on your network?	
	- Targeted drainage upgrades or maintenance	Yes
	- Natural flood management / SuDS	Yes
	- targeted slope / ground stability / landslip mitigation	No
	- Heat-resilient materials or surface treatments	No
	- Tree planting / shading for heat management	Yes
Rotherham Council plant trees and have planted 61,000 in the last 5 years.		
9.1.6	- Have you measured and benchmarked the greenhouse gas emissions from your highways maintenance service using a recognised industry standard? Or do you have arrangements in place to do this, such as by signing up to the DfT funded ADEPT Carbon Leadership Programme.	No
9.1.7	Have you formally engaged with the DfT funded ADEPT live labs 2 Programme, to understand what lessons your authority can utilise to increase the efficiency of your operations and support decarbonisation efforts?	No

B9.1.8 - Evidence Summary

9.1.1 Rotherham Council have a Flood Risk management Strategy that explains how the Council will determine the location and size of flood risk. We have developed a coordinated, resourced and diverse action plan to manage the risk.

9.1.2 A resilient network of roads has been established that includes principal roads and non-principal roads as specified in the South Yorkshire LTP3 strategic network. These roads shall be treated as a higher priority than Rotherham's priority network in the event of prolonged severe weather conditions. Details are shown in the Council's Winter service manual; <https://www.rotherham.gov.uk/downloads/download/73/winter-service-manual>

B9.1.9 - Further context on your adaptation / resilience activities

Free text – optional - 200 words maximum Rotherham's Highways Resilience Strategy aims to maintain a safe, reliable and sustainable highway network capable of withstanding severe weather, climate change, flooding and increasing transport demands. The strategy brings together highway maintenance, drainage management, flood risk reduction, asset management and winter service operations to minimise disruption and support residents, businesses and emergency services across the borough.

A key element of resilience is the proactive management of highway drainage assets, including gullies, culverts, ditches, watercourses and other drainage features. Through comprehensive asset recording, routine inspections, condition monitoring and risk-based maintenance programmes, the Council seeks to reduce the likelihood and impact of surface water flooding while improving network performance during extreme weather events. Investment in flood alleviation schemes, sustainable drainage solutions and partnership working with residents, Yorkshire Water, the Environment Agency and neighbouring authorities further strengthens community resilience and supports a coordinated response to flood risk.

The Council also delivers targeted road repair, resurfacing and structural maintenance programmes using an asset management approach that prioritises investment where it will deliver the greatest long-term benefit. Combined with weather forecasting, precautionary

gritting, severe weather response plans and emergency arrangements, these measures help ensure the highway network remains resilient, accessible, safe and fit for the future.

B10 – Innovation

ID	Question	
10.1.1	Do your procurement and contracting approaches encourage and reward innovative practice?	No
10.1.2	Can you demonstrate that innovative materials and practices are regularly reviewed and, where appropriate, integrated into business-as-usual operations?	Yes
10.1.3	If you have conducted innovation trials, have you shared the findings of these publicly or with professional networks?	Yes

10.1.4 - Evidence Summary

- Resurfacing Trial Material - Rotherham Council working in collaboration with SteelPhalt have installed the world's first carbon negative asphalt on two of its main roads. The product uses recycled steel slag aggregate and a bi-product natural binder (the glue that holds the aggregate together). Further information is available on the Councils website at; <https://www.rotherham.gov.uk/news/article/541/on-the-road-to-a-greener-borough> Rotherham Council also provided press releases and have been reported across professional networks, example; <https://www.newcivilengineer.com/innovativethinking/could-plant-derived-material-replace-bitumen-in-asphalt-28-06-2023/>
- Rotherham Council are trialling a Carriageway Surface retexturing process on one of its major roundabouts as part of its Highway repair programme 2026/2027. The process uses a steel shot that profiles and improves the Micro and Macro texture of the surface. Shot blasting is delivered through mobile working and requires minimal traffic management. It is an extremely effective way of restoring the skid resistance at a fraction of the cost of resurfacing and with a fraction of the amount of carbon.
- Rotherham Council continue to use lower temperature asphalt from local suppliers

10.2 – Examples of innovations that have been adopted

Guidance - please provide examples of innovations that have moved beyond trial into operational use in your authority. For each example outline: What was implemented, what impacts it has had (e.g. cost, performance, safety), and the scale of adoption.

Rotherham Council continues to use Steelphalts Carbon Negative asphalt as part of its annual Highway Repair Programme. We continue to 'trial' the material in different locations under different stresses and conditions, monitoring performance and durability.

The Council also use 'Thin Surfacing' repairs where conditions allow. The material used is provided by a local supplier (Steelphalt) and is called Steelflow. Steelflow consists of 95% recycled steel slag aggregates combined with a polymer-modified binder, designed to be laid just 15mm to 20mm thick on heavy-traffic roads, bridges, and local networks.

The use of drone surveys for bridge inspections and drainage surveys, this minimises the need for traffic management, working at heights and entering watercourses and confined spaces.

B11 – Working with utility companies to reduce disruption to road users

ID	Question	
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11.1.1	Do you routinely monitor and enforce utility works quality as part of your streetworks management?	Yes
11.1.2	Have you undertaken a senior-endorsed assessment of whether a lane rental scheme would be suitable for your area?	Yes
11.1.3	Do you seek input from utility companies when determining your highways maintenance programme to help reduce disruption?	Yes
11.1.4	Have you conducted and published a permit scheme evaluation within the last three years?	Yes
11.1.5	Have you conducted a traffic sensitive review in the last three years?	Yes

11.1.6 - Evidence Summary

1.RMBC have 3 Streetworks officers that are deployed in specific areas of the Borough (North, Central, South) and issue S74 overrun charges as required.

2.Discussions have taken place regarding a lane rental scheme. Initial thoughts were that this was not viable for Rotherham, however further discussions are ongoing.

3.The Streetworks team undertake regular collaboration meetings with utility companies to ensure works are programmed as much as possible and disruption kept to a minimum.

4.A permit scheme evaluation has been undertaken for the years 2021-2024. A link to the evaluation is <https://www.rotherham.gov.uk/downloads/file/4332/yorkshire-common-permitscheme-evaluation-2021-2024>

5. A traffic sensitive review is taking place presently in conjunction with Geoplace, this should be completed in the next couple of months.

B12 – Managing highways maintenance contracts effectively

Only answer this sections if you utilise a contractor to deliver any of your **carriageway** maintenance operations, including structural maintenance, planned repairs / patching, or reactive repairs / patching

ID	Question	Yes / No
12.1.1	Does your authority retain in-house technical capability to independently assess maintenance interventions proposed by contractors?	Yes
12.1.2	Do you routinely analyse actual unit costs (for example £/m ² of road surface treatments, or £/pothole repair) for core highways maintenance activities delivered under contract and compare them against benchmarks or historic performance?	Yes
12.1.3	Do you have defined KPIs for your highways maintenance contract(s), and are they actively monitored by your authority to manage performance?	Yes
12.1.4	If reactive pothole repairs are delivered by a contractor, do your contracting arrangements incentivise single-visit permanent repairs where it is safe and appropriate to do so?	N/A

12.1.5 - Evidence Summary max 100 words

Rotherham Council participates in the West Yorkshire Surface Treatments Contract, working collaboratively with partner authorities to monitor performance, review completed works, and assess value for money. Repair schemes are subject to local inspections and performance reviews, with actual unit costs analysed both locally and across the wider contract group. Costs are benchmarked against alternative suppliers and delivery partners available through the framework to ensure competitiveness and efficiency. The quality, durability, and overall performance of completed works are monitored through routine contract management processes, with any significant issues relating to cost, quality, or delivery escalated to the contract group for consideration and action.

Department for Transport.... "Your transparency report should be signed off by your head of service and your section 151 officer."



Signed;

Rob Mahon – Deputy Section 151 Officer

Date: 28.08.2026



Signed;

Richard Jackson – Head of Highways and Flood Risk

Date: 28.08.2026