

**Coventry City Council**  
**Minutes of the Meeting of Business, Economy and Enterprise Scrutiny Board (3)**  
**held at 2.00 pm on Wednesday, 17 September 2025**

Present:

Members: Councillor R Singh (Chair)  
Councillor P Akhtar  
Councillor J Blundell  
Councillor T Jandhu  
Councillor A Kaur  
Councillor J McNicholas  
Councillor B Singh

Employees (by Directorate):

Regeneration and  
Economy N Benison, R Coyle, M Dillow, R Palmer, J Seddon

Law and Governance M Salmon, A West

Apologies: Councillor P Hetherton (Cabinet Member for City Services) - Invited  
Councillor G Lewis  
Councillor J O'Boyle (Cabinet Member for Jobs, Regeneration and  
Climate Change) - Invited  
Councillor C E Thomas

## **Public Business**

### **7. Declarations of Interest**

There were no disclosable pecuniary interests.

### **8. Minutes**

The minutes of the meeting held on 9<sup>th</sup> July 2025 were agreed and signed as a true record. There were no matters arising.

### **9. Electric Vehicle Charging Infrastructure Strategy**

The Business, Economy and Enterprise Scrutiny Board (3) received a briefing note and presentation that provided an update on the production of the Coventry Electric Vehicle Charging Infrastructure Strategy that had recently been endorsed by the Cabinet Member for Jobs, Regeneration and Climate Change under delegations agreed at Council on 6th December 2022 (their minute 83/22 referred) as part of the Coventry Transport Strategy. The Briefing Note detailed the Policies within the Strategy and the Appendices provided: the Electric Vehicle Charging Infrastructure Strategy; presentation slides; and the Equalities Impact Assessment.

UK Government mandated that all Local Highway Authorities should create an Electric Vehicle Charging Strategy. The Coventry Electric Vehicle Charging Infrastructure (EVCI) Strategy was developed to set out the anticipated take-up of

electric vehicles and the associated number of electric vehicles chargepoints that would be needed. The Strategy formalised the Council's plan for future chargepoint installations, including pilot schemes for gully channel charging and residential charging hubs. The EVCI Strategy, that would sit underneath the Coventry Transport Strategy approved and adopted at the meeting of Council on 6<sup>th</sup> December 2022 (Council minute 83/22 referred), had recently been endorsed by the Cabinet Member for Jobs, Regeneration and Climate Change under delegations agreed at the Council meeting.

In the 10-year lifetime of the Strategy, the number of hybrid and electric vehicles in Coventry was projected to increase from 4.42% to 49%. The projection was based on data including the likelihood to buy an Electric Vehicle, the anticipated uptake of electric vehicles, and government legislation on sales of petrol and diesel vehicles. This increase would require 1,686 chargepoints by 2035. The Local Authority already had 2,000+ chargepoints, but the Strategy identified expansion into other areas to serve different needs including pilot schemes of new technologies.

In considering the briefing note and the presentation by officers, the Board discussed issues, asked questions and received responses on matters including:

- Coventry's early provision of infrastructure in readiness for the transition
- The criteria requirements and costs relating to the installation of all charger options.
- The difference in charging rates for rapid charging which provided a full vehicle charge in an hour, and overnight charging that took longer to provide a full charge but was a less costly option. The City's own charge points were a cheaper option than those located at petrol stations/garage forecourts.
- Following Coventry's initial installation of chargepoints, further funding was made available to the Authority to enable them to proceed with further installations, with some funding provided through the air quality grant.
- Charging hubs, to be located mainly in car parks, were now the focus for current funding, along with rapid charging, triple charging and e-bike charging. Sites for the hubs were currently being identified.
- Companies had indicated their interest in charging proposals on petrol station style charging areas
- The use of roadside charging point parking bays was currently not restricted for use by vehicles wishing to use chargers only, however following the continuing increase in take-up of electric vehicles, this would be kept under review.
- Installations were considered on a street-by-street basis and took into consideration on-street parking and vehicle charging needs.
- Currently all residents had access to a charging point no more than four minutes away from their homes. Future proofing installations would ensure that there would be no barriers to residents accessing charging facilities.
- The expected usage of newly installed charging points was considered as part of the Traffic Regulation Order, and any existing waiting restrictions were reviewed where new installations were proposed.
- The on-going maintenance of equipment ensured continued operation and that there was no outdated infrastructure.

- The possible opportunities for local employment, social value, and apprenticeships for Coventry residents, through the chargepoint operator's contract
- The location of residential charging hubs being installed as part of Local Electric Vehicle Charging Infrastructure (LEVI) funding.
- The locations of the pilot for pavement gully channels.
- Although there were no plans for the Council to become a chargepoint operator, the Authority had overall control of the work undertaken including locations and types of chargepoints, it also had oversight of charging costs.
- Upgrades to Sub-stations, driven by the receipt of applications, were chargeable and were the responsibility of National grid.
- A pavement gully channel pilot scheme was underway for residential properties that had no parking provision on their premises. The scheme would be in operation for 18-months and the Council's Highways Team would be consulted on the gully installations. Feedback on take-up and the performance of the gullies would influence future installations.

Members requested that the following information to be circulated to them:

- Photographs of the piloted pavement gullies and details of their locations
- Details of the locations of residential charging hubs (as part of LEVI)
- Details of the clauses (if any) within the chargepoint operator's contract about local employment, social value, and apprenticeships for Coventry residents
- The price per kWh for charging at all types of chargepoints

**RESOLVED that the Business, Economy and Enterprise Scrutiny Board (3):**

**1) Notes the contents of the Briefing note and presentation.**

**2) Had no further recommendations for the Cabinet Member for Jobs, Regeneration and Climate Change.**

#### **10. Domestic Retrofit - September 2025 Update**

The Business, Economy and Enterprise Scrutiny Board (3) received a briefing note of the Director of Regeneration and Economy that provided an update on progress of the Council's domestic retrofit programmes since the last domestic retrofit update to the Board in April 2024 (minute 25/23 referred).

Coventry's Climate Change Strategy (2024-2030) approved by Council last year (their minute 64/23 referred), set out an ambitious vision for how the city intended to 'tackle the causes and consequences of climate change', which was a key priority of the One Coventry Plan. The strategy set a goal to reduce carbon emissions across the city to support the Authority's transition to net zero, whilst benefiting local people and businesses through creating warmer homes, cheaper bills, cleaner air, new jobs and skills.

The strategy identified that 30% of the city's carbon emissions came from the 143,000 homes across Coventry. Of these homes, it was estimated that over 100,000 homes had an energy performance certificate (EPC) of D or below, therefore a significant proportion of residents were living in less energy efficient housing and likely to be facing higher bills as a result to keep their homes warm.

Improving the energy efficiency of homes through retrofit measures ranging from insulation, double glazing to heat pumps and solar panels could considerably reduce carbon emissions but also create real benefits for residents too in terms of bills, health and comfort.

Latest government data (based on 2023 sources) also suggests 18.9% households in Coventry were living in fuel poverty. Whilst a 3.3% reduction from the year 2022, this was still one of the largest rates of fuel poverty of all local authorities in the country, and figures rose to over 40% of households in some the city's most deprived areas.

Domestic retrofit could also make a huge difference by improving the quality of resident's lives and their health, through creating warmer more efficient homes and helping to lower bills. Well-insulated properties also kept homes cooler in the summer, which helped to make homes more resilient to increasing temperatures and increased likelihoods of extreme heat. It was essential to take a proactive approach to retrofit, delivering retrofit at scale whilst also considering new technology and innovation that could accelerate ambitions. The Council had been working with partners to achieve this, delivering retrofit at scale as highlighted with the work with Citizen, whilst also trialling innovative solutions and pilots with the Council's Strategic Energy Partnership (SEP). For example, the SEP has worked with a startup (Kestrix) to use drones to capture thermal imaging of thousands of houses in Hillfields and using artificial intelligence to generate energy efficiency plans. This would allow the Authority to prioritise interventions and maximise impacts for residents from the available funding.

The briefing note set out details of the progress made over the past 18 months; Social Housing Decarbonisation Fund (SHDF) Wave 2; Home Upgrade Grant 2; Energy Company Obligation (ECO) 4 & Great British Insulation Scheme (GBIS); Community Engagement; Equitable Delivery of Programmes; Future Schemes: WMCA Retrofit Pilot; Other SEP Activity; Climate Adaptation; and the next steps.

In considering the briefing note and the presentation by officers, the Board discussed issues, asked questions and received responses on matters including:

- The able to pay market households who were not eligible for grant funding, grants that could be accessed for those who were eligible, the availability of purchasing schemes and discount offers, and the Household Support Fund.
- Lloyds Bank, Coventry Building Society and E.ON all supported the retrofitting of homes, and this could include their provision of offers such as green mortgages.
- The Next Gen Project – the invitation for 20 local households to apply to have a total retrofit of their homes. Insulation of properties was key for the future.
- The advice and guidance available to residents who wished to pursue retrofit for their homes and the range of small changes that could be made that would also make a difference without the expenditure. Insulation of properties was key for the future.
- Electricity costs – consideration of the fluctuation of electricity usage costs moving forward as a more electricity-based nation
- Assessments were made to ensure the best possible retrofit options were provided for warmer homes with cheaper bills.

- Universities nationally were looking in more depth at heat pumps to understand how they worked. The data from the research would support the future of heat pumps design and installation.
- There were many resources in the City that could provide valuable assistance for energy efficiency, this included the Coventry Canal and the Waste Reduction Unit. E.ON was currently pursuing these, and feasibility studies would be made. Severn Trent and MIRA were also supporting these options.
- The Authority was working with developers on the inclusion of energy efficiency for new build homes.
- The importance of guiding and advising residents of appropriate offers and schemes available to them, to encourage take-up.
- Programmes and Eco Schemes were being targeted at the most deprived areas of the city - Foleshill, Radford, Hillfields were some of the identified neighbourhoods. The Council was working to achieve greater impact in these areas.
- Schemes generally focussed on fuel poor, an EPC rating below D, and low-income households. This changed from scheme to scheme so couldn't be guaranteed. A scheme would dictate what measures could be offered in a retrofit – windows, solar panels, loft insulation, etc.
- Barrier to retrofit – recognising that there were residents that wanted to take part but didn't qualify for funding support, there needed to be more flexibility to enable participation.
- It would be useful to see comparative data on the national distribution of funding to support domestic retrofit.
- Assurance of value for money in respect of £31,000 average expenditure on retrofit per property completed was provided through a robust governance process.
- Citizen Housing contributed a significant amount of match funding to retrofitting works on their properties.
- Recognising the importance of educating residents on energy efficiency, the Authority had been working with Act on Energy and with the Council's Public Health Service to speak to residents in the poorest areas.
- Education work on climate change and energy efficiency was being undertaken with Primary Schools.
- Landlords of private rented properties that were provided with retrofit installations, were required to match fund. There were concerns that costs could be passed onto tenants.

**RESOLVED that the Business, Economy and Enterprise Scrutiny Board (3):**

- 1) Notes the contents of the Briefing note and presentation.**
- 2) Had no recommendations to make to the Cabinet Member for Jobs, Regeneration and Climate Change.**
- 3) A further update report be submitted to the Board to include information on able to pay households that are not eligible for retrofit grant funding, and comparative data on the national distribution of funding to support domestic retrofit.**

**11. Work Programme 2025/26**

The Business, Economy, and Enterprise Scrutiny Board (3) received a briefing note of the Scrutiny Co-ordinator that provided a schedule of items for meetings of the Board for the Municipal Year. The Work Programme for 2025/26 was attached as an Appendix to the report.

Further to minute 10/25 above headed 'Domestic Retrofit – September 2025 Update', Members requested that a further update be submitted to a future meeting of the Board and that this be added to the Work Programme.

**RESOLVED that the Business, Economy, and Enterprise Scrutiny Board (3):**

- 1) Notes the schedule of items for meetings of the Board for the Municipal Year 2025/26.**
- 2) Agrees that an item headed 'Retrofit Update' be added to the Work Programme for a future meeting.**

**12. 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 4.00 pm)