
Council Meeting

23 June 2026

Booklet 1

Answers to Written Questions

1.

QUESTION SUBMITTED BY: Councillor D Stainton

TO BE ANSWERED BY: Councillor J McNicholas, Cabinet Member for Community Safety and Cohesion

TEXT OF QUESTION:

“Given the cancellation of the Godiva Festival was followed by a pledge to spend the savings on smaller events in the city, could the Member provide a breakdown of what events have been funded or will be funded and what level of funding has been or will be allocated for each event?”

ANSWER:

The Godiva Festival in War Memorial Park has been withdrawn for 2026 and replaced with a smaller city-centre based “Godiva in the City” weekend event, combining some of the elements of the previous annual Godiva Festival – music stages and family entertainment; showcasing local talent; Godiva Calling – and offering a free (in places, ticketed) weekend of city-focused entertainment. The budget allocated to Godiva in the City 2026 is £266,684.

A budget of £150,000 was also allocated for an extended events programme to be delivered in 2026/27. As the Events Team’s focus across April and May was heavily concentrated on delivery of the Coventry City Football Club promotion activity, the extended events budget was largely uncommitted over this time, with outline proposals for events for the remainder of the year now being developed in more detail.

In June, the extended events budget has supported activation to animate the city centre during the weekend of the Take That concerts at the CBS Arena and MotoFest Classic, through a budget allocation of £18k.

Having secured a Government grant through the Windrush Day Grant Scheme 2026, the Council is further leading on a 5-day Windrush Festival programme, including an outdoor celebration day of music in Broadgate. This festival is supported by a budget allocation of £17k.

The Godiva in the City programme follows-on in July from the Windrush Festival, after which will follow further decisions and announcements on the remainder of the extended programme for 2026/27.

2.

QUESTION SUBMITTED BY: Councillor A Bryant

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

TEXT OF QUESTION:

“Woodlands Ward contains a number of important green corridors and active travel routes. The Brookstray Path corridor, which serves residents in Mount Nod and Eastern Green and connects several schools and community facilities, presents a significant opportunity for improvement. Mount Nod and Eastern Green are home to approximately 17,000 residents and six schools. The Brookstray Path Corridor is an underused community asset, and improvements

to surfacing, accessibility, drainage, seating and wayfinding could create a safer walking route connecting residents and local schools to green space, whilst supporting public health, active travel, biodiversity features and opportunities for informal play area.

Could the Cabinet Member advise what external funding opportunities may be available to support improvements to footpath infrastructure, green corridors and community recreation facilities, including children's play provision, within the Mount Nod and Eastern Green area, and what support is available to ward councillors seeking to bring forward local improvement schemes in response to community need?"

ANSWER:

We are proud of the track record of the Council in securing investment in active travel and green initiatives across the city in recent years from a variety of sources.

Those funding sources include Active Travel funding distributed from the West Midlands Combined Authority's Integrated Settlement, and I am pleased to confirm that our latest bid to the WMCA includes a project that would improve infrastructure for walkers and cyclists in the Brookstray corridor. We will know later this year whether we have been successful.

We also secure funding from new development, with a significant sum (around £3.7 million) due from the Eastern Green development in the coming years for new walking and cycling infrastructure linking the new housing with key destinations such as the city centre and Tile Hill Station. The new path from Juniper Park to Park Hill is the first scheme to be delivered using that S106 developer contribution.

Biodiversity:

The Planning Team have S106 biodiversity funds for the Eastern Green area, this funding will be used for habitat creation and wildlife friendly management to enhance biodiversity within that local area. As part of this funding, we will also be including opportunities for community involvement.

3.

QUESTION SUBMITTED BY: Councillor A Cole

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

TEXT OF QUESTION:

"Coventry has a serious problem with pollution in our rivers, of the Sherbourne and Sowe. The River Sowe, for example, has been found to have huge increases in antibiotic resistant bacteria. Clearly, it is in the interest of resident's health, our wildlife and fauna for us to help Severn Trent and the Environment Agency to tackle all forms of pollution of our rivers.

Please could the Cabinet Member let me know the following:-

1. To our knowledge, how effective have enforcement measures been in prosecuting those who pollute our rivers? Does the Environment agency or Severn Trent inform us of their efforts and if so how many prosecutions have there been over each of the last three years.?

ANSWER:

Responsibility for enforcement action in relation to pollution of watercourses does not sit with the Council. This is a point worth noting, as matters relating to watercourses are often assumed to fall within our remit. As far as we are aware, Severn Trent and the Environment Agency do not routinely notify the Council of any prosecutions. Prosecutions for these types of incidents are undertaken by the Environment Agency.

2. How many times in each of the last three years have Severn Trent asked the council for access to the inaccessible parts of our river network to test water quality?

ANSWER:

As far as we are aware, Severn Trent has not requested access to any inaccessible sections of watercourses for the purpose of water quality testing.

3. How many successful inspections of the inaccessible parts of our river network by Severn Trent were facilitated by the City Council in each of the last three years?"

ANSWER:

As far as we are aware, Severn Trent has not requested access to any inaccessible sections of watercourses for the purpose of water quality testing.

4.

QUESTION SUBMITTED BY: Councillor J Wells

TO BE ANSWERED BY: Councillor L Kelly, Cabinet Member for Jobs, Regeneration and Climate Change

TEXT OF QUESTION:

"As Shadow Cabinet Member for Jobs and Regeneration, I recently visited devastated businesses at Baginton airfield. Long-standing tenants face upheaval with little notice or appropriate alternatives. There are currently thirty business operating there successfully.

The interests of these existing businesses and their employees seem to have been marginalised, and more consideration should be given to retaining part of the airport for general aviation, training, freight, emergency services and community use.

The current development plans risk losing this historic airport site forever for a gigafactory whose future, in today's difficult UK battery market, remains very uncertain.

Can the Cabinet Member tell us:

1. What independent, up-to-date assessment has been made of the gigafactory's deliverability, realistic job numbers and its economic benefits?
2. What is the percentage likelihood of these benefits being delivered and if so when?
3. What contingency plans does the Council have if the project fails to deliver economic benefit at the promised scale?"

ANSWER:

All the airport tenants are the tenants of Coventry Airport Limited and all have been aware of the proposed airport closure since planning consent was granted for the redevelopment of the site in 2022. The site was awarded Investment Zone status and a £23m grant in 2024 to deliver the infrastructure works required to deliver the Investment Zone.

At the time of closure only three businesses remained and these are due to leave by mid-September. Coventry Airport Ltd has been in dialogue with all their tenants since 2022 as we understand that CAA regulations would render it impossible to undertake the infrastructure works required to facilitate the Investment Zone whilst maintaining flying operations.

All directly employed airport staff have been either offered new jobs within the Rigby Group or enhanced redundancy terms.

The Council remains confident that the aspirations of the Investment Zone and Greenpower Park will be achieved. Whilst we cannot disclose names we are currently in dialogue with a number of companies, including foreign battery manufacturers and other advanced manufacturing companies attracted by the Investment Zone status of the site and its strategic location.

Specific question responses:

1. What independent, up-to-date assessment has been made of the gigafactory's deliverability, realistic job numbers and its economic benefits?

An up-to-date, independent evidence base on gigafactory deliverability, jobs and economic benefits is provided by recent national-level analysis:

- The UKRI / Faraday Battery Challenge report, [Sector-wide UK Battery Demand Projections to 2035](#) (April 2025), identifies rapidly growing demand for batteries (over 100 GWh by 2030 and ~160 GWh by 2035) and a forecast supply shortfall of around 55 GWh if additional UK capacity is not delivered. This demonstrates both the clear market demand and strategic need for further gigafactory development, particularly driven by the automotive sector (c.90% of demand).
- The independent [UK Gigafactory Commission report, UK Gigafactory Commission: Britain's Battery Future](#) (January 2026), concludes that gigafactories are a strategic national infrastructure priority, essential to securing the UK automotive sector, which

supports over 800,000 jobs and £22bn in value added. It highlights that gigafactory investment can unlock thousands of high-skilled jobs and wider supply chain benefits, while noting that successful delivery depends on investment conditions, competitiveness and policy support.

Taken together, these independent reports confirm that gigafactories are both necessary and capable of delivering substantial economic and employment benefits. Coventry's strong manufacturing base and supply chain means there will be job creation and retention well beyond the site itself. The city wants to be at the forefront of the green industrial revolution.

2. What is the percentage likelihood of these benefits being delivered and if so when?

The Joint Venture is confident that significant benefits from the development of the former airport site will be delivered including significant inward investment and high quality job creation for the city and wider region.

3. What contingency plans does the Council have if the project fails To deliver economic benefit at the promised scale?"

The Joint Venture is already working to ensure that the site can offer the most flexible opportunity for the benefit of Coventry and the wider region. This is evidenced by the airport site being included within the Coventry & Warwick Investment Zone which seeks to supplement the gigafactory offer by broadening the appeal of the site to companies involved in advanced manufacturing and battery supply chain related activity.

5. QUESTION SUBMITTED BY: Councillor M Lapsa

TO BE ANSWERED BY: Councillor J McNicholas, Cabinet Member for Community Safety and Cohesion

TEXT OF QUESTION:

"Can the Cabinet Member inform us

1. How many enforcement tickets have been issued for riding in the City centre to riders of electric bikes or scooters in the last 18 months?

ANSWER:

From 1 December 2024 to 1 June 2026 47 fixed penalty notices were issued. There were a further 10 occasions when advice was given.

2. How many accidents have been reported in 18 months from collision with a EV bike or scooter.

ANSWER:

4 collisions involving e-bikes and 13 involving e-scooters (one e-bike collision wider city centre (not Broadgate)).

3. How many complaints about EV bikes and scooters have been reported over the same period.”

ANSWER:

We continue to receive regular complaints about e-bikes and e-scooters through Councillors and directly from members of the public on a weekly basis. At present, this cannot be quantified accurately, as reports are received through a range of channels; however, we are implementing a technical solution that will record these complaints consistently and accurately going forward.

6. **QUESTION SUBMITTED BY: Councillor S Gray**

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

TEXT OF QUESTION:

“Have there been any incidents in the last year where council staff or contractors have destroyed birds’ nests whilst maintaining trees and hedges? What procedures are in place to prevent this from happening?”

ANSWER:

Hedge cutting is generally undertaken as part of the Winter Maintenance Programme, which takes place outside the main bird nesting season, normally considered to be mid-March to mid-August. Where hedge works are required during this period for health and safety reasons, such as to address visibility issues, a thorough inspection is carried out before any work begins. To date, no nests have been identified prior to the completion of urgent hedge works.

The City Council’s appointed tree contractor operates throughout the year. During the bird nesting season, a site-specific risk assessment is completed before works commence. This includes checks for European Protected Species, their habitats, and whether a Wildlife Disturbance Assessment is required. These processes provide appropriate safeguards before work is undertaken. In the last year, there have been no reported incidents of bird habitat being destroyed.

7. **QUESTION SUBMITTED BY: Councillor B Mosterman**

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

TEXT OF QUESTION:

- i. Why is the standard delivery time for a waste bin as long as three months?

ANSWER:

The three-month period represents a maximum timeframe for delivery rather than the standard or expected delivery time. In most cases, waste bins are delivered sooner; however, this timeframe allows for periods of increased demand, stock availability issues, supplier lead-in times, and the scheduling of deliveries across the city. The Council continues to monitor delivery performance and works to ensure bins are provided to residents as quickly as practicably possible.

- ii. Could the CM provide us with the number of new waste bins delivered to residents over the past year, broken down by category (recycling waste, garden waste, and household waste)? Additionally, can the CM provide the average delivery time from the moment an order is placed?”.

ANSWER:

The table shows the requests for bins from June 2025 until May 2026. This includes requests for additional bins, bin repairs and new builds.

Month	Green requests	Blue requests	Brown requests	Total bin-type counts
Total	4,760	4,336	1,859	10,955

The Council’s current bin delivery process does not accurately capture average delivery time data. However, options are being explored for a new system that would improve how this information is recorded, monitored and reported in the future and improve efficiency and delivery times for residents.

8.	<p>QUESTION SUBMITTED BY: Councillor P Reddy</p> <p>TO BE ANSWERED BY: Councillor P Hetherton, Cabinet Member for City Services</p>
<p>TEXT OF QUESTION:</p> <p>“Can I ask the Cabinet Member to consider introducing free parking in Coventry city centre, particularly during evenings, weekends, and bank holidays, as a way to support local businesses. This would be help increase footfall, encourage visitors to stay longer, and support the sustainability of city centre businesses, especially in light of recent closures. Similar approaches in areas such as central London and Leamington, where free parking is available during off-peak periods, demonstrate how targeted measures can help stimulate activity and economic vitality?”</p>	

ANSWER:

In September 2023, Cabinet approved an increase to evening and weekend parking charges across Council car parks and on-street locations within the city centre.

This decision was not taken lightly. However, it was necessary to address the Council’s financial pressures and to support income generation aimed at offsetting rising operational costs.

We recognised that introducing higher charges during these periods was likely to impact certain customer groups and local businesses. Nonetheless, the measure was considered unavoidable and essential due to the financial climate at the time.

The approach of aligning evening parking charges with daytime rates is consistent with practices adopted in many other towns and cities. Furthermore, Coventry’s parking charges remain among the lowest in the Midlands region.

While concerns have been raised regarding the potential negative impact on city centre footfall, car park usage data indicates a different trend. Since November 2023, there has been a gradual increase in usage, which is encouraging and reflected in the chart below.

Based on this evidence, it is recommended that no changes are made to the current evening parking charges at this stage.

Officers will, however, undertake a comprehensive review of parking charges later this year as part of the annual fees and charges process. This will include a full assessment of the financial implications and recommendations on the proposed way forward.

