Highways maintenance transparency report

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

A1 – What we are responsible for maintaining

Sefton Council is responsible for maintaining and managing the borough's highway network, one of its largest, most valuable and most visible public assets. The highway network plays a vital role in supporting everyday life by enabling the safe and efficient movement of people, goods and services throughout the borough. Effective management of this asset is fundamental to achieving the Council's wider strategic objectives, including improving residents' quality of life, supporting economic growth, encouraging active travel, enhancing connectivity and contributing to the long-term sustainability of both Sefton and the wider Liverpool City Region.

The highway network comprises a diverse range of infrastructure assets, including carriageways, footways, cycleways, bridges and structures, street lighting, traffic signals, highway drainage systems, road markings, traffic signs and other associated street furniture. Collectively, these assets represent a significant investment and require ongoing inspection, maintenance, renewal and improvement to ensure they continue to provide a safe, reliable and resilient service for all highway users.

- **Carriageways** – total length (1002 km)
- **Footways** – total length (1723 km)
- **Traffic Signals & Intelligent Transport Systems** – total no (380)
- **Street Lighting Columns** – total no (35,448)
- **Gullies** – total no (55,000)
- **Highway Bridges & Structures** – total no (107)
- **Street Signs** – total no (30,094)

Maintaining an expanding and ageing highway network presents several significant challenges. Increasing traffic volumes and congestion are placing greater demands on infrastructure, while the effects of climate change are accelerating the deterioration of road surfaces and placing additional strain on highway drainage systems. More frequent and severe weather events are increasing maintenance requirements and reducing asset life expectancy.

A2 – Road conditions in Sefton

Guidance - please complete these tables using official statistics – see guidance document.

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%	21%	76%
2024	3%	20%	77%
2025	3%	20%	77%

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	3%	21%	76%
2024	3%	20%	76%
2025	3%	20%	76%

A2.3. U roads

Year	Percentage of road in red category
2023	22%
2024	18%
2025	13%

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

- **Green** – the road is in good condition and no further investigation or treatment is required
- **Amber** – the road may need maintenance soon
- **Red** – the road is in poor condition and should be considered for maintenance

The published official statistics for road condition include more detail about the methodology, timing and coverage of this data

A2.4. - Additional information on carriageway condition

The condition data reported for 2025/26 reflects the current official statistics reporting requirements. From 2026/27, road condition assessments will transition to the PAS 2161 standard, which introduces a more detailed methodology for monitoring highway assets. Under this new approach, roads will be classified into five condition categories rather than three,

providing a greater level of insight into the condition and performance of the local road network and supporting improved national reporting.

Analysis of the latest condition data shows road condition has remained relatively stable with the support of enhanced resurfacing and preventative maintenance treatments including Micro Asphalts and Surface Dressing. Targeting maintenance across our unclassified road networks has been a priority, using a combination of conventional resurfacing methods and preventative type treatments which has seen deterioration levels reduce from 22% in 2023 to 13% in 2025.

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

A3.1. – What is a pothole?

Sefton Council defines a carriageway pothole as a defect that meets the investigatory level of 40mm or more in depth. A carriageway edge or verge defect is also investigated from 40mm depth, while footway and cycle lane defects are investigated from 25mm. Where defects are located in a designated carriageway and or footway crossing point, investigatory level is reduced to 15mm.
Defects are not identified and repaired on depth alone: highway inspectors apply a risk-based assessment considering size, location, road hierarchy, traffic levels, vulnerable users and whether the defect lies in a wheel track or pedestrian desire line. Response times are: Emergency within 2 hours; P1 2hours; P2 within 24hours; P3 within 5 working days; P4 within 28 working days & P5 for record purposes only.
Potholes form when water enters cracks in the road surface, weakens underlying layers and expands during freeze-thaw cycles. Repeated traffic loading then breaks away material, enlarging the defect.

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

Sefton Council manages potholes through a risk-based approach to highway inspection and maintenance. Potential defects are identified through routine safety inspections and reports from residents, then assessed in line with the Council's risk criteria to determine the appropriate response and repair timescale.

The Council's priority is to deliver permanent, durable repairs wherever it is safe and practical to do so. Alongside reactive maintenance, significant investment is made in preventative treatments such as surface dressing and micro-surfacing, which help preserve road surfaces and reduce the likelihood of potholes developing. This balanced approach supports the long-term condition of the highway network while ensuring resources are used efficiently.

Our objective is to provide high-quality, right-first-time repairs that minimise the need for repeat visits. However, there are occasions when operational factors such as traffic management requirements, safety considerations, weather conditions, or the coordination of wider maintenance activities mean that a temporary repair is required before a permanent solution can be completed.

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

Potholes and other highway-related issues can be reported to Sefton Council through its online reporting system or by contacting the Council's Customer Contact Centre.

Reports can be submitted online using the following link: https://sefton-self.achieveservice.com

Emergency highway incidents can be reported by telephone to the Council's Contact Centre on **0345 140 0845**, Monday to Friday between **8:00am and 4:00pm**. For emergencies outside these hours, please contact **Sefton ARC's Out of Hours Team** on **0151 922 6107**.

Providing accurate location details and, where possible, photographs of the defect will help the Council assess the issue and arrange the appropriate response.

A3.4. What happens after a pothole is reported

When a pothole or other highway defect is reported, either through the Council's online reporting system or by telephone in the case of urgent issues, the report is logged and referred to the appropriate service for assessment.

Reports indicating a potential immediate danger are prioritised and responded to as quickly as possible. All other reports are reviewed by a qualified Highway Inspector, who may carry out a site inspection to assess the defect and determine the level of risk.

The assessment considers a range of factors, including the size and nature of the defect, its location within the highway, the type of road, traffic volumes, and the likely impact on road users. Where a defect meets Sefton Council's intervention criteria, a repair will be programmed and assigned an appropriate response timescale based on the level of risk identified.

This risk-based approach helps ensure that maintenance resources are targeted where they are most needed, enabling the Council to maintain a safe highway network while delivering value for money.

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	£13,928,718	£13,355,428	£11,754,911
Of which spent on:			
Carriageways	£7,175,242	£7,483,950	£7,404,392
Footways	£869,736	£863,620	£748,333
Structures (for example bridges or tunnels)	£285,761	£179,991	£666,386
Drainage	£625,996	£648,784	£889,000
Street lighting	£3,356,381	£2,877,484	£851,250
Other assets	£1,615,602	£1,301,599	£1,195,550

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	£7,954,963	£7,550,747	£8,008,861

[if applicable]: Additional highways maintenance funding provided by the Council or third parties	£5,973,755	£5,804,681	£3,746,050
Total	£13,928,718	£13,355,428	£11,754,911

A5 – Our maintenance plans for this year

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

The delivery programme has been developed using a range of data sources, including highway condition surveys, safety inspection records, asset inventories, drainage information, and customer feedback. It provides an indicative framework for delivering highway maintenance works while retaining flexibility to respond to changing priorities, unforeseen events, severe weather, funding changes, and emerging asset condition requirements.

The programme follows an asset management approach that balances preventative and structural maintenance. Preventative treatments are applied to assets showing early signs of deterioration to extend their service life and maximise value for money. Structural maintenance is targeted at sections where deterioration has progressed, ensuring the network remains safe, resilient, and fit for purpose.

- Carriageway surface dressing on 9km of roads
- Carriageway resurfacing on 8km of roads
- Reconstruction 0.6km of footway
- Surface treatment on 14km of footways
- Extended Patch Repairs 1km

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

The full list of carriageway and footway schemes planned for 2026/27 can be found on our planned works.

Highway maintenance strategy and works programme

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

Based on the levels of deterioration identified through inspections and supporting visual assessments undertaken by technical staff, the relative need for treatment at individual locations is assessed and prioritised accordingly.

This evaluation considers a range of factors, including the underlying causes of the observed deterioration, the type and depth of the existing pavement construction, road classification, traffic volumes and network importance. These factors help inform decisions on the most appropriate treatment type, the optimal timing for intervention, and the locations where investment will deliver the greatest benefit.

As part of the assessment process, consideration is also given to the consequences of undertaking no programmed works at that time and continuing to manage the asset through routine maintenance and reactive patching operations. This enables a balanced appraisal of risk, cost, serviceability and future asset condition. Consequently, the prioritisation of individual schemes is based on a comprehensive technical evaluation, ensuring that available resources

are targeted where they will achieve the most effective and sustainable outcomes for the highway network.

Transparency report – Technical Annex template

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	£7,236,918	£7,502,365	£8,008,861
Other **DfT** capital funding utilised by local authority for highways maintenance	£	£	£
Other **Government** capital funding allocated by local authority to Highways Maintenance	*£718,045*	*£48,382*	*£*
Other capital funding allocated to highways maintenance	*£2,473,381*	*£1,804,569*	*£*
Total Capital funding allocated to highways maintenance	*£10,428,344*	*£9,355,316*	*£8,008,861*

B1.1.2 - Additional information on funding figures

Other Government capital funding through Combined Authority allocation of Transforming Cities funding towards LED upgrade programme for Traffic signals. *Other Capital Funding allocated to Highways maintenance relates to Sefton Council Capital resources allocated to bulk LED Street lighting upgrade.*

B1.2 - Spending

B1.2.1 – Total spending

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**

Financial year	2024-25	2025-26	2026-27 (projected)
Total highways maintenance capital spend	£10,428,344	£9,355,316	*£8,008,861*
Total highways maintenance revenue spend	£3,500,374	£4,000,112	*£3,746,050*
Total spend	£13,928,718	£13,355,428	*£11,754,911*

B1.2.2 - Additional information on total spending figures

Capital spending figures do not include energy costs (e.g. power supplies to illuminated street furniture, etc.). Revenue spending figures relate to the Council's highway maintenance allocations.

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	£566,113	£0	£400,000	£100,000
Structural carriageway maintenance	£5,360,422	£0	£5,574,476	£347,000
Planned carriageway **repair / patching** programmes	£76,199	£0	£100,000	£20,000
Reactive carriageway maintenance				
Reactive carriageway **repairs / patching** (**temporary repairs**)	£2,000	£29,759	£2,500	£33,000
Reactive carriageway **repairs / patching** (**permanent repairs**)	£216,635	£1,828,431	£597,500	£1,167,000
Reactive carriageway **repairs / patching (total)**	£218,635	£1,858,190	£600,000	£1,200,000
***Other** carriageway-related spend*	£	£	£	£
Total	£6,221,369	£1,858,190	£6,674,476	£1,667,000

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

Capital spending for Preventative, Structural and repair/patching carriageway maintenance utilises baseline funding allocations (CRSTS) and Incentive Funding allocation (2026-27).

Note: 2025/26 Revenue funding allocations for Preventative, Structural and Planned Patching used to support reactive carriageway repairs.

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	10km	15km	7,268m^2	16,245m^2	100m^2
2026-27 projected	13km	12km	8696m^2	17,869m^2	110m^2

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**

B3 – Pothole repairs

B3.1 – Pothole/Defect intervention criteria

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
Prestige Footway (Defined high use, shopping areas)	*15mm*	*Schools, shops, hospitals, areas of large employment located adjacent to the highway. Hierarchy of streets adjoining. Visual Assessments*	*Response times are not specific to individual defect types, as they depend on the nature of the defect reported and the outcome of the risk-based assessment.*	*Response times are not linked to specific defect types, as all defects are assessed individually using a risk-based approach. For defects posing an immediate risk to*
Footway	*25mm*			
Carriageway	*40mm*			
Carriageway/footway at pedestrian crossing	*15mm*			
Kerb Defects (horizontal displacement) 50mm	*50mm*			

Designated Cycle Route Carriageway/footway	*25mm*	*Defect numbers including minor repairs.*	*However, the minimum requirement for both in-hours and out-of-hours situations is to attend the site and make the defect safe within two hours.*	*public safety, the minimum response requirement is attendance and implementation of make-safe measures within 2 hours, both in and out of hours. Defects assessed as urgent must be made safe within 24 hours through temporary or permanent repairs. All other defects are prioritised in accordance with the Council's repair categories, which include target completion times of 5 and 28 days based on risk and severity. Where a permanent repair requires a road closure or traffic management, emergency permitting arrangements may be used to undertake immediate repairs and ensure public safety is maintained.*

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26 (estimate)	*2789*

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
No data held	No data held	453	2330

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

Whilst potholes are primarily repaired through routine highway maintenance activities, preventative surface treatment technologies also play an important role in managing the road network. These proprietary treatments are applied to carriageways that are beginning to show early signs of deterioration, such as surface cracking, fretting, or loss of texture, helping to seal and strengthen the existing surface. By addressing defects at an early stage, these interventions can slow the rate of deterioration, extend the operational life of the road, and reduce the likelihood of potholes forming. This proactive approach supports a more cost-effective maintenance strategy by preserving road condition and reducing the need for more extensive repairs in the future.

Whilst pothole reports are captured and recorded on individual sections of the highway network, the reporting system does not currently provide a mechanism for extracting this information to determine the number of potholes rectified through planned structural maintenance and repair/patching programmes.

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)	£134.00	Unit/average cost of a temporary pothole repair on your network (reactive)	£78.00

B3.3.1 - Additional information on pothole prices (optional)

The figures above represent the total cost of delivering the works and include all associated expenditure. This encompasses labour costs, materials, plant and equipment, traffic management, site supervision, and any other resources required to undertake the works safely and efficiently. As such, the figures provide a comprehensive estimate of the overall cost of delivery, rather than the direct repair cost alone.

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?	**No**
3.4.2	If yes, do you base your material and process specifications on these longevity requirements?	**No**
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?	**No**

B3.4.5 - Evidence Summary

B3.4.2 - Compliance with Standards
All works are undertaken in accordance with the Specification for Highway Works, relevant British Standards, and any other applicable industry standards, specifications, or legislation to ensure consistency, quality, and compliance with best practice.

B3.4.3 - Quality Assurance and Monitoring
Prior to being issued to the contractor, all works are reviewed by a Senior Engineer to ensure the proposed repair is appropriate and proportionate to the defect identified. The quality of completed works is subsequently monitored through customer enquiries, defect reports, and follow-up inspections undertaken as part of the routine highway inspection programme. Any workmanship concerns identified are recorded within the Mayrise/Causeway asset management system and managed through the contractor's performance and defect correction processes.

B3.4.4 - Defect Records and Performance Monitoring
The Council maintains records of defect repairs, including dates of completion, and applies a 12-month warranty period to all works. Where defects attributable to workmanship are identified during this period, they are referred to the contractor for rectification within an agreed timescale. While tracking the long-term performance of individual repairs at a detailed level can be challenging, particularly without precise GIS-linked repair records and continuity of inspections, the Council continues to utilise available asset management systems and inspection data to monitor repair quality and identify recurring issues. The development of enhanced GIS-based asset management functionality, including location-specific repair histories and condition tracking, would further support the monitoring of defect performance and contractor workmanship over time.

B3.4.6 - Additional information

All defect repairs are recorded and covered by a 12-month warranty period. Any workmanship defects identified during this time are referred back to the contractor for rectification within an agreed timescale.
Some early quality issues relating to edge sealants were identified at the start of the contract; however, following engagement with the contractor, workmanship improved, helping to increase repair longevity. To further strengthen quality assurance, laboratory testing has been incorporated into the next contract.

The Council does not currently undertake formal long-term monitoring of individual repair performance.

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?	**No**

B3.5.3 - Evidence Summary

Public reports are submitted online and are automatically entered into the Causeway Mayrise system, where they are allocated to a Highway Inspector for assessment using a risk-based approach. Following inspection, the defect may result in an individual repair being raised, or it may be referred for further review and consideration as part of a future maintenance scheme. *The Council is currently upgrading its online pothole reporting process and Sefton website. As of August 2026, this work is approximately 60% complete and will introduce automated customer updates at key stages of the process, providing improved feedback and visibility on the progress of reported defects.*

B3.5.4 - Tools used for reporting

The Council uses Causeway Mayrise as its primary customer interface for recording and managing highway defect reports. Information on highway maintenance activities is also shared through the Council's website, communications team, and social media channels, helping to keep residents informed of reported defects, planned works, and service updates.

B4 – Maintenance of highway structures

B4.1 Highway Structures

ID	Question	Answer
4.1.1	Number of highway structures on your highway network	*107*
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	107 (scheduled for Feb 26, undertaken in 26/7)
4.1.4	Number of **General Inspections** carried out in 2025-26	1
4.1.5	Number of structures due a **Principal Inspection** in 2025-26 in accordance with CS450	53
4.1.6	Number of **Principal Inspections** carried out in 2025-26	*1*

B5 – Asset Management

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
	Highway maintenance strategy and works programme

5.1.3	Please provide the date it was last reviewed or updated	Date July 2026

5.1.4	Please provide proof of the review or update.
	The revised Policy and Strategy are scheduled to be presented to the Cabinet Member for approval on 16 September 2026. Subject to approval, the documents will provide the framework for future highway maintenance planning, investment decisions, and service delivery across the network.

B5.1.6 - Further context (optional)

The Highway Asset Management Policy and Strategy have recently been reviewed and updated to ensure they remain aligned with current legislation, national guidance, asset management principles, and the Council's strategic objectives for maintaining and improving the highway network. The updated documents set out the Council's approach to managing highway assets, prioritising investment, and delivering a risk-based and sustainable maintenance service.

Key aspects of highways asset management approach

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	Partial
Structures	Full	Partial
Drainage assets	Partial	None
Street lighting	Full	Full
Traffic signals	Full	Partial

5.2.1 - Further context (optional)

Drainage assets encompass a wide range of infrastructure. The Council maintains a comprehensive inventory of highway gullies and ACO drains, but only a partial inventory exists for underground highway drainage assets. Formal condition data for underground drainage is not routinely held, as asset condition can change significantly over time and is generally assessed during inspections, investigations, and maintenance activities. Comprehensive condition data is available for the footway network, supporting maintenance and investment decisions. However, condition data for cycleways is currently only partially available. Similarly, only limited condition information is held for traffic signal

assets, with the most recent network-wide assessment having been undertaken approximately three years ago. The Council continues to review opportunities to improve asset inventory records and condition data across all highway asset groups.

B5.3 – Asset data integration and management

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	
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 uses a range of asset inventory and condition data sources to support highway asset management and investment decisions. GIS-based information from Causeway Mayrise is used to record defect locations, inspection findings, and potential scheme sites identified by Highway Inspectors. PAS 2161 survey data provided by Gaist is integrated into GIS and MapInfo systems to support network analysis and programme development. In addition, SCANNER and SCRIM condition survey data is imported into Causeway Horizons to inform lifecycle planning, steady-state funding requirements, and maintenance optimisation programmes.

B5.4 – Lifecycle planning and investment decision-making

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

.3B5.4.4 - Evidence Summary

B5.4.1 & B5.4.2 *Lifecycle planning has been undertaken across the highway asset portfolio to support long-term asset performance and value for money. The Council has adopted a preventative maintenance approach where practical and cost-effective, implementing treatments that extend asset life and reduce the need for more extensive intervention. These activities are prioritised using condition data, asset management principles, and available funding, ensuring investment is targeted to maximise network resilience and longevity within budget constraints.*

B5.5 – Performance monitoring and continuous improvement

.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

B5.5.1 *The Council monitors asset management performance through a combination of contractual Key Performance Indicators (KPIs) and Department for Transport (DfT) national performance indicators. These measures provide assurance on service delivery, network condition, and contractor performance.*
B5.5.2 *Contractual KPIs are regularly reviewed and monitored to ensure they remain relevant, effective, and aligned with service objectives. Amendments may be made where agreed through the contract management process.*
B5.5.3 *Performance outcomes from national indicators, together with asset condition data and survey information, are used to inform investment decisions, prioritise maintenance activities, and support the development of highway maintenance programmes*
B5.5.4 *Independent audit reviews are undertaken periodically to assess service delivery, contract compliance, and the effectiveness of KPI monitoring and management arrangements.*

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**	**0.6 km**
6.1.3	For 2026-27, please provide the length of **footways** that you have earmarked for **preventative** maintenance treatments	**14 km**
6.1.4	Are priority footways and cycleways included in your winter service (e.g. gritting or snow clearance), and in a routine programme for keeping them clear of overgrown vegetation and debris (e.g. sweeping, cutting back)?	**Yes**
6.1.5	For 2026-27, are you planning to deliver structural or preventative maintenance to **cycleways** which is not yet covered as part of your carriageway maintenance programmes or footway maintenance programmes (e.g. segregated cycleways that are not shared with pedestrians or motorists). If yes, please set out the length of such cycleways that you have earmarked for:	**No**
	a. Structural maintenance / reconstruction (in km)	**In km**
	b. Preventative maintenance treatments (in km)	**In km**

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

Footways and cycleways across the borough are largely interconnected. Where maintenance works are required, repairs are typically planned and delivered as a single scheme to maximise efficiency, minimise disruption, and achieve better value for money, rather than treating footway and cycleway assets separately. This approach ensures that the overall condition and functionality of the route are maintained for all users.

B6.1.7 - Evidence Summary

The Council maintains a defined footway hierarchy based on factors including pedestrian usage, network function, location, and risk. This hierarchy informs inspection frequencies,

response times, maintenance priorities, and investment decisions, ensuring resources are targeted where they will deliver the greatest benefit.
Planned carriageway and footway resurfacing works are developed using asset condition data, inspection findings, and lifecycle planning principles, and are delivered through the Council's published highway maintenance programme. This approach supports a risk-based and evidence-led process for maintaining network safety, serviceability, and long-term asset performance.

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	**65%**
	b) Planned maintenance (routine/cyclical and/or risk-based)	**35%**
7.1.2	Does your authority utilise a digital drainage management platform, covering asset inventory, inspection history, sensor data, and risk scoring?	**No**
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

B7.1.2 - B7.1.4
The Council is continuing to develop its drainage asset management information and is currently configuring Causeway Mayrise to better manage and maintain records for gully assets. Existing GIS-based asset records are also utilised; however, further development is required to improve the completeness and integration of drainage asset data across the network.

Drainage asset location information is maintained through a combination of GIS mapping and records managed by the Flood and Coastal Erosion Risk Management (FCERM) team. These records support the identification, inspection, and management of drainage infrastructure and flood risk assets

Telemetry systems are in place at pumping stations to provide real-time monitoring and early warning of potential flooding issues. This information assists with operational responses and helps identify recurring flooding hotspots. The Council continues to review opportunities to enhance monitoring and asset information across the wider drainage network.

B8 – Skills and training

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

Asset management capability continues to be developed across the service, supported by a team of experienced and long-serving highway managers with significant operational and strategic knowledge. Staff development needs and competency gaps are identified and addressed through the annual appraisal process, with officers encouraged to participate in professional networks, training, and industry events to remain up to date with best practice. While highway-specific professional membership fees are not currently funded, the Council supports relevant professional development opportunities. In addition, both the Council and its contractors have a strong history of recruiting and developing apprentices and graduates, with many progressing into permanent roles within the highway maintenance service.

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

Sefton Council is committed to supporting early careers, skills development, and employability opportunities for residents through a range of partnerships, training programmes, and employment initiatives. Working alongside organisations such as Career Connect and Sefton@Work, the Council provides advice, guidance, employability support, and skills training to help individuals access education, apprenticeships, and sustainable employment.

The Council actively promotes apprenticeships, graduate placements, work experience opportunities, and vocational training across a variety of service areas. Particular focus is given to supporting young people, care leavers, and those facing barriers to employment through tailored programmes that offer mentoring, work placements, and pathways into permanent employment.

In addition, the Council works closely with schools, colleges, training providers, and local employers to develop workforce skills and create employment opportunities that meet local needs. This commitment helps attract new talent into the organisation while supporting

wider economic growth, social mobility, and long-term workforce sustainability across the borough

B9 – Adapting roads to withstand climate pressures

Climate and environmental conditions are key considerations in highway asset management, affecting asset performance, deterioration and long-term resilience. Weather events such as heavy rainfall, extreme temperatures and freeze-thaw cycles can accelerate the degradation of roads, footways and drainage infrastructure, increasing maintenance requirements and costs. Understanding these impacts enables authorities to plan preventative maintenance, target investment more effectively and reduce the risks associated with asset failure

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	**No**
9.1.3	If yes when did you last update this.	
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	**Yes**
	- Heat-resilient materials or surface treatments	**No**
	- Tree planting / shading for heat management	**Yes**
	- Other (please specify) - Electric vehicle charging points - Cycling and walking infrastructure (Active Travel)	**Yes**
9.1.6	- Have you measured and benchmarked the greenhouse gas emissions from your highways maintenance service using a recognised industry standard? Or do you have arrangements in place to do this, such as by signing up to the DfT funded ADEPT Carbon Leadership Programme.	**No**
9.1.7	Have you formally engaged with the DfT funded ADEPT live labs 2 Programme, to understand what lessons your authority can utilise to increase the efficiency of your operations and support decarbonisation efforts?	**No**

B9.1.8 - Evidence Summary

Following the declaration of a Climate Emergency, Sefton Council developed the Climate Emergency Strategy, which provides the strategic foundation for future plans, policies, and actions. The strategy demonstrates the Council's commitment to addressing climate change through a coordinated programme of mitigation and adaptation activities, while embedding sustainability considerations across service delivery and decision-making. Central to the strategy are seven key principles, which together form the CLIMATE framework. These principles guide the Council's approach to tackling climate change and serve as the foundation for both current initiatives and future action:

- *Carbon Reduction*
- *Leadership*
- *Innovation*
- *Mobilisation*
- *Adaptation*
- *Transformation*
- *Engagement*

Collectively, these principles promote a collaborative and ambitious approach to reducing greenhouse gas emissions, increasing climate resilience, driving behavioural change, and supporting the transition to a more sustainable future. They also reinforce the Council's commitment to working with residents, businesses, partners, and other stakeholders to deliver meaningful and lasting environmental improvements across the borough.
The full strategy can be accessed via https://www.sefton.gov.uk/media/4733/climate-emergency-strategy-final.pdf

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

To respond to the escalating challenges posed by climate change, Sefton Council has established a comprehensive and evolving framework that focuses on both climate mitigation and adaptation. This approach seeks to reduce carbon emissions generated through the Council's operations, services, and activities, while also strengthening the borough's resilience to the increasing impacts of a changing climate. As a low-lying coastal authority, Sefton faces a unique range of environmental pressures, including rising sea levels, increased flood risk, coastal erosion, extreme weather events, and risks to critical infrastructure and natural habitats. The Council's framework therefore combines targeted carbon reduction measures with long-term adaptation planning, ensuring that communities, assets, and essential services are better protected from current and future climate-related risks. Through this balanced approach, Sefton Council aims to contribute to national net-zero ambitions while safeguarding the borough's environmental, economic, and social wellbeing for future generations.

Sefton Council does not have a standalone "resilient road network plan" document, but it integrates resilience into its broader transport and planning strategies, including the new Liverpool City Region Local Transport Plan (LTP) which the council is involved in developing.

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

As part of the HM1 2025/26 Surfacing Programme, Sefton Council has demonstrated its commitment to delivering a more sustainable highway maintenance service by working closely with its term maintenance contractor to introduce innovative, lower-carbon materials into surfacing schemes across the borough.

B10.1.5 - Further context on your innovation activities

Supporting the Council's wider environmental objectives, the programme has focused on reducing carbon emissions, maximising the reuse of existing materials, minimising waste sent to landfill, and sourcing products from within Sefton wherever possible. By embracing new technologies and sustainable construction practices, the Council is actively reducing the environmental impact of highway maintenance while continuing to invest in the long-term condition of the road network.

10.2 – Examples of innovations that have been adopted

Warm Mix Asphalt (WMA)
Several sites were selected for the use of Warm Mix Asphalt (WMA), with performance to be monitored over the next 12 months. Unlike conventional hot mix asphalt, WMA is manufactured at temperatures up to 40°C lower, significantly reducing the amount of fossil fuel required during production.
This reduction in manufacturing temperature delivers an estimated carbon saving of approximately 15% per scheme, whilst maintaining comparable performance characteristics to traditional asphalt materials.

The material was used at the following locations:

Location	***Date***	***Quantity***	***Material***
Hatton Hill Road	*Apr 2025*	*275.2 tonnes*	*AC20 Dense Binder*
Heysham Road	*May 2025*	*195.8 tonnes*	*AC20 HDM Binder*
Sefton Lane	*May 2025*	*227.4 tonnes*	*SuperCurve*
Scaffold Lane	*May 2025*	*108.3 tonnes*	*AC20 HDM Binder*
Rotten Row	*Jul/Aug 2025*	*326.0 tonnes*	*AC20 HDM Binder*
Rotten Row	*Jul/Aug 2025*	*240.5 tonnes*	*AC10 Close Graded Surface Course*

The use of WMA's provides an additional operational benefit, allowing roads to be reopened to traffic earlier. The lower production temperatures reduced the cooling period required before trafficking, helping to minimise disruption to road users.

Clause 948 Cold Recycled Foamed Bitumen
The Council also utilised Clause 948 Cold Recycled Foamed Bitumen on a number of schemes during 2025/26. This innovative material incorporates 100% recycled asphalt planings recovered from sites across the borough, including asphalt waste containing coal tar (AWCCT).

Traditionally, AWCCT material must be disposed of at specialist hazardous waste landfill facilities at a cost of approximately £180 per tonne. Through the use of Clause 948 technology, this material can instead be recycled and incorporated into roadbase and binder course layers, creating a sustainable alternative to conventional hot mix asphalt.

During 2025/26, a total of 668 tonnes of AWCCT were successfully recycled, generating an estimated disposal cost saving of £120,240. In addition, the cold recycling process delivered an estimated 65% reduction in carbon emissions compared with traditional asphalt construction methods.

The material was used at the following locations:

Location	*Date*	*Quantity*
A59 Maghull Footway	*Aug 2025*	*168 tonnes*
Moorside Road	*Aug 2025*	*229 tonnes*
Sandringham Road	*Sep 2025*	*271 tonnes*

SuperCurve Asphalt
SuperCurve surface course material was further rolled out across the network during 2025 following a successful trial at the Port of Liverpool. The material was initially assessed as a potential alternative to traditional Hot Rolled Asphalt (HRA), with performance outcomes demonstrating its suitability for wider use.
Manufactured locally within Sefton, the use of SuperCurve reduced transportation distances and associated wagon movements, contributing to estimated carbon savings of between 8% and 10% compared with conventional alternatives.

The material was used on the following schemes:

Location	*Date*	*Quantity*
Hatton Hill Road	*Apr 2025*	*167.5 tonnes*
Heysham Road	*May 2025*	*123.2 tonnes*
Sefton Lane	*May 2025*	*227.4 tonnes*
Scaffold Lane	*May 2025*	*108.3 tonnes*
Ormskirk Road	*Jul 2025*	*275.3 tonnes*
A59 Northway	*Oct-Dec 2025*	*2,125.1 tonnes*

The adoption of Warm Mix Asphalt, Clause 948 Cold Recycled Foamed Bitumen, and SuperCurve asphalt throughout the HM1 2025/26 Surfacing Programme demonstrates Sefton Council's commitment to reducing the environmental impact of highway maintenance operations. By utilising locally sourced materials, increasing the reuse of existing highway assets, reducing production temperatures, and minimising waste sent to landfill, the programme has delivered measurable carbon and financial savings whilst continuing to maintain the borough's highway network to a high standard.

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?	**No**
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?	**No**

11.1.6 - Evidence Summary

11.1.1 In addition to the agreed Performance based Inspections, we have a KPI to undertake additional routine inspections of streetworks reinstatements. This ensures we are protecting our assets as much as possible, within our available resource.

11.2.2 Informal discussions have commenced with neighbouring colleagues on the feasibility of a lane rental scheme. These discussions will determine next steps and possible progression to a full business case.

11.1.3 Highway maintenance programmes form part of our regular performance meetings with utility companies.

11.1.4. The permit scheme is reviewed every three years in accordance with the guidance documents. The last review covers the period 2021 – 2024 and is published on our website Permit Scheme

B11.1.7 - Further context

We have recently increased our internal resource to meet the increasing number of permit applications we have been receiving and using all available co-ordination tools to minimise disruption, as far as reasonably practicable.

B12 – Managing highways maintenance contracts effectively

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 £/m² 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?	**Yes**

12.1.5 - Evidence Summary

Sefton Council is committed to delivering a high-quality, efficient and best-value highways maintenance service. A suitably qualified in-house team is supported by specialist external consultants where required, ensuring access to the necessary expertise to manage the highway network effectively. The highways maintenance contract was procured on a best-value basis, balancing quality and cost, and includes a range of performance-based KPIs that are actively monitored to drive continuous improvement. Contract arrangements promote permanent, right-first-time repairs wherever safe and practical, reducing repeat visits and minimising disruption.

B12.1.6 - Further context

Sefton Council retains a strong in-house technical team, ensuring that highway maintenance strategies, treatment selection and asset management decisions remain client-led and aligned with local priorities. This expertise enables the Council to independently assess and challenge proposed works, ensuring investment is directed towards the most appropriate and cost-effective interventions. Value for money is monitored through the comparison of scheme delivery costs against industry benchmarks and historical contract data, helping to identify efficiencies and inform continuous improvement initiatives.

Contract performance is actively managed through regular review meetings, where Key Performance Indicators (KPIs), quality standards and Best Value outcomes are scrutinised, and improvement actions are agreed and tracked. Performance is also linked to contract extension provisions, providing a clear incentive for sustained high standards throughout the contract term