

Committee Name and Date of Committee Meeting

Cabinet – 24 April 2023

Report Title

Indicative Highway Repair Programme for 2023/2024

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

No, but it has been included on the Forward Plan

Strategic Director Approving Submission of the Report

Paul Woodcock, Strategic Director of Regeneration and Environment

Report Author(s)

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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, through the £24 million to 2024 roads programme, is making a real improvement to the highway network. This is evidenced by the improvement in the condition of the estate roads and classified network and a continued reduction in the number of pot-holes reported and highway claims received against the Council.

The indicative Highway Repair Programme 2022/23 delivered repairs across 221 Maintenance Schemes, equating to 65.33km (40.83 miles) of roads and an area of 389,273 square metres (equivalent to 55 football pitches).

Recommendations

1. That Cabinet note the strategic approach to the management and maintenance of Rotherham's Highways.
2. That the decision of the Strategic Director of Regeneration and Environment to approve the indicative Highway Repair Programme for 2023/2024 be noted.
3. That Cabinet note any additional in year funding to deliver highways repairs, the Strategic Director for Regeneration and Environment may utilise that funding in accordance with the strategic approach to the Management and Maintenance of Rotherham's Highways as laid out in this report.

List of Appendices Included

Appendix 1 Indicative Highway Repair Programme 2023/2024

Appendix 2 Equality Impact Analysis Part A and Part B

Appendix 3 Carbon Impact Assessment

Background Papers

Cabinet Report – Monday 16 May 2022

[REPORT TEMPLATE FOR CABINET & COMMISSIONER \(rotherham.gov.uk\)](https://www.rotherham.gov.uk)

Highway Policy, Strategy and Highway Asset Management Plan

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

Well managed Highway Infrastructure October 2016

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

Highways Communication Strategy

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

Consideration by any other Council Committee, Scrutiny or Advisory Panel

N/A

Council Approval Required

No

Exempt from the Press and Public

No

Indicative Highway Repair Programme for 2023/2024 Error! Reference source not found.

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.

Table 1.2 RMBC Maintained Highway Network

Road Type	Carriageway Length (km)	Footway Length (km)
Principal – A Roads	136.8	133.9
Non-Principal – B Roads	97.1	110.6
Non-Principal – C Roads	182.0	163.1
Unclassified – U Roads	774.7	1276.7
Public Rights of Way (PROW)	-	425.0
Total	1,190.6	2109.3

*includes link paths through estates

1.2 The Councils approach to highway maintenance is based on the following principles:

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

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

1.4 As part of management and maintenance of the highway the Council has adopted an associated “Code of Practice for Highway Inspection and Assessment” (CoP), which sets out the criteria used to develop the Councils 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 and has committed a Capital budget of £24m over four years from April 2020. This builds on the previous £10m of investment over the previous three years. The £24m to 2024 Roads Programme is supported by the Capital investment and this is the start of the fourth and final year.
- 1.9 This additional investment in Rotherham's roads is making a real improvement to the highway network, evidenced through reductions in the number of highway defect repairs (potholes) and in the number of highway claims against the Council. This is also 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 indicative Highway Repair Programme 2022/23 delivered repairs across 221 Maintenance Schemes, equating to 65.33km (40.83 miles) of roads and an area of 389,273 square metres.

2. Key Issues

2.1 Current Highways Maintenance Budget

- 2.1.1 Identified below are the main funding streams available to Highways. These are utilised to best deliver a strategic and prioritised approach to service delivery:
 - Department for Transport (DfT) - City Region Sustainable Transport Settlements (CRSTS) funding
 - Pothole Fund (2021/22 allocation)
 - Council annual revenue funding
 - Council Capital investment – £24m to 2024 Roads Programme

2.1.2 Table 2.1.1a - Summary of DfT highways funding (2019/20 to 2023/24)

Financial Year		DfT LTP	DfT	TOTAL
	DfT CRSTS fund	Highway Maintenance Allocation	Pothole and Challenge fund	
2019/20		£3.0m	£0.2m	£3.8m
2020/21		£3.0m	£3.8m	£6.8m
2021/22		£2.1m	£2.1m	£4.2m
2022/23	£3.33m		£2.03m	£5.36m
2023/24	£3.33m		£0.12m (estimated)	£3.45m

2.1.3 At present the £0.12m pot-hole fund is an estimated figure and it is proposed that any slippage in the capital pothole fund for 2022/23 be carried forward to 2023/24 in line with Capital Year end processes.

2.1.4 The total budget allocated for Highway works in 2023/2024 is detailed below and totals £10.35m.

2.1.5 **Table: 2.1.1b Highways Funding 2023/2024**

DfT City Region Sustainable Transport Settlements	RMBC Capital £24m to 2024 Roads Programme	RMBC Capital Carriageway Schemes	Pothole and Challenge fund	RMBC Revenue	TOTAL
£3.33m	£6.00m	£0.20m	£0.12m (estimated)	£0.75m	£10.4m

2.2 Works Prioritisation and Indicative Works Programme

2.2.1 The roads and footways included in the Indicative Highway Works Programme 2023/24 (Appendix 1) are determined by a scoring matrix, detailed in the Highway Asset Management Plan (HAMP).

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

2.2.3 The criteria include:

- The condition of the road(s)
- Ward Member and Parish/Town Council priorities
- The number of complaints received
- The number of actionable defects (Potholes) identified
- Input from highway inspections
- The overall condition of the Ward's highways

- 2.2.4 The Indicative Highway Works Programme is formulated using the above adopted criteria. Once established, the proposed works locations are indicative as they could be affected by a number of factors including:
- Engineering difficulties
 - Changes to funding levels
 - Opportunities to coordinate with other Council Projects
 - Unforeseeable essential statutory undertaker works
 - The weather
- 2.2.5 Regular officer implementation meetings are held to coordinate works across the network and to keep any changes to the works programme to a minimum.
- 2.2.6 The proposed indicative highway repair programme includes roads that are suggested by local Councillors. It is intended to include at least one road per Councillor in the published programme. It is the Council’s intention to repair 179 roads across all wards.

Table: 2.2.6 Allocation of Budgets Across the Highway Network in 2023/24

Road Type	Value
A	£1,000,000
B & C	£1,750,000
Unclassified	£6,000,000
Footways	£800,000
Footway Crossings	£100,000
Revenue	£750,000
TOTAL	£10,400,000

- 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. 36 pairs of crossings will be delivered across the network in locations requested by residents, local Councillors and interested groups.
- 2.2.8 The indicative Highway Works Programme comprises a substantial investment in the condition of footways. The programme includes footway repair and the delivery of a surface treatment to large sections of the footway network. The Council is investing over £800,000 in the footway resurfacing and micro asphalt footway programme, and £100,000 in the footway crossing programme in 2023/24. Proposed Footway Resurfacing will take place in:

- Moorgate
- Herringthorpe
- Kiveton Park
- Maltby
- Wingfield
- Todwick

Proposed Footway Micro-asphalt repairs will take place in:

- Todwick
- Harthill
- Thrybergh
- Kilnhurst
- Herringthorpe
- Wickersley
- Wath
- Brinsworth
- Ulley

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

2.3 Service Performance

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

- Condition of the Highway Network.
- Pothole Repair Times.
- Quality of Pothole Repairs.
- Highway Safety Inspections.
- Making safe dangerous overhanging trees on highway land.
- Customer Questionnaire Results
- Make safe missing 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 in need of repair, compared to the National Average (lower is better). As can be noted from the table, the condition of Rotherham's unclassified network - RMBC % - as of 31/12/2022 is 14% which is better than the National Average of 15%. 'U' stands for unclassified. A stands for A roads, with BC referring to B and C roads.

Table 2.4.1 Condition of Rotherham's Roads

* U - Unclassified Road Network (Estate type roads)

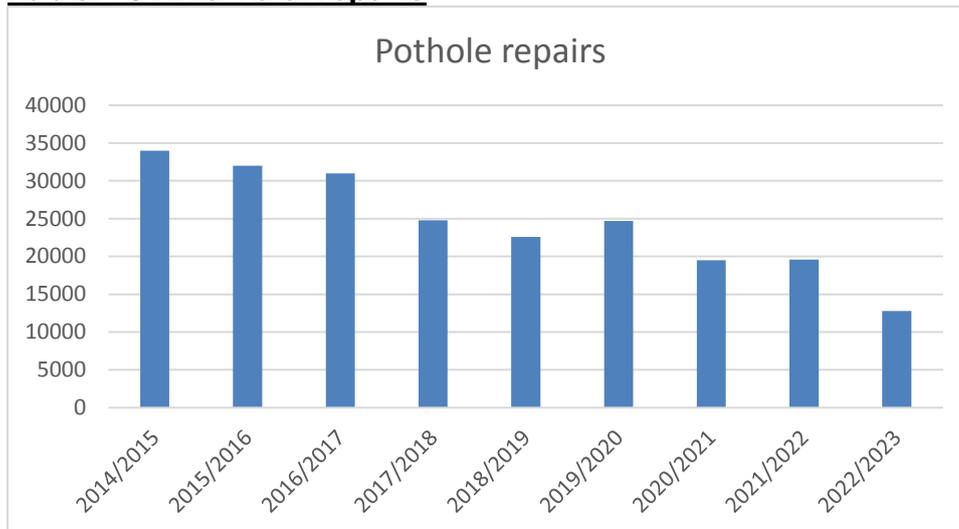
Year	2015/16			2016/17			2017/18			2018/19			2019/20			2020/21			2021/22			2022/23 (as at 31/12/22)		
	A	BC	U	A	BC	U																		
RMBC (%)	3	6	24	3	7	23	2	5	23	2	4	23	2	3	22	2	2	19	2	3	16	2	3	14
National (%)	3	6	17	3	6	17	3	6	17	2	6	17	4	6	17	4	6	17	4	6	15	tbc	tbc	tbc

- 2.4.2 The current level of Council investment in the highway network has achieved better than the national average standard for the classified network (A, B and C class roads).
- 2.4.3 The £24m to 2024 Roads Programme capital investment in Rotherham's estate roads is entering its final year.
- 2.4.4 The additional investment in the maintenance of unclassified roads has seen the condition of the unclassified network improved to better than National Average.
- 2.4.5 The Department for Transport recently published the National Average condition for unclassified roads, this percentage states roads in a poor condition requiring repair (RED) and it has reduced from 17% to 15% (Lower is better) in November 2022. The Council's unclassified network is over 770km long and the percentage of the unclassified network that requires repair (RED) is currently measured at 14.14%. Therefore, the Council's unclassified network is better than National Average despite the reduction in the target nationally and a year ahead of the new target being implemented, which is 31st March 2024.

2.5 Urgent Defects (Pothole Repairs)

- 2.5.1 The table, 2.5.1 below identifies a significant reduction in the number of actionable defects required to be repaired across the network i.e. from 34,000 in 2014/15 to 19,672 in 2021/22. So far in 2022/23 only 12,855 potholes have required repair, indicating a significant reduction.

Table 2.5.1 Pothole Repairs



***Pothole repairs 2022/23 to date (31/01/2023)**

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 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 liability claims due to defects on the highway. The Council's success in complying with the requirements set out in Section 58 of the Highways Act means that the Council currently repudiate 94% of all Highways insurance claims.

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 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 169 claims received in 2022.

2.6.4 In the Highway Liability PL Claims Performance table below confirms the Council paid £636,534 in claims relating to highway defects in 2015/16. This included a significant payment for personal injury from an earlier claim. However, the table shows the settlement values have reduced over time and, in 2021/2022 the Council paid out only £5,024. Claims considered in County Court often take a number of years to be processed, but the Council continues to repudiate over 90% of claims made.

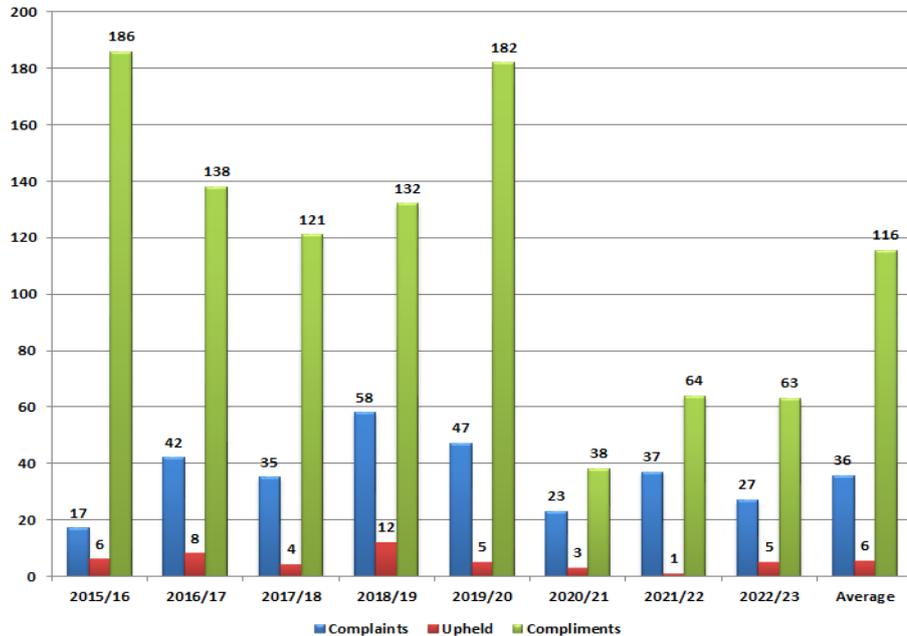
Highways Liability PL Claims Performance 2003/04 to 2022/23							
Incident Year (Incident dates: 1 April to 31 March)	Claims Rec'd	Number On-going	Number Closed	Number Repudiated	Percentage Repudiated	Number Paid	Total Paid (inc. costs)
2003/04	221	0	221	179	80%	42	£200,115
2004/05	189	0	189	161	85%	28	£104,921
2005/06	153	0	153	126	82%	27	£202,400
2006/07	193	0	193	164	85%	29	£101,499
2007/08	206	0	206	182	88%	24	£251,609
2008/09	161	0	161	129	80%	32	£369,061
2009/10	306	0	306	287	94%	19	£203,186
2010/11	368	0	368	336	91%	32	£307,776
2011/12	173	0	173	153	88%	20	£206,614
2012/13	275	0	275	248	90%	27	£298,742
2013/14	233	0	233	204	88%	29	£225,182
2014/15	277	0	277	252	91%	25	£141,438
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	5	291	258	89%	33	£57,196
2020/21	124	7	117	107	91%	10	£15,561
2021/22	132	10	122	116	95%	6	£5,024
2022/23	152	108	44	42	95%	2	£341

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

Figure 2.7.2 - Highways Customer Complaints and Compliments



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

2.7.4 In addition to the monitoring of complaints and compliments, post-construction surveys are delivered to properties affected by highway repair works. The questionnaire asks residents, who have been directly affected by the delivery of a highway scheme, their opinion on all aspects of the work.

2.7.5 The questionnaire includes a range of questions.

- How well residents and businesses were informed about the works before they started
- Did the works start on time?
- Quality of the Works
- Was the site left clean and tidy?
- Professionalism of staff carrying out the works.

- 2.7.6 The survey results for 2022/23 show very high satisfaction with service performance. All eleven questions included in the post-construction survey have achieved an average satisfaction score of 94%.
- 2.7.7 The Highway Service participates in the National Highways and Transportation (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 2019, (the current published survey) confirms that only 30% of residents that were asked were satisfied with the condition of the road surface in comparison to the NHT average 38%.
- 2.7.8 Although customer satisfaction with the general condition of Rotherham's roads is low, the actual condition of Rotherham's main roads (A, B and C's) which carry around 80% of the traffic is better than the national average.
- 2.7.9 To try and address satisfaction levels and raise the awareness of the works being carried out, the service engages with residents and visitors through a number of initiatives including:
- large on-site signage attached to streetlights during the works, advertising the Rotherham £24m to 2024 Roads Programme.
 - promotion of highway works with social media updates, press releases and through the Council's general communications.

2.8 Communications and Engagement

- 2.8.1 Communications and engagement with residents and Elected Members is vitally important to ensure the Highway Services are operating in an efficient, effective, and accountable way.
- 2.8.2 Highway Services have a 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 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 18th October 2022 and provided Members with the detail of the criteria used to develop the Indicative Works Programme.

2.9.3 Members are then invited to provide their suggestions regarding which unclassified roads in their Wards they would like to see repaired. These suggestions have been assessed, and 70 suggested streets have been included in the 2023/2024 Indicative repair programme.

2.9.4 The seminar also provides Ward Members with a review of the works delivered in the previous 12 months.

2.9.5 The Members seminar also gives an opportunity for Highway Services to provide information on customer feedback and discuss any key issues for the next 12 months.

2.9.6 A report on Highway Inspection and Maintenance Performance was presented to the Improving Places Select Committee on the 22nd of March 2022. The report provided a 12-month progress update on the following performance areas:

- Highway Condition
- Safety Highway Inspections
- Highway Defect Repairs
- Residents Satisfaction Survey Results
- Highway Service Performance Indicators
- Customer Complaints and Compliments

- Pothole Numbers
- Highways Liability and Claims Performance

- 2.9.7 The Improving Places Select Committee noted the report and recommended the following items, all of which have been actioned:
- That Ward Members and Neighbourhood Teams be informed of the Highway Inspector contact for their area
 - That the proposed work programme of Multihog rotation within the Wards be circulated to Members
 - That the Service note the strong support for continuing the practice of including Councillors' suggested roads in the Highway Repair Programme

3. Options considered and recommended proposal

- 3.1 The consequence of a poorly maintained highway network impacts directly on all road users, has a detrimental impact on the local economy and on user's perceptions of the Borough. Poor roads mean increased vehicle operating costs, delays, and less safe roads, and as a result may influence investment decisions. The points below set out the options available and recommended approach.
- 3.2 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.
- 3.3 The preferred and recommended option is to continue to use Highway lifecycle planning in accordance with the Councils Highway Asset Management Policy, Strategy and Plan which were agreed in 2015. This is used to develop a sustainable maintenance strategy over the life of the highway asset from construction to disposal of road materials. 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.
- 3.4 Through improving capture and analysis of information about the maintenance of the highway assets, services can be delivered more efficiently. Highway budgets can be focused on preventing deterioration and in so doing ensure that the maximum benefit is derived from available resources.
- 3.5 The Council's unclassified road network had deteriorated below national average prior to the capital investment. The 2020 roads programme provided £10m investment over 3 years which arrested the deterioration. The £24m to 2024 roads programme is now providing the required improvement in estate roads to a condition that is better than the National

Average. If future funding is not made available to sustain this improvement the condition of the unclassified network will return to the unsatisfactory level prior to capital investment within 2 years.

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. The Highway Repair Programme is published on the Council web page. The Local Councillors receive information detailing the proposed road and footway works in their Wards to allow them to comment on the proposed delivery. All residents are contacted prior to delivery with letter drops, advance signage and an additional letter drop prior to carrying out the works containing contact numbers for the onsite team.

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 2023/24. The Highway Asset and Drainage Manager leads the operational coordination of actions to deliver the indicative Highway Works Programme 2023/24.

6. Financial and Procurement Advice and Implications

6.1 Section 2.1 provides information on the 2023/2024 Capital and Revenue funding for Highways. 2023/2024 is the fourth, and final, year of the four-year capital £24m investment in the unclassified road network, the £24m to 2024 roads programme.

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

7. Legal Advice and Implications

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

8. Human Resources Advice and Implications

8.1 There are no direct human resources 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. 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.
- 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. Additional requirements required 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 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 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.
- 11.2 The Council is working with the main Asphalt supplier Steelphalt, a Rotherham based company, to continue trial what is believed to be the World's first Carbon Negative asphalt. The road surfacing material incorporates a natural binder that can part replace fossil-based bitumen. This material was laid on a section of Broom Road in 2021 and the team are monitoring its performance.
- 11.3 The Council has identified a proposed scheme to resurface a section of the network which carries a large volume of LGV's and is situated near a large body of water. These characteristics will provide a different environment to test the performance of the material.

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 the 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 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 influence's their 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

Sam Barstow, Assistant Director

Richard Jackson, Head of Highways and Flood Risk

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	Sharon Kemp	11/04/23
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	03/04/23
Assistant Director, Legal Services (Monitoring Officer)	Phil Horsfield	03/04/23

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

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