



Knowsley Metropolitan Borough Council Highways maintenance transparency report 2026/27

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Transparency report

Core report template

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

A1 – What we are responsible for maintaining

The highway network is the Council's most valuable corporate asset, currently valued at over £1.7 billion.

Knowsley Council is responsible for maintaining all assets within the adopted highway, this includes; roads, footways, cycleways, street lighting, traffic signals, drainage, structures, vehicle restraint barriers, bollards, guardrails, litter bins and benches.

The table below shows the lengths of the adopted network within Knowsley.

An adopted highway is one where the Local Authority has taken on the legal responsibility for its maintenance.

Motorway	A Road	B and C roads	U roads	Total Roads	Footways	Other Public rights of way
11 km	80 km	71 km	441 km	603 km	982 km	53 km

In addition to the table above, Knowsley Council also maintain:

- 147 bridges and other structures
- 20,584 street lighting columns
- 34,438 gullies/drains
- 27,97 metres of drainage channels
- 74 signalised junctions

Key challenges

Like most highway authorities, maintaining the network is challenging due to the scale and complexity of assets, many of which are ageing and operating beyond their intended design life.

In Knowsley, this challenge is further intensified by sustained growth. The Borough has experienced a high number of both residential and commercial developments in recent years. This expansion in housing and employment opportunities has contributed to a rising population, which in turn has led to increased traffic volumes, including higher proportions of heavy goods vehicles, placing additional stress on ageing assets and contributing to accelerated deterioration.

In addition, the increasing occurrence of extreme weather events, including more frequent freeze–thaw cycles, intense rainfall, and prolonged periods of higher temperatures, further exacerbates network deterioration.

Drainage remains a critical factor affecting network performance. Ageing or inadequate systems, combined with reliance on third-party asset owners, such as United Utilities and the Environment Agency, can lead to inconsistent performance. This dependency is significant as much of the highway drainage network discharges into third-party systems, including sewers and watercourses. Where these downstream assets are constrained or poorly maintained, discharge is restricted, leading to surcharge, standing water, and increased flood risk. This in turn promotes water ingress into pavement layers, weakening structural integrity and accelerating deterioration. As these external assets are outside the Highway Authority's direct control, delays in maintenance and misaligned priorities can limit the effectiveness of highway drainage.

The network is also subject to frequent interventions by statutory undertakers undertaking utility upgrades and repairs. While these works are essential, a high frequency of interventions, or inadequate reinstatement quality, can introduce structural weaknesses that result in premature asset failure and an increased requirement for reactive maintenance. Although reinstatement works are routinely inspected by the highway authority to ensure compliance with required standards, defects and deterioration can still occur over time, creating ongoing maintenance challenges and placing additional pressure on limited maintenance resources.

These pressures must be managed within constrained financial resources, necessitating a risk-based and prioritised approach to maintenance. At the same time, works must be delivered safely on a live highway network, with a continued focus on minimising disruption to road users.

A2 – Road conditions in Knowsley

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

A2.1. A roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	3.52%	54.39%	41.70%
2024	3.61%	59.70%	36.68%
2025	3.89%	57.83%	38.00%

A2.2. B and C roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	5.38%	54.73%	37.64%
2024	5.84%	56.37%	37.79%
2025	5.83%	55.50%	38.50%

A2.3. U roads

Year	Percentage of road in red category
2023	14.92%
2024	14.13%
2025	14.71%

A2.4. - Additional information on carriageway condition

The Council continues to manage the condition of the highway network as effectively as possible within the constraints of available resources. While the proportion of the carriageway classified in the 'red' category has remained broadly stable in recent years, over 50% of the network is currently assessed as 'amber'. Without sustained and increased investment, there is a significant risk that a substantial proportion of these amber assets which are currently mid-life will deteriorate into the red category, at which point remedial works become more complex and considerably more costly.

From 2026/27 a new methodology will be used based on the BSI PAS2161 standard. This new standard will categorise roads into five categories instead of three to help government gain a more detailed understanding of road condition in England:

[Road condition monitoring standard – PAS 2161 - GOV.UK](#)

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

A3.1. – What is a pothole?

Knowsley Council defines a pothole on the adopted highway as a localised failure of the carriageway or footway surface, resulting in the loss of pavement material. A defect will be classified as a pothole where it is **25mm** or greater in depth on a footway, or **40mm** or greater in depth on the carriageway and **25mm** in the carriageway which is in line with a dropped pedestrian crossing.

The priority and timescale for repair are determined through a risk-based assessment, taking into account the potential hazard posed to road users and pedestrians. Factors considered include the location, size and depth of the defect, traffic volume and speed, the type of road, and site-specific characteristics such as alignment, visibility and usage

Further information on the Council's Highway Safety Defect Policy can be found here:

[Highway-Safety-Inspections-2019](#)

or, on the Council's Highways Maintenance Website here:

[Potholes | Knowsley Council](#)

A3.2. – What we are doing to tackle potholes

Knowsley Council follows the recommendations of the Highways Maintenance Efficiency Programme (HMEP) Pothole Review and, wherever practicable, seeks to carry out permanent, first-time repairs to potholes.

However, there are circumstances where temporary repairs are necessary. This may be due to immediate safety concerns, operational constraints, or where it is not safe to undertake a full permanent repair at the time of inspection, for example, where traffic conditions, weather, or the condition of the carriageway would put operatives or road users at risk. In such cases, a temporary repair is implemented to make the defect safe as quickly as possible, with a permanent repair programmed at the earliest suitable opportunity.

Temporary repairs will also be considered where more extensive patching or resurfacing works are already planned for the location, ensuring that resources are used efficiently while maintaining public safety.

During 2025-26, Knowsley Council repaired **2,144** carriageway potholes.

In addition to our reactive pothole repairs, we also place a strong emphasis on preventative maintenance to reduce the likelihood of defects forming in the first place. Over the past three years approximately **45%** of our annual carriageway maintenance budget is typically allocated to preventative treatments, recognising that timely intervention is often the most cost-effective way to extend the life of the highway asset. This includes a range of proactive treatments such as preservation treatments, surface dressing, micro asphalt, patching programmes and carriageway resurfacing where appropriate. These interventions are designed to seal the road surface, prevent water ingress and address early signs of deterioration before they develop into potholes.

By targeting areas showing initial wear and prioritising preventative works, we aim to extend the life of the highway network, improve safety, and minimise the need for more extensive reactive repairs over time.

A3.3. How members of public can report potholes and other highway defects

Residents can report issues on footpaths, footways, roads, and carriageways, or submit a Highways service request directly to our Highways Term Service Contractor via their online email address or 0800 telephone number. The telephone line is staffed 24/7 to respond to highway-related emergencies.

- knowsley.highways@tarmac.com
- Telephone - 0800 0232334

Residents may report defects directly to the Council using the online reporting form, via social media, or by calling the Council's general enquiries number

- [.Report a road problem | Knowsley Council](#)
- Telephone - 0151 489 6000

A3.4. What happens after a pothole is reported

Following a reported pothole or highway defect, details are logged on 'Confirm' the authority's asset/customer management system. Key information is captured, including location, type, photos and time/date.

An inspector then verifies the defect and assesses its severity in line with our policy. If it meets investigatory levels, it is assigned a repair priority:

- Priority 1 (2 hours),
- Priority 2 (24 hours),
- Priority 3 (14 days),
- Priority 4 (28 days).

The contractor completes the repair to the required standard and closes the job on the system.

The Council's Clerk of Works then inspects the completed work to ensure it meets quality standards.

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	£6,469,382.77	£6,807,985.43	£7,269,907.00
Of which spent on:			
Carriageways • Reactive repairs • Resurfacing • Preventative • Programmed patching • Road Markings Total	£556,800.52 £2,178,059.80 £1,612,688.67 £200,000.00 £88,962.18 <u>£4,636,511.17</u>	£634,176.44 £1,351,438.52 £1,321,181.57 £362,138.31 £115,448.09 <u>£3,784,382.93</u>	£650,000.00 £2,050,000.00 £1,027,000.00 £150,000.00 £100,000.00 <u>£3,977,000.00</u>
Footways • Reactive repairs • Reconstruction • Preventative Total	£397,849.73 £0.00 £21,760.53 <u>£419,610.26</u>	£406,447.34 £0.00 £22,105.29 <u>£428,552.63</u>	£400,000 £0.00 £0.00 <u>£400,000</u>
Structures (for example bridges or tunnels) • Revenue • Capital Total	£42,988.70 £215,235.32 <u>£258,224.02</u>	£170,642.83 £630,267.35 <u>£809,910.18</u>	175,000 £1,367,906.57 <u>£1,542,907.00</u>
Drainage • Programmed gully cleansing • Reactive drainage works and reactive gully cleansing • Programmed drainage works	£169,675.18 £47,656.90 £591,267.67	£317,389.14 £68,716.71 £817,708.31	£360,000 £40,000 £500,000

	<u>£808,599.75</u>	<u>£1,203,814.16</u>	<u>£900,000</u>
Street lighting	There are no annual maintenance costs associated with street lighting, as these are managed through the PFI contract.		
Other assets - Vehicle Restraint Barriers - Footway - Junction/Crossing Improvements - Traffic Signals	£149,169.28 £107,236.39 £90,031.90 <u>£346,437.57</u>	£336,260.59 £128,700.76 £116,364.18 <u>£581,325.53</u>	£200,000 £150,000 <u>£100,000</u> <u>£450,000</u>
In addition to the above, the highway maintenance budget also funds traffic management activities, condition surveys, and design-related works.			

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	<u>£4,715,000</u>	<u>£4,753,900</u>	<u>£4,742,906</u>
	<u>£622,509</u>	<u>£1,010,708</u>	<u>£976,636</u>
[if applicable]: Additional highways maintenance funding provided by the Council or third parties	<u>£3,215,000</u>	<u>£3,098,000</u>	<u>£3,058,000</u>
<u>Total</u>	<u>£8,552,509</u>	<u>£8,862,608</u>	<u>£8,777,542</u>

A5 – Our maintenance plans for this year

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

During 2026–27, the Council will deliver a programme of highways maintenance focused on preserving asset condition, improving safety and extending the life of the network. Planned works include:

- **Carriageway resurfacing:** Approximately **5.2km** of carriageway will be resurfaced, with treatment depths determined by the underlying road condition.
- **Preventative treatments:** Approximately **7.7km** of carriageway will receive surface dressing to prevent deterioration and prolong asset life.
- **Asphalt preservation:** Approximately **5km** of the M62 motorway will receive asphalt preservation treatments to maintain surface condition and delay the need for more extensive maintenance.
- **Pre-patching works:** Targeted repairs to potholes, cracking and other localised defects will be undertaken in advance of surface treatments to ensure their effectiveness and longevity.

- **Drainage and asset improvements:** Drainage systems will be inspected and cleansed before works commence, and where required, gully gratings will be replaced with pedestrian and cyclist-friendly covers.
- **Accessibility enhancements:** Opportunities will be taken to deliver improvements such as dropped kerbs and bus boarder kerbs to support sustainable and accessible travel.

These works form part of the Council's asset management approach, balancing structural maintenance and preventative treatments to improve network condition, support road user safety and achieve best value from available funding.

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

The table below lists the roads that are programmed for planned highways maintenance works in 2026-27.

Treatment Type	Road Name	Extents	Length	Area
Carriageway resurfacing works	Acornfield Road	Full length	1.5km	10,812m ²
	Waterpark Drive	Partial	365m	2,560m ²
	Stockbridge Lane	Partial	770m	7,884m ²
	Two Butt Lane	Full length	510m	2,563m ²
	Liverpool Road	Partial	1km	18,500m ²
	Valley Road	Partial	500m	2,881m ²
	Wilson Road	Partial	528m	5,000 m ²
Surface Dressing	Netherley Road	Full length	4.2km	24,578m ²
	North Perimeter Road	Full length	1.3km	8,820m ²
	Perimeter Road	Full length	2.2km	16,204m ²
Asphalt Preservation	M62 Motorway	Westbound carriageway only	5km	53,030m ²

Further information on the schemes not yet completed can be found on 'Causeway One network', link below;

[Causeway one.network](#)

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

Knowsley Council's highway maintenance programme is driven by an asset management approach, using robust data to support informed decision-making on maintaining the highway network efficiently. This involves long-term planning and identifying cost-effective methods to ensure the network continues to meet the needs of road users and residents. The focus is on achieving best long-term value for money, rather than short-term fixes that prioritise immediate repairs over preventative maintenance. By considering the long-term costs and consequences of decisions, the Council aims to preserve assets and extend their lifespan.

Key factors influencing decisions include road condition, customer needs, local priorities, environmental considerations, risk management, and available budget. Maintaining a safe and reliable network is essential for those who live, work, visit, and invest in Knowsley.

Scheme priorities are determined through weighted scoring, considering carriageway condition, safety defects, insurance claims, network hierarchy, road environment, customer enquiries and affordability.

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	£4,715,000	£4,753,900	£4,742,906
Other DfT capital funding utilised by local authority for highways maintenance	£622,509	£1,010,708	£976,636
Other Government capital funding allocated by local authority to Highways Maintenance	£	£	£
Other capital funding allocated to highways maintenance	£	£	£
Total Capital funding allocated to highways maintenance	£5,337,510.00	£5,764,610.00	£5,719,542

B1.1.2 - Additional information on funding figures

It should be noted that the figures above do not include maintenance works carried out as part of capacity and safety improvement schemes or by developers under a Section 278 agreement.

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)
Total highways maintenance capital spend	£5,188,296.36	£5,308,318.21	£5,719,542
Total highways maintenance revenue spend	£3,215,000	£3,098,000	£3,058,000
Total spend	£8,403,296	£8,406,318	£8,777,542

B1.2.2 - Additional information on total spending figures

A small portion of the funding was carried forward into the 2026/27 financial year due to delays associated with complex structural design works. This funding will be fully utilised during this period..

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 carriageway maintenance	£1,321,181.57	£0	£1,027,000	£0
Structural carriageway maintenance	£1,351,438.52	£0	£2,050,000	£0
Planned carriageway repair / patching programmes	£362,138.31	£0	£150,000	£0
Reactive carriageway maintenance				
Reactive carriageway repairs / patching (temporary repairs)	£0	£54,263.63	£0	£50,000
Reactive carriageway repairs / patching (permanent repairs)	£0	£474,211.74	£0	£500,000
Reactive carriageway repairs / patching (total)	£0	£528,475.37	£0	£550,000
Other carriageway-related spend	£0	£205,701.07	£0	£100,000
Total	£3,034,758.40	£734,176.44	£3,227,000	£650,000

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

The other carriageway-related spend £205,701.07 relates to the repair and reinstatement of non-pavement structural defects, including sunken or damaged utility ironwork, defective channels, and the renewal of failed block-paved and cobbled carriageway surfaces. Of this total, £100,000 was allocated to refreshing road markings across the network.

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	17.65km	4.58m	3,424m ²	n/a	n/a
2026-27 projected	12.7km	5.2km	3,961m ²	n/a	n/a

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.	Yes
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B2.1.2 – Further information and context

Our records provide the number of permanent and temporary reactive repair jobs raised, however the data relating to the repair area (m²) is not available and the extent of individual repairs may vary.

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
Defect	The minimum investigatory level is 25mm or greater in depth on a footway, or 40mm or greater in depth on the carriageway and 25mm in the carriageway which is in line with a dropped pedestrian crossing..	The repair priority and response timescale are determined through a risk-based assessment that considers the level of risk presented to road users and pedestrians. This assessment takes into account factors such as the defect's location, size and depth, traffic volume and speed, road classification, and site-specific characteristics including alignment, visibility and usage	Where a defect presents an immediate or imminent risk to road users or pedestrians, it shall be made safe within 2 hours or 24 hours , as determined by the risk assessment	Where a defect does not present an immediate or imminent risk to road users or pedestrians, repairs shall be completed within 14 days or 28 days , depending on the level of risk identified through the assessment process

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26

During 2025-26, Knowsley Council repaired **2,144** carriageway potholes.

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
0	0	285	1,859

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

*The **2,144** potholes repaired during 2025/26 relate only to defects that met our investigatory intervention level. These repairs were carried out as reactive maintenance works and funded through the Council's revenue budget.*

Our planned patching programme is not used to repair individual potholes. Instead, it targets sections of carriageway identified for preventative treatments such as Micro Asphalt, Surface Dressing, and Preservation Treatments. While some of the defects addressed through patching may not meet the 40mm investigatory threshold, these repairs are necessary to support the effectiveness and extend the lifespan of the subsequent preventative treatment.

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)	£150	Unit/average cost of a temporary pothole repair on your network (reactive)	£120
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B3.3.1 - Additional information on pothole prices (optional)

These rates are subject to variation depending on the depth, size, number and the specified material requirements. The costs also include all traffic management provisions, together with any additional charges associated with restricted working conditions or out-of-hours operations.

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

Under our NEC4 Term Service Contract, there is a 52-week defect correction period. Any defective repairs identified within this period must be rectified by the Contractor within four weeks of notification.

In addition, our contract specification states,

- A guarantee shall be provided for the integrity of all surface courses and the workmanship for a period of five years*
- The Contractor shall guarantee the performance of Pothole Cold Repair Systems for a minimum of 1 year*

Therefore, where defects are identified within the applicable guarantee period, the Contractor remains responsible for undertaking any necessary remedial works in accordance with the contractual requirements.

B3.4.6 - Additional information

On a daily basis, the Council's Clerk of Works will review all Priority 3 (14-day) and Priority 4 (28-day) defects raised by the Contractor to ensure that the proposed remedial works are appropriate, proportionate, and effective in addressing the identified safety issue.

Following completion of the works, the Clerk of Works will carry out a programme of inspections to verify that the repairs have been completed to the required standard and are fully compliant with the relevant specification.

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

The criteria for scheme selection are based on a number of weighting factors that create a ranking score; they include carriageway condition, number of safety defects, claims, hierarchy, road environment, customer enquiries and affordability.

The criteria below make up 15% of the overall score ranking

Enquiries & Feedback (Customers/Councillors/Highway Inspectors)

- *Number of resident service requests recorded on each road. Information collected comes from the Highways Database system 'Confirm' that records customer enquiries and complaints.*
- *Proposals brought forward by Ward Members identify roads that their residents would regard as priorities*
- *Highway Inspectors will also make observations on roads which are not safety defects as detailed in the Policy for Highway Safety Inspections, but the condition implies the road is showing signs of deterioration.*

Where a member of the public, councillor or other stakeholder requests feedback regarding a reported defect or enquiry, a response will be provided outlining the action taken, where appropriate.

B3.5.4 - Tools used for reporting

The Council provides a designated 'Report it' page on its website. This allows customers to report a road problem or submit a highways service request.

- [Report a road problem | Knowsley Council](#)
- Telephone - 0151 489 6000

Alternatively, residents can report issues directly to our Highways Term Service Contractor via their online email address or 0800 telephone number. The telephone line is staffed 24/7 to respond to highway-related emergencies.

- knowsley.highways@tarmac.com
- Telephone - 0800 0232334

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	123
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	0
4.1.3	Number of structures due a General Inspection in 2025-26 in accordance with CS450	83
4.1.4	Number of General Inspections carried out in 2025-26	83
4.1.5	Number of structures due a Principal Inspection in 2025-26 in accordance with CS450	17
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 Highways Asset Management Strategy	
5.1.3	Please provide the date it was last reviewed or updated	Date 07/01/26

5.1.4	Please provide proof of the review or update.
	Approval of the Council's Highways Asset Management Strategy for 2025 to 2030 was approved and signed off by the Councils Executive Director (Regeneration and Economic Development) and Cabinet Member for Regeneration and Economic Development on 07/01/26 - The document was published on the Council's website on 09/01/26
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.

B5.1.6 - Further context (optional)

Free text – 100 words

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	Full	Full
Structures	Full	Full
Drainage assets	Partial	Partial
Street lighting	Full	Full
Traffic signals	Full	Full

5.2.1 - Further context (optional)

Drainage records are only partial due to the age of the buried infrastructure and because it is underground, with some systems being many decades old if not older. An inventory of all gullies, drainage kerbs and catch pits and their condition is kept and updated regularly.

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	x
A single digital platform or a set of connected platforms used across the highways service	
Other (please set out in further context)	

B5.3.2 - Further context (optional)

The Council does not rely on a single, standalone system for managing its highway assets. Instead, it uses an integrated suite of specialist applications and databases that together form its Highways Maintenance Management System. This includes KaarbonTech for drainage assets, GAIST (AssetStream) for footway and carriageway condition data, and Confirm for managing reactive maintenance jobs, customer enquiries and insurance claims. Collectively, these systems enable the efficient collection, storage, management, and reporting of key asset data across the highway network.

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	
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

Through the application of lifecycle planning across our carriageways and footways, we are able to model a range of funding scenarios and assess the long-term impacts of short-term investment decisions. This approach supports the targeted allocation of constrained budgets towards interventions that maximise whole-life value, mitigate accelerated deterioration and minimise reliance on reactive, higher-cost maintenance activities. Our lifecycle model for carriageways was last produced in 2024.

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 highways 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	Yes

B5.5.5 - Evidence Summary

The Council monitors the performance of its highway asset management activities through regular reporting to senior management, including carriageway condition data, repairs completed, schemes delivered, expenditure and the volume of customer enquiries received.

Performance is also reviewed through collaboration with the Liverpool City Region Combined Authority's Highways Maintenance and Asset Management Sub-Group, which promotes the sharing of performance information, best practice, and service standards across the region.

In addition, the Council has participated in the National Highways and Transport Survey since 2012, using the results from this survey alongside other benchmarking data, supports both the evaluation of past performance and the planning and prioritisation of future highway maintenance activities.

The Council's term contract was awarded in 2024, therefore benchmarking on pricing was undertaken as part of the tender process.

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	in km 0
6.1.3	For 2026-27, please provide the length of footways that you have earmarked for preventative maintenance treatments	In km 0
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)?	No
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
	a. Structural maintenance / reconstruction (in km)	In km 0
	b. Preventative maintenance treatments (in km)	In km 0

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

Our approach to maintaining footways and cycleways is based on risk-based asset management principles that prioritise safety, accessibility, network resilience and value for money. This includes maintaining a defined hierarchy, undertaking regular inspections, assessing condition trends and responding to defects according to risk.

Whilst not all footways are included in our gritting programme, footways located within pedestrianised town centres are routinely treated during periods of icy weather. In addition, we operate a regular maintenance programme to keep footways clear of overgrown vegetation and debris.

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	10%
	b) Planned maintenance (routine/cyclical and/or risk-based)	90%
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
	Guidance – This is space for additional information on sensors/technologies for remote monitoring – please list technologies used in bullet form, including approximate number of installations.	

B7.1.5 - Evidence Summary

All highway gullies and linear drainage assets are mapped within Kaarbontech. Comprehensive records are maintained for each asset, including silt level survey and cleansing history. These records capture key information such as asset type, silt percentage, condition, survey date, cleansing date and supporting photographs.

The Council currently operates three flood monitoring sensors located at gullies and culverts identified as being at a heightened risk of flooding. These sites are generally either constrained by the existing drainage design or require further remedial works to address the root cause of the flooding. Upon activation, the sensors automatically notify the on-call supervisor, enabling a proactive response and the timely deployment of mitigation measures to minimise disruption and flooding impacts.

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

The Council has introduced an optimised, risk-based cleansing regime that targets resources where they are most needed. Each gully is assessed by manually measuring silt levels.

The survey establishes a current condition baseline across the highway network, allowing the Council to:

- Understand how the network is performing at present, rather than relying on historic assumptions
- Adjust cleansing and inspection priorities in response to observed change
- Demonstrate a proactive, risk-based approach to drainage management

By identifying gullies that consistently exhibit low silt accumulation, the Council can avoid unnecessary cleansing and redirect resources to higher-risk locations.

Further information on our drainage cleansing programme can be found here:

[Drainage | Knowsley Council](#)

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))?	Yes
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)?	Yes
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

B8.1.7 - Evidence Summary

The Council maintains a structured approach to workforce development through regular 'My Time' sessions, where training needs, career aspirations and competency gaps are reviewed. In addition, the Council utilises the UKRLG Asset Management Competence Framework to define competency requirements, assess capabilities and identify training needs across highway asset management functions. This supports Continuing Professional Development, professional accreditation, succession planning and workforce resilience.

Together, these arrangements help ensure the Council maintains a skilled, competent and adaptable workforce capable of delivering effective, evidence-led and risk-based highway asset management in line with the Well-managed Highway Infrastructure Code of Practice.

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

Both the Council's Term Service Contractor and Professional Services Contractor actively support Continuous Professional Development through training, technical workshops and knowledge-sharing activities that complement the authority's internal development processes.

The Council also operates established apprentice and graduate programmes, providing structured early-career development opportunities and helping to create a pipeline of future talent for highways and infrastructure services. Staff are encouraged to undertake ongoing learning and professional development, supported through access to role-specific training, recognised qualifications and professional memberships where appropriate. There are a number of staff currently working towards professional qualifications within the ICE. Together, these arrangements help maintain the skills, knowledge and competencies required to deliver effective highway asset management, while supporting workforce resilience, succession planning and the long-term capability needed to deliver a sustainable, risk-based highway service.

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.	09/2026
9.1.4	Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	Yes – known informally
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	Yes
	- Tree planting / shading for heat management	No
	- Other (please specify)	No
	- None of the above	No
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.	Yes
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

The Council uses Kaarbontech and AssetStream to map Environment Agency (EA) surface water flood zones alongside locally identified flooding hotspots. Kaarbontech provides a spatial platform to overlay EA Flood Map for Surface Water data with highway and drainage assets, enabling officers to visualise areas at risk and identify recurring problem locations. AssetStream supports the operational management of these sites by linking flooding incidents to planned highway maintenance schemes, ensuring that known issues are considered during programme delivery and enabling more efficient, targeted interventions to mitigate surface water flood risk.

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

Through our Highways Term Maintenance Contract, our Contractor is required to either develop or utilise an existing, fit-for-purpose carbon calculator tool to support the monitoring and reporting of carbon emissions.

The carbon calculator is integrated into day-to-day operational processes, enabling the routine collection and validation of high-quality data. Outputs from the tool will provide both detailed and summary insights, allowing emissions to be assessed by activity, location, or workstream. This supports better decision-making by identifying carbon hotspots and highlighting opportunities for reduction, such as alternative materials, improved logistics, and lower-emission plant and fuels.

The first year of the contract will serve as a benchmarking period to establish a baseline for carbon emissions across the full range of service activities. This will form the foundation for future comparisons and continuous improvement in carbon performance.

Overall, this approach supports a structured, evidence-led pathway to reducing emissions, aligning service delivery with the Council's environmental priorities and net zero ambitions.

B10 – Innovation

ID	Question	Yes / No
10.1.1	Do your procurement and contracting approaches encourage and reward innovative practice?	Yes
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?	No

10.1.4 - Evidence Summary

Free text – 100 words

B10.1.5 - Further context on your innovation activities

Our Highways Term Maintenance Contract requires strong collaboration among all parties, including the wider supply chain, to improve efficiency and deliver continuous

improvement. From commencement, our Contractor must submit quarterly innovation proposals to the Service Manager. These should outline measures that can be introduced at no extra cost, reduce costs, or involve additional expenditure for either the Client or Contractor. The contract includes a value engineering percentage split which determines how any savings arising from a contractor's value engineering proposal are shared between the Client and the Contractor, this is to incentivise contractor innovation. Regular innovation meetings are also held with the Highways Term Service Contractor and Design Consultants. These sessions provide a structured forum to review, discuss, and refine ideas, ensuring a proactive and consistent approach to driving innovation and achieving ongoing service improvements across the contract.

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.

Our Term Service Contractor, (Tarmac) has developed a range of innovative asphalt solutions that extend pavement life, reduce carbon emissions, eliminate waste, and support a more sustainable approach to highway maintenance.

ULTILOW Warm Mix Asphalt

Tarmac's ULTILOW warm mix asphalt has been adopted as the standard material for base and binder courses across our resurfacing programmes. Produced at lower temperatures than conventional asphalt, ULTILOW reduces embodied carbon by up to 15%, helping to support Knowsley Council's journey towards achieving its net-zero carbon targets while maintaining high performance and durability.

ULTILAYER High-Performance Asphalt

ULTILAYER is used on the majority of our resurfacing schemes and provides enhanced resistance to reflective cracking and surface deformation. As a proven alternative to conventional bituminous surfacing materials, ULTILAYER combines exceptional flexibility and strength to deliver long-term durability, particularly on challenging sites where traditional materials may have failed.

ULTILAYER is also available as a warm mix asphalt incorporating Tarmac's ULTILOW binder technology, offering carbon dioxide emission reductions of up to 15% compared with conventional asphalt production methods.

ULTIFOAM Closed-Loop Recycling

To minimise reliance on specialist landfill disposal, all tar-bound arisings generated through highway maintenance activities are recycled using Tarmac's ULTIFOAM closed-loop recycling process. This innovative solution delivers significant environmental benefits through reduced energy consumption, lower transport and disposal costs, and decreased demand for primary aggregates and raw materials.

Innovative Pothole Repair Solutions

Alongside conventional patching techniques, Knowsley Council actively explores alternative methods for repairing potholes and maintaining the highway network. Through our current Term Service Contract, alternative repair technologies such as Thermal Patching and TexPatch have been incorporated and successfully used to deliver permanent repairs.

Thermal Patching

Thermal patching works by reheating the existing road surface to create a permanent, heat-sealed and seamless repair. The process requires only a small quantity of new material and generates minimal waste, making it both an effective and environmentally sustainable repair solution.

TexPatch

TexPatch is an economical, screed-applied repair system designed to seal and restore larger defects, including potholes. It provides a rapid and durable solution that helps prevent further deterioration of the road surface while extending pavement life. A successful example of this treatment can be seen in the Cartbridge Lane scheme delivered jointly by Tarmac and Knowsley Council.

[Case Studies | L&R Roadlines](#)

Preventative Maintenance and Asset Management

In addition to resurfacing and patching programmes, Knowsley Council places significant emphasis on preventative maintenance as part of its long-term highway asset management strategy. These treatments help extend the operational life of pavements, improve network condition, and delay the need for more costly resurfacing and reconstruction works.

Asphalt Preservation

Asphalt Preservation is a cost-effective treatment for roads that remain in good to fair condition. The process involves the spray application of a durable, abrasion-resistant natural bitumen binder to a suitable road surface, typically one to two years before reactive maintenance would otherwise be required.

By sealing and protecting the existing surface, Asphalt Preservation slows deterioration, extends pavement life, and delivers carbon savings of more than 80% compared with traditional resurfacing treatments. This approach enables the Council to maximise value from its highway assets while significantly reducing environmental impacts.



QR Code

Our Contractor has set up a dedicated website for all site updates and project communications, making it easier than ever to stay informed.

Instead of relying on traditional letter drops, all the latest information is now just a quick scan away. By using the QR code provided, residents and stakeholders can instantly access up-to-date news, key project milestones, and important announcements at any time.

This approach not only speeds up communication but also ensures information is always current, reducing delays and improving transparency. It's a more convenient, accessible, and environmentally friendly way of keeping everyone connected with what's happening on site.

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

ID	Question	Yes / No
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

Knowsley Council does not currently have a Lane Rental system in place, however its introduction is being considered.

The permit scheme is reviewed every five years in accordance with the statutory Code of Practice, with the most recent review completed in 2025. Following this review, NRSWA permit fees were increased. The latest review can be found here:

[Knowsley Permit Scheme 2009-07-24.pdf](#)

The Council is currently undertaking a review of its Traffic Sensitive Street designation in collaboration with GeoPlace.

B11.1.7 - Further context

The Council operates a Permit Scheme under the Traffic Management Act 2004 and the New Roads and Street Works Act 1991 to manage road activity within Knowsley. The Street Manager system is used to process permit applications, minimising disruption while enabling essential works. Quarterly coordination meetings are held with utility providers to improve planning and reduce repeated excavations on the same roads. While emergency and new connection works cannot be prevented, the Council uses Section 58 powers to restrict planned works for up to three years following substantial highway works.

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?	No

12.1.5 - Evidence Summary

Knowsley Council employs a number of in-house Principal and Senior Engineers who hold degree-level qualifications in Civil Engineering or related disciplines, making them well equipped to assess interventions proposed by contractors or design consultants.

Knowsley is one of six local authorities within the LCRCA, alongside Halton, Liverpool, Sefton, St Helens and Wirral. Through the Highways Maintenance and Asset Management Sub-Group, operated with Merseytravel, the Council routinely shares and analyses performance data, including actual unit costs (e.g. £/m² treatments and pothole repairs), to benchmark against other authorities and historic performance. This collaborative approach supports cost efficiency, best practice, and consistent service standards, and informs procurement decisions. The most recent benchmarking exercise, including unit cost comparisons, was completed in August 2026.

B12.1.6 - Further context

Whilst our contract does not incentivise single-visit permanent repairs, the contract Scope requires the Contractor to minimise disruption to local business and residents, commuters, and visitors. This includes ensuring 'first time fix' to avoid the need for multiple visits to the same location;

Our Highways Term Maintenance Contract includes a set of Key Performance Indicators (KPIs) to monitor delivery and drive continuous improvement across key service areas.

KPIs cover:

- **Reactive Maintenance:** Measures the timeliness and quality of response to unplanned or emergency repairs, such as pothole repairs, uneven pavements and other urgent defects
- **Cyclical Maintenance:** Effectiveness of routine tasks like gully cleaning, grass cutting, and drainage upkeep.
- **Planned Schemes:** Delivery of larger projects, focusing on programme adherence, cost control, and quality.
- **Customer Services:** Responsiveness, communication quality, and public satisfaction.
- **Cost Certainty:** Accuracy, transparency, and adherence to agreed budgets.
- **Safety:** Compliance with health and safety standards, including incident monitoring.
- **Sustainability:** Environmental performance, including carbon reduction, recycling, waste minimisation, and social value contributions.