



Communities and Neighbourhoods Scrutiny Board (4)

Time and Date

10.00 am on Thursday, 3rd September, 2026

Place

Diamond Rooms 1 and 2 - Council House

1. **Apologies and Substitutions**
2. **Declarations of Interest**
3. **Minutes** (Pages 3 - 6)
 - a) To agree the Minutes of the previous meeting held on the 2nd of July, 2026.
 - b) Matters arising.
4. **Cabinet Member Priorities** (Pages 7 - 36)

Briefing Note of the Director of Law, Governance and Safer Communities.
5. **Highway Maintenance Including Pothole Repairs** (Pages 37 - 44)

Briefing note of the Director of City Services.
6. **Work Programme 2026/2027** (Pages 45 - 50)

Briefing note of the Scrutiny Coordinator.
7. **Any other items of public business which the Chair decides to take as matters of urgency because of the special circumstances involved**

Julie Newman, Director of Law, Governance and Safer Communities, Council House, Coventry

Wednesday, 26 August 2026

Note: The person to contact about the agenda and documents for this meeting is Asher Veness Email: asher.veness@coventry.gov.uk

Membership: Councillors E M Reeves (Chair), M Fogden, A Hopkins, M Lapsa, D McCann and S Nazir

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Asher Veness**Email: asher.veness@coventry.gov.uk**

Coventry City Council
Minutes of the Meeting of Communities and Neighbourhoods Scrutiny Board (4)
held at 10.00 am on Thursday, 2 July 2026

Present:

Members: Councillor E M Reeves (Chair)
 Councillor M Fogden
 Councillor A Hopkins
 Councillor S Keough
 Councillor D McCann
 Councillor S Nazir

Employees (by Service Area):

Law and Governance G Holmes, A Veness

Housing and
Communities J Crawshaw, P Fahy

Apologies: Councillor P Hetherton
 Councillor M Lapsa sub Keough

Public Business

67. Declarations of Interest

There were no disclosable pecuniary interests.

68. Minutes

The minutes of the meeting held on 12th of March 2026 were agreed and signed as a true record.

There were no matters arising.

69. Severe Weather Emergency Protocol Update

The Board considered a Briefing Note of the Director of Care, Health and Housing that set out the changes to the Severe Weather Emergency Protocol in Coventry and the rationale for these changes.

Officers explained how SWEP in 2025–2026 had transitioned from a high-volume emergency response to a more targeted and controlled service aimed specifically at people sleeping rough. This had resulted in better use of resources, improved engagement, and a more consistent delivery model.

However, they also highlighted emerging challenges around access, communication, and the need to respond more effectively to both new rough sleepers and individuals with no recourse to public funds. SWEP is there as a

response to support people who are rough sleeping and it could be seen that previously it was used by many others. It could provide opportunities to engage people earlier, but when the Rough Sleeping Team did this, it took attention away from those people sleeping out at night now and reduced the input for the people the service is targeted at.

In considering the briefing note, the Board questioned officers and the Cabinet Member, received responses, and discussed matters as summarised below:

- Before the implementation of the new policy, out of 334 rough sleepers referred 101 did not show up to accommodation.
- Officers explained that not all homeless people were rough sleepers, as they could be in temporary accommodations or “sofa surfing”, however all rough sleepers were homeless.
- That although budget savings had not been a reason for the policy change there had been financial savings as a result of the new policy as a better targeting those in need.
- The Council worked in conjunction with charities such as the Salvation Army to provide temporary accommodation to as many people as needed.
- Officers assured the Board that no one missed out on the service that needed it and that there was always temporary accommodation available for anyone that qualified for it.
- That although the Salvation Army had stringent criteria for those they housed, SWEP did not and would always provide accommodation regardless of drug use, criminal background or immigration status.
- That SWEP applied to both hot and cold weather and had come into effect at the most recent heatwave.
- SWEP could involve other emergency weather support, such as in hot weather providing water and space to stay out of the sun.
- SWEP could also come into effect if there was heavy rain or other dangerous weather conditions that could be dangerous for rough sleepers, in situations like these it was up to the discretion of the officers.

Officers agreed to circulate data surrounding previous years rough sleepers and homeless accessing SWEP compared to numbers following the changes to policy.

RESOLVED The Communities and Neighbourhoods Scrutiny Board (4) noted the content of the briefing note made the following recommendations to the Cabinet Member for Housing and Communities.

- 1. Bring a written report to the board following the completion of consultation with partners on the impact of the changes.**

70. Work Programme 2026/2027

The Communities and Neighbourhoods Scrutiny Board (4) received a Briefing note of the Scrutiny Co-ordinator that provided committee members an opportunity to discuss potential items for the work programme 2026-27. The draft work programme for the Community and Neighbourhoods Scrutiny Board (4) for 2026-27 was attached at Appendix 1.

Scrutiny work programmes are working documents and will adapt and change over the year to react to Members' requirements. Any item agreed at this meeting does not preclude any future amendments to the work programme.

Items brought over from the previous year were discussed as well as a document analysing work programme items covered in previous years detailing which had been covered and how the item was progressed.

RESOLVED that the Communities and Neighbourhoods Scrutiny Board (4) noted the work programme and agreed to add the following items to the work programme following consultation with officers:

- **Empty Properties Strategy**
- **Local Housing Authorities Temporary Accommodation Fund**
- **Litter Picking Task and Finish Group**
- **Cultural Gateway Spend**
- **Saint Basils Work Scheme**
- **Potholes and Road Surface Quality**

71. Any other items of public business which the Chair decides to take as matters of urgency because of the special circumstances involved

There were no other items of public business.

(Meeting closed at 10.48 am)

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To: Communities and Neighbourhoods Scrutiny Board (4)

Date: 3 September 2026

Cabinet Portfolio: Cabinet Member City Services, Cabinet Member Housing and Communities

Subject: Cabinet Member Priorities 2026-27

1 Purpose of the Note

- 1.1 To provide an overview of the Cabinet Member priorities which sit with the remit of the Communities and Neighbourhoods Scrutiny Board (4) in order to identify potential work programme items.

2 Recommendations

- 2.1 The Communities and Neighbourhoods Scrutiny Board (4) is recommended to:
 - 1) Consider the information provided at Appendix 1 and 2, as well as at the meeting
 - 2) Identify any items for the work programme 2026-27

3 Information and Background

- 3.1 One of Scrutiny's role is to hold the Executive to account by reviewing decisions made by the Cabinet before they are implemented (pre-scrutiny) or after they are enacted.
- 3.2 The Communities and Neighbourhood Scrutiny Board (4) has the responsibility of scrutinising the portfolios of the Cabinet Member City Services and the Cabinet Member Housing and Communities.
- 3.3 Each Scrutiny Committee/Board has a Work Programme which is determined by that Committee/Board, where items for Scrutiny are identified for the municipal year.

Appendix1: Priorities for Cabinet Member City Services

Appendix 2: Priorities for Cabinet Member for Housing and Communities

Gennie Holmes
Scrutiny Co-ordinator
Law, Governance and Safer Communities
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Cabinet Member City Services

Priorities for 2026/27



City Services: Environmental Services

Priorities and Objectives 2026 / 27

The Environmental Service Teams focus on delivering safe, reliable and high-quality frontline services which support the Council's ambitions. The service priorities for 2026/27 are:

Delivering Waste Reform and Improving Recycling

- Introduction of a separate weekly food waste collection service for all residents
- Increase participation in recycling services whilst improving the quality of material collected
- Refresh the out-of-date Waste and Resource Strategy to identify and support future service and infrastructure requirements.

Create Cleaner and Safer Neighbourhoods

- Implementation of new dedicated teams to improve street cleanliness and respond more effectively to flytipping and other environmental issues
- Improve partnerships and collaboration to maximise resources and opportunities to tackle environmental antisocial behaviour
- Continue to support and grow the Community Litter Picking volunteer groups across the City

Enhance Open Space and Biodiversity

- Maintaining and increasing Green Flag status across parks and open spaces
- Managing the inspection and maintenance of the Council's tree stock to ensure public safety.
- Identifying and delivering projects to enhance biodiversity and support climate resilience initiatives
- Increasing community participation and engagement to support cleaner, greener and more resilient neighbourhoods.

City Services: Environmental Services (continued)

Priorities and Objectives 2026 / 27

The Environmental Service Teams focus on delivering safe, reliable and high-quality frontline services which support the Council's ambitions. The service priorities for 2026/27 are:

Delivering Reliable and Inclusive Services

- Reducing service waiting times through proactive recruitment and improving recruitment and retention
- Improving reliability and continuity of services
- Maintaining and upholding statutory compliance
- Supporting vulnerable residents through accessible and responsive service delivery

Transforming Operational Delivery

- Continuing to identify opportunities to develop electric vehicle capability and decarbonise the council's vehicle fleet
- Making greater use of digital systems and technology to improve efficiency and decision making
- Using data led information and performance insight to ensure resources are targeted where they can have the greatest impact

Strengthening Workforce and Financial Sustainability

- Improving recruitment and retention to ensure that services have the skills and capacity to meet resident needs
- Improve employee wellbeing and reduce sickness absence through proactive management and early intervention
- Increase income generation through the expansion of commercial services and trading activities

City Services: Highway Operations and Delivery

Priorities and Objectives 2026 / 27

Highway Operations and Delivery will focus on a safer, better-maintained and more sustainable network through stronger parking and traffic enforcement, active travel and developer infrastructure, renewed car parks, improved roads and footways, and the citywide LED upgrade.

Pavement Parking

- Prepare the Council for new pavement parking legislation by reviewing policies, processes, resources and technology once Department for Transport guidance is published.

Traffic Enforcement

- Expand digital camera technology to strengthen enforcement of parking restrictions, bus lanes and moving traffic contraventions, supporting safer roads and pavements.

New Active Travel Projects

- Begin construction on approved walking, wheeling and cycling schemes that improve connectivity between communities and support safer, more attractive sustainable travel.

Housing Developments (S278 and S38)

- Work closely with developers so highway infrastructure meets required standards from the outset, while resolving outstanding issues on historic unadopted sites.

City Services: Highway Operations and Delivery (continued)

Priorities and Objectives 2026 / 27

The 2026/27 programme will deliver a safer, better-maintained and more sustainable highway network through stronger parking and traffic enforcement, active travel and developer infrastructure, renewed car parks, improved roads and footways, and the citywide LED upgrade.

Car Parks

- Continue the car park refurbishment programme to improve the condition, accessibility and appearance of Council car parks and enhance the customer experience.

Footway and Carriageway Maintenance

- Maintain highway assets and continue reducing defects, delivering improved road network condition, cleaner gutters and better footways.

LED Street Lighting Upgrade

- With overnight street lighting reinstated across the city, maintain delivery momentum to complete 60% of the citywide LED conversion by the end of the financial year.

Economic Growth: Transport and Innovation

Priorities and Objectives 2026 / 27

Transport and Innovation will prioritise safer roads and reduced casualties, efficient network management and streetworks coordination, expanded active travel, and delivery of a £2.4 million programme of local safety, crossing, traffic and parking improvements.

Road Safety

- Continued focus on reducing casualties on the city's road network, building on the 48% reduction achieved over the past decade (2015-25). Continued roll-out of Average Speed Enforcement with three more schemes being implemented in 2026/27 (Shilton Lane, Broad Lane, A444 Sky Blue Way) as part of the LNIP programme alongside local safety schemes.

Network Management

- Continued investment in our Urban Traffic Management Control systems to ensure that we keep traffic moving on the city's local road network. Management and co-ordination of streetworks to minimise delays on the local network from roadworks, and to ensure that works are carried out in a safe manner through implementing a robust inspection regime.

Active Travel

- Take the Council's Local Cycling and Walking Infrastructure Plan forward for adoption providing the policy framework for future investment in active travel infrastructure. Expand the reach of the Bikeability scheme to deliver cycle training to more of the city's children.

Local Network Improvement Plan

- Deliver a £2.4 million city-wide programme of improvements including local road safety schemes, new and upgraded crossings, school streets, traffic management measures, traffic signal upgrades, and parking schemes.

Law, Governance and Safer Communities: Regulatory Services

Taxi licensing

- Deliver a safer, more consistent, and accessible taxi and private hire service by aligning local licensing with the emerging national standards framework.

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Cabinet Member for Housing and Community Objectives 2026-27

Cllr Naeem Akhtar, Cabinet Member for Housing and Communities
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Culture and Creative Economy

Priorities and key policy areas



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1. Delivery of the Creative Economy/Creative Industries Plan priorities	▪ Develop a sustainable model for a creative industries cluster hub as a spoke of the regional model, by December 2026 ▪ Signpost 50 local creative and cultural businesses into local, regional and national creative industries business support opportunities during 2026-27 ▪ Work with Production Central to increase filming days in the city by 10% against the 2025-26 baseline by March 2027
2. Delivery of Cultural Strategy priorities	▪ New Cultural Strategy consultation started by September 2026 (5 roundtables led by Culture Works Collective) progressing to wider consultation at the Future Works IV event.. ▪ Award and fully allocate the City Readiness programme funding, including Made in Cov grants, by March 2027 ▪ Commit 100% of the £247,000 WMCA capital programme (CCIP) allocation by 31 March 2027, with delivery to complete by 31 December 2027. ▪ Complete all culture-related Year 1 Place Partnership Fund activity to agreed milestones by March 2027 ▪ Deliver the Future Works IV conference by March 2027, attracting 300 delegates and generating measurable new investment leads for the city
3. Development of Heritage Framework	▪ Draft strategy/framework consulted on by December 2026 and approved by Cabinet by March 2027
4. Delivery of the City Centre Cultural Gateway	▪ Completion of Phase 1-3 construction works and Phase 4 enabling works in line with the approved construction programme ▪ Development and approval of business plans/tenancies for remaining CCCG floor areas (Phases 4 and 5), achieving a balanced mix of cultural and commercial uses

Housing and Homelessness

Priorities and key policy areas



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Housing & Homelessness

Priorities for 2026/27

Priority		Objective
1	Increase the volume of Temporary Accommodation in Council ownership	Use Local Authority Housing Fund (LAHF4) to purchase 15 properties for use as Temporary Accommodation in 2026/27
2	Improve the effectiveness of our Prevention offer	Through use of MHCLG funding which has been deployed to develop a homelessness prevention team to reach preventative results equivalent to West Midlands region
3	Reduce the number of households living in Temporary Accommodation	In addition to improving prevention to use supply side initiatives to move more people out of Temporary Accommodation
4	Achieve zero usage of Bed and Breakfast and Hotel accommodation for families	Maintain zero usage for 2026/27 which has been the case since 2024
5	Mobilise WMCA/MHCLG Supported Housing funding	Procure and implement a number of supported housing initiatives and additional support services including Domestic Abuse & Mental Health
6	Explore the potential for alternative models & maximise the impact of new build provision to increase move-on accommodation.	Different organisational and funding models exist in the market that claim to increase the availability of move-on housing and our objective is to understand the risks, benefits and impacts of these for Coventry.

Housing & Homelessness

Key Policy Areas - 2026/27

Policy area		Requirement
1	Deliver a Supporting Housing Strategy	A requirement from MHCLG is for each Local Authority to produce a Supported Housing Strategy by 31 March 2027. This will require consultation and Cabinet approval
2	Government announcement regarding ending Rough Sleeping	Influence policy development where possible and ensure that once guidance and allocations are established that these are progressed in Coventry
3	Severe Weather Emergency Protocol	We revised our operating model for winter 2025/26 and are engaging with stakeholders on whether any further changes should be made for winter 2026/27

All of the above policy areas might benefit from Scrutiny involvement as they develop



Planning

Priorities and key policy areas



Planning Priorities for 2026/27

Priority		Objective
1	Adoption of the Local Plan	To have the Local Plan found sound by the Planning Inspectorate. This includes consultation on main modifications from 19 th August to 1 st October 2026 , with further hearing sessions expected at the beginning of November 2026. Inspector's report anticipated before Christmas and report to Full Council in Q1 2027 seeking adoption.
2	West Midlands Combined Authority Spatial Development Strategy	Ensuring the Council's priorities are reflected through the consultation of the SDS when their issues and options are expected to be consulted on first quarter of 2027.
3	Implement the changes following the Levelling Up and Regeneration Act.	National Scheme of Delegation - recommending changes to The Constitution to ensure it is consistent with National Legislation, provide a transparent process for consideration of applications through the Gateway. Planning Fee Setting – reviewing our Planning Fees to ensure they are fit for purpose with any changes being recommended from December 2026. Aligning validation to the new NPPF and Local Plan changes
4	Supplement the Planning Enforcement and Conservation/Heritage functions	To improve our heritage assets (identify heritage at risk and update our Conservation Area Appraisals) and tackle issues within our high streets. Progress the properties where works in default have been carried out.
5	Review options for delivery of affordable housing	Working closely with the Housing and Homelessness team to identify opportunity for increased delivery of affordable housing.
6	Updating systems and availability of s106 information.	To ensure information is readily accessible to Members and residents and across teams.

Planning

Key Policy Areas - 2026/27

Policy area		Requirement
1	Local Plan Adoption	In-line with Legislation.
2	Supplementary Planning Documents/Guidance; Shop Front Design Guide, Health Impact Assessment, Biodiversity Net Gain, Coventry Connected, Sustainable Drainage.	The Legislation states that, from June 2026, the council can no longer introduce new/updated SPDs. We will therefore need to review documentation to consider its status and relevance and the use of guidance notes.
3	Conservation Area Appraisals	Agree a programme and timetable for the review of the Conservation Area Appraisals and Conservation Area Management Plans. Section 69(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Migration, Integration and Community Wellbeing Priorities and key policy areas



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Migration, Integration and Community Wellbeing

Our focus this year is to:
sustain successful programmes, strengthen early help, and make sure newly arrived residents can settle, contribute and belong in Coventry.

1 Our Coventry

Continue to commission a visible city-wide welcome offer that helps residents connect to advice, support and inclusion opportunities.

3 Health Access to Refugees

Re-commission the programme, so families can access health advice, primary care and prevention support earlier.

2 Transitional Housing Project

Reduce pressure on homelessness services by supporting move on, tenancy readiness and more stable housing pathways.

4 Community Confidence

Focus on issues locally: cohesion, timely communication and practical support for newly arrived communities.

Council outcome: less crisis response, stronger neighbourhood confidence, and better routes into health, housing and community life.



Councillor Akhtar

Proposed Priorities for Scrutiny Co-ordination Committee 2026/27

Empty dwellings

Private rented sector standards

Safer, better managed homes

Priorities at a Glance

Two priorities. One clear narrative: making best use of housing stock, improving standards and protecting residents through effective housing regulation.

1 Empty Dwellings

What success looks like

Residents should see long-term empty homes brought back into use, with priority action on properties causing nuisance, blight or wider neighbourhood impact.

Key message

“We want to make best use of housing in the city and reduce the negative impact of long-term empty properties on neighbourhoods.”

2 Raising Standards in the Private Rented Sector

What success looks like

Residents should benefit from safer, healthier and better-managed private rented homes, with clearer expectations for landlords and consistent enforcement where standards fall short.

Key message

“We want tenants to feel safe and secure in their homes, and landlords to understand and meet their responsibilities.”

3 Cabinet Member Scrutiny Narrative

What success looks like

Scrutiny can help test whether the Council has the right policy framework, intelligence, partnerships and delivery grip to make a visible difference for residents.

Key message

“These priorities focus on making better use of homes, improving housing conditions and giving residents confidence that poor standards will be challenged.”

Cabinet Member narrative

“The focus for Scrutiny is housing that supports safer, healthier and more stable communities: bringing empty dwellings back into use, raising standards in the private rented sector and using regulation in a fair, consistent and proportionate way.”

Empty Dwellings

What is it?

A clear priority to bring long-term empty homes back into use through advice, engagement, partnership working and, where needed, enforcement routes such as enforced sale, CPOs or EDMOs.

Why are we doing it?

Empty homes reduce available housing supply and can cause nuisance, disrepair and neighbourhood blight. A refreshed strategy gives Scrutiny a clear route to test impact, pace and delivery grip.

Resident impact

Residents should see more empty homes returned to use, fewer long-term problem properties and clearer action where vacant homes are affecting streets and communities.

Cabinet Member message

“We want to make best use of housing in the city and reduce the negative impact of long-term empty properties on neighbourhoods.”

Supporting narrative

This priority gives Scrutiny a practical, resident-facing theme. It links housing supply, neighbourhood confidence, enforcement options and partnership action. The key message is that the Council is moving from individual case handling to a clearer strategic approach, with priority cases, agreed options and an updated Empty Homes Strategy.

Key delivery milestones

Q1

Options paper and Cabinet Member steer on the future Empty Homes Strategy.

Q2

Refresh priority case list, intervention route and partner escalation pathway.

Q3

Progress priority cases and test use of enforcement tools where informal routes fail.

Q4

Impact review and new Empty Homes Strategy delivery plan for 2026/27 onward.

Raising Standards in the Private Rented Sector

What is it?

A priority to embed the Private Sector Housing Enforcement Policy 2026-2031, implement Renters' Rights Act duties, target poor property conditions and support fair, consistent regulation of landlords and agents.

Why are we doing it?

The private rented sector is changing significantly. New duties and powers mean the Council needs clear policy, trained officers, good intelligence and visible enforcement where landlords fail to meet standards.

Resident impact

Residents should feel safer, better protected and more secure in private rented homes, with poor conditions tackled and responsible landlords supported to comply.

Cabinet Member message

"We want tenants to feel safe and secure in their homes, and landlords to understand and meet their responsibilities."

Supporting narrative

This priority provides Scrutiny with a clear line of sight on implementation of the Renters' Rights Act, the Council's strengthened enforcement policy and the wider aim of raising housing standards. It links tenant safety, landlord accountability, proactive intelligence and consistent use of enforcement tools.

Key delivery milestones

Q1

Policy live, delegations updated and officer readiness confirmed.

Q2

Landlord and tenant communications, training and enforcement procedures embedded.

Q3

Intelligence-led inspections, HMO/unlicensed landlord activity and PRS data work reviewed.

Q4

Impact report on enforcement outcomes, compliance learning and tenant confidence.

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To: Communities and Neighbourhoods Scrutiny Board (4)

Date: 3 September 2026

Subject: Highway Maintenance Including Pothole Repairs

1 Purpose of the Note

- 1.1 The purpose of this report is to update the Communities and Neighbourhoods Scrutiny Board on current operational arrangements, performance, challenges and future priorities relating to highway maintenance and pothole repairs across Coventry.

2 Recommendations

- 2.1 It is recommended that the Communities and Neighbourhoods Scrutiny Board (4):
- 1) Consider the actions and initiatives currently being implemented to address pothole defects and maintain highway safety.
 - 2) Consider the current and future funding position for highway maintenance and pothole repairs.
 - 3) Make recommendations as appropriate to the Cabinet Member for City Services.

3 Information and Background

- 3.1 Highways are responsible for the inspection, maintenance and repair of Coventry's highway network. This includes carriageways, footways, drainage systems, road markings, street lighting, bridges and other highway assets.
- 3.2 The service has a statutory duty under the Highways Act 1980 to maintain the highway in a safe condition and undertake repairs where intervention criteria are met. A key element of this function is the identification and timely repair of potholes and other carriageway defects.

4 Pothole Formation

- 4.1 Potholes develop through a simple but destructive process. Small cracks appear in the road surface due to age, traffic loading and general wear and tear. Water enters these cracks and weakens the structure beneath the surface.

- 4.2 During colder weather, water within the cracks can freeze and expand, causing the surface to break apart. Repeated traffic loading further loosens material, resulting in potholes forming within the carriageway.
- 4.3 Periods of prolonged rainfall significantly accelerate this process by increasing water penetration into the highway structure. During recent winters, above average rainfall has contributed to increased deterioration of road surfaces across the country.

5 Highway Inspection and Repair Process

- 5.1 Coventry City Council operates a risk-based highway inspection regime that is designed to identify defects that may present a safety risk to highway users.
- 5.2 Defects reported by members of the public, Councillors and staff, together with those identified through routine inspections, are assessed and prioritised according to severity. The highest-risk defects are classed as Priority 1 and targeted for urgent repair within 5 days, while lower-risk repairs have a 20-day target.
- 5.3 The Council seeks wherever possible to undertake a permanent repair using a right first-time approach. This normally involves saw-cutting the defect and completing a permanent reinstatement.
- 5.4 Temporary repairs may be undertaken where:
- Immediate action is required to make the highway safe.
 - Permanent repair work is already planned.
 - The surrounding road conditions make permanent repair uneconomical.
 - Weather or operational constraints prevent immediate permanent repairs.
- 5.5 Temporary repairs help keep the highway safe and protect the public until permanent works can be completed.

6 Current Service Performance

- 6.1 Highways currently operate 10 pothole repair gangs across carriageways and footways. Additional investment secured in the previous financial year increased capacity from the 6 teams historically deployed on this work. This resource has been retained in the current financial year to help manage rising repair demand.
- 6.2 The average end-to-end repair time for P1 carriageway potholes is currently 12 days. This includes from inspection to completion of the repair.
- 6.3 Performance varies depending on traffic management requirements, weather conditions, specialist resource availability and the need to group repairs efficiently.
- 6.4 The Council's local target for Priority 1 carriageway repairs is 5 days. While many defects are completed within this timescale, demand can exceed available resources during peak periods. This target is ambitious compared with neighbouring authorities such as Solihull and Warwickshire, which both operate 7-day targets. A larger proportion of their work is also recorded in the lower Priority 2 category, where their target is 28 days, compared to our 20-day target.

- 6.5 At the time the source briefing was prepared, 31 Priority 1 carriageway repair jobs were beyond the five-day target.
- 6.6 Prior to receiving additional funding in April 2025, utilising the six-gang model, there were approximately 350 Priority 1 carriageway repair jobs beyond the five-day target.

7 Recent Pothole Repair Statistics

- 7.1 The Council continues to undertake a significant programme of reactive pothole repairs across the highway network. During 2025/26, it is estimated that around 6,010 potholes were repaired across Coventry's highway network.

Performance measure	2025/26	2026/27 (to 18.08.26)
Estimated potholes repaired	6,010	2,823
Permanent reactive repairs	5,281	2,558
Temporary reactive repairs	729	265
Permanent repair proportion	88%	91%
Current carriageway and footway repair gangs	10	10
Average carriageway P1 pothole repair time	27 days	24 days (12 days from Aug 26)
Council target for Priority 1 carriageway repairs	5 days	5 days
Priority 1 carriageway jobs over target at source date	476	31
Average reactive permanent repair cost	£58.00	£67.57

- 7.2 The data indicates that the majority of recorded repairs are completed using permanent reactive methods, supporting the Council's right first-time approach wherever practical.

8 JCB Pothole Pro Machine

- 8.1 The service uses a specialist JCB Pothole Pro alongside conventional patching gangs to complete larger carriageway repairs efficiently. Since its introduction in February 2022, the machine has repaired more than 45,000m² of carriageway and can complete around 100m² per day. However, it only undertakes the excavation element of the repair, meaning additional labour and plant are still needed for resurfacing. Its operation also requires more road space than a conventional patching team and often needs a full road closure to ensure the work can be completed safely.
- 8.2 The Pothole Pro is most effective where several defects are present in one location, or where early intervention can prevent further surface failure. These sites are generally grouped into larger repair areas of around 100m², enabling the machine to make best use of its speed, scale and specialist capability.
- 8.3 As many of the initial suitable sites were completed during 2022/23, the machine is now used flexibly as a multi-purpose asset. In addition to pothole repair work, it supports footway schemes, cycleway construction, drainage works and winter gritting operations.
- 8.4 Suitable pothole repair sites are now batched and programmed periodically, allowing the machine to be deployed where it can deliver the greatest operational benefit, with the latest batch of repairs completed in July and August 2026.

9 Demand and Customer Enquiries

- 9.1 Pothole repair demand continues to rise, with a clear seasonal pattern as requests typically increase during winter when potholes are more likely to form. During January and February this year, the Council received approximately 2,000 pothole-related enquiries, which exceeded the total number of enquiries received throughout the previous calendar year.
- 9.2 This reflects growing public concern regarding road condition together with the impact of adverse weather conditions on the highway network. The increase in reported defects places additional pressure on inspection, repair and customer service functions across the highways service.

10 Funding and Investment

- 10.1 The budget allocated to pothole repairs remains broadly consistent with the previous financial year. While the Council's own investment in highway maintenance has been maintained, external funding levels are expected to become more challenging over the coming years.
- 10.2 The Government has announced, through the West Midlands Combined Authority, a roads maintenance funding package of approximately £240 million for the West Midlands covering the period 2027 to 2032. However, the new funding arrangements will reduce annual funding available to Coventry compared to current allocations.
- 10.3 In recent years, the Council has received an average of £9.8 million per annum through regional transport funding arrangements. Under the future arrangements, this will reduce to circa £8.3 million per annum, a decrease of approximately £1.5 million each year. By way of comparison, this reduction is only around £0.5 million

less than the Council's entire core highways capital allocation (£1.97 million) and is equivalent to 43% of the current annual carriageway resurfacing budget (£3.5 million).

- 10.4 Further funding pressures are anticipated from 2030, when the current agreement with Citizen, which provides an average of £1.53 million per year to support footway maintenance and improvement works, is due to conclude.
- 10.5 In addition, continuing inflationary pressures on labour, materials and plant costs will further erode the real value of maintenance funding over time. As a result, despite positive national announcements regarding investment in local roads, the overall position for Coventry is that available maintenance funding will be lower than that available in recent years, increasing the importance of prioritising investment where it delivers the greatest benefit to the highway network.

11 Impact of Recent Funding Changes

11.1 Potential Operational Impacts

- Reduced ability to undertake preventative carriageway and footway resurfacing and structural maintenance programmes.
- Increased reliance on reactive pothole repairs rather than planned preventative interventions.
- Greater pressure on existing repair gangs and operational resources.
- Increased deterioration across all sections of the highway network that would otherwise be treated through preventative maintenance.
- Reduced flexibility to respond to severe weather and unusually high defect volumes.
- Loss of DfT Green Status for Highways Maintenance, awarded to only 16 local authorities in 2025.

- 11.2 These risks are significant because there is a strong trend between increasing pothole numbers when preventative maintenance programmes are reduced. The most cost-effective approach to highway asset management is to intervene before roads reach the point at which potholes begin to develop extensively.

11.3 Inflationary Pressures

In addition to lower annual allocations, inflation continues to reduce the purchasing power of highway maintenance funding. Even where budgets remain stable in cash terms, the amount of work that can be delivered can reduce over time due to rising labour, material, plant, equipment, fuel and traffic management costs.

11.4 Service Response

To mitigate the impact of funding reductions, the Highway Operations Service will continue to focus on prioritising safety-critical defects, maximising gang productivity, delivering permanent repairs wherever appropriate, grouping works to reduce mobilisation costs, seeking external funding opportunities and targeting preventative maintenance where it will provide the greatest long-term benefit.

- 11.5 Whilst funding announcements suggest increased investment in highways maintenance nationally, the proposed allocation methodology means Coventry is

forecasting a significant reduction in annual funding compared with current levels. Combined with inflationary pressures, this presents a major challenge to maintaining and improving the condition of the city's highway network.

12 Highway Liability Claims

- 12.1 The Council receives claims from motorists alleging damage to vehicles caused by road defects. Drivers can make claims where they can prove that the City Council did not have a reasonable maintenance system in place.
- 12.2 This requires evidence that the Council was negligent in its duties in relation to Section 58 of the Highways Act. The Council's average annual expenditure on pothole-related compensation claims over the last four years has been approximately £19,311. This is broadly in line with, and marginally below, the estimated national average for highway authorities, which recent RAC obtained Freedom of Information data suggests is approximately £20,000 per authority per annum.

13 Local Issues and Developer Roads

- 13.1 Not all roads within Coventry are the immediate responsibility of the City Council. For example, Hillmorton Road currently remains the responsibility of Keepmoat Homes under the terms of an existing Development Agreement with the Council.
- 13.2 The Council continues to engage with the developer to secure the completion of outstanding highway obligations and monitors the condition of the road to ensure it remains safe for users. Following inspections, repair orders have been raised where appropriate and recent works have addressed reported safety defects on both Hillmorton Road and Milverton Road.

14 Key Achievements and Service Successes

- 14.1 Despite increasing demand, adverse weather conditions and ongoing funding pressures, the Highway Service has continued to deliver significant improvements in pothole repair performance and network safety.
- 14.2 Coventry was recently awarded a green rating by the Department for Transport for its approach to local highway maintenance. The rating recognises strong performance in road condition, capital investment and the adoption of best practice, including the use of innovative methods to fix and prevent potholes more efficiently. Coventry was one of only 16 authorities nationally to achieve green status.
- 14.3 Coventry has participated in the National Highways and Transportation Network survey since 2015/16, using it to benchmark performance against other authorities through 157 customer satisfaction measures. The 2025 survey results show Coventry is overperforming by +10.2% on pothole indicators compared to the national average.

15 Summary of Ongoing Service Initiatives

- 15.1 The following summarises the key challenges and ongoing initiatives within the highway maintenance service:

- Maintain highway safety through risk-based inspections and responsive pothole repairs.
- Reduce the number of overdue Priority 1 defects.
- Improve repair productivity and efficiency through planned programming and grouping of works.
- Continue investment in pothole repair gangs and operational resources.
- Deliver permanent repairs where appropriate while retaining the flexibility to undertake temporary safety repairs.
- Maximise external funding opportunities to support highway maintenance programmes.
- Ensure effective management of developer-owned roads and outstanding highway agreements.
- Improve customer communication and public understanding of highway maintenance activities.

16 Health Inequalities Impact

- 16.1 Maintaining highway assets in a safe condition contributes positively to public health and wellbeing. Effective pothole repairs improve road safety for motorists, cyclists and pedestrians, reduce the risk of accidents and injuries, and help support reliable transport networks.
- 16.2 A well-maintained highway network also supports economic activity, public transport reliability and active travel initiatives across the city.

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Agenda Item 6

Communities and Neighbourhoods Work Programme 2026-27

Last updated 25 August 2026

Please see page 2 onwards for background to items

2 July 2026
Introduction to Scrutiny Severe Weather Emergency Protocol (SWEP) Jim Crawshaw
3 September 2026
Cabinet Member Priorities Pot-Holes and Road Surface Quality
22 October 2026
Road Safety Audit Policy and Process
3 December 2026
Supported Housing Strategy consultation
28 January 2027
4 March 2027
2026/27
Empty Property Strategy Local Housing Authorities Temporary Accommodation Fund Litter picking – T&F group Cultural Gateway St Basil's Work Scheme Housing Strategy Gully Cleaning Programme Food Waste Collections Road Safety and Parking Enforcement Supported Exempt Accommodation Heritage Strategy Planning Performance – Planning and Infrastructure Bill Additional Licensing Scheme progress report Fly-tipping Performance 25-26

Communities and Neighbourhoods Work Programme 2026-27

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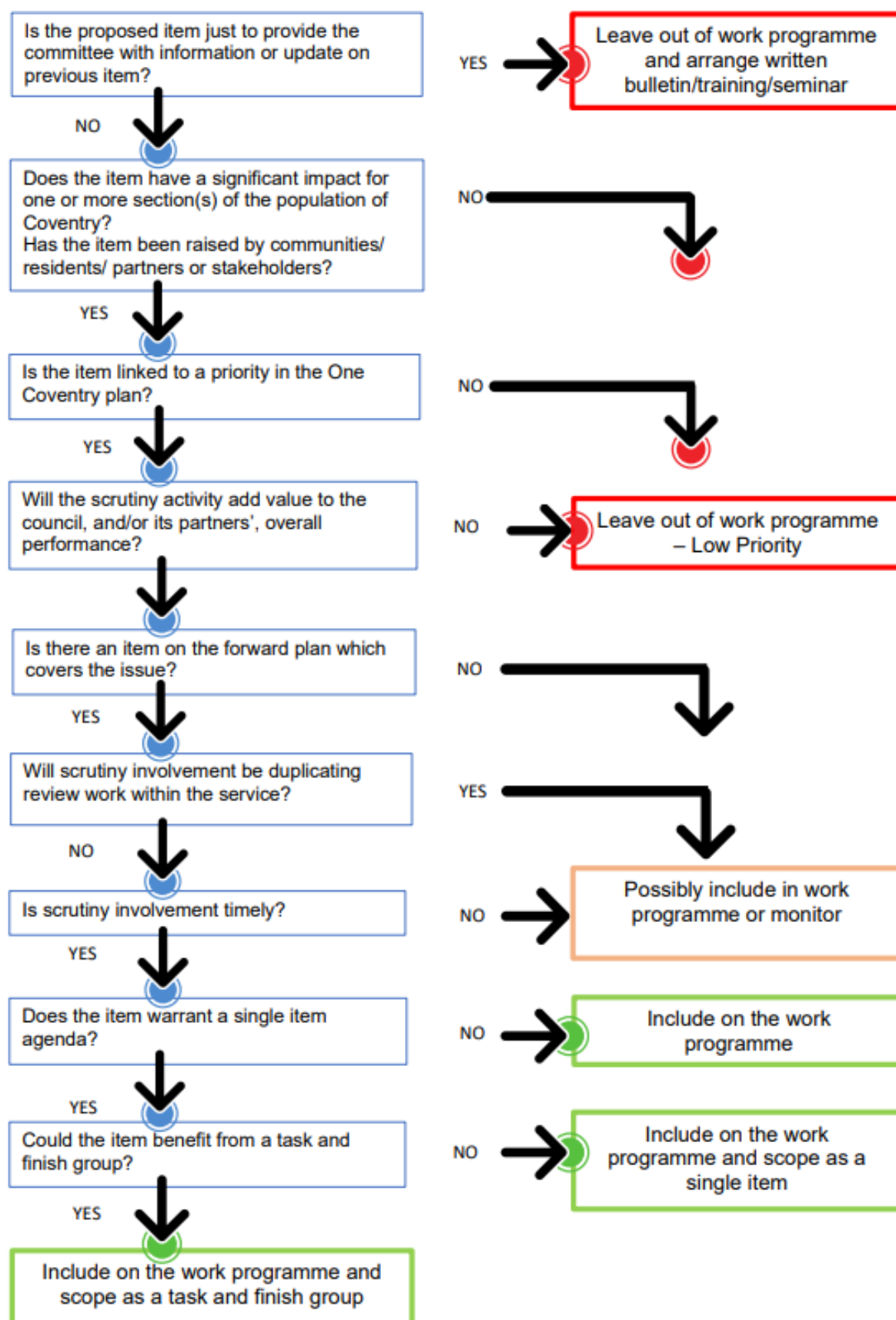
Date	Title	Detail	Cabinet Member	Lead Officer
2 July 2026	Introduction to Scrutiny			Scrutiny Coordinator
	Severe Weather Emergency Protocol (SWEP)	Report back following a refocus of the policy to ensure resources associated with SWEP are reaching those who it is intended for – requested at meeting 23 October 25	Housing & Communities	Jim Crawshaw
3 September 2026	Cabinet Member Priorities	Written Briefing Note of priorities to be circulated to the Board ahead of the meeting	Housing & Communities City Services	
	Pot-Holes and Road Surface Quality	To include the National Highways Satisfaction Survey satisfaction survey data (5% below average) and the green score on the 2026 National Pothole Scorecard	City Services	Mark O'Connell Peter Ullah
22 October 2026	Road Safety Audit Policy and Process	To consider the road safety audit process for major schemes addressing the stages of audit, independence of auditors, monitoring of outcomes, and the use of technology for incident analysis.	City Services	John Seddon Mark O'Connell
3 December 2026	Supported Housing Strategy consultation	For the Board to contribute to the consultation on a new Supported Housing Strategy	Housing & Communities	Jim Crawshaw
28 January 2027				
4 March 2027				

Communities and Neighbourhoods Work Programme 2026-27

Date	Title	Detail	Cabinet Member	Lead Officer
2026/27	Empty Property Strategy	To provide an update on Empty Property Strategy as due for renewal next year. To involve scrutiny as part of the consultation process. 26/27	Housing & Communities	Davina Blackburn Adrian Chowns
	Local Housing Authorities Temporary Accommodation Fund		Housing & Communities	
	Litter picking – T&F group	Update following the item considered April 2025 – to include suggestions from member of the public: Suggestions: - Target areas that are notorious, so they don't become "dumping grounds" causing possible greater expenditure to clean them up. - Ascertain whether street bins are effectively and efficiently dealt with. - Investigate whether the tip could be promoted more. - Work with Probation A city-wide campaign to make littering unacceptable.	City Services	Martin McHugh/ Sam Morris
	Cultural Gateway		Housing & Communities	
	St Basil's Work Scheme		Housing & Communities	
	Housing Strategy	To look at local housing provision, including social housing number, as part of the Local Plan. To include social housing providers	Housing & Communities	Jim Crawshaw
	Gully Cleaning Programme	Requested following an item on Water Quality on 17/7/24.	City Services	Mark Adams

Date	Title	Detail	Cabinet Member	Lead Officer
	Food Waste Collections	A progress report following implementation of the collections	City Services	Sarah Elliot
	Road Safety and Parking Enforcement	Referred from Scrucro 5 th June 2025 – to include use of digital technology. To follow up on progress April 2024 Scrucro actions and recommendations. Use of e-bikes and scooters will be considered by Scrucro.	City Services	Paul Bowman
	Supported Exempt Accommodation	Progress including recommendations from December 24 and January 25 the impact of additional funding and Landlord Forums	Housing & Communities	Jim Crawshaw Pete Fahy
	Heritage Strategy	Following an item on Conservation Areas the Board requested that the Cabinet Member consider funding prioritisation and allocation, for heritage assets as part of the new Heritage Strategy.	Housing & Communities	David Nuttall
	Planning Performance – Planning and Infrastructure Bill	Looking at the content of the Planning and Infrastructure Bill and the implications for local government. To include overall performance against Government targets. Annual monitoring report (AMR).	Housing & Communities	Anne Lynch
	Additional Licensing Scheme progress report	At their meeting on 21 st August, Scrucro requested that SB4 receive regular progress reports on numbers of HMO's licensed and enforcement – scheme review 2028.	Housing & Communities	Adrian Chowns, Davina Blackburn
	Fly-tipping Performance 25-26	A further progress report following the item in October 25	City Services	Adrian Chowns
	Pride in Place – Community Involvement	To consider how the community is being involved in developing the Pride in Place programmes	Housing & Communities	Clare Boden-Hatton

Work Programme Decision Flow Chart



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