



KNOWSLEY METROPOLITAN BOROUGH COUNCIL

VEHICLE CROSSING
POLICY



Knowsley Council

Highways Asset Management

Vehicle Crossing Policy

Document Information

<i>Title</i>	Knowsley Metropolitan Borough Council Highway Asset Management Vehicle Crossing Policy
Product Number	007
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Description	The following document outlines Knowsley Metropolitan Borough Councils approach to Vehicular Crossings

Document History

<i>Version No</i>	<i>Status</i>	<i>Author</i>	<i>Date</i>	<i>Changes from Previous Version</i>
01	Draft	RT	March 2025	First release for Comment
02	Final Draft	RT	April 2025	
03	Approved			

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1. Introduction

This document forms part of a group of asset management strategies and policies that provide a framework for highway asset management in Knowsley. It clearly sets out what highway asset management means to us and outlines the procedures, processes and systems we have, or intend to put in place, to help us ensure that our highway and transport assets are maintained in a condition that is considered fit and safe for reasonable use.

Knowsley Borough Council as the highway authority controls all activities on the adopted highway network to ensure that all works are carried out with the correct permissions and are undertaken by accredited contractors to ensure the safety of other highway users. These activities also need to be co-ordinated with other works on a road and across the highway network.

An essential part of managing the highway network is allowing people the ability to access private land from the road, where it is safe to do so. For this reason, any persons wishing to create a vehicular access must seek permission from the highway authority which if approved, is granted under Section 184 of the Highways Act 1980.

To drive a vehicle safely across a footway or verge to gain access to a property, a vehicle crossing (also known as 'crossover' or 'dropped kerb') must be created. To create access a section of kerbs will need to be lowered and the footway or verge strengthened to avoid damage to any pipes and cables buried beneath.

Vehicle crossings (where deemed appropriate by the Council as Highway Authority) are provided at the request of householders, subject to the resident paying the costs of installation.

The construction of a vehicle crossing does not give the occupier of the premises any particular rights, other than to drive across the footway or verge to gain access to their property with a car, motorbike, private light goods or similar vehicle. The crossing itself forms part of the public highway and where the crossing meets specification and is used in the specified way, it will be adopted and maintained by Knowsley Council as the highway authority for the area.

The process on how to apply for a vehicle crossing is in appendix 1 of this document.

2. Approval

Permission for a vehicle crossing is always provided at the discretion of the Council acting as local highway authority. Each application is considered on its individual merits, with the main focus being on implications for highway safety, natural drainage and/or the appearance of an area.

Residents have a right to make a request to the highway authority if they would like to create a vehicle access or alter/remove an existing access. As the highway authority for the Knowsley Metropolitan area, the Council is responsible for making the final decision.

The Council may; approve your request with or without modification, propose alternative works or reject the request.

Not every vehicle crossing application will be suitable to be approved. The Council has a duty to ensure that access and egress to and from premises on a public highway is safe for all road users. Additionally, it is responsible for ensuring that traffic flows as safely and efficiently as possible.

To maintain highway safety and traffic flow a proposed vehicle crossing may not be approved if:

- located within 10m of a road junction, or traffic signals crossing.
- located where access and egress is situated within an existing layby, taxi rank or other designated parking area.
- located on a sharp bend where visibility is impeded
- constructed until a driveway and/or parking area has been constructed on the property.

Important Note: It is not acceptable to cite an example of another access crossing that already exists as a reason for a new crossing to be constructed. Existing access crossings may have been constructed a number of years ago and may not meet the current standards, therefore the above conditions must be satisfied in order that permission for an access crossing can be granted.

A vehicle crossing on a public highway is never owned by the applicant nor does it form part of the premises' boundary, it merely provides vehicular access to a property.

The following actions are unlawful and may lead to the Council taking enforcement or legal action:

- driving across a footway or verge without a vehicle crossing;
- creating a new vehicle crossing without the Council's prior approval;
- having an approved crossing but your vehicle overhangs the public footway when parked, causing obstruction, and
- having an approved crossing, but allow damage to be caused through incorrect use.
- Use of a ramp placed at the edge of the road to help drive over a kerb.

3. Other Permissions

Apart from the approval of the Council as highway authority, you may also require:

- planning permission from the Council;
- permission from the owner of any land between the highway and your property, this can include other departments within the Council;
- Environment Agency consent for vehicle crossings over watercourses;
- written consent from the freeholder/landowner of the premises (if that is not applicant), and
- the deeds of the property, to check for any conditions that restrict parking.

It is your responsibility to obtain any other permission that is required.

Planning permission may be needed if the vehicle crossing:

- is on a Classified A, B or C Road (these roads are listed in Appendix 3);
- would change the use of land between the highway and your property;
- serves a premises classified as either a flat, a house of multiple occupation or commercial/business;
- falls within a conservation area and Conservation Area Consent is required;
- forms part of a development that requires planning permission
- affects the boundaries of a listed building and Listed Building Consent is required.
- uses a non-permeable surface on the driveway within the curtilage of the property

If the applicant requires planning permission, it must be granted before an application for a vehicle crossing is submitted to the Highways department.

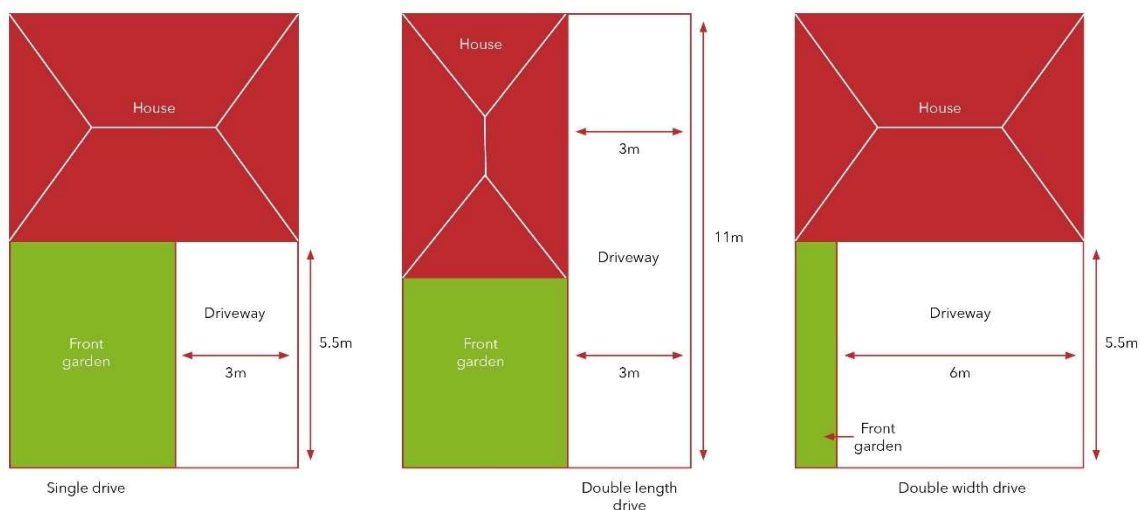
For more advice and for clarification on planning requirements please visit the relevant page on the Knowsley MBC website at: <http://www.knowsley.gov.uk/residents/building-and-planning/planning-permission>

4. Installation Criteria

Some applications are received for properties where the depth of garden frontage (i.e. from back of footway to the building) is not sufficient to permit a motor vehicle to be parked at a right angle to the road and wholly within the boundaries of the property.

The driveway depth required for vehicle crossings onto an unclassified road is a minimum of 5.5m (to the nearest protruding edge, such as a step or porch), measured at 90° to the property boundary (see Diagram 1 below). Failure to have the required depth of frontage, complementary width for a motor vehicle, plus space to walk around the vehicle may result in vehicles overhanging onto the footway. This will create an obstruction for pedestrians and may potentially pose a danger, particularly to those pedestrians with impaired vision. As a result, if the space available on the driveway is not at least 5.5m in length the application will be rejected.

Diagram 1: minimum dimensions of driveway layouts that are acceptable



Note: Double length drives are not permitted on roads where the carriageway width is less than 5.5m and triple length drives will only be accepted in exceptional circumstances, as from experience people will park at least one vehicle on the road to make it easier for the vehicles on the driveway to exit onto the road.

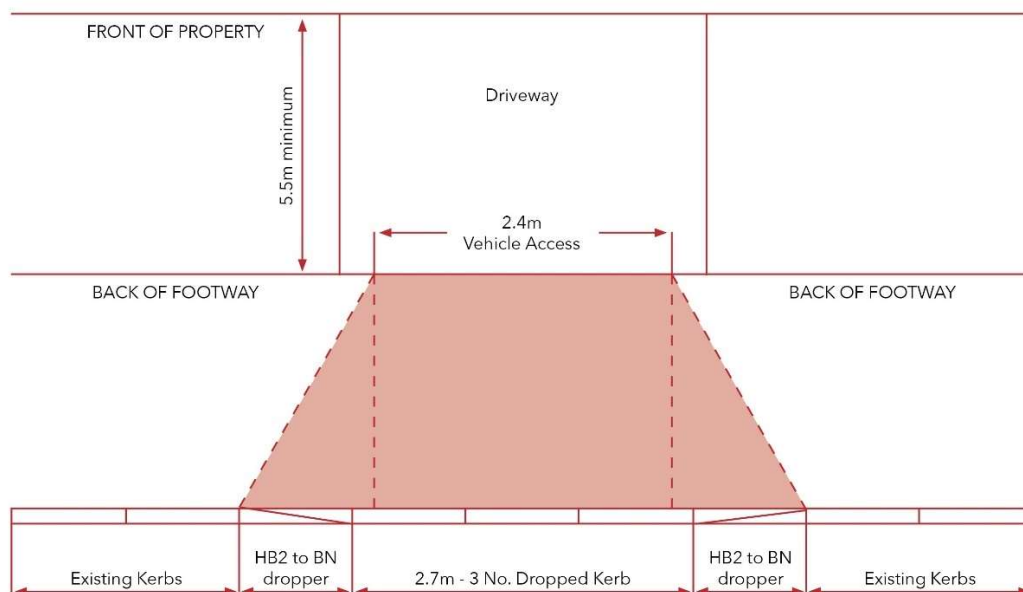
Historically, some crossings were built to allow vehicles to manoeuvre back and forth to gain access to the driveway space, thus requiring a depth of less than 4.8m. This is no longer acceptable. As well as having implications on safety and planning regulation, it also requires an increased length of boundary wall to be removed and an increased length of kerb adjustment. As a result, this can impact the availability of on-street parking provision and create a hazard for pedestrians.

The above is particularly relevant in older, more established residential streets where house frontages are relatively narrow, and adjacent crossings are 'side by side.' At such locations 'extended length' crossings that are provided to each property (if permitted) would virtually remove any on-street parking provision for residents and their visitors and would create a larger hazard for pedestrians to negotiate.

5. Standard Length Kerbed Crossings

The traditional width of an opening within the boundary wall of a property to permit the passage of a vehicle is 2.4 metres. Consequently, the associated kerb alignment for the vehicle crossing will generally be 5 kerbs long or 4.5 metres total length, comprising of one left hand tapered kerb at 0.9m long, three dropped (low) kerbs, totalling 2.7 metres, and a further tapered kerb, right hand, at 0.9 metres long (see Diagram 2 below). This is the standard crossing size on an unclassified road.

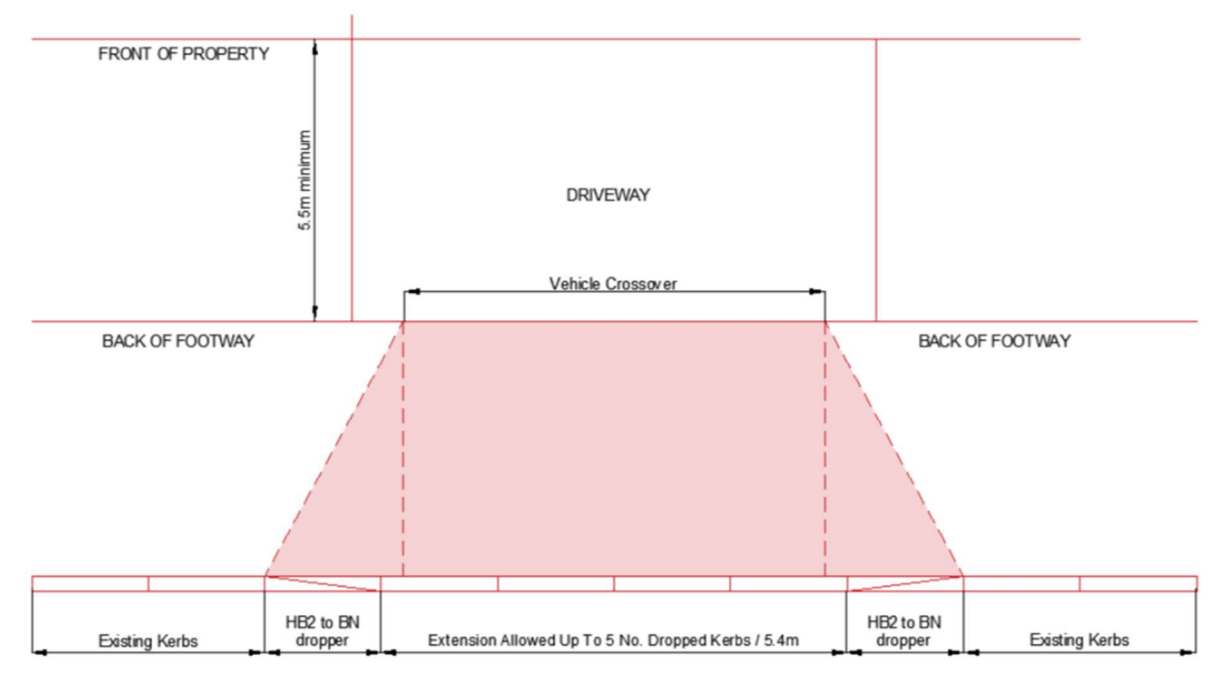
Diagram 2: Standard Crossing



6. Extending a Standard Crossing

Where the access point to a property has been changed, for example where a new boundary wall has been constructed, and a crossing of standard size already exists, it may be possible for an applicant to fund the extended length of the crossing up to a maximum of 5.4 metres where safety is not compromised. In this case the cost will increase in accordance with the rates charged by the Council's approved contractor.

Diagram 3: Extended Crossing



7. Non - Standard Length Kerbed Crossing

There has been a noticeable increase in applications where the applicant is requesting a much more substantial vehicle crossing facilities, often citing the need to park multiple vehicles within the property boundary. In many cases, applicants have already removed significant portions of the boundary wall, and paved over garden areas in anticipation of approval.

At certain locations, providing a 'double' crossing facility may significantly impact highway safety or on-street parking provision. However, as indicated earlier in section 4 in areas where property frontages are narrow, the construction of such crossings could severely limit, or completely eliminate on-street parking provision. If these applications were to be approved and become widespread, entire stretches of kerb

line in certain streets would become a continuous stretch of vehicular crossing, removing much needed visitor parking capability.

An extended length of vehicle crossing can also compromise highway safety, as pedestrians have to be extra vigilant to the reversing of vehicles from these parking areas, often emerging from next to another parked vehicle, where visibility may be partially restricted. Given that it is not practical to identify individual streets where single crossings only will be permitted (as they will occur in areas across the Borough), it is considered appropriate to reject vehicle crossing applications wider than the 'standard' 4.5 or 5.4 metres length, unless the individual applicant can justify the need to the highway authority and minimise the impact of the application on the on-street parking capability.

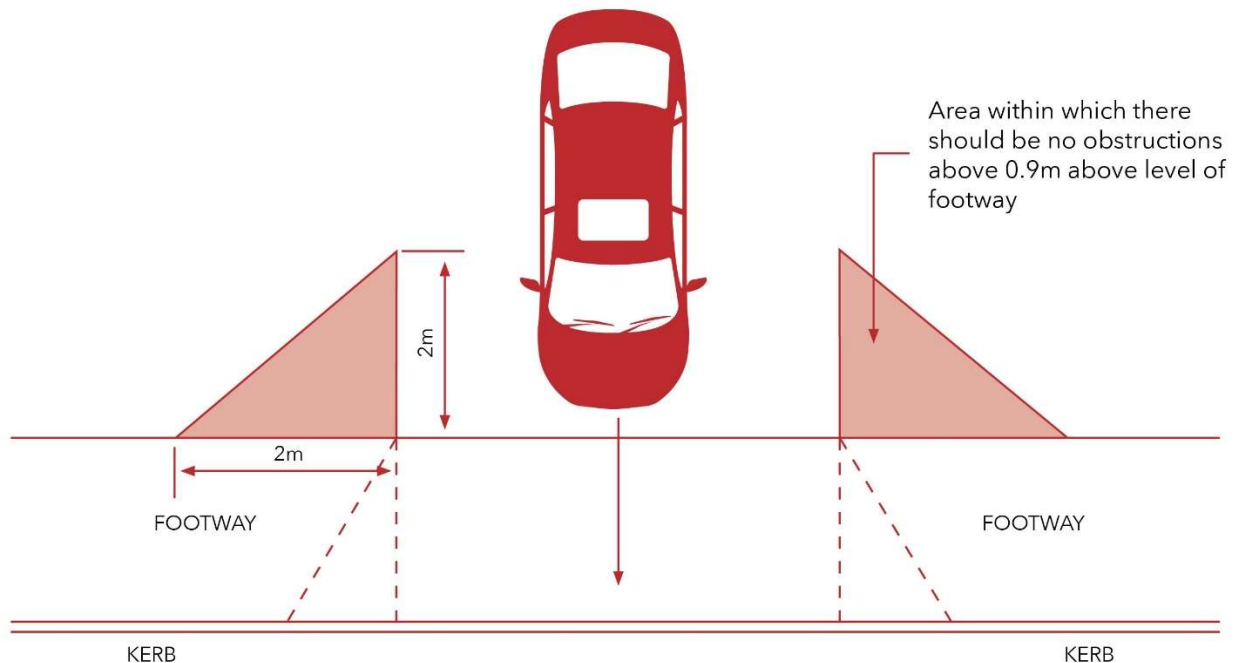
8. Standard Finish

The standard finish to vehicle crossings is either bitmac, concrete paving flags, block paving or concrete. Other materials may exist in conservation areas i.e. setts. The finish will be determined by the Council's highway officers and for the avoidance of any doubt the new vehicle crossing may not always be constructed in the same materials as the existing adjoining footway. It should be noted that in some circumstances existing paving flags will be replaced with bitmac, as this material is less prone to being damaged by vehicles driving over it.

9. Visibility Issues

It is important that visibility for vehicles leaving the driveway is not restricted by the presence of boundary walls, fence lines and hedgerows. Vehicle crossings will not be approved unless there is an uninterrupted visibility splay of 2 metres by 2 metres, within which there would be no obstruction to visibility over a height of 900 mm (see Diagram 4 below). This is because the height of such a feature would block the driver's view of pedestrians, and the pedestrian's view of the vehicle. Where the footway and/or verge is narrow and the alignment of the road dictates, further consideration will need to be given to ensure adequate visibility is achieved.

Diagram 4: Visibility



10. Street Furniture and other obstacles to construction

Where applicants have removed more of the wall or fence running along their boundary than is required by the size of the crossing, it should be understood that an item of street furniture – for example a lamp post, telegraph pole or traffic sign, may be erected at any time in the footway outside the area of the actual crossing, even though this may obstruct an area where there is no boundary wall or similar feature.

If the proposed access point is obstructed by street furniture or utility equipment, the location of the vehicle crossing should be altered accordingly. If this is not feasible, a decision will have to be made by the relevant section within the Council as to whether the item can or should be removed or relocated. Any relocation of street furniture or utility equipment (gas/water etc) can be expensive, and the additional costs will need to be borne by the applicant or the application for a vehicle crossing will be refused.

Traffic calming measures are installed for safety reasons and relocation to facilitate a proposed access point may compromise the safety objectives of the traffic calming scheme. If this cannot be overcome, then the application will be refused. If it is

acceptable to move the traffic calming measures, then all costs will be charged to the applicant. It should also be noted that driveways cannot be placed adjacent to some vertical traffic calming measures. The sides of vertical traffic calming measures can be steep and may cause damage to vehicles.

Where the placement of an existing bus stop in the public highway could affect proposals, the highway authority in consultation with Liverpool City Region Combined Authority, who are responsible for bus stop infrastructure may consider the relocation of the stop provided a suitable alternative is available. If it is acceptable to move the existing bus stop then all costs will be charged to the applicant.

The highway authority or its contractors will liaise with the utility company and/or any other statutory undertaker to seek the necessary approvals and costs, which will have to be paid for and completed before a vehicle crossing can be built.

11. Fitting of Gates

Applicants wishing to fit gates across the vehicle entrance of their property must ensure that they in no circumstances open outwards across the public footway or carriageway. Offenders are guilty of an offence and liable to a fine under the Highways Act 1980 Section 153. It should be noted that any gates over 1m in height will need planning permission.

12. Parking in the Vehicle Crossing Area

No part of a vehicle parked within a property may overhang on to or over the public footway or carriageway. The vehicle crossing area may not be used as a parking area and no part of it is exempted for the purpose of footway parking. Offenders are guilty of an offence and liable to a fine under the Highways Act 1980 Section 137.

13. Permitted Vehicle Types

A domestic vehicle crossing may only be used by vehicles under 3.5 tonnes. It may not be used by heavy goods vehicles or other mechanical equipment. If a delivery - such as a skip - is made into the property, and in doing so the delivery damages the crossing, any repairs will be the responsibility of those causing the damage.

Electric vehicles are permitted to use a vehicle crossing, however any property that has access to an off street parking space will not be eligible to install an on street

charger across the footway as they must charge the vehicle from within their own curtilage.

14. Crossings on Classified Roads

As detailed in Section 3, where a crossing application is received for a property on an A, B or C road (also known as a "Classified" road), it will require planning approval in addition to highway authority approval. You must enclose a copy of the valid planning consent and approved site plans with your vehicle crossing application. A list of classified roads is in appendix 3 of this document.

15. Shared Access

Where the occupiers of two adjoining properties share a driveway, and wish to build a double width crossing to serve the two sites, one occupier should ideally act on behalf of both parties. Any such proposals will be considered on their merits and approval should not be assumed.

16. Relocation of Access Points

Where an access point to a property driveway is moved to an alternative location and a vehicle crossing already exists, on application for a vehicle crossing in the new position, the applicant must also pay any reasonable costs for the redundant crossing to be reinstated by the highway authority.

17. Multiple Access Points

More than one access (vehicle crossing) will not be permitted unless there are clear highway safety benefits. A second crossing point to an individual property may be permitted providing that:

- a) the second crossing individually meets all of the requirements contained within this policy document and,
- b) the distance between the existing crossing and the proposed second crossing is a minimum of 4.5 metres in length. (This being the width of a standard crossing as detailed in Section 5 above)

18. Drainage

The parking area within the property must be built so that water does not drain from it across the footway. Suitable drainage must be provided within the boundaries of the property in order to prevent, so far as is reasonably practicable, surface water from the premises flowing onto, or over, the footway of the public highway. Offenders may be guilty of an offence and liable to a fine under the Highways Act 1980 Section 163. Drainage could be provided by, grading the driveway away from the road to a soakaway in the garden, constructing the parking area using a porous material or installing a slot drain.

19. Parking within the Property

The property must have a hard standing large enough to accommodate the whole of the vehicle before the vehicle crossing is constructed and gates should not open out over the footway. Ensure that a crossing can be constructed before you remove your boundary wall and carry out your hard standing construction. The size of the hard standing must be at least 5.5 metres long and 3.3 metres wide and should set out at 90° to the carriageway. The hard standing must be constructed using a bound and porous material, such as concrete block paving. Hard standings cannot be constructed using loose material such as gravel, as the material often ends up on the public highway. A bound non-porous material such as tarmac and concrete can be used to construct a hard standing, however planning permission is required for this type of construction method.

20. Subsequent Vehicle Crossing Alterations

The highway authority reserves the right to alter the layout of the vehicle crossing at any time in accordance with the provisions of the Highways Act 1980.

21. Contractor

Vehicle crossings are installed by the Council's Term Maintenance Contractor. However, the applicant can choose to appoint their own contractor to undertake the vehicle crossing works. Note though, that there are conditions that will need to be satisfied before this can take place.

Works on the highway can only be undertaken by an insured and accredited contractor and any chosen contractor is required to obtain approval separately. This approval is called a Permit (Highways Act Section 50) and is necessary so that the Council can ensure all contractors have registered the necessary insurance and accreditation with

the Council. The permit also acts as a road-space booking form recording all activities undertaken on the highway and allowing co-ordination of these works with other works taking place by others. The cost of the Section 50 permit can be found under the Fees and Charges section of the Council's website or using the link below;

[Highway fees and charges | Knowsley Council](#)

Your chosen contractor must:

- Register for a Permit with the Highways Street Works Section.
- Hold public liability insurance for the sum of £10 million with no limit on the number of claims and indemnify both the applicant and Knowsley Borough Council with an appropriate insurance certificate.
- Employ operatives and supervisors who are trained and accredited to the requirements of the Codes of practice set out in the New Roads and Street Works Act 1991. (A copy of both sides of SWQR cards must be provided)
- Accept the standard conditions applied to the permission for working in the highway, any special conditions applied and a two-year maintenance period for the works during which time, you and the contractor will be responsible for any claims arising from the works.
- Provide update notices confirming when works have started, finished and registration of all reinstatement dimensions.
- Contractors are required to provide 20 days' notice of the proposed works

Applicants must be aware that in some instances the highway authority may approve an access crossing but apply conditions to the Permit controlling the construction and/or timing of the works. The applicant will cover the cost of any requests and/or restrictions placed by the highway authority. An example of additional costs incurred could be where timings are restricted such as permitted working hours or a delay in commencement (such as a restriction that the works can only take place during school holidays).

22. Power by the Highway Authority to Remove the Access and Reinstatate the Highway

Failure to comply with conditions applied to an approval could result in the highway authority removing the access by reinstating the highway back to its original condition. In such cases, a notice will be served on the landowner a minimum of seven days before any works commence. A resolution will be sought but should the occupier fail

to respond, the highway authority will instruct works to commence and all costs incurred including reinstatement can be recharged to the property.

For more information, please contact the Council's highways contractor, Tarmac Trading Ltd on **0800 023 2334** or email knowsley.highways@tarmac.gov.uk

APPENDIX 1: APPLYING FOR YOUR VEHICLE CROSSING

Before making contact with the Council's contractor Tarmac, please read the vehicle crossing policy.

What will my vehicle crossing cost?

Most people want to know the potential cost of a vehicle crossing. The cost of the works depends on how many kerbs need to be adjusted and how wide, long and strong the construction of the crossing needs to be in order to protect the footway and the utilities beneath. Table 1 below provides an example of the typical cost for a standard vehicle.

TABLE 1: EXAMPLE VEHICLE CROSSING COSTS – BASED ON MAY 2025 PRICES

FOOTWAY WIDTH	STANDARD CROSSING LENGTH	ESTIMATED COST
1.2m	4.5m	£1,000
1.8m	4.5m	£1,500
2.4m	4.5m	£2,100
3.0m	4.5m	£2,600
4.0m	4.5m	£3,400

Please note that these are guideline costs ONLY, as costs vary for each dropped kerb and the individual circumstances – the actual cost will be determined from measurements taken on site by the highway inspector. If there are any specific obstacles that need to be relocated and/or removed, this cost could be significantly higher.

Is there any financial assistance with the costs?

If you are a wheelchair user and unable to reach your vehicle, you may be entitled to financial assistance to install a vehicular crossing. The assessment criteria states that the applicant should be:

- totally wheelchair dependent;
- unable to reach a vehicle with or without assistance when parked on the road; and
- dependent on a vehicle to carry out normal day to day functions.

For further information contact the Centre for Independent Living, Unit 11 Brickfields, Huyton, L36 6HY (0151 244 4070) <http://www.knowsleycil.org/>

I want to apply for a crossing – what do I do?

Should you want to apply for a vehicle crossing your first step, after reading the policy, is to contact Tarmac, the Council's highways maintenance contractor on 0800 023 2334 or email knowsley.highways@tarmac.gov.uk and arrange for a formal estimate.

Tarmac will contact you within 7 working days to arrange a site visit and mark out the required dropped kerb. Following this you will receive a free estimate for the works, usually within 10 working days of the inspection taking place. However, if there is an obstacle to be relocated this may take longer as Tarmac will need to contact third parties for costs.

Once you receive the quotation, it will be valid for **28 days**.

What happens next?

If you agree with the price and choose to go ahead with the works, an account will be set up to make your payment for the dropped crossing.

Following receipt of the full payment, we will contact you to schedule the works. This is normally within 28 working days unless there is an obstacle to be removed or re-located.

After the dropped kerb is constructed it is advisable NOT to drive across it for at least 24 hours to allow concrete and tarmac to harden, as you may cause damage to the newly installed kerbs and surfacing.

APPENDIX 2: Vehicle Crossing Specifications

Residential Vehicle Crossing

Flexible construction

Sub Base	250mm Type 1 unbound mixture granular material to the specification of MCHW Clause 803
Binder	60mm AC 20 Dense Binder 100/150 Rec to BS EN 13108-1 Asphalt Concrete
Surface	20mm AC 6 Dense Surf 100/150 Rec to BS EN 13108-1 Asphalt Concrete

Industrial Vehicle Crossing

Rigid construction

Sub Base	200mm Type 1 unbound mixture granular material to the specification of MCHW Clause 803
Surface	200mm Class C32/40 concrete on waterproof membrane 65um thick Mesh reinforcement to BS 4483:1998 reference A252 with 40mm cover

Flexible construction

Sub Base	200mm Type 1 unbound mixture granular material to the specification of MCHW Clause 803
Base	100mm AC 32 Dense Base 100/150 Rec to BS EN 13108-1 Asphalt Concrete
Binder	65mm AC 20 Dense Bin 40/60 Rec to BS EN 13108-1 Asphalt Concrete
Surface	45mm HRA surface course type F 55/14 OR 30mm SMA 10 Surf

Cross fall standards

1:15 desired maximum

1:12 absolute maximum

If ground conditions are poor then additional type 1 granular sub base will be required.

Concrete Specification for Rigid Residential Vehicle Crossings (only to be used as extension to existing concrete crossover or in special circumstances)

Sub-base:	200mm Type 1 unbound mixture granular material to the specification of MCHW Clause 803
Surface:	150mm Class C32/40 concrete on a waterproof membrane to MCHW 1007. The surface finish shall be a brush textured Arris trowel finish. A concrete specification can be used where there is an extension to an existing concrete crossing. For a new crossing in a road where the majority of crossings are of concrete specification, contact the Council's Highway where the Inspection Team will advise whether a concrete specification will be required.

Statutory Undertakers' covers

All statutory undertakers covers located within the footway of a residential vehicle crossing must have strength equal or greater than class B125 from BS EN 124:1994. Small surface boxes must meet the requirements of BS 5834-2:1983 Grade B. Any crossing being designed to take Large Goods Vehicles must have strength equal or greater than class D400 from BS EN 124:1994.

Grass Verges

Any highway verge that is disrupted due to vehicle crossing works is required to be reinstated with a layer of 100mm topsoil and the prepared soil sown with seed. Seeding shall be carried out in accordance with BS 4428:1989.

Concrete Edgings

Pre cast Concrete Edgings shall comply with the requirements of BS EN 1340:2003. Concrete for bed and backing shall be mix ST1 in accordance with Clause 2602 Table 26/1 MCHW. Edgings must be required at the back of the highway boundary. Edgings will also be required adjoining paving slabs and highway verges.

APPENDIX 3: List of Classified Roads

Road/Street	Classification	Section
Bank Lane	A	From County Road to Knowsley boundary
Coopers Lane	A	From South Boundary Road to East Lancs Road
County Road	A	From Moorgate Road to Bank Lane
Cronton Road	A	From Manley Road to Knowsley boundary
Derby Street	A	From Church Street to Liverpool Road
East Lancashire Road	A	Liverpool boundary to St Helens Boundary
Hall Lane	A	From Valley Road to County Road
High Street	A	From Chapel Street to Church Street
Higher Road	A	From Finch Lane to Mackets Lane
Knowsley Expressway	A	Throughout
Liverpool Road	A	From Knowsley boundary to Derby Street
Longmoor Lane	A	From Coppleshouse Lane to Knowsley boundary
Moorgate Road	A	From East Lancashire Road to South Boundary Road
Prescot Bypass	A	From Liverpool Road to St Helens Road
Roby Road	A	From Knowsley boundary to Tarbock Road
Seth Powell Way	A	From Liverpool Road to Stockbridge Lane roundabout
South Boundary Road	A	From Coopers Lane to County Road
Speke Boulevard	A	From Knowsley boundary to Speke Road (railway bridge)
Speke Road	A	From Speke Boulevard (railway bridge) to Knowsley boundary
St Helens Road	A	From High Street to Knowsley boundary
Tarbock Road	A	From Twickenham Drive roundabout to Cronton Road
Valley Road	A	From Cherryfield Drive to Aintree Lane
Warrington Road	A	From High Street to Knowsley boundary (Longview Road)
Aintree Lane	B	From Knowsley boundary to Valley Road
Archway Road	B	From Roby Road to Huyton Lane
Church Street	B	From Market Place to West Street
Delph Lane	B	From Warrington Road to Portico Lane
Glovers Brow	B	From Kirkby Row to Knowsley boundary
Huyton Lane	B	From Archway Road to Wood Lane
Huyton Lane	B	From Wood Lane to Liverpool Road
Kemble Street	B	From Market Place to Warrington Road
Knowsley Lane	B	From Liverpool Road to East Lancashire Road
Market Place	B	From Sewell Street to Eccleston Street
Netherley Road	B	From Liverpool boundary to Halton boundary
Old Lane	B	From Portico Lane to house number 88

Portico Lane	B	From Delph Lane to The Lodge gates
School Lane	B	From Randles Farm roundabout to Knowsley Lane
Stockbridge Lane	B	From Liverpool Road to Knowsley Lane
West Street	B	From Church Street to Liverpool Road
Whitefield Drive	B	From Valley Road to Kirkby Row
Baileys Lane	C	From Higher Road to Church Road
Blue Bell Lane	C	From Liverpool Road to Huyton Lane
Boyes Brow	C	From Mill Lane to Bank Lane
Bridge Road	C	From Warrington Road to Kingsway
Campbell Drive	C	From Pilch Lane to Thingwall Lane
Chapel Lane	C	From Cronton Road to Knowsley boundary
Church Road	C	From Twig Lane to Rupert Road
Church Road	C	From Baileys Lane to Gerrards Lane
Copplehouse Lane	C	From Valley Road to Knowsley boundary
Cumber Lane	C	From Stoney Lane to Lickers Lane
Dale Lane	C	From Headbolt Lane to North Perimeter Road
Derby Road	C	From Poplar Bank to Griffiths Road
Dinas Lane	C	From Liverpool Road to Twig Lane
Dragon Drive	C	From Carrs Hotel to Dragon Lane
Dragon Lane	C	From Warrington Road to Windy Arbor Road
Foxs Bank Lane	C	From Cronton Road to Lickers Lane
Greenes Road	C	From Windy Arbor Road to Pottery Lane
Greensbridge Lane	C	From Church Road to Netherley Road
Halewood Road	C	From Mackets Lane to Knowsley boundary
Hall Lane	C	From Wilson Road to Wood Lane
Hall Lane	C	From Cronton Road to Knowsley boundary (M62 bridge)
Headbolt Lane	C	From Bank Lane to Dale Lane
Kirkby Row	C	From Hall Lane to Glovers Brow
Lickers Lane	C	From Windy Arbor Road to Cumber Lane
Lower Road	C	From Greensbridge Lane to Knowsley boundary
Lydiat Lane	C	From Gerrards Lane to Halewood Road
Mackets Lane	C	From Higher Road to Lydiat Lane
Mill Lane	C	From Glovers Brow to Boyes Brow
North Perimeter Road	C	From Moss End Way to Dale Lane
Ormskirk Road	C	From East Lancashire Road to Knowsley Lane
Perimeter Road	C	From Moss End Way to Coopers Lane
Pingwood Lane	C	From Stopgate Lane to Headbolt Lane
Pottery Lane	C	From Wood Lane to Greenes Road
Prescot Parkway	C	From Manchester Road to Carr Lane
Prescot Road	C	From Cronton Road to Alder Lane
Primrose Drive	C	From Knowsley Lane to Liverpool Road
Rupert Road	C	From Archway Road to Church Road

Shevingtons Lane	C	From Bank Lane to Pingwood Lane
Smithy Lane	C	From Cronton Road to Hall Lane
St Johns Road	C	From Tarbock Road to Wilson Road
Stockswell Road	C	From Alder Lane to Knowsley boundary
Stopgate Lane	C	From Pingwood Lane to Knowsley boundary
Thingwall Hall Drive	C	From Thingwall Lane to Thomas Lane
Water Lane	C	From Prescot Road to Netherley Road
Wheat Hill Road	C	From Tarbock Road to Knowsley boundary
Whiston Lane	C	From Huyton Lane to Pottery Lane
Whitefield Lane	C	From Netherley Road to Cronton Road
Windy Arbor Road	C	From Greenes Road to Tarbock Interchange roundabout
Wood Lane	C	From Whiston Lane to Hall Lane