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# **Council Meeting**

2 December 2025

**Booklet 1**

Answers to Written Questions

1.	<p><b>QUESTION SUBMITTED BY: Councillor S Gray</b></p> <p><b>TO BE ANSWERED BY: Councillor J O'Boyle, Cabinet Member for Jobs, Regeneration and Climate Change</b></p>
	<p><b>TEXT OF QUESTION:</b></p> <p>"Please provide the figure for the total number of market traders. Also details of how this number has changed since the start of the City Centre South Development. Also please clarify how these figures account for stallholders spreading onto adjacent stalls that are currently empty."</p> <p><b>ANSWER:</b></p> <p>There are 155 stalls available to let at Coventry Market and 100 stalls are occupied.</p> <p>The vacancy rate for stalls has been in the range of 32% to 35.5% for the past 18 months.</p> <p>At June 2025, when the CCS demo works started, the vacancy rate was 52 stalls (33.55%).</p> <p>The current vacancy figure is 55 stalls vacant (35.48%).</p> <p>17 traders have more than one stall and nine stalls are let to adjacent tenants where they are allowed to use a vacant stall to display their goods but are not permitted to trade from them.</p>

2.	<p><b>QUESTION SUBMITTED BY: Councillor S Gray</b></p> <p><b>TO BE ANSWERED BY: Councillor J O'Boyle, Cabinet Member for Jobs, Regeneration and Climate Change</b></p>
	<p><b>TEXT OF QUESTION:</b></p> <p>"What contingency arrangements were made as part of the city centre south development plans to account for negative impacts on businesses affected by the redevelopment work (other than those whose premises are being demolished as part of the plan)?"</p> <p><b>ANSWER:</b></p> <p>City Centre South will result in £450m of investment in the city centre, creating a new community and delivering enormous benefits for local businesses and residents.</p> <p>The Council made a commitment to keep the market open while the work was underway. This has involved working with the market traders and the developer to ensure the market could continue to trade.</p> <p>The site hoarding has been carefully set out to allow as many access points to the market as possible.</p> <p>Hill and the Council continue to be in close contact with traders. And the Council is proactively promoting that the market is open on its channels.</p>

3.

**QUESTION SUBMITTED BY: Councillor S Gray****TO BE ANSWERED BY: Councillor J O'Boyle, Cabinet Member for Jobs, Regeneration and Climate Change****TEXT OF QUESTION:**

"What do we charge market traders, and how do the costs of having a market stall in Coventry compare with the costs elsewhere in the country?"

**ANSWER:**

When a new trader starts at Coventry Market, they take a "Business Builder Agreement" – which is lower rent at £90 per week for 16 weeks and then £110 per week for 8 weeks.

After six months the weekly rent is £130 per week. This includes VAT and service charges. Traders are responsible for their own electricity and business rates. The vast majority of traders are on this arrangement although there will be some with historic leases who pay between £66 - £149 per week.

We benchmark against others markets and the rates range from £81 per week to £213 per week. We work to balance the creation of an affordable, diverse and vibrant trading environment with the costs of running the Market.

4.

**QUESTION SUBMITTED BY: Councillor G Ridley****TO BE ANSWERED BY: Councillor K Caan, Cabinet Member for Public Health, Sport and Wellbeing****TEXT OF QUESTION:**

"Can the Cabinet Member provide an itemised breakdown of the actual annual visitor numbers for The Wave waterpark for each of the following financial years: 2021/22, 2022/23, 2023/24 and 2024/25

Furthermore, can the Cabinet Member confirm the projected annual visitor number used in the original £36.7 million business case for The Wave, and state the difference between the average actual visitor number and the original projection?"

**ANSWER:**

The following table provides the actual annual visitor numbers to The Wave for each financial year from 2021/22 through to 2024/25.

<b>Financial Year</b>	<b>Total Visitors to The Wave</b>
2021/22*	261,803
2022/23	358,848
2023/24	432,057
2024/25	458,295

\*= includes some shut down due to COVID19

Initial modelling work undertaken in 2014 projected that the provision of the new City Centre destination facility would result in circa 1.3m visits to the

facility per annum. The difference between the actual average visitor number per annum for the above period and the original annual projection is 922,249.

It is noted that the initial modelling work undertaken in 2014 pre-dated both (i) detailed facility development and design work for The Wave and (ii) the Council's decision to invest in a new 50m swimming pool at the Alan Higgs Centre, which was also enabled within the sports facility investment model.

The Cabinet Report of 12 February 2019, which requested approval of the acceptance Sport England Grant Funding towards the new 50m swimming pool, provided a new projection of circa 2.4m annual visits per annum across all the leisure estate, following the completion of these works. The table below shows the actual total visitor numbers achieved for all leisure sites for the same period.

Financial Year	Total Visitors to All Public Leisure Sites
2021/22*	1,465,046
2022/23	1,903,703
2023/24	2,285,915
2024/25	2,421,525

\*= includes some shut down due to COVID19

The above tables show the incremental growth in visitor numbers across the period of 2021/22 to 2024/25 (post-COVID), both for The Wave and across all the public leisure estate managed by CV Life/Coventry Sports Foundation. Financially, the sports investment model is performing to the business plan.

5.

**QUESTION SUBMITTED BY: Councillor J Blundell**

**TO BE ANSWERED BY: Councillor N Akhtar, Cabinet Member for Housing and Communities**

**TEXT OF QUESTION:**

"Following the council meeting of 3<sup>rd</sup> December 2024 when it was resolved that local councillors would be involved in any discussions relating to S106 agreements. How many S106 have been completed since then and of those how many have had direct involvement from local councillors. Also, how many current S106 agreements are in progress and again how many have had involvement by local councillors."

**ANSWER:**

There were 6 S106 agreements completed since 3<sup>rd</sup> December 2024. Of these, 2 have had involvement from local councillors.

We have 10 s106 agreements in progress. Of these, 2 have had involvement by local councillors.

A weekly list of applications registered is sent out to all Ward Councillors. The covering email notes that comments on contributions should be made to the case officer and major applications are highlighted in yellow for convenience.

During the last year, officers have held meetings with Councillors across all

Wards and these give the opportunity to discuss major developments in their areas.

6.

**QUESTION SUBMITTED BY: Councillor J Gardiner**

**TO BE ANSWERED BY: Councillor J O'Boyle, Cabinet Member for Jobs, Regeneration and Climate Change**

**TEXT OF QUESTION:**

“When negotiating the contract with Hill Group to deliver the city centre South development, what provision was made to financially support the traders in Coventry Market who could reasonably be expected to take a large trading hit due to the many years of disruption envisaged.

What was the risk assessment of the effect on Coventry Market, and what proactive steps were planned by the Council to safeguard the market long term.”

**ANSWER:**

As part of the preparatory works for the scheme and following a clear instruction from the Cabinet Member, a huge amount of work was undertaken by officers in their negotiations with Hill to ensure that the market could remain open and trading during construction and delivery.

Critically, as part of the preparatory work for City Centre South and recognising that for many years the Market has suffered from underinvestment, the Council negotiated with the previous owners of the Market to secure the ownership of it as a precursor to being able to put in place longer term investment plans

The Council has also been working with the Market Traders Committee for a number of months now to discuss and agree ways of continuing to support the Market. Support has included providing business rates relief for 2025/26, continual dialogue about optimising management and lettings arrangements, drop-in sessions with the Council and City Centre South developer, improvements to the hoardings and signage promoting the Market and the initiation of a communications and marketing campaign.

7.

**QUESTION SUBMITTED BY: Councillor J Gardiner**

**TO BE ANSWERED BY: Councillor P Hetherton, Cabinet Member for City Services**

**TEXT OF QUESTION:**

“Coventry Funeral Services advertises three funeral options within the bereavement wallet given out to those registering deaths. These options are an Unattended Funeral, an Attended Direct Funeral, and a Traditional Funeral. How many of each kind of funeral were sold in the financial year 2023 /24, 2024/25 and how many of each kind so far this year.

How many funerals does the Council pay for under its statutory obligations

each year typically.”

**ANSWER:**

Coventry Funeral Services advertises three funeral options within the bereavement wallet given out to those registering deaths. These options are an Unattended Funeral, an Attended Direct Funeral, and a Traditional Funeral. How many of each kind of funeral were sold in the financial year 2023 /24, 2024/25 and how many of each kind so far this year. How many funerals does the Council pay for under its statutory obligations each year typically.”

	2023 / 2024*	2024 / 2025	2025 / 2026 (to date)
Unattended Funeral	3	9	12
Attended Direct Funeral	1	19	12
Traditional Funeral	2	27	24
Public Health Funeral	20	32	24

\*Funeral service opened in February 2024

**Public Health Funerals**

Arranged and coordinated by the Council as a result of either the deceased having no relatives or arrangements in place (through a solicitor or other) or where the next of kin or other family members have opted not to take responsibility for arranging and coordinating a funeral service.

Where possible we will recoup all costs associated with a funeral from the estate of the deceased. Last year we recouped approximately 60% of all costs.

8.

**QUESTION SUBMITTED BY: Councillor J Gardiner**

**TO BE ANSWERED BY: Councillor N Akhtar, Cabinet Member for Housing and Communities**

**TEXT OF QUESTION:**

“Planning permission was granted for a mosque at 3 Blackwell Lane in 2005 which was to be completed within 7 years. It was not completed within that time frame and today 20 years later it is still not complete. This land is designated for community use within the Unitary Development Plan Local and as part of the delivery of that use the Council sold the land to the developer.

What steps have the Council taken to enforce the completion of this building, or the removal of the existing structure so that the land can be made available to other community interests to deliver a suitable community asset.”

**ANSWER:**

The Unitary Development Plan and subsequent plans show the site as being within the defined Foleshill Centre where a community use is considered acceptable but it is not formally designated for a community use.

As work is slowly progressing on site, the Council are unable to take any Planning Enforcement action.

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9.	<p><b>QUESTION SUBMITTED BY: Councillor M Lapsa</b></p> <p><b>TO BE ANSWERED BY: Councillor P Hetherton, Cabinet Member for City Services</b></p>
<p><b>TEXT OF QUESTION:</b></p> <p>“Please could the Cabinet Member provide the number of Penalty Charge Notices (PCNs) issued by your Parking Enforcement team for each electoral ward in Coventry, for the most recent full year for which data is available. If possible, please also provide:</p> <ol style="list-style-type: none"> <li>1. The number of PCNs issued per ward broken down by type of contravention (e.g., yellow line, permit parking violation, loading bay, disabled bay misuse).</li> <li>2. The total value of fines issued per ward before discount or write-offs.</li> <li>3. The fines revenue collected per ward (excluding those fines cancelled or unenforceable).</li> <li>4. The number of PCNs per ward that remain unpaid or have been referred to bailiffs/tracing.</li> </ol> <p>If ward-level data is not held in that format, could you please let me know the smallest geographic area for which data <i>is</i> held (e.g., parking zone, zone/area, postcode cluster) and provide figures accordingly.”</p> <p><b>ANSWER:</b> See Appendix to this Booklet</p>	

10.	<p><b>QUESTION SUBMITTED BY: Councillor M Lapsa</b></p> <p><b>TO BE ANSWERED BY: Councillor P Hetherton, Cabinet Member for City Services</b></p>
<p><b>TEXT OF QUESTION:</b></p> <p>“Please could the Cabinet Member inform us when the following parking schemes will be implemented?</p> <ul style="list-style-type: none"> <li>- Conway Avenue residents' parking scheme.</li> <li>- Hathaway Road residents' parking scheme.</li> <li>- Restricted parking in the lay by outside St George's Place, Charter Avenue.”</li> </ul> <p><b>ANSWER:</b> Thank you for your question regarding the timeline for implementing the parking schemes on Conway Avenue, Hathaway Road, and the layby outside St George's Place on Charter Avenue.</p> <p>I can confirm that all the residents' permit schemes, including Conway Avenue and Hathaway Road included in the most recent V13 variation order, are</p>	

currently in the process of being implemented. Due to the scale of the works forming part of the programme, the works need to be planned for delivery in a phased manner, and we anticipate this being completed (subject to weather conditions which can impact delivery at this time of year) by Christmas. As part of this process, we are currently setting up these new locations on our systems and will be writing to residents in the coming weeks with details of how to apply. Details are now available on our website for residents to view.

Regarding the layby outside St George's Place on Charter Avenue, the limited waiting restriction has been approved and will be scheduled for delivery by the end of January 2026. This restriction will introduce a 30-minute maximum stay (no return within 2 hours) between 11:00 am and 9:00 pm, Monday to Saturday, to encourage turnover and support local businesses.

11. **QUESTION SUBMITTED BY: Councillor M Lapsa**

**TO BE ANSWERED BY: Councillor N Akhtar, Cabinet Member for Housing and Communities**

**TEXT OF QUESTION:**

"Please can the Cabinet Member supply the total sums received in Section 106 payments in relation to junction improvements in the Tile Hill Village area, especially off Cromwell Lane, including possible traffic calming in the village?"

**ANSWER:**

To date, a total of £355,316.54 has been received from the residential development south of Westwood Heath Road. This S106 contribution is for the improvement scheme at the Cromwell Lane / Westwood Heath Road junction.

A further £300,000 in S106 contributions is due from the Cromwell Lane development - £200K for traffic calming measures on Cromwell Lane and £100K for a traffic signal junction upgrade on Tile Hill Lane.

12. **QUESTION SUBMITTED BY: Councillor M Lapsa**

**TO BE ANSWERED BY: Councillor N Akhtar, Cabinet Member for Housing and Communities**

**TEXT OF QUESTION:**

"Can the Cabinet Member confirm that Section 106 monies were paid for a press button crossing on the junction of Tile Hill Lane/Station Avenue?"

**ANSWER:**



The money has not yet been paid for the upgrade of the traffic signals at the Station Avenue and Tile Hill Lane junction. This is the £100K referenced in Q11.

13.

**QUESTION SUBMITTED BY: Councillor M Lapsa**

**TO BE ANSWERED BY: Councillor P Hetherton, Cabinet Member for City Services**

**TEXT OF QUESTION:**

“Can the Cabinet Member detail the financial cost of average speed cameras. How many locations have they been implemented at across the city in the last 5 years. What were the accident statistics for the previous 2 years prior to these cameras being implemented in these locations.”

**ANSWER:**

Thank you for your question regarding Coventry City Council's Average Speed Enforcement (ASE) programme.

Coventry has one of the most comprehensive ASE networks in the region, which it has developed and rolled out in partnership with West Midlands Police. Our programme aims to improve compliance with speed limits and support regional road safety targets: reducing killed or seriously injured (KSI) casualties by 50% (based on 2015–2017 averages) by 2030.

Excessive speed is a major contributor to severe and fatal collisions. ASE schemes have therefore been a key focus of our road safety strategy. Currently, there are 23 ASE routes across six phases, with a total implementation cost of approximately £1.7 million and annual maintenance costs of £120,000.

The economic and social impact of collisions is significant. Department for Transport estimates place the cost of a fatal collision at £2.8 million and a serious injury at £325,000. Preventing even one fatality would offset the programme's cost.

**Impact Summary**

ASE schemes are introduced where there is a history of speed-related KSI collisions. Data from West Midlands Police shows a clear reduction in personal injury collisions following ASE installation across most corridors. For example:

- Ansty Road: 26 collisions before ASE, reduced to 8 after.
- Binley Road: 30 before, reduced to 13 after.
- Foleshill Road: 48 before, reduced to 17 after.

The only exception is London Road, where collision numbers remained similar; however, importantly severity has decreased significantly, with no serious injuries or fatalities being recorded since implementation. This demonstrates the life-saving impact of reduced speeds.

Appendix A - List of Coventry City Council's 23 ASE Corridors

Appendix B - Recorded Personal Injury Collisions Before and After ASE Implementation

14.

**QUESTION SUBMITTED BY: Councillor M Lapsa**

**TO BE ANSWERED BY: Councillor P Hetherton, Cabinet Member for City Services**

**TEXT OF QUESTION:**

“Can the Cabinet Member supply the cost of implementing the traffic calming measures on Wolfe Road? What consultation was done prior to implementing these measures. How many accidents were recorded within the 3 years preceding this implementation?”

**ANSWER:**

**Proposed Response**

**Traffic Calming Measures on Wolfe Road**

Wolfe Road, a long straight route between Charter Avenue and Torrington Avenue, encourages high speeds and reduced driver awareness. To address this, splitter islands were installed to improve safety by slowing traffic and increasing driver attention. The scheme aims to enhance pedestrian safety and create a safer environment for all road users. The cost of implementing this scheme was approximately £23,000.

**Consultation**

As the works were minor and did not directly affect residential properties, formal consultation was not undertaken. Advance notice signs were displayed during construction.

**Accident Data**

Two slight personal injury collisions occurred on Wolfe Road in the three years prior to implementation, both near the Charter Avenue junction. Observations indicate excessive speeds approaching this junction, likely contributing to these incidents.

## APPENDIX

### Question 9 [part 1]

The number of Parking Penalty Charge Notices broken down by offence type for each Electoral Ward in Coventry for the fiscal year 2024/25 are in the table below:

Electoral Ward	Offence Code	Offence Description	PCN Count
Bablake	1	Yellow Line	157
Bablake	2	Yellow Line	5
Bablake	26	Greater than 50 cm from Kerb	2
Bablake	27	Dropped Kerb	13
Bablake	48	School	12
		<b>Ward Total</b>	<b>189</b>
Binley and Willenhall	1	Yellow Line	18
Binley and Willenhall	26	Greater than 50 cm from Kerb	1
Binley and Willenhall	27	Dropped Kerb	2
Binley and Willenhall	99	Pedestrian Crossing (Car Park)	1
		<b>Ward Total</b>	<b>22</b>
Cheylesmore	1	Yellow Line	154
Cheylesmore	14	Electric Vehicle Bay	41
Cheylesmore	16	Permit Space	201
Cheylesmore	22	Re-Parked within Restricted Time	1
Cheylesmore	26	Greater than 50 cm from Kerb	1
Cheylesmore	27	Dropped Kerb	48
Cheylesmore	30	Overstay	75
Cheylesmore	40	Disabled Bay	28
Cheylesmore	48	School	2
Cheylesmore	61	Footway	1
Cheylesmore	62	Footway	56
Cheylesmore	99	Pedestrian Crossing (Car Park)	8
		<b>Ward Total</b>	<b>616</b>
Earlsdon	1	Yellow Line	791
Earlsdon	2	Yellow Line	6
Earlsdon	14	Electric Vehicle Bay	31
Earlsdon	16	Permit Space	146
Earlsdon	21	Suspended Bay	4
Earlsdon	23	Wrong Class of Vehicle	2
Earlsdon	27	Dropped Kerb	65
Earlsdon	30	Overstay	59
Earlsdon	45	Taxi rank	2
Earlsdon	47	Bus Stop	18
Earlsdon	82	Parked after Ticket Expired (Car Park)	18
Earlsdon	83	Parked without a Ticket (Car Park)	98
Earlsdon	86	Out of bay (Car Park)	9
Earlsdon	99	Pedestrian Crossing (Car Park)	28

		<b>Ward Total</b>	<b>1277</b>
Foleshill	1	Yellow Line	5504
Foleshill	2	Yellow Line	26
Foleshill	5	Parked after Ticket Expired	7
Foleshill	5	Parked after Ticket Expired	20
Foleshill	6	Parked without a Ticket	167
Foleshill	14	Electric Vehicle Bay	30
Foleshill	16	Permit Space	1116
Foleshill	21	Suspended Bay	2
Foleshill	22	Re-Parked within Restricted Time	10
Foleshill	25	Loading Bay	2
Foleshill	26	Greater than 50 cm from Kerb	232
Foleshill	27	Dropped Kerb	624
Foleshill	30	Overstay	417
Foleshill	47	Bus Stop	58
Foleshill	48	School	8
Foleshill	61	Footway	8
Foleshill	99	Pedestrian Crossing (Car Park)	26
		<b>Ward Total</b>	<b>8257</b>
Henley	1	Yellow Line	135
Henley	2	Yellow Line	9
Henley	16	Permit Space	310
Henley	26	Greater than 50 cm from Kerb	2
Henley	27	Dropped Kerb	21
Henley	30	Overstay	19
Henley	46	Red Route	23
Henley	48	School	6
Henley	61	Footway	11
Henley	99	Pedestrian Crossing (Car Park)	1
		<b>Ward Total</b>	<b>537</b>
Holbrook	1	Yellow Line	237
Holbrook	2	Yellow Line	4
Holbrook	14	Electric Vehicle Bay	1
Holbrook	16	Permit Space	469
Holbrook	26	Greater than 50 cm from Kerb	1
Holbrook	27	Dropped Kerb	34
Holbrook	30	Overstay	4
Holbrook	47	Bus Stop	1
Holbrook	48	School	3
Holbrook	61	Footway	1
Holbrook	99	Pedestrian Crossing (Car Park)	5
		<b>Ward Total</b>	<b>760</b>
Longford	1	Yellow Line	283
Longford	2	Yellow Line	6
Longford	16	Permit Space	548
Longford	27	Dropped Kerb	31

Longford	30	Overstay	3
Longford	47	Bus Stop	1
Longford	48	School	3
Longford	61	Footway	2
Longford	99	Pedestrian Crossing (Car Park)	3
		<b>Ward Total</b>	<b>880</b>
Lower Stoke	1	Yellow Line	602
Lower Stoke	2	Yellow Line	4
Lower Stoke	14	Electric Vehicle Bay	199
Lower Stoke	16	Permit Space	63
Lower Stoke	21	Suspended Bay	2
Lower Stoke	22	Re-Parked within Restricted Time	4
Lower Stoke	26	Greater than 50 cm from Kerb	78
Lower Stoke	27	Dropped Kerb	183
Lower Stoke	30	Overstay	51
Lower Stoke	40	Disabled Bay	102
Lower Stoke	46	Red Route	100
Lower Stoke	47	Bus Stop	6
Lower Stoke	48	School	16
Lower Stoke	49	Cycle Lane	3
		<b>Ward Total</b>	<b>1413</b>
Radford	1	Yellow Line	262
Radford	2	Yellow Line	4
Radford	6	Parked without a Ticket	11
Radford	16	Permit Space	123
Radford	21	Suspended Bay	2
Radford	25	Loading Bay	1
Radford	27	Dropped Kerb	57
Radford	30	Overstay	5
Radford	40	Disabled Bay	12
Radford	48	School	12
		<b>Ward Total</b>	<b>489</b>
Sherbourne	1	Yellow Line	344
Sherbourne	2	Yellow Line	11
Sherbourne	14	Electric Vehicle Bay	3
Sherbourne	16	Permit Space	116
Sherbourne	27	Dropped Kerb	53
Sherbourne	30	Overstay	61
Sherbourne	47	Bus Stop	2
Sherbourne	48	School	12
Sherbourne	62	Footway	19
Sherbourne	99	Pedestrian Crossing (Car Park)	12
		<b>Ward Total</b>	<b>633</b>
St Michael's	1	Yellow Line	8244
St Michael's	2	Yellow Line	675
St Michael's	5	Parked after Ticket Expired	584

St Michael's	5	Parked after Ticket Expired	886
St Michael's	6	Parked without a Ticket	4452
St Michael's	14	Electric Vehicle Bay	295
St Michael's	16	Permit Space	2771
St Michael's	21	Suspended Bay	45
St Michael's	22	Re-Parked within Restricted Time	12
St Michael's	23	Wrong Class of Vehicle	936
St Michael's	25	Loading Bay	464
St Michael's	26	Greater than 50 cm from Kerb	116
St Michael's	27	Dropped Kerb	382
St Michael's	30	Overstay	1164
St Michael's	40	Disabled Bay	2012
St Michael's	45	Taxi rank	1388
St Michael's	46	Red Route	3545
St Michael's	47	Bus Stop	326
St Michael's	48	School	15
St Michael's	61	Footway	1
St Michael's	71	Electric Bay (Car Park)	259
St Michael's	81	Restricted Area (Car Park)	72
St Michael's	82	Parked after Ticket Expired (Car Park)	526
St Michael's	83	Parked without a Ticket (Car Park)	2930
St Michael's	85	No Permit (Car Park)	440
St Michael's	86	Out of bay (Car Park)	771
St Michael's	87	Disabled Bay (Car Park)	777
St Michael's	91	Wrong Class of Vehicle (Car Park)	2
St Michael's	92	Obstruction (Car Park)	55
St Michael's	93	Parked in a closed car park (Car Park)	2
St Michael's	99	Pedestrian Crossing (Car Park)	27
		<b>Ward Total</b>	<b>34174</b>
Upper Stoke	1	Yellow Line	1038
Upper Stoke	2	Yellow Line	13
Upper Stoke	14	Electric Vehicle Bay	85
Upper Stoke	16	Permit Space	1
Upper Stoke	21	Suspended Bay	1
Upper Stoke	25	Loading Bay	13
Upper Stoke	26	Greater than 50 cm from Kerb	8
Upper Stoke	27	Dropped Kerb	67
Upper Stoke	30	Overstay	36
Upper Stoke	40	Disabled Bay	86
Upper Stoke	46	Red Route	646
Upper Stoke	47	Bus Stop	41
Upper Stoke	61	Footway	1
Upper Stoke	71	Electric Bay (Car Park)	2
Upper Stoke	82	Parked after Ticket Expired (Car Park)	6
Upper Stoke	83	Parked without a Ticket (Car Park)	123
Upper Stoke	86	Out of bay (Car Park)	1

Upper Stoke	87	Disabled Bay (Car Park)	4
Upper Stoke	99	Pedestrian Crossing (Car Park)	21
		<b>Ward Total</b>	<b>2193</b>
Wainbody	1	Yellow Line	38
Wainbody	16	Permit Space	9
Wainbody	27	Dropped Kerb	1
Wainbody	48	School	2
Wainbody	99	Pedestrian Crossing (Car Park)	2
		<b>Ward Total</b>	<b>52</b>
Westwood	1	Yellow Line	90
Westwood	2	Yellow Line	2
Westwood	16	Permit Space	30
Westwood	27	Dropped Kerb	10
Westwood	30	Overstay	3
Westwood	48	School	2
Westwood	61	Footway	2
		<b>Ward Total</b>	<b>139</b>
Whoberley	1	Yellow Line	464
Whoberley	2	Yellow Line	5
Whoberley	14	Electric Vehicle Bay	1
Whoberley	21	Suspended Bay	1
Whoberley	26	Greater than 50 cm from Kerb	4
Whoberley	27	Dropped Kerb	61
Whoberley	30	Overstay	6
Whoberley	47	Bus Stop	19
Whoberley	48	School	15
Whoberley	62	Footway	8
Whoberley	99	Pedestrian Crossing (Car Park)	3
		<b>Ward Total</b>	<b>587</b>
Woodlands	1	Yellow Line	8
Woodlands	2	Yellow Line	1
Woodlands	40	Disabled Bay	1
Woodlands	46	Red Route	3
		<b>Ward Total</b>	<b>13</b>
Wyken	1	Yellow Line	108
Wyken	2	Yellow Line	6
Wyken	14	Electric Vehicle Bay	2
Wyken	16	Permit Space	212
Wyken	26	Greater than 50 cm from Kerb	1
Wyken	27	Dropped Kerb	18
Wyken	30	Overstay	11
Wyken	46	Red Route	39
Wyken	47	Bus Stop	4
Wyken	61	Footway	4
		<b>Ward Total</b>	<b>405</b>
		<b>Grand Total</b>	<b>52636</b>

### Questions 9 [parts 2,3 & 4]

The total value of parking penalty fines for the fiscal year by Electoral Ward (before discounts or write-offs), together with the value of fines collected by Ward and the amount that remains unpaid, are in the table below:

Electoral Ward	PCNs issued	Value of Fines	Amount paid to date	No. of PCNs outstanding
Bablake	189	£11420	£6312	55
Binley & Willenhall	22	£1425	£745	7
Cheylesmore	616	£29775	£18018	166
Earlsdon	1277	£66195	£43939	263
Foleshill	8257	£537860	£233081	3161
Henley	537	£26700	£18194	113
Holbrook	760	£38995	£25279	157
Longford	880	£47110	£31540	167
Lower Stoke	1413	£77665	£51616	271
Radford	489	£27130	£16856	105
Sherbourne	633	£35150	£21496	147
St Michael's	34174	£1837020	£1006129	9921
Upper Stoke	2193	£152705	£53733	1032
Wainbody	52	£2465	£2015	7
Westwood	139	£6685	£4941	23
Whoberley	587	£31400	£22012	91
Woodlands	13	£570	£465	2
Wyken	405	£21330	£15511	87
<b>Total</b>	<b>52636</b>	<b>£2951600</b>	<b>£1571883</b>	<b>155771</b>