Highways maintenance transparency reports template

Contents

Transparency report – Core report template

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

A1 – What we are responsible for maintaining

Guidance - Please provide a short, factual overview of the highways network that your authority is responsible for maintaining. This section should help local people understand the scale of the network you look after.

You must include headline quantitative figures (lengths) for the following assets as a bulleted list to ensure readability:

- **Carriageways** – total length (617 km)
- **Footways** – total length (748 km)
- **Structures**- 172 Bridges
- **Highway electrical** – 22000 Street Lights, 100 sets of traffic signals
- **Green infrastructure**- Verges and trees
- Other- including 31,961 Gullies, road markings & studs, Vehicle & pedestrian Barriers

Halton faces significant challenges in maintaining its highway network due to its unique development history and the diversity of its assets. The borough comprises the historic towns of Widnes and Runcorn, which developed around traditional town centres, together with the infrastructure created during the rapid expansion of Runcorn New Town in the 1960s and 1970s. This introduced a distinctive transport network based on Radburn planning principles, including high-speed urban expressways, a dedicated busway system, and extensive segregated pedestrian and cycle routes.

As a result, Halton is responsible for maintaining a complex range of highway assets, including carriageways, footways, bridges, drainage systems, traffic signals, street lighting, cycleways and public rights of way. Many of these assets are now ageing and require increasing levels of investment to maintain their condition and functionality at similar times.

The borough also faces pressures from increasing traffic demand, climate change, severe weather events and constrained maintenance budgets. The extensive network of segregated footpaths and cycleways, while providing important sustainable transport benefits, places an additional maintenance burden on the authority. Managing these challenges requires a risk-based asset management approach that prioritises investment, maintains network resilience and delivers the greatest value from available funding.

A2 – Road conditions in *Halton*

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	1.1%	11.7%	87.2%
2024	1.1%	13.7%	85.2%
2025	1.1%	14.2%	84.7%

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	2.3%	15%	82.7%
2024	2.0%	16.7%	81.3%
2025	2.0%	17%	81%

A2.3. U roads

Year	Percentage of road in red category
2023	22%
2024	27%
2025	27%

Guidance – Please include the following text to explain the meanings of the condition indicators:

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

In addition to the 2026-27 SCANNER survey of the classified road network, Halton has commissioned an accredited PAS 2161 Driven Visual Survey for carriageways and footways. The results, expected later this year, will provide an independent, evidence-based assessment of network condition.

This decision was partly driven by concerns that previous condition data for the unclassified (U) road network, derived from a series of CVI surveys, did not always accurately reflect actual road conditions. There were also concerns regarding the reliability, accuracy, and consistency of these assessments. Defects of varying severity appeared capable of contributing to a road being classified as "red", while the assessment criteria did not always appear to be applied consistently across the network.

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

A3.1. – What is a pothole?

A pothole is a localised, failure of a carriageway, footway, where material has been lost from one or more pavement layers, creating a depression or void that may present a hazard to highway users. For inspection and intervention purposes, a pothole is defined as having a depth of 40 mm or greater in a carriageway, or 25 mm or greater in a footway or crossing point

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

Halton Borough Council has, for a number of years, adopted a proactive approach to highway maintenance aimed at preventing the development and accumulation of potholes and other surface defects. This approach focuses on planned preventative maintenance treatments, including surface preservation, surface dressing, and TexBand application to centre lines and other joint failures. These measures are designed to maintain the integrity of the highway surface by preventing water ingress, which is a primary cause of pavement deterioration, thereby extending the service life of the network and reducing the need for reactive repairs

1409 permanent patches were carried out across the carriageway network from public and safety inspections

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

Members of the public can report highway defects and other transport-related issues through Halton Borough Council's 24-hour Contact Centre. Reports received during office hours are directed to the Highways Department, while urgent issues reported outside normal working hours are referred to the relevant highway inspector. The Council also provides online reporting and contact facilities via its website, including dedicated channels for highway and street lighting enquiries under the "Report Your Transport Issues" section.

Report your transport issues

A3.4. What happens after a pothole is reported

Upon receipt of a reported highway defect, a Highway Safety Inspector will attend as soon as reasonably practicable, taking account of the nature, severity, and potential risk of the issue. The inspection will verify the defect, assess the risk to highway users, and determine whether intervention is required. Findings will be recorded and appropriate action taken in accordance with the Council's Highway Safety Inspection

Policy and risk-based maintenance approach. Where intervention criteria are met, a works order will be raised with an appropriate response timescale. Defects below intervention levels will be monitored or considered within future planned maintenance programmes. Temporary safety measures may be implemented where necessary, such as barriers and other traffic management.

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	£ 20,802,396	£ 16,835,143	£ 12,353,788
Of which spent on:			
Carriageways	£10,876,129	£ 11,404,741	£ 4,782,010
Footways	£ 5,727,397	£ 2,497,266	£ 3,731,202
Structures (for example bridges or tunnels)	£ 2,063,734	£ 1,460,801	£ 653,682
Drainage	£ 507,933	£ 814,925	£ 498,261
Street lighting	£ 1,627,203	£ 657,410	£ 2,688,633
Other assets	£	£	£

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	£ 17,205,870	£ 14,744,197	£11,335,07880
[if applicable]: Additional highways maintenance funding provided by the Council or third parties	£ 4,842,017	£ 4,824,929	£ 4,507,906
Total	£ 22,047,887	£19,569,126	£ 15,842,984

A5 – Our maintenance plans for this year

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

Works for 2026-27 will comprise but not exclusively to Carriageway and footways, these works will include

Types of works

- Rejuvenation and preservation 12km
- Surface dressing 8km
- Resurfacing schemes 6.5km
- Footway schemes of surface dressing 4.6km
- Footway schemes to improve the surface and crossing facilities at 10 locations

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

Carriageway				**Footway**		
Preservation & Rejuvenation	**Surface dressing**	**Surfacing**		**Surface dressing**	**Schemes**	
Silver jubilee complex	Barnfield ave	Leigh ave		Ashville	Beaconsfield rd	
Halton Brook estate	Main street	Lockett Rd		Central expressway	Beaconsfield cres	
Windsor Grove estate	Ascot Ave	Hale rd Bridge		Green Oaks Way	Tuson Drive	
Cherry Sutton estate	Sandy Lane Weston rd	Everitte rd		Sandymoor	Sandringham rd	
	Desoto Rd	Speke Rd (Southbound Everitte to Slip)		A56 Whitehouse	Balmoral rd	
	Ashley way	Gorsey Ln			A56 by hotel & Guinness	
	Weates Cl	Dans Rd			Crow wood lane (part)	
	Peel House ln	Halton rd (part)			Grosvenor road estate crossings	
		Barrows Green lane (chorleys ln-Roundabout)			Warrington Rd crossing	
		Murdishaw rbout				
		Waterloo rd (part)				
		Morval cres (part)				
		Barnfield ave (2 parts)				
		Picton Ave (part)				
		Union St				

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

Highway maintenance programmes are developed using a combination of asset condition data, engineering assessment and local knowledge to identify those areas of the network most in need of improvement.

Information is gathered from a range of sources, including SCANNER and SCRIM surveys, highway safety inspections, visual condition assessments, historic maintenance records, defect reports and planned highway improvement schemes. This information is supplemented by feedback and observations from highway inspectors and engineers, local councillors and public.

All relevant data is incorporated within the Council's Causeway Horizons Asset Management System, which applies agreed asset management principles to determine the most appropriate treatment for each section of highway. Treatments may include reconstruction, resurfacing, patching or surface dressing, taking account of network condition, treatment costs and available budgets.

The resulting programme is reviewed by highway engineers to ensure that available funding is targeted effectively, delivering best value for money and the greatest benefit to the highway network and its users.

Transparency report – Technical Annex template

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

B1 - Highways maintenance funding and spending figures

B1.1 – Capital funding allocation sources

Financial year	2024-25	2025-26	2026-27 (projected)
Highways maintenance capital funding allocated through DfT	£	£	£
Other **DfT** capital funding utilised by local authority for highways maintenance	£	£	£
Other **Government** capital funding allocated by local authority to Highways Maintenance	£ 17,205,870	£ 17,744,197	£ 11,335,078
Other capital funding allocated to highways maintenance	£ 1,025,600	£ 1,753,499	£ 11,335,078
Total Capital funding allocated to highways maintenance	£ 18,231,470	£ 16,497,696	£ 12,888,578

B1.1.2 - Additional information on funding figures

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**

Financial year	2024-25	2025-26	2026-27 (projected)
Total highways maintenance capital spend	£ 18,231,470	£ 16,497,69,	£ 12,888,578
Total highways maintenance	£ 3,816,417	£ 3,071,430	£ 2,954,406

revenue spend			
Total spend	£ 22,047,887	£ 19,569,126	£ 15,842,984

B1.2.2 - Additional information on total spending figures

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		224,770		255,735
Preventative carriageway maintenance	£ 1,071,920	£	£ 1,170,000	£
Structural carriageway maintenance	£ 8,685,390	£	£ 1,502,340	£
Planned carriageway **repair / patching** programmes	£ 451,592	£ 102,903	£ 1,305,259	£ 117,916
Reactive carriageway maintenance				
Reactive carriageway **repairs / patching** (**temporary repairs**)	£	£	£	£
Reactive carriageway **repairs / patching** (**permanent repairs**)	£	£ 265,827	£	£ 251,743
Reactive carriageway **repairs / patching (total)**	£	£ 265,827	£	£ 251,743
***Other** carriageway-related spend*	£ 442,185	£ 189,030	£	£ 169,526
Total	£10,651,087	£ 557,760	£ 3,977,599	£ 539185

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

B2 – Highway Maintenance Activity (Surface Treatments and Repairs)

B2.1 – Road resurfacing and surface treatments

Financial year	Road receiving preventative road surface	Road receiving planned structural	Area receiving planned repair /	Area receiving reactive repair /	Area receiving reactive repairs/

	treatments (length, km)	maintenance (length, km)	patching programmes	patching (permanent methods)	patching (temporary methods)
2025-26	9.7km	4.km	4,686m^2	#m^2	N/Am^2
2026-27 projected	20km	6.5km	#m^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.	**No**

B2.1.2 – Further information and context

A programme of retexturing is being trailed on parts of the network identified as part of the skid resistance policy A series of concrete roads are being sealed with a proprietary grouted macadam Does not include the pre patching for surface treatments	**Yes / No**

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
P1	40 mm in carriageway	Score 16	2hrs	
P2	40mm	8-15		24hrs
P3	40 mm	5-7		5 working days
P4	40mm	2-4		14 w days
P5	40 mm	1		28 w days

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26 (estimate)	*1409*

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]	N/A	1409

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

In answer to 3.1, Halton employs the following
The risk factor for a particular risk is
Risk Factor = Likelihood score x Consequence score.
Likelihood of Event Occurring is the inspector's assessment of likelihood of the defect affecting the safe passage of vehicles along the highway, or affecting the structural integrity of the highway. It follows an assessment of the road Hierarchy and the location of the defect within the road.
Consequence of Event Occurring – The impact/severity is quantified by assessing the extent of damage likely to be caused should the risk be realised. The main consideration of impact/severity is the magnitude or dimension of the defect. However, other variables such as road speed may also affect the likely impact

		Consequence			
		Low (1)	Medium (2)	High (3)	V High (4)
Likelihood	Low (1)	1	2	3	4
	Medium (2)	2	4	6	8
	High (3)	3	6	9	12
	V High (4)	4	8	12	16

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

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

B3.3 - Prices of pothole interventions

Unit/average cost of a permanent pothole repair on your network (reactive)	£95	Unit/average cost of a temporary pothole repair on your network (reactive)	£ NA

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

Halton don't have a temporary repair policy for defects all defects are repaired on a permanent basis as per the highway contract at the time of visiting site

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?	**NA**
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

The term maintenance contract is set up to only allow for permanent repairs

B3.4.6 - Additional information

All works order raised by an inspector is subsequently followed up with a site visit to check for compliance with specification and contract requirements
There is no system in place to measure longevity of works, however the inspections are carried out to check quality of works and materials

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

Any defect that requires remedial action is recorded within the Council's works ordering system. Records of completed works are extracted annually and used to create a GIS layer identifying locations where maintenance interventions have been undertaken. This layer is then combined with condition survey data and other asset management information to support the development and prioritisation of future highway maintenance programmes.
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

Please see A3.3. Report your transport issues

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	231
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	

4.1.3	Number of structures due a **General Inspection** in 2025-26 in accordance with CS450	172
4.1.4	Number of **General Inspections** carried out in 2025-26	129
4.1.5	Number of structures due a **Principal Inspection** in 2025-26 in accordance with CS450	14
4.1.6	Number of **Principal Inspections** carried out in 2025-26	1

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
	Highway Infrastructure Asset Management Plan HIAMP 2026 Consultation.pdf

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

5.1.4	Please provide proof of the review or update.
	See below
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.
	See below

B5.1.6 - Further context (optional)

The current Highway Infrastructure Asset Management Plan (2026-2029) has been reviewed by the Policy and Performance Board on the 11th February 2026 as part of the scrutiny process and is scheduled to be presented to the Executive Board in September 2026 for approval. Subject to approval, the plan will then be published on the Highway Asset Management webpage.

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	Partial
Footways and cycleways	partial	Partial
Structures	Full	Full
Drainage assets	Full above ground	Partial
Street lighting	Full	Full above ground
Traffic signals	Full	Full above ground

5.2.1 - Further context (optional)

The condition of all adopted footways and footpaths is monitored through the Council's routine highway safety inspection regime. New build housing estates are incorporated into the highway asset inventory upon completion of the Section 38 adoption process. Records relating to adopted cycleways are currently being reviewed, as the legal orders establishing parts of the network cannot be readily verified from historical records.

Drainage assets such as gullies locations are known as is their condition however underground assets are not so clearly recorded

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	
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)

Condition data from a variety of survey types and years, including SCANNER, SCRIM and visual inspections, is uploaded and maintained within the Horizons asset management system. This information is supported by records of capital and revenue maintenance activities undertaken across the network. The core highway inventory is routinely updated to incorporate new assets and network changes, with complementary asset data managed through associated systems and platforms, including KaarbonTech Gully Hub. Separate asset databases are also maintained for highway structures and highway electrical assets, ensuring that specialist asset information, inspections, maintenance records and lifecycle data are effectively managed.

B5.4 – Lifecycle planning and investment decision-making

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

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

B5.4.4 - Evidence Summary

Halton adopts a preventative asset management approach, using a variety of maintenance treatments to ensure that the right treatment is applied at the optimum point in the asset lifecycle. These treatments include carriageway rejuvenation for newer roads, preservation treatments for carriageways in good condition, surface dressing and micro-surfacing for roads showing moderate deterioration, and surface inlays for roads in poorer condition. Where structural deterioration or sub-base failure is evident, full carriageway reconstruction may be necessary. Whilst there are no defined lifecycle planning for structures the outputs from inspections provide the evidence base for future works.

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

Halton as part of the Liverpool city region have a range of KPIs that are discussed at asset management meetings, the trends help show what is happening within the authority and as such help guide future works. Halton's term maintenance contract was awarded following a competitivity tendering 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**	**4.1 km**
6.1.3	For 2026-27, please provide the length of **footways** that you have earmarked for **preventative** maintenance treatments	**4.6 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

All cycleways are covered as part of either the carriageway or footway maintenance programme, this included the use of rejuvenation of the cycleway over the Silver Jubilee bridge as part of the carriageway works. 2.6km of surface dressing is being applied to the shared cycle/footway that adjoins the Central expressway

B6.1.7 - Evidence Summary

B7 – Drainage

ID	Question	Answer
7.1.1	Please provide an estimate of your drainage maintenance expenditure split (in percentages) between:	**£135,400**
	a) Reactive (incident- or failure-driven) maintenance	**4.7% for A**
	b) Planned maintenance (routine/cyclical and/or risk-based)	**95.3% for B**
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	**No**
	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

7.1.2 Kaarbontech technology has been used for asset management of the highway surface water assets

7.1.3 surface water ponding is not an issue that has resulted in carriageway deterioration and any ponding issues resolved by appropriate measures 7.1.4 Smart sensors have been deployed at Keckwick brook to monitor the river level adjacent to the subway and Hale Gate road to monitor tidal rises that may overspill onto the carriageway ,

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

free text, optional – 100 words maximum

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** **Yes**
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

8.1.3, No for contribution towards cost of professional membership, with Yes for cost for professional development 8.1.4 Chartered engineers are employed to support our in house team 8.1.5 Historical GAP analysis was completed and actioned a number of years ago, and is being updated as part of highway department restructure 8.1.6 Tarmac as our term maintenance contractor have a an obligation to apprentices and do school liaison workshops that involve interview training.

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

Free text – optional – maximum 150 words. As part of this we would find it particularly helpful to know about any early careers support you provide.

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.	**02/2026**
9.1.4	Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	**Yes** – **formally recorded**
9.1.5	Which climate-adaptation measures are currently implemented on your network?	
	- Targeted drainage upgrades or maintenance	**Yes**
	- Natural flood management / SuDS	**Yes**
	- targeted slope / ground stability / landslip mitigation	**Yes**
	- Heat-resilient materials or surface treatments	**Yes**
	- Tree planting / shading for heat management	**No**
	- Other (please specify)	**Yes / No** (if yes, please specify)
	- None of the above	**Yes / 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?	**Yes**

B9.1.8 - Evidence Summary

Targeted drainage works are carried out by identifying those assets that in need of works that are known to sit in flood risk management zones.
Reservoir inspection are routinely conducted to inspect the ground stabilisation of the embankments
Polymer modified materials are used in asphalt (tarmac) mixes to improve the performance and durability of the pavement especially for greater resilience to warmer climate temperatures
Halton have signed up and participated in the ADEPT carbon leadership programme as the 3rd Authority and will be retracked in 2026 to review any changes with ADEPT

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

Halton are signed up to take part in the September 2026 ADEPT live lab 2 workshop in Manchester and have attended Liverpool live lab 2 expo with ADEPT at the Hilton Hotel March 2025.

B10 – Innovation

ID	Question	

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

Halton has carried out a trial using a rejuvenation treatment alongside a preservation treatment to see whether applying both at the same time provides additional benefits. The aim is to determine whether the preservation treatment helps protect and extend the effectiveness of the rejuvenation treatment, and to identify any potential adverse effects. Laboratory analysis of the surface core samples are still ongoing, these finding will be shared once complete
Warm mix tarmac is used at specific locations as appropriate to the scheme

B10.1.5 - Further context on your innovation activities

Free text – optional - 100 words maximum

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.

The use of rejuvenation and preservation spray treatments has been successfully implemented across a number of sites, with repeat applications undertaken where appropriate to extend asset life and maximise the benefits of the treatment.

Thermal mapping has been used for several years to identify winter cold spots across the network. This targeted approach enables winter maintenance activities to focus on specific locations, improving efficiency and reducing the need to treat the entire network. Virtual sensors as part of winter maintenance

Grouted macadam surfacing has been introduced at bus stop locations to improve durability and reduce the risk of rutting caused by frequent braking and standing vehicles. This has helped to enhance the longevity of these high-stress areas and reduce future maintenance requirements.

Tactile imprint paving has been used at crossing points and is part of both our main term contract and our small works contract

Mandated that all PMBs are used in all surface course materials. Warm mix materials have been used since 2013.

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?	**No**
11.1.5	Have you conducted a traffic sensitive review in the last three years?	**No**

11.1.6 - Evidence Summary

The potential introduction of a Lane Rental Scheme is currently being evaluated by officers, with the findings intended to inform a report for consideration by senior management.

Engagement with utility companies remains strong through regular roundtable discussions involving utility representatives and Halton Borough Council's Highways Department. These meetings provide a valuable forum for discussing planned works and future schemes across the network, helping to support coordination and minimise disruption.

While a Permit Scheme evaluation has been conducted and Traffic Sensitivity Review have not been undertaken within the last three years, the need for both reviews has been recognised and remains under active consideration. As service resilience and staffing capacity continue to improve, these requirements will be reviewed to ensure the Council continues to support the effective management of its highway network and fulfil its statutory responsibilities

B11.1.7 - Further context

LCRIG are hosting a webinar on traffic sensetivity

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 £/m² of road surface treatments, or £/pothole repair) for core highways	**Yes**

	maintenance activities delivered under contract and compare them against benchmarks or historic performance?	
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

12.1.2 Competitive tendering, material costs for different locations, review different material options and processes for the same site to have the best outcome for that specific site. Benchmarking as part City region peer workshops
KPIs as part of term maintenance contract, these are reviewed monthly with the term maintenance contactor

B12.1.6 - Further context

Free text – optional – maximum 150 words