

Local highways maintenance transparency report

2026

Coventry City Council

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Document Control

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Approval

Name	Role	Description	Approval/Sign off Date
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How we maintain local roads, pavements, and the wider highway network in Coventry

A1 – What we are responsible for maintaining

Coventry's highway network is a complex set of high value assets essential in the economy of the local area and further afield. The cost of replacing all of our highway assets is estimated to be in excess of **£2.5 billion**. Our highway assets comprise of:

- Carriageways/Roads: **905km**[1]
    - The equivalent of driving from London to Northern Italy
- Footways: **1,520km**
    - The equivalent of walking from London to Warsaw in Poland
- Structures: **315 structures** (including 172 bridges)
- Street Lighting: **30,799 lamp columns** and 4,214 other assets
- Drainage Assets: including **49,893 gullies**
- Traffic Signals - **244 sites** comprising of 13,092 elements
- Dedicated Cycleways: **25km**[1]
- Other assets (including but not limited to): bollards, verges, signage and other street furniture

[1]Official DfT figure, we believe this to be an incorrect estimation that includes unadopted routes, our figure from our PMS network is 888km

[2]Dedicated length only, aka excluding cycle ways/lanes on existing footway or carriageway

Some challenges of managing this network include:

- Heavy traffic levels: Coventry is in the top 18% of Local Authorities for vehicle miles travelled per km of road
- Ageing footways: A much larger proportion of slabbed footways compared to regional average
- Flood risk: a primarily clay and/or slow draining soil types
- A complex, ageing ring road
- Historic underinvestment vs county and other councils
    - Funding calculations for highways have never considered footway length; Warwickshire have 4.5x the carriageway length (primarily funding calculation source), but less than 2x the footway length of Coventry (an asset that generally costs more per m² to maintain than carriageways)
    - Out of 203 LSOAs in Coventry, 91 (45%) are in the top 30% deprived areas in England; between 2010 and 2020 councils in the most deprived areas lost 35% of core funding per resident compared to 15% for the least deprived councils, leading to less funding that each authority in these areas than can be assigned to highway maintenance (above DfT/government allocations)

A2 – Road conditions in Coventry

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%	18%	81%
2024	2%	20%	78%
2025	2%	20%	78%

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%	26%	71%
2025	3%	23%	74%

A2.3. U roads

Year	Percentage of road in red category
2023	13%
2024	12%
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

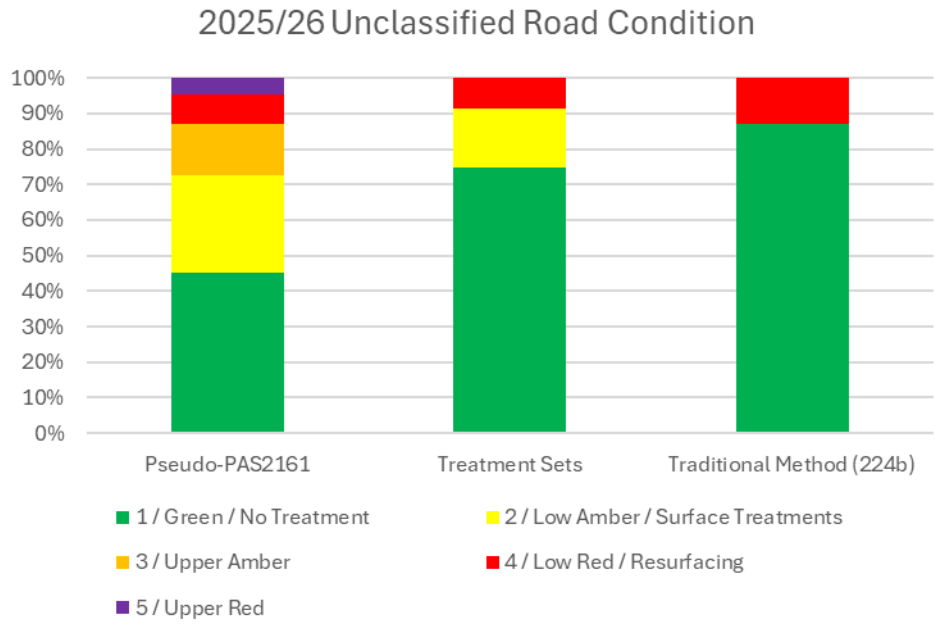
A2.4. - Additional information on carriageway condition

Due to our large appetite for data and getting the most out of our surveys we have data in various other forms including:

- PAS2161: the new data standard for classified roads (full coverage from 2026/27 onwards)

- Pseudo-PAS2161: five banded condition data on unclassified roads, collected/processed via DVI
- Treatment set data: treatment sets generated from individual defect observations from the DVI surveys which we use to calculate backlogs and drive forward programmes

The graph below shows the three different methodologies applied to our data for 2025/26:



Supporting notes:

- The traditional method shows the least detail
- The Pseudo-PAS2161 shows the most detail
    - Generally due to the nature of unclassified roads the low amber will be ‘sweated’ past the point of surface dressing suitability to the point of micro asphalt suitability so the low amber band is generally not addressed in treatment sets
- All three methods show a similar amount of ‘red’

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

A3.1. – What is a pothole?

In terms of reporting for the transparency report we have defined a pothole as:

- Total individual ‘pothole’ items in our works system
    - These are generally isolated defects which require immediate attention for safety and to keep the network running
- m ² of carriageway patching jobs where the total is <10m²
    - These are small areas of patching that generally encompass not just ‘pothole’ defects but other carriageway defects

Generally this methodology results in Coventry appearing to have more ‘potholes’ pro-rata compared to other local authorities, but this is the most consistent approach across financial years and reflects the fact that our reactive carriageway service is not just ‘filling potholes’ but performing other essential functions to keep our network safe and serviceable.

Our transparency report for 2025 specifically mentioned the challenge of defining a ‘pothole’ and in Appendix C outlined a few alternate methods of looking at the same dataset.

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

Between 2015/16 and 2025/26 we have performed 169km of preventative surface treatments (surface dressing, micro asphalt and preservatives/rejuvenators); this is equal to 19% of our road network. These treatments are essential in extending asset life and prevention of potholes forming.

A certain amount of reactive maintenance will always be necessary on the network to address safety issues and more permanent patching jobs are the preferred option but sometimes a temporary job (with a later permanent fix) is sometimes necessary in cases such as:

- High speed/traffic roads where a defect poses a high risk and mobilising permanent works at short notice is unfeasible
- Roads on upcoming programmes: safety/IL defects need to be addressed to reduce safety risk until the planned works/resurfacing can be undertaken
- Unsuitable weather conditions

In 2025/26 we filled **6,392** ‘potholes’ (as part of a total programme of >14,000m² of reactive patching across carriageways and footways. 18% of these were filled using a temporary fix while 82% were more permanent/robust patching. Additionally we do fix potholes/address reactive defects through resurfacing and other works, but these are not counted towards the total.

We have also been active participants in LiveLabs2 which in 2024 trialled 9 different pothole solutions on a variety of road types across the West Midlands to feed into development of a knowledge base for low carbon materials.

Since 2022 we have also operated a JCB pothole pro to undertake permanent road repairs and perform pre-patching as part of our preventive/surface treatment programme.

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

We have multiple channels including:

- Online via form: https://myaccount.coventry.gov.uk/service/Highways___Report_an_issue_with_roads__pavements_and_verges
- Phone via the customer service team: 08085 834333
- X (formerly known as twitter): https://x.com/coventrycc?lang=en
- Post/letter
- FixMyStreet: https://www.fixmystreet.com/

All enquiries are logged on our system with a reference number to allow efficient tracking.

A3.4. What happens after a pothole is reported

An inspector will carry out a site visit. If the defect meets our intervention level for a repair they will raise a job (if one does not already exist). They will note all actions taken on the enquiry and close the enquiry.

If a job is raised this goes into our CONFIRM system and allocated using the priority / job type determined by the inspector/inspection policy and automatically assigned to a works gang depending on geographic area and type of works. During periods of high demand technical support officers also review allocations and can manually adjust to ensure efficient deployment of resources.

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	**£17,038,451.73**	**£21,493,800.79**	**£19,959,304.60**
Of which spent on:			
Carriageways	£5,059,985.71	£9,120,210.89	£7,004,753.65
Footways	£3,731,279.94	£3,425,862.03	£4,390,118.14
Structures (for example bridges or tunnels)	£801,724.16	£971,451.04	£736,337.94
Drainage	£1,515,090.80	£1,861,405.04	£1,803,631.42
Street lighting	£2,780,859.00	£3,211,324.00	£3,284,000.00
Other assets	£2,603,180.12	£2,360,422.79	£2,194,606.45
Winter Service	£546,332.00	£543,125.00	£545,857.00

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	£12,444,259	£14,962,777	£11,676,560
Additional highways maintenance funding provided by the Council or third parties	£4,594,193	£6,531,024	£8,282,745
Total	**£17,038,452**	**£21,493,801**	**£19,959,305**

A5 – Our maintenance plans for this year

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

This section will focus on our planned works (footway reconstruction/road resurfacing etc.) so figures will not align with A4.1. Additionally to this, our routine services will also continue to operate and fill potholes/address safety defects etc. As of June 2026 our plans for this year are:

- Carriageways – **£6.24m - 118** schemes / **28km**:
    - 20 resurfacing schemes (6 complete) / **5km**
    - 23 planned patching schemes (2 complete) / **1.7km** (converted from m²)
    - 17 recycling schemes (11 complete) / **2km**
    - 25 micro asphalt schemes (25 complete) / **3km**
    - 33 surface dressing schemes (24 complete) / **15km**
- Footways – **£3.12m - 38** schemes / **14km**
    - 24 reconstruction schemes (3 complete) / **6km**
    - 14 slurry seal schemes (0 complete) / **8km**
- Bridges/structures - **£563k** investment
- Drainage - **£1m** investment
- Other assets - **£615k** investment
- Cycling infrastructure: **104/118** carriageway schemes intersect/link existing cycling infrastructure

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

Our carriageway and footway programme is available to view at as part of the March Cabinet Meeting:

https://edemocracy.coventry.gov.uk/documents/s66541/07c%20-%20Transport%20Capital%20Programme%202026-27%20-%20Appendix%203.pdf

Note: schemes were set pre-ward change

Carriageway schemes are split in structural (resurfacing, planned patching and recycling) and surface treatments (surface dressing, micro asphalt and preservatives/rejuvenators).

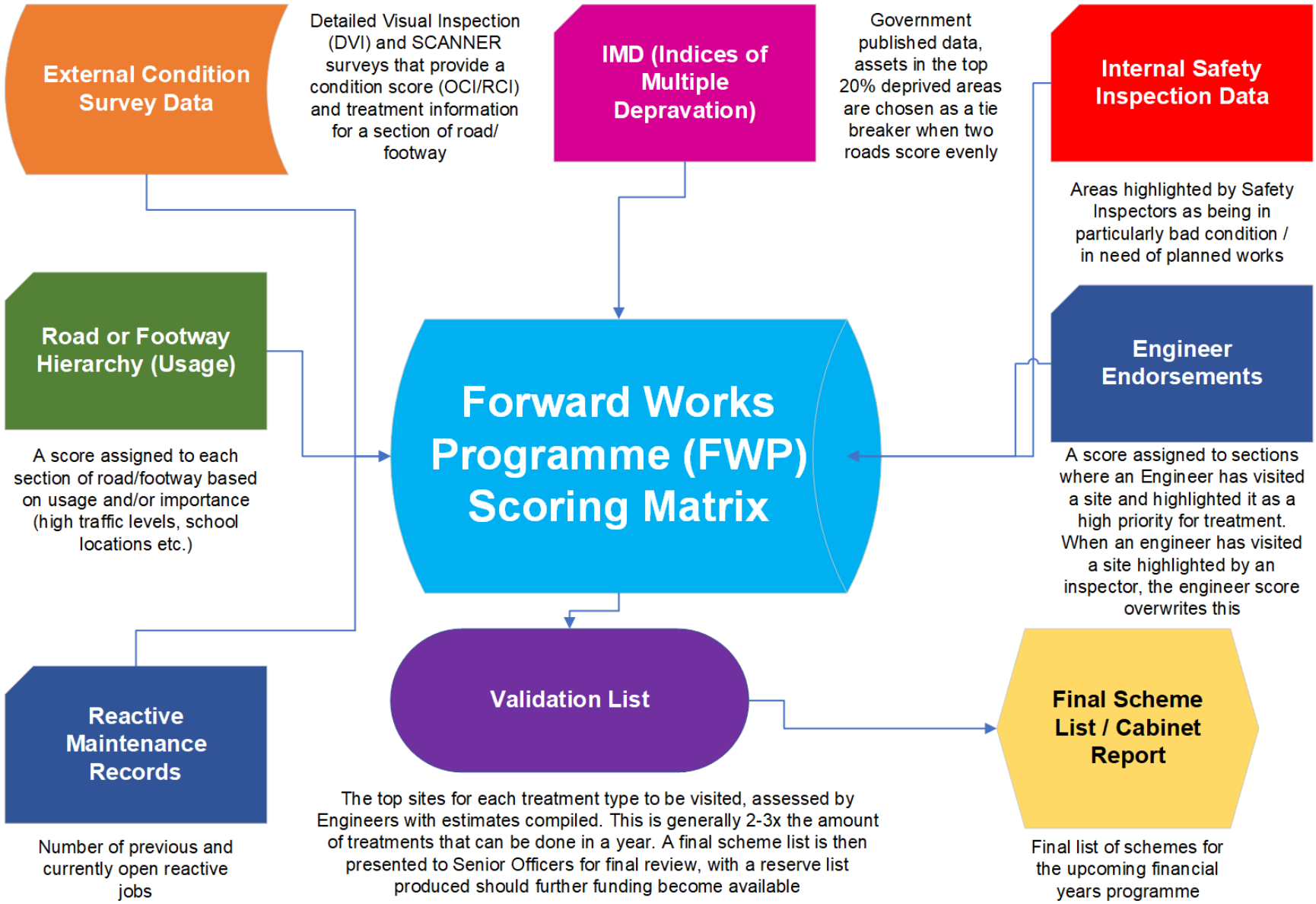
A5.3 – How decisions are made on our maintenance plans

Our planned maintenance schemes are selected in line with our HIAMP (Highways Infrastructure Asset Management Plan) and use a variety of data sources (with differing weightings) in making decisions, including:

- Reactive works history (potholes etc.)
- Engineer/inspector scores
- Hierarchy (usage)
- Condition (additionally processed via treatment sets)

Our forward programme is all treatments needed compared to just a few years' worth (a live complete programme), the above data sources are weighted into a matrix and processed to produce a validation list of 2-3x the size of upcoming programme. A senior engineer then assesses these on site for factors that can't be picked up by condition surveys (likelihood of further deterioration, local importance, alignment with other assets/schemes) and produces their own final ranking which determines which schemes make the programme and which sit in reserve.

This is an essential process to enable good asset management practices, so we don't operate on a 'worst-first' basis. This is an essential process to enable good asset management practices, so we don't operate on a 'worst-first' basis (e.g. deterioration is much more high risk on a heavily trafficked A road than a cul-de-sac).


External Condition Survey Data
Detailed Visual Inspection (DVI) and SCANNER surveys that provide a condition score (OCI/RCI) and treatment information for a section of road/ footway
IMD (Indices of Multiple Depravation)
Government published data, assets in the top 20% deprived areas are chosen as a tie breaker when two roads score evenly
Internal Safety Inspection Data
Areas highlighted by Safety Inspectors as being in particularly bad condition / in need of planned works
Road or Footway Hierarchy (Usage)
A score assigned to each section of road/footway based on usage and/or importance (high traffic levels, school locations etc.)
Forward Works Programme (FWP) Scoring Matrix
Engineer Endorsements
A score assigned to sections where an Engineer has visited a site and highlighted it as a high priority for treatment. When an engineer has visited a site highlighted by an inspector, the engineer score overwrites this
Reactive Maintenance Records
Number of previous and currently open reactive jobs
Validation List
The top sites for each treatment type to be visited, assessed by Engineers with estimates compiled. This is generally 2-3x the amount of treatments that can be done in a year. A final scheme list is then presented to Senior Officers for final review, with a reserve list produced should further funding become available
Final Scheme List / Cabinet Report
Final list of schemes for the upcoming financial years programme

Transparency report – Technical Annex

B1 - Highways maintenance funding and spending figures

B1.1 – Capital funding allocation sources

Financial year	2024-25	2025-26	2026-27 (projected)
Highways maintenance capital funding allocated through DfT	£4,275,400	£7,296,400	£5,374,560
Other DfT capital funding utilised by local authority for highways maintenance	£8,168,859	£7,666,377	£6,302,000
Other Government capital funding allocated by local authority to Highways Maintenance	£0	£0	£0
Other capital funding allocated to highways maintenance	£493,000	£760,000	£1,600,000
Total Capital funding allocated to highways maintenance	**£12,937,259**	**£15,722,777**	**£13,276,560**

B1.1.2 - Additional information on funding figures

Sources categorisation:

- *Capital funding allocated through DfT = funding allocated via WMCA in the form of CRSTS plus incentive fund and network north funding*
- *Other DfT = Re-baseline fund from CVLR project and LiveLabs2 trial funding, LNIP funding used for traffic signal maintenance, street lighting PFI (maintenance costs only, excluding energy costs)*
- *Other Capital Funding = Funding received via Citizen Housing for footway reconstruction*

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	£12,937,259	£15,722,777	£13,276,560
Total highways maintenance revenue spend	£4,329,297	£5,781,575	£6,330,810
Total spend	**£17,266,556**	**£21,504,352**	**£19,607,370**

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				
Preventative carriageway maintenance	£1,253,731	£200,000	£1,094,706	£230,000
Structural carriageway maintenance	£6,117,580	£250,000	£4,026,485	£0
Planned carriageway **repair / patching** programmes	£0	£812,394	£672,856	£200,000
Reactive carriageway maintenance				
Reactive carriageway **repairs / patching** (**temporary repairs**)	£0	£88,350	£0	£141,792
Reactive carriageway **repairs / patching** (**permanent repairs**)	£0	£398,157	£0	£638,915
Reactive carriageway **repairs / patching (total)**	£0	£486,507	N/A	£780,707
Other *carriageway-related spend*	£0	£0	£0	£0
Total	**£7,371,311**	**£1,748,901**	**£5,794,047**	**£1,210,707**

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

We use the schedule of rate item code from our works system to distinguish temporary/permanent repairs. Items classed as temporary are ‘Temporary Pot Hole Fill’ and ‘Hybrid Repair’, all other reactive carriageway works (primarily ‘Carriageway Patch’) are classed as permanent. For 26/27 reactive projections we have applied the ratio of temporary to permanent from 25/26 to the total carriageway reactive budget for 26/27. Above costs exclude winter maintenance, although predominantly spent on carriageways it does not lead to an increase in condition as per public perception.

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	16.05km	16.16km	7,488m^2	5,892m^2	1,251m^2
2026-27 projected	18.3km	7.07km	12,042m^2	N/A	N/A

B2.1.1 – additional information on surface treatments and repairs

Does table B2.1 reflect all your carriageway-related road surface treatments & repair activities (for example, including pothole repairs)? **If no,** please add further information on any other types of treatments (planned to be) delivered and their extent in the table below.	**Yes**

B2.1.2 – Further information and context

Our preventative lengths vs costs (£/m²) may appear either lower or higher than other authorities used to the variety of treatments used, e.g. a rejuvenator/preservative is preventative maintenance so unit costs are lower whilst our surface dressing rates all incorporate chip lock at extra cost compared to authorities that may forego this process.

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
Emergency Defect	N/A, where immediate hazard identified	High speed routes, anything immediately dangerous	2hrs	When safe/feasible/traffic management can be arranged
P1H (Higher Risk)	40mm		5 working days (generally repaired permanently first time)	Various, permanent patching generally preferred, but temporary fix applied if conditions/weather etc. are not suitable
P1L (Lower Risk)	40mm	When a 40mm defect is present but not in an immediate high-risk location (cul-de-sac, edge of CW etc.)	20 working days (generally repaired permanently first time)	Various, generally permanent first time due to increased response time to allow sufficient works planning
P2	40mm	A defect not at IL but risk has been determined by inspector	20 working days or 40 working days – depending on risk (generally repaired permanently first time)	Various, generally permanent first time due to increased response time to allow sufficient works planning

Note: correct as of June 2026, plans are to review this financial year

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26 (estimate)	*6,392*

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	1,161	5,231

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

We do cancel live jobs which are remedied as part of our capital programme but cannot specifically isolate these as the cancellation code is also used in other circumstances (such as larger works required or remedied via other works such as major projects)

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)	£67.57	Unit/average cost of a temporary pothole repair on your network (reactive)	£70.63

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

Unit cost of permanent repair is per 1m² of reactive patching, if these were patched in isolation (1m²), costs would be higher.

B3.4 - Defect repair quality

ID	Question	Yes/no
3.4.1	Do you set requirements to those delivering repairs about the longevity of both a) planned repairs/patching **and** b) reactive repairs using permanent methods?	**Yes**
3.4.2	If yes, do you base your material and process specifications on these longevity requirements?	**Yes**
3.4.3	Do you regularly monitor the appropriateness of the carriageway interventions chosen by your workforce or contractor and the quality of work delivered?	**Yes**
3.4.4	If yes, do you systematically record information about expected and delivered longevity of repairs?	**No**

B3.4.5 - Evidence Summary

- *Reactive patching methods are adjusted/suited to the remaining life of the road, aka to last as long as the surrounding surface (permanent until next treatment)*
- *Materials are chosen primarily based on longevity, however some bagged mixes may be used to address risks where organising traffic management is unfeasible*
- *Not actively monitoring our own materials, but using the LiveLabs 2/CEDR knowledge bank and actively contributing via trials (we undertook pothole repair trials as part of LiveLabs 2 in 25/26*

B3.4.6 - Additional information

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

- *Defect reports from the public are recorded as contextual information (in the forward programme), however we do not prioritise schemes based on public reports unless other supporting information (via condition data and engineer observations are present). E.g. in the past we have received petitions for 'resurfacing' with primarily aesthetic defects, resurfacing this (based on public reports) would not be a good asset management approach as many more roads around the city were more in need from a qualified engineers perspective.*
- *Users are informed on outcomes if requested at time of reporting (there is an option)*

B3.5.4 - Tools used for reporting

- X (formerly twitter)
- e-mail
- letter
- CCC website
- Fixmystreet

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	315
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	1
4.1.3	Number of structures due a **General Inspection** in 2025-26 in accordance with CS450	84
4.1.4	Number of **General Inspections** carried out in 2025-26	84
4.1.5	Number of structures due a **Principal Inspection** in 2025-26 in accordance with CS450	70

4.1.6	Number of **Principal Inspections** carried out in 2025-26	45

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
	https://www.coventry.gov.uk/roads-highways-pavements/highways-infrastructure-asset-management

5.1.3	Please provide the date it was last reviewed or updated	Date: **Policy: June 2025** **Strategy: May 2025**

5.1.4	Please provide proof of the review or update.
	Document control of each section. Clear update with appropriate signatures on policy document: https://www.coventry.gov.uk/downloads/file/44833/section-2-highways-asset-management-policy
5.1.5	If your asset management policy or strategy has not been reviewed or updated since 1 August 2024, please confirm that it will be reviewed or updated by 30 September 2027 and provide a brief timetable for doing so.
	-

B5.1.6 - Further context (optional)

The HIAMP (Highways Infrastructure Asset Management Plan) is a suite of 8 documents for accessibility and streamlined updating. E.g. if no data collection methodologies have changed then the 'Data Management Strategy' will not need an update, but in the same year if changes are made to our prioritisation methods then we can update the 'Forward Works Programme and Prioritisation' section. Latest update to all sections published May 2025, policy updated June 2025.

Key aspects of highways asset management approach

To get a sense of how each local highway authority is implementing best practice for asset management, we ask that you provide the following information across a sample of key areas.

B5.2 - Asset data This section seeks to establish whether asset management decisions are supported by appropriate and up-to-date condition data.

Please complete the table below for your key highway assets.

Asset type	Asset inventory held? (None / partial / full)	Condition data held? (None / Partial / Full)
Carriageways	Full	Full
Footways and cycleways	Full	Full
Structures	Full	Full
Drainage assets	Partial	Partial
Street lighting	Full	Full
Traffic signals	Full	Full

5.2.1 - Further context (optional)

Condition data for carriageways and footways is on a 20m subsection level, full XSP with treatment sets, condition scores (1-5) and individual defects recorded by the surveys. For classified roads this is additionally on a 10m subsection level. We DVI our carriageway and footway networks on a four year cycle and collect SCANNER data on classified roads on a 2 year cycle. *Full gully, trash screen, pumping station inventory held for drainage, low inventory confidence on pipework/chambers etc. Partial inventory for linear drainage* *Structures data held within BridgeStation, condition referenced to assets from general and principal inspections*

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)*	X

B5.3.2 - Further context (optional)

Carriageways and Footways: Integrated VBA powered system that can directly import condition and inventory data, process into treatment sets and add prioritisation factors to generate a 'live' forward programme of all works needed across the entire network, not just a 2-5 year programme. *Structures: Bridgestation* *Drainage: KaarbonTech* *Signals: Yunex* *Lighting: via PFI*

We have chosen not for a fully single platform due to the bespoke nature of drainage and structures, which at this point in time no asset management system covers all bases sufficiently for Coventry's appetite for data.

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?	**Yes**

B5.4.4 - Evidence Summary

Footway and carriageway lifecycle planning done via regionally accepted method (by TfWM) by an in-house methodology and VBA tool developed by Coventry. Methodology/tool used by TfWM for internal regional business cases. Tool uses VBA code to predict deterioration by expected asset life and treatment amounts by year. Happy to discuss/demonstrate to anyone from DfT a live demo of the tool. *Structures – LCPs produced in Bridgestation using latest condition and inventory using national standard methodologies (SAVI & WGA)*

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	**No**

B5.5.5 - Evidence Summary

KPIs outlined in our 'Performance Monitoring & Strategic Objectives' section of the HIAMP. These have been checked for realistically achievable goals and directly use our Lifecycle Planning results to set targets.

Review done every financial year in the HIAMP, last review May 2025 (2025/26) review due sometime this FY (within 2026/27). Live document (Performance Management Framework) continually updated when relevant data is available.

KPIs relating to asset condition can inform investment decisions (such as an increase in carriageway funding in 2025/26. Condition is held by asset group (road class) and investment in treatments in each asset group varies year on year.

VFM review being undertaken this financial year.

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**	**5.88km**
6.1.3	For 2026-27, please provide the length of **footways** that you have earmarked for **preventative** maintenance treatments	**7.81km**
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:	**Yes**
	a. Structural maintenance / reconstruction (in km)	**4.14km**
	b. Preventative maintenance treatments (in km)	**- km**

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

Cycleway maintenance included in footway and carriageway programmes. E.g. 104/118 carriageway schemes intersect cycling infrastructure (signed routes, marked lanes etc.). Figure from 6.1.5 is the extent of newly constructed cycling infrastructure in 2026/27

B6.1.7 - Evidence Summary

- *Footway hierarchy drives safety inspection frequencies*
- *Footway hierarchy used in scheme prioritisation (see flowchart in section A5.3)*
- *Designated high hierarchy (city centre and other routes) are gritted, these routes are also subject to increased frequency regimes via our Streetpride team.*

B7 – Drainage

ID	Question	Answer
7.1.1	Please provide an estimate of your drainage maintenance expenditure split (in percentages) between:	
	a) Reactive (incident or failure-driven) maintenance	**10.3% for A**
	b) Planned maintenance (routine/cyclical and/or risk-based)	**89.7% 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**
	• Remote monitoring on trash screens and alarms on pump stations partially implemented (CBS pump station and selected trash screens), a costing activity for the remainder is currently being explored • Cost/benefit analysis performed on gully sensors, key route identified (Coventry Very Light Rail)	

B7.1.5 - Evidence Summary

Reactive spend: reactive proportion of cleansing budget (20%), plus reactive spend on physical assets (replacing lids etc)
Planned spend: routine proportion of cleansing budget (80%) plus value of planned capital drainage schemes
Yes – system developed to reference drainage issues to a 10m subsection GIS network which also aligns with latest carriageway condition to prioritise areas where carriageway condition is poor and drainage issues are present so cross-asset prioritisation can occur

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

Building SUDS into highway drainage assets for schemes going forwards (when hard-engineered drainage assets are being renewed)

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?	**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)?	**Yes**
8.1.6	Do you or your main contractors support early career development **in your local area, for example** through apprentice schemes, traineeships or pre-apprenticeship programmes, sponsored qualifications (e.g. HNC/HND, degree, MSc), graduate schemes etc	**Yes**

B8.1.7 - Evidence Summary

- Modified version of the UKRLG competency framework adopted for asset engineer (to more suit a small unitary authority) and lead engineers
- Asset Management Lead is an IHE member and fees paid by the authority
- Lead engineer for carriageway schemes is FIHE with fees paid for by the authority
- Asset Management Lead role recently regraded to reflect the true responsibilities and skills needed (such as policy writing etc.)
- Director of Innovation is a chartered engineer
- Chartered engineers used via Atkins in structures consultancy support
- Successful apprenticeship programme in place with 2 apprentices being appointed each year onto Civil Engineering HNC programmes, utilising Apprentice Levy funding, with progression route through to permanent roles and Civil Engineering Degrees.
- Apprentice appointment in 2021 is now employed full time as a senior engineer.

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

Coventry City Council is committed to developing the next generation of highways professionals through sustained investment in youth careers, apprenticeships, and professional development across all highways disciplines. We actively support Level 4 and Level 6 apprenticeship programmes, creating pathways into civil engineering, highway design, traffic and transport, asset management, structures, project management, and highway maintenance. These programmes provide apprentices with practical experience alongside formal academic study, enabling them to develop the technical, digital and leadership skills required for future industry needs. By embedding apprentices within multidisciplinary teams, we ensure they gain exposure to the full lifecycle of highway service delivery while contributing to live projects. This investment supports workforce succession planning, addresses industry skills shortages, and promotes social value by offering accessible career opportunities for local residents. Through this approach, Coventry continues to build a skilled, resilient, and diverse highways workforce for the future.

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.	**05/2026**
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	**N/A**
	- Heat-resilient materials or surface treatments	**Yes**
	- Tree planting / shading for heat management	**Yes**
	- Other (please specify)	**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.	**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

*Resilience plan: **CCC - Network Resilience (2025)***
GIS layer of historically flooded areas regularly maintained and updated
Targeted drainage updates via considerably larger drainage programme than most LAs
SUDS built into new schemes
Primarily urban network, no areas susceptible to landslips
~72 trees planted along the highway as part of new cycling infrastructure, resident sponsorships and replacement of existing trees
Others (9.1.5): use of biobinders and carbon neutral materials in resurfacing of Broad Lane in 2025, extensive use of preservatives and rejuvenators (Via LiveLabs2, directly funded trials)
Emissions benchmarked (primarily treatments) as part of the carbon leadership programme, fleet and some areas not benchmarked

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

- *Further plans to update resilience section of the HIAMP in 2026 to include recommendations from the DfT Transport hazard summaries (Published May 2025)*
- *Use of warm-mix asphalt (although this is an 'easy-win' many authorities including Coventry have been doing for years)*
- *No mow areas and wildflower schemes implemented on selected adopted highway verges to reduce emissions encourage bee/pollinator activity*

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?	**Yes**

10.1.4 - Evidence Summary

- *Early supplier engagement is encouraged to shape innovative practise*
- *Lead out of all West Midlands authorities on LiveLabs2 trials, with >£1m more trialled material than the next authority*
- *Direct awards for some works under £10k to engage with SMEs*
- *Balfour Beatty maintain an innovation log including plant, materials and case studies*
- *Significant participation in LiveLabs2 with £2m of materials trials applied in 25/26 using biobinder, preservatives and rejuvenators via collaboration between CCC, material providers, TfWM and our contractor*
- *Results of trials shared via LiveLabs2 CEDR knowledge base*
- *Asset Engineer contributed to scientific paper via University of Nottingham on SCANNER results pre and post application of treatments*
- *Active participants (and occasional chair) of MHA lunch and learns*

B10.1.5 - Further context on your innovation activities

- *Coventry chair the West Midlands PAM (Pavement Asset Management) group which is all asset managers or equivalent from the region. Regularly sharing best practice and innovation.*
- *Use of code-based data analysis dating back 5 years*
- *CCC operate an internal 'innovation board' which highways are on*

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.

- *Use of Pentack and Rhinophalt beyond funded trials by LiveLabs2: introduction of new treatment type into lifecycle plan of heavily trafficked roads which are not traditionally suitable for surface dressing. Whole life cost on these road reduced, currently exploring data to determine a criteria to determine suitability.*
- *Use of warm mix asphalt (reduced emissions and sometimes cost)*
- *Development of in-house code based data management system to directly take raw survey data and process into section-based scheme prioritisation, treatment sets and network analysis, saves in excess of £40,000 annual on software licenses and consultancy fees*
- *Use of chiplock on all surface dressing sites, short term expense for longer term savings in the form of increased treatment life*

- *Use of Tac-Grid instead of traditional tactile paving, >90% reduction in CO_2 compared to traditional methods and cheaper in terms of both materials and operatives needed*
- *Undermount Zhaga sockets on lighting infrastructure to enable future smart city capabilities*

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

- *Information is shared with Utilities providers as part of quarterly co-ordination process which provides opportunities for forward planning and amendments to align works programmes.*
- *Permit scheme evaluation completed in 2025, most recent copy on CCC website*

B11.1.7 - Further context

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 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?	**N/A**

12.1.5 – Evidence Summary

- *All engineers responsible for asset management, structures, carriageway and footway maintenance are permanent full time CCC employees bar one contractor for footway reconstruction. Bill of quantities produced and verified against quotes, variations queried, and treatment types/materials discussed between contractor and engineer*
- *Reactive works by CCC employed/managed DLO, direct input in materials and plant etc.*
- *Historic rates logged as part of lifecycle planning. Rates benchmarked at regional PAM meetings*
- *KPIs for term maintenance contract undertaken by Warwickshire on behalf of CCC under a shared contract (also including Solihull), in agreement with KPIs Warwickshire have in place, as a county they have more contract management resource*

B12.1.6 - Further context

KPIs in the Warwickshire/Balfour Beatty contract comprise of two categories (Operational Performance Management and Strategic) and the ability to adjust these is built into the contract.
Forms exist for both works in progress (appropriate PPE, environmental considerations etc.) and completed works (condition, quality etc.), these are scored and issues raised with the contractor, a copy of these forms can be made available upon request.