



Cabinet Member for City Services

Time and Date

2.30 pm on Wednesday, 11th March, 2026

Place

Diamond Rooms 1 and 2 - Council House, Coventry, CV1 5RR

Public Business

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes** (Pages 3 - 6)
 - (a) To agree the minutes of the meeting held on 28th January 2026
 - (b) Matters Arising
4. **Objections to Proposed Waiting Restriction as Detailed in Judd's Lane and Rowley's Green Lane (No Stopping At Any Time and Taxi Clearway) Order 2025** (Pages 7 - 14)

Report of the Director of Economic Growth
5. **Radford Road, Objections to Radford Road Proposed Waiting Restrictions, 20mph Speed Limit Zone and Traffic Calming Measures** (Pages 15 - 24)

Report of the Director of Economic Growth
6. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 25 - 36)

Report of the Director of Economic Growth
7. **Outstanding Issues**

There are no outstanding issues
8. **Any other items of Public Business**

Any other items of public business which the Cabinet Member decides to take as matters of urgency because of the special circumstances involved

Private Business

Nil

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

Tuesday, 3 March 2026

Note: The person to contact about the agenda and documents for this meeting is Caroline Taylor / Michelle Salmon, Governance Services Officers, Email: caroline.taylor@coventry.gov.uk / michelle.salmon@coventry.gov.uk

Membership: Councillors P Hetherton (Cabinet Member) and S Nazir (Deputy Cabinet Member)

By invitation Councillor M Heaven (Shadow Cabinet Member)

Public Access

Any member of the public who would like to attend the meeting in person is encouraged to contact the officer below in advance of the meeting regarding arrangements for public attendance. A guide to attending public meeting can be found here: <https://www.coventry.gov.uk/publicAttendanceMeetings>

**Caroline Taylor / Michelle Salmon, Governance Services Officers,
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michelle.salmon@coventry.gov.uk**

Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 10:30am on
Wednesday, 28 January 2020

Present:

Members: Councillor P Hetherton (Cabinet Member)
 Councillor S Nazir (Deputy Cabinet Member)
 Councillor M Heaven (Shadow Cabinet Member)

Employees (by Directorate):

Regeneration and D Keaney, V Robert
Economy

Law and Governance R Parkes, M Salmon, C Taylor

Public Business

Declarations of Interest

There were no disclosable pecuniary interests.

Minutes

The minutes of the meeting held on 8th December 2025 were agreed and signed as a true record. There were no matters arising.

Petition E7/25-26 - Bryn Road Separate Parking Zone

The Cabinet Member for City Services considered a report of the Director of Regeneration and Economy, that responded to a petition requesting a Permit Parking Area be created for Bryn Road separate from Zone EW1. The Petition Sponsor, Councillor AS Khan, a Foleshill Ward Councillor, was unable to attend the meeting. The Petition Organiser attended the meeting on behalf of the petitioners.

The petition contained 47 signatures and in accordance with the City Council's procedure for dealing with petitions, those related to road safety were heard by the Cabinet Member for City Services. The Cabinet Member had considered the petition in advance of the meeting and requested that the petition be dealt with by Determination Letter rather than a formal report being submitted to a meeting of Cabinet Member for City Services. The Petition Organiser subsequently requested that a report be submitted to a meeting.

The determination letter advised that the Council takes a zonal approach to residents' parking schemes, incorporating adjoining roads in one zone. This helps to reduce the effects of displacement of parking onto adjacent streets and increases the overall amount of on-street parking available during the hours of operation.

The Petition Organiser and residents spoke in support of the petition and raised their concerns, including:

- Non-residents of Bryn Road and local businesses were parking in Bryn Road, resulting in a lack of car parking spaces for residents.
- A previous petition submitted in 2020 requesting residents parking permits, was acceded to and provided relief and stability to Bryn Road residents for 2.5 years however, when the EW1 zone was extended, parking in Bryn Road by non-residents had increased.
- Disabled parking bays in Bryn Road were not enforced and were frequently used by non-disabled users. These bays had also been lost in the past due to resurfacing and more recent applications had been refused due to the traffic calming measures in place in Bryn Road.
- The parking survey undertaken in November 2026 did not provide a true reflection of the parking issues faced in Bryn Road, as it was not undertaken at pressure times i.e. 5.30pm.
- Parking Enforcement officers were frequently unavailable to attend to respond to parking concerns raised by residents.
- Emergency services and refuse vehicles were frequently unable to access Bryn Road due to the parking congestion.

Officers responded to questions, concerns and queries as follows:

- The proposed zonal approach would provide additional capacity for parking in the area with residents of Bryn Road being permitted to use their residents parking passes in Silverton Road and Crabmill Lane. Business vehicles from Stoney Stanton Road would not be permitted to park in Bryn Road which would also increase capacity.
- A review of the proposed approach would take place 6 months after implementation, to assess its operation.
- The issue of residents parking was not just isolated to Bryn Road as vehicles were displaced onto neighbouring roads. A holistic scheme was required to address all residents' concerns.
- Traffic calming measures on Bryn Road had contributed to the loss of some parking bays. The double yellow lines on Silverton Road would be reviewed to see if they could be reduced to provide more on-street parking.
- Plans were in place to encourage and improve enforcement capability. An increased focus in the area could be requested.
- Parking Services had been actively working to revoke parking permits when they were being misused.

- HMO's and high-density properties were not eligible for parking permits and would be revoked if issued. Officers were actively working on ensuring available parking spaces were given back to residents.
- Disabled advisory parking bays installation required the permission of the resident at the property where the location of the bay was proposed.
- Parking zones could become oversubscribed and if particular roads were broken down into individual zones, residents could become displaced further when parking.
- Eden Road and Adam Road were not currently proposed to be part of the residents parking scheme however, should they be included in the future, residents of HMO's or flats would not be eligible for parking permits.
- Not all HMO's were registered and links between enforcement and notification of HMO's had not been effective however, this was now being reviewed.

Officers undertook to:

- Investigate the traffic calming feature with the tree on Bryn Road to see if any width could be taken off the tarmac area.
- Review the eligibility of the HMO in Bryn Road for parking passes, with the enforcement team.

The Cabinet Member recognised the residents' frustration and concerns regarding the issues raised and indicated that she would like a site visit to be arranged to the area with officers.

RESOLVED that the Cabinet Member for City Services:

- 1) Notes the petitioners' concerns.**
- 2) Requests that a site visit to the area be arranged for the Cabinet Member and Officers.**

44. Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

The Cabinet Member for City Services considered a report of the Director of Regeneration and Economy in respect of petitions received relating to the portfolio of the Cabinet Member.

In June 2015, amendments to the Petitions Scheme, which formed part of the Constitution, were approved in order to provide flexibility and streamline current practice. This change had reduced costs and bureaucracy and improved the service to the public. These amendments allowed for a petition to be dealt with or responded to by letter without being formally presented in a report to a Cabinet Member meeting.

In light of this, at the meeting of the Cabinet Member (formerly Cabinet Member for Public Services) on 15 March 2016, it was approved that a summary of those petitions received which were determined by letter, or where decisions were deferred pending further investigations, be reported to subsequent meetings of the Cabinet Member, where appropriate, for monitoring and transparency purposes.

Appendix A to the report set out petitions received and how officers proposed to respond to them.

E27-25/26 – New footpath between Pickford Green and Eastern Green

In response to the Cabinet Member's concerns expressed at the meeting, officers undertook to look at the viability of installing a white lining on the edge of Pickford Green Lane to aid traffic management.

RESOLVED that the Cabinet Member for City Services endorses the actions being taken by officers as set out in Section 2 and Appendix A of the report, in response to the petitions received.

Outstanding Issues

There were no outstanding issues.

Any other items of Public Business

There was no other public business.

(Meeting closed at 11:45am)



Public report Cabinet Member Report

Cabinet Member for City Services

11th March 2026

Name of Cabinet Member:

Cabinet Member for City Services - Councillor P Hetherton

Director approving submission of the report:

Director of Economic Growth

Ward affected:

Longford

Title:

Objections to Proposed Waiting Restriction as Detailed in The City of Coventry (Judd's Lane and Rowley's Green Lane) (No Stopping At Any Time and Taxi Clearway) Order 2025

Is this a key decision?

No

Executive summary:

The 'City of Coventry (Judd's Lane and Rowley's Green Lane) (No Stopping At Any Time and Taxi Clearway) Order 2025' ("the Order") was proposed to improve pedestrian access and safety to and from the Coventry Football Stadium and Conference Centre (CBS Arena), as well as removing parking causing obstruction on the Highway. The Order includes a 'no stopping restriction' along Judds Lane with exemptions for Hackney Carriages and for Disabled Badge Holders.

Three (3) objections were received to the proposed Order, and the objectors have been contacted as per the legislative framework however the objections remain in their entirety.

Coventry City Council's procedure for dealing with objections to Traffic Regulation Orders is to submit a report to the Cabinet Member for City Services so that a decision on how to proceed can be made.

The cost of introducing the proposals, if approved, will be funded from the Highways Maintenance and Investment Capital Programme budget, through the Local Transport Plan.

Recommendations:

Cabinet Member for City Services is recommended to:

- (1) Consider the objections to the proposed Waiting Restrictions
- (2) Subject to Recommendation (1) above, approve that the Order is not progressed
- (3) Instruct Officers to initiate a new proposal that increases accessibility to the football stadium by retaining the prohibition of parking but increases the provision for passengers to disembark in the proximity of the stadium.

List of Appendices included:

None

Background papers:

None

Other useful documents

None

Has it or will it be considered by Scrutiny?

No

Has it or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title:

Objection to Proposed Waiting Restriction as Detailed in Judd's Lane and Rowley's Green Lane) (No Stopping At Any Time and Taxi Clearway) Order 2025

1. Context (or background)

- 1.1 Coventry City football stadium and adjoining conference facility (CBS Arena) has seen increased footfall in recent years with the stadium regularly reaching its maximum capacity of (32,000). Vehicular access to the Arena is limited to one road (Judd's Lane) which brings about interaction and conflict between vehicles and pedestrians on this road. Parking also takes place on Judds Lane which causes reduced access and obstruction.
- 1.2 An Order proposing amendments to existing double yellow line parking restrictions on Judds Lane was advertised on 9th July 2025. Through this proposal it is intended to introduce a 'no stopping restriction' (double red lines) along Judds Lane, but with exemptions for Hackney Carriages and for Disabled Badge Holders in specified areas. The statutory objection period associated with these proposals ran for a period of 21 days, ending on 30th July 2025. A copy of the proposed traffic regulation order including plans showing the changes proposed can be found here: <https://www.coventry.gov.uk/downloads/download/8213/city-of-coventry-judds-lane-and-rowleys-green-lane-no-stopping-at-any-time-and-taxi-clearway-order-2025>.
- 1.3 Three objections were subsequently received to the proposals as advertised. All objectors were contacted and provided with further information or responses to their questions and concerns and asked if they would consider the withdrawal of their objection. Despite these discussions, all three objections remain in place.
- 1.4 A summary of the objections received is provided in the table below:

No. of Objections	Topic of Objection
2	Inability for private vehicles to stop to allow passengers to alight
2	Inability for people with mobility issues to be delivered close to the stadium
2	Increase vehicle use, congestion and obstruction in nearby streets not subject to these proposals
2	Increased difficulty and risk for vulnerable road users (pedestrians and mobility issues) getting to the Football Stadium
1	Limited demand for Hackney Carriages
1	Inability for official Supporters Club Coaches to alight passengers prior to a football match

2. Options considered and recommended proposal

- 2.1 The measures proposed are intended to aid the operation of the road network in the direct vicinity of the Arenas entrance and will aid access and egress to both the arena and surrounding industrial units as well as the management of event and match day traffic management and parking, including the operation of road closures. Whilst the proposal did provide for passengers to alight from Hackney Carriages and vehicles displaying a Disabled Person's Parking Permit (Blue Badge), it did not permit any other vehicles to stop to drop off passengers. It would also have prevented any vehicle, including blue badge holders from parking on the road at any time. Mindful of the objections received, options for private vehicles have been re-examined.
- 2.2 A new location could be created approximately 240m away. Whilst the distance may not be excessive, it would require pedestrians to cross both sides of the dual carriageway at the time it is most congested, namely the build up to a football match.
- 2.3 Any other suitable locations would be more than 900 metres away (Longford Road area) which is less than convenient for those with mobility or vulnerability issues. These locations also required pedestrians to cross busy streets and have the potential to cause displacement parking issues in existing residential areas where match day traffic already has an impact on the surrounding road network.
- 2.4 Mindful that Hackney Carriages are permitted to pick up and drop off passengers on double red lines not designated as a clearway, an option was considered to reconfigure the proposed Hackney Carriage area to allow waiting and passenger drop-off. However, although the area is conveniently located approximately 70 metres from the stadium, it would be challenging to enforce and it's likely that vehicles would wait for extended periods, reducing turnover and diminishing the effectiveness of the space. Consequently, this option has been discounted.
- 2.5 An option to provide a location for alighting of passengers from Official Supporters Club coaches has also been considered. The size and nature of these vehicles mean that there is no suitable formal place that can be used to alight passengers within 850m (Arena Shopping Park).
- 2.6 The reconfiguration of the area proposed as a Hackney Carriage rank would facilitate the convenient dropping off of passengers from coaches. The area would allow the efficient egress of spectators from the area whilst also negating the need for passengers to negotiate any carriageway. This approach would support the effective management of traffic at the start and end of events and matches at the arena whilst minimising the impact of such activities on the wider road network.
- 2.7 It is consequently recommended that the current proposal (Judd's Lane and Rowley's Green Lane) (No Stopping At Any Time and Taxi Clearway) Order 2025 is abandoned in its entirety and a new proposal, designed to remove the objections as noted above is progressed.
- 2.8 The new proposal will keep the Red Route as originally advertised for Judds Lane & Rowleys Green Lane. The Hackney Carriage Rank will not be re-proposed, instead

being given over to the alighting of passengers. Most of the space available will be proposed to provide coach parking and alighting with a small section provided for passengers alighting from vehicles.

3. Results of consultation undertaken

The proposed Traffic Regulation Order (Judd's Lane and Rowley's Green Lane) (No Stopping At Any Time and Taxi Clearway) Order 2025 was advertised on 9th July 2025. Notices were placed in the Coventry Telegraph, on the Council's website as referenced in paragraph 1.2 above, and also on street in the area of the proposals at the same time.

4. Timetable for implementing this decision

- 4.1. Should this proposal be approved, it is proposed to implement the Traffic Regulation Order within the current calendar year.

5. Comments from the Director of Finance and Resources and the Director of Law, Governance, and Safer Communities

5.1. Financial Implications

The cost of introducing the proposed TRO is anticipated to be in the region of £7,500. If approved this will be funded from the Local Network Improvement Programme through the City Region Sustainable Transport Settlement (CRSTS) allocation for 2025/26.

5.2. Legal Implications

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Regulation Order on various grounds e.g. improving safety, improving traffic flow and preserving or improving the amenities of an area provided it has given due consideration to the effect of such an order.

In accordance with Section 122 of the Road Traffic Regulation Act 1984, when considering whether it would be expedient to make a Traffic Order, the Council is under a duty to have regard to and balance various potentially conflicting factors e.g. the convenient and safe movement of traffic (including pedestrians), adequate parking, improving or preserving local amenity, air quality and/or public transport provision.

There is an obligation under the Road Traffic Regulation Act 1984 to advertise our intention to make Traffic Orders and to inform various stakeholders, including the Police and the public. The Authority is obliged to consider any representations received. If representations are received, these are considered by the Cabinet Member for City Services. Regulations allow for an advertised Order to be modified (in response to objections or otherwise) before a final version of the Order is made.

The 1984 Act provides that once a Traffic Order has been made, it may only be challenged further via the High Court on a point of law (i.e. that the Order does not comply with the Act for some reason).

6. Other implications

6.1. How will this contribute to the One Coventry Plan?

<https://www.coventry.gov.uk/strategies-plans-policies/one-coventry-plan>)

The proposed implementation will contribute to the City Council's aims of ensuring that citizens are safe and the objective of working for better pavements, streets and roads is achieved.

Improving the appeal and access for visitors and residents will contribute to a strong and resilient economy.

How is risk being managed?

None

6.2. What is the impact on the organisation?

None

6.3. Equalities / EIA?

The introduction of the proposed changes will assist road safety and improve access for pedestrians.

6.4. Implications for (or impact on) climate change and the environment?

None

6.5. Implications for partner organisations?

None

Report author:

Richard Ellis
Traffic Management Engineer

Directorate:

Economic Growth

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Enquiries should be directed to the above person

Names of Approver / Contributor	Title	Directorate	Date doc sent out	Response or Approved Date
Contributors:				
David Keaney	Head of Network Management	Economic Growth	19 Nov 25	9 Feb 26
Vivian Robert	Traffic Management	Economic Growth	19 Nov 25	19 Nov 25
Michelle Salmon	Governance Services Officer	Law, Governance, and Safer Communities	19 Nov 25	7 Jan 26
Names of approvers for submission:				
Sunny Heer	Lead Accountant	Finance and Resources	6 Jan 26	8 Jan 26
Rob Parkes	Team Leader, Legal Services	Law, Governance, and Safer Communities	6 Jan 26	5 Feb 26
John Seddon	Strategic Lead Policy and Innovation	Economic Growth	6 Jan 26	6 Jan 26
Andy Williams	Director of Economic Growth	-	6 Jan 26	6 Jan 26
Councillor P Hetherton	Cabinet Member for City Services	-	6 Jan 26	6 Jan 26

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Public report Cabinet Member Report

Cabinet Member for City Services

11th March 2026

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director approving submission of the report:

Director of Economic Growth

Ward affected:

Radford

Title:

Radford Road, Objections to Radford Road Proposed Waiting Restrictions, 20mph Speed Limit Zone and Traffic Calming Measures

Is this a key decision?

No

Executive summary:

On 23 October 2025, Coventry City Council formally advertised three Orders (two Traffic Regulation Orders and one Notice of intent) proposing amendments to existing waiting restrictions, the introduction of a 20mph Speed Limit Zone and the introduction of associated traffic-calming measures, on a section of Radford Road between Lawrence Saunders Road and Beake Avenue. These measures are intended to support safer pedestrian movement and improve overall road safety along this part of Radford Road.

Radford Road had already been identified as a priority location for investigation and potential safety scheme implementation as part of the 2025/26 Local Network Improvement Programme. Following this, in April 2025 the Council received and considered a 297-signature petition (No. 41-24/25), Keaton's Limit – Road Safety on Radford Road, sponsored by Councillor Ali. The petition called for a range of traffic-calming interventions between Radford Social Club and Beake Avenue, highlighting both community concern and strong local support for the introduction of improvements at this location.

After the completion of scheme design, residents were notified of proposals in August 2025 through a Street News publication, followed by a further update in October containing details of the scheme, how to view the proposals, and how to submit comments or objections. Formal advertisement was undertaken between 23 October and 14 November 2025, with a total of four objections being received.

In line with Coventry City Council's procedures for handling objections to Traffic Regulation Orders, this matter is now being referred to the Cabinet Member for City Services for consideration and a decision on how to proceed.

If approved, the cost of implementing the proposed measures will be delivered as part of the approved LNIP programme.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Consider the objections received.
- 2) Subject to Recommendation 1) above and in reference to the matters raised in Paragraph 2.1 to 2.6 and 3.10 to 3.14 of this report, approve the City of Coventry (Radford Road) Orders 2025 – 20mph Speed Limit Zone and Prohibition of Waiting as well as the Notice of Intent – Proposed Speed Cushions and Raised Controlled Crossing Order as proposed.
- 3) Subject to Recommendation 2) above, request officers investigate and propose, advertise and introduce, amendments to parking restrictions on Dugdale Road in response to feedback received.

List of Appendices included:

Appendix 1 – Proposed Scheme

Background papers:

None

Other useful documents

None

Has it or will it be considered by Scrutiny?

No

Has it or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title:

Radford Road, Objections to Radford Road Proposed Waiting Restrictions, 20mph Speed Limit Zone and Traffic Calming Measures

1. Context (or background)

- 1.1. B4098 Radford Road is a main local distributor road that runs from the edge of the city centre at junction 9, Ringway St Nicholas of the inner ring road, in a north westerly direction to Scots Lane where it continues as Keresley Road, then Tamworth Road towards the city boundary.
- 1.2. The route provides important connectivity for communities within the northwestern part of the city and is a well-used route that is subject to tidal traffic movements at the start and the end of weekdays.
- 1.3. Radford Road is an important bus route and travels through a mix medium and high density residential and commercial areas. The road is currently subject to a 30mph speed limit and benefits from average speed enforcement cameras.
- 1.4. As part of the 2025/26 Local Network Improvement Programme (LNIP), the section of Radford Road between Lawrence Saunders Road/Lydgate Road and Beake Avenue was identified as a prioritised location for investigation and potential safety scheme implementation. This section of Radford Road is predominantly commercial in nature and features an important local centre which contains a mix of shops located on both sides of the road as well as on street and off-street parking and bus stops.
- 1.5. Alongside this prioritisation, a petition - Keaton's Limit: Road safety on Radford Road signed by 297 signatories and calling on the council to make considerations for better road safety on Radford Road measures to be introduced including imposing a 20MPH limit was raised and subsequently reported to the Cabinet Member for City Services at the meeting of 9th April 2025. In determining that petition it was resolved that the petitioners were to be informed that Radford Road would be included for consideration as part of the 2025/26 Local Network Improvement Programme.
- 1.6. Proposed measures were subsequently considered and a design produced ready for consultation in October 2025. The proposals are shown as Appendix A to the report.

2. Options considered and recommended proposal

- 2.1. The commercial centre is a local trip generator and as such sees increased pedestrian and vehicle movements when compared to other sections of the road. Whilst already benefiting from Average Speed Camera Enforcement, mindful of this increased demand for road crossing, combined with increased vehicle movements parking at and leaving this local centre, it was determined that a targeted reduced speed limit zone of 20mph would be appropriate in this area. In line with legislative requirements, and to aid compliance and minimise enforcement requirements it is necessary to introduce traffic calming measures alongside the new 20mph speed limit zone to regulate vehicle speeds to this new reduced limit.
- 2.2. As a result, it is proposed that speed cushions at regular intervals should be installed along the extent of the reduced speed limit. These are considered the most appropriate measure given that the road benefits from a regular bus service. It is also noted that speed cushions are typically less of an impediment to ambulances or fire tenders responding to emergency calls.

- 2.3. Alongside the measures set out in sections 2.1 and 2.2 above, splitter islands are proposed at regular intervals to deter drivers from attempting to straddle the cushions and avoid a reduction in speed.
- 2.4. It was not possible to locate another controlled crossing point due to existing site constraints which make the provision of such a crossing without substantial loss of parking and changes to road layout. A pedestrian refuge however can be installed. This will narrow the running lanes and reduce exposure time for pedestrians crossing the road. South of the pedestrian refuge a splitter island is to be installed to enhance lane discipline. To allow traffic to proceed through this section where the splitter island is located, it has been necessary to propose no waiting at any time (double yellow lines). The effect of this has been to reduce the length of the limited waiting on the western side of Radford Road.
- 2.5. The carriageway through the existing signal-controlled pedestrian crossing between Wyley Road and Bede Road is to be raised to create a table traffic calming feature.
- 2.6. Combined these measures form a comprehensive set of deliverable enhancements that will aid pedestrians to cross the road and enhance road safety.

3. Results of consultation undertaken

- 3.1. Residents were informed of the scheme in August 2025 via a Street News publication, with another sent out in October with information on the proposals, how to view them and how to comment and object. The proposals were formally advertised from 23rd October 2025 to 14th November 2025. Ward Members and statutory consultees received notification of the proposals, which were advertised in the Coventry Telegraph, with notices posted on site and online from 23rd October 2025 to 14th November 2025.
- 3.2. In response to the site notice there was one objection received to the proposal. Officers received an objection prior to the advertisement, which is also being considered at this time. Two further objections have been received since the end of the advertisement, both objectors stated they were unaware of the proposals and had received none of the information.
- 3.3. In order ensure that all representations received to this proposal are fully considered, all four objections received to the proposals as advertised have been investigated, the details of which are set out below.
- 3.4. **Objection 1** - The objection received before the formal advertisement was that the proposals would be detrimental and rather than improve safety, would make matters worse for both drivers and pedestrians. Details of the objection is provided below:

“The introduction of speed cushions and narrowing lanes will create unnecessary congestion, frustration, and potentially more dangerous conditions for pedestrians as drivers attempt to navigate slowed or bottlenecked traffic. The recent speed bumps added on Cheveral Avenue are already excessive far too high, causing damage to vehicles, and posing risks rather than resolving them. I cannot understand how council tax and taxes are being used not to improve matters but to worsen them for local residents.

Average speed cameras already provide an effective deterrent and monitoring system. The reality is that the individuals who speed recklessly are often uninsured and will not be deterred by speed bumps or narrower lanes. These proposals will only penalise responsible drivers, increase traffic build-up, and make our community roads less safe rather than more.

I therefore do not support the changes you are proposing. What is really needed are fair, practical, and enforceable solutions that target the small minority of irresponsible drivers, not blanket measures that disrupt and endanger the wider community.”

- 3.5. **Objection 2** - The objection received during the advertisement related to the introduction of double yellow lines on Radford Road and the effect this would have on residents of Dugdale Road.

“We have concerns re reduction in parking when the proposed traffic calming measures are implemented. We already regularly struggle with parking close to our house due to the parking restrictions (30mins only, 8am-6pm, Mon-Sat) that are outside of our house. This end of the street serves approximately 7 properties that are also affected by the parking restriction area (including flats above the shops on Radford Road that have access via Dugdale Road). Therefore, many of the residents at the south end of Dugdale road (closest to Radford Road) use the short stay parking places during the day as there is a lack of available nearby parking - of which 3 residents today (12/11/25) have been given parking fines for leaving their cars in this area. Additionally, due to the lack of suitable front gardens on properties at the south end Dugdale road, residents are unable to create drives to help alleviate parking pressures. Our house in particular only has access via the alley and has no direct access to the pavement of Dugdale Road.

By reducing the amount of parking on Radford Road for those visiting the shops, you will be putting increased pressure on residential parking for those who live in the area. Namely where the double yellows/speed cushions are being implemented. Please see attached photo of 10 cars (not including the white van parked on the left) using the current parking on Radford Road (taken on Saturday 1st November at 13:12hrs) where the proposed double yellow/speed cushions will be implemented. As the majority of this parking will be removed due to the incoming traffic calming measure, these 10 cars are likely to park on Dugdale Road (the closest road with available parking). Putting further pressure on an already struggling parking situation for residents. We would like to ask what your plans are to help with the parking situation for residents on Dugdale Road as under the proposed plans no help is being offered/suggested.”

In follow up correspondence it has been highlighted that Dugdale Road is exceptional as it is the only road with limited waiting on both sides close to the junction with Radford Road.

- 3.6. **Objection 3 and 4** - Two objections were received following the end of the formal advertisement period. Both objectors stated that they had received no information regarding the proposals.
- 3.7. These objectors objected to the loss of the on-street parking outside their properties.
- 3.8. The grounds for the **Objection 3** were as follows:

“every resident and business directly impacted by this proposal is opposed to the introduction of these restrictions and has stated that they were neither informed nor consulted in any meaningful way.

Furthermore, the proposal itself appears wholly unjustified. There is already a central crossing point by Aldi that could be improved and a traffic-light-controlled crossing near the Radford Social Club.

Radford Road is subject to a 30mph speed limit and is monitored by speed cameras along its length. Against this background, removing the limited frontage parking serving numbers 149 to

159 is disproportionate and will have a severe and damaging impact on the local businesses operating there, particularly given the extensive parking restrictions already in place in the surrounding area.”

They consider the process to be fundamentally flawed due to failure to notify or consult those directly affected.

3.9. **Objection 4** is similar in that the objector states:

“I was recently informed by one of the shop owners next to my property about the proposed parking restrictions. This is the first I have heard of this matter. “

The objector is concerned that the removal of on street parking will adversely affect them as they are blue badge holders and require care. They have asked for the needs of disabled people to be protected.

3.10. Whilst the comments raised regarding a lack of notification are noted, as set out in section 3.1 of this report, residents and businesses within the vicinity of the proposed changes have received written notification on two occasions, including one by hand delivery. This has been supported by on street notices, press advertisements and supporting information online and is considered to exceed the statutory requirements associated with such matters.

3.11. As outlined in paragraph 2.4 of this report, the introduction of *no waiting at any time* (double yellow line) restrictions is necessary to ensure that traffic can move safely and without obstruction through the section of Radford Road affected by the proposed traffic-calming layout. The extents of the restrictions, as advertised, were the minimum required to maintain adequate lane width and allow vehicles to pass the new splitter island safely. While opportunities to retain on-street parking are therefore very limited, officers have identified that it may be possible to shorten the length of double yellow lines extending westwards along Dugdale Road from its junction with Radford Road. Although this would not fully offset the parking loss resulting from the scheme, it would enable the reinstatement of approximately two parking spaces on Dugdale Road, offering a modest but meaningful mitigation for residents.

3.12. Officers recognise that measures such as speed cushions, lane narrowing, and associated waiting restrictions can generate mixed views, particularly around concerns relating to congestion, driver frustration, and the impact on parking. However, the Radford Road scheme is being brought forward following a comprehensive corridor review and in direct response to strong community concern, including representations made after a tragic fatal collision. Many residents have clearly expressed the need for substantial and effective road-safety improvements along this stretch of road.

3.13. This scheme forms part of a wider package of safety interventions being progressed in the surrounding area, including at Lawrence Saunders Road and Poole Road, aimed at addressing long-standing issues and improving conditions for all road users. While average-speed cameras already provide a valuable enforcement function, national evidence consistently shows that physical measures such as speed cushions and lane narrowing offer strong compliance benefits, particularly in busy urban environments where traffic patterns are complex. These features will support a successful introduction of a 20mph speed limit by helping ensure speeds remain consistently low throughout the zone.

3.14. The proposed interventions are therefore considered both proportionate and necessary. They are designed not to penalise responsible drivers but to create a safer and more predictable environment, especially for vulnerable road users such as pedestrians, cyclists, and persons

with mobility impairments. On balance, and having fully considered all representations received, officers remain of the view that the benefits to public safety justify proceeding with the Traffic Regulation Order as advertised.

4. Timetable for implementing this decision

- 4.1. The objectors will be informed of the decision following confirmation of the Cabinet Member's decision. The implementation of the measures is likely to be in place during the spring/summer of 2026.

5. Comments from the Director of Finance and Resources and the Director of Law, Governance, and Safer Communities

5.1. Financial Implications

The scheme has an allocation of £150,000 as part of the approved 2025/26 LNIP programme which is funded from the City Region Sustainable Transport Settlement (CRSTS). Any funding that remains unspent by the end of the 2025/26 accounting period will be carried forward into 2026/27. It is anticipated that the scheme will be fully delivered in 2026.

5.2. Legal Implications

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Regulation Order on various grounds e.g. improving safety, improving traffic flow and preserving or improving the amenities of an area provided it has given due consideration to the effect of such an order.

In accordance with Section 122 of the Road Traffic Regulation Act 1984, when considering whether it would be expedient to make a Traffic Order, the Council is under a duty to have regard to and balance various potentially conflicting factors e.g. the convenient and safe movement of traffic (including pedestrians), adequate parking, improving or preserving local amenity, air quality and/or public transport provision.

There is an obligation under the Road Traffic Regulation Act 1984 to advertise our intention to make Traffic Orders and to inform various stakeholders, including the Police and the public. The Authority is obliged to consider any representations received. If representations are received, these are considered by the Cabinet Member for City Services. Regulations allow for an advertised Order to be modified (in response to objections or otherwise) before a final version of the Order is made.

The 1984 Act provides that once a Traffic Order has been made, it may only be challenged further via the High Court on a point of law (i.e. that the Order does not comply with the Act for some reason).

6. Other implications

6.1. How will this contribute to the One Coventry Plan?

<https://www.coventry.gov.uk/strategies-plans-policies/one-coventry-plan>

The recommendations set out within this report are intended to align with the priorities set out within the One Coventry Plan, namely supporting the priorities of continued financial sustainability of the Council and improving outcomes within our communities. By taking an evidenced led approach and proposing proportional measures to aid the concerns raised by residents, the recommendations of this report adhere to the principles of continued financial sustainability. The report also demonstrates that in determining whether to proceed with this

proposal the Council has listened and proactively responded to the feedback received from residents and adjusted the scheme accordingly. The provision of a variable message sign has the potential to aid driver compliance with the speed limit and reduce the risk and severity of collisions occurring.

6.2. How is risk being managed?

No specific risks identified as part of this report. Any measures identified to be implemented as a direct recommendation of this report will be developed fully compliant to the relevant legislation, in this instance namely the Traffic Signs Regulations and General Directions 2016 (Statutory Instruments 2016 No.62) and Road Traffic Regulation Act 1984.

6.3. What is the impact on the organisation?

No direct impact.

6.4. Equalities / EIA?

No direct implications identified because of this report. The measures set out have been considered mindful of all road users and the feedback from the statutory consultation process has been fully reviewed and due consideration to the concern raised considered. The measures are intended to help to manage the speed of traffic and address pedestrian safety concerns which have been raised by members of the community as a concern on this road.

6.5. Implications for (or impact on) climate change and the environment?

No direct implications identified because of this report.

6.6. Implications for partner organisations?

No direct implications identified because of this report.

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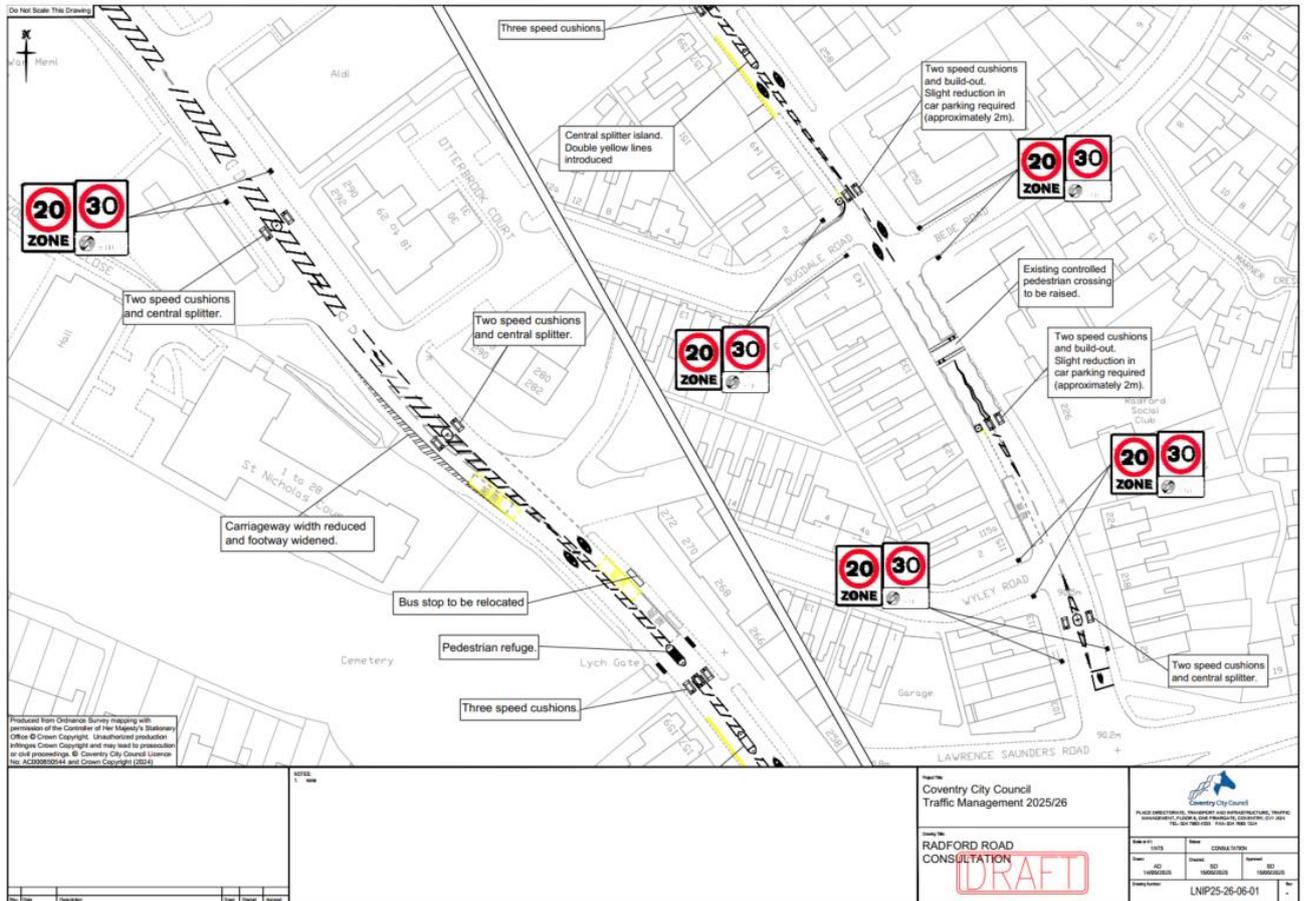
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Vivian Robert	Traffic and Road Safety Manager	Economic Growth	18/12/2025	12/02/2026
Michelle Salmon/ Caroline Taylor	Governance Services Officers	Law, Governance, and Safer Communities	02/02/2026	03/02/2026
Names of approvers: (officers and members)				
Sunny Heer	Finance Officer	Finance and Resources	02/02/2026	13/02/2026
Rob Parkes	Team Leader, Legal Services	Law, Governance, and Safer Communities	02/02/2026	13/02/2026
John Seddon	Strategic Lead – Policy and Innovation, Transport and Innovation	Economic Growth	18/12/2025	18/12/2025 and 13/02/2026
Andy Williams	Director of Economic Growth	-	13/02/2026	13/02/2026
Councillor P Hetheron	Cabinet Member for City Services	-	16/02/2026	16/02/2026

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Appendix A – Proposed Scheme



Cabinet Member for City Services

11 March 2026

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Economic Growth

Ward affected:

Wainbody

Title:

Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Is this a key decision?

No

Executive Summary:

In accordance with the City Council's procedure for dealing with petitions, those relating to traffic management, road safety and highway maintenance issues are considered by the Cabinet Member for City Services.

In June 2015, amendments to the Petitions Scheme, which forms part of the Constitution, were approved in order to provide flexibility and streamline current practice. This change has reduced costs and bureaucracy and improved the service to the public.

These amendments allow for a petition to be dealt with or responded to by letter without being formally presented in a report to a Cabinet Member meeting.

In light of this, at the meeting of the Cabinet Member for Public Services on 15 March 2016, it was approved that a summary of those petitions received which were determined by letter, or where decisions are deferred pending further investigations, be reported to subsequent meetings of the Cabinet Member for Public Services (now Cabinet Member for City Services), where appropriate, for monitoring and transparency purposes.

Appendix A to the report sets out petitions received relating to the portfolio of the Cabinet Member for City Services and how officers propose to respond to them.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Endorse the actions being taken by officers as set out in Section 2 and Appendix A to the report in response to the petitions received.

List of Appendices included:

Appendix A - Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Appendix B - Stoneleigh Road Footway Concept Extents

Background Papers

None

Other useful documents:

Cabinet Member for Policing and Equalities Meeting 18 June 2015 - Report: Amendments to the Constitution – Proposed Amendments to the Petitions Scheme

A copy of the report is available at: edemocracy.coventry.gov.uk.

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title: Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

1. Context (or background)

- 1.1 In accordance with the City Council's procedure for dealing with petitions, those relating to traffic management, road safety and highway maintenance issues are considered by the Cabinet Member for City Services.
- 1.2 Amendments to the Petitions Scheme, which forms part of the Constitution, were approved by the Cabinet Member for Policing and Equalities on 18 June 2015 and Council on 23 June 2015 in order to provide flexibility and streamline current practice.
- 1.3 These amendments allow a petition to be dealt with or responded to by letter without being formally presented in a report to a Cabinet Member meeting. The advantages of this change are two-fold; firstly, it saves taxpayers money by streamlining the process and reducing bureaucracy. Secondly it means that petitions can be dealt with and responded to quicker, improving the responsiveness of the service given to the public.
- 1.4 Each petition is still dealt with on an individual basis. The Cabinet Member considers advice from officers on appropriate action to respond to the petitioners' request, which in some circumstances, may be for the petition to be dealt with or responded to without the need for formal consideration at a Cabinet Member meeting. In such circumstances and with the approval of the Cabinet Member, written agreement is then sought from the relevant Councillor/Petition Organiser to proceed in this manner.

2. Options considered and recommended proposal

- 2.1 Officers will respond to the petitions received by determination letter or holding letter as set out in Appendix A to the report.
- 2.2 Where a holding letter is to be sent, this is because further investigation work is required of the matters raised. Details of the actions agreed are also included in Appendix A to the report.
- 2.3 Once the matters have been investigated, a determination letter will be sent to the petition organiser or, if appropriate, a report will be submitted to a future Cabinet Member meeting, detailing the results of the investigations and subsequent recommended action.

3. Results of consultation undertaken

- 3.1 In the case of a petition being determined by letter, written agreement is sought from the relevant Petition Organiser and Councillor Sponsor to proceed in this manner. If they do not agree, a report responding to the petition will be prepared for consideration at a future Cabinet Member meeting. The Petition Organiser and Councillor Sponsor will be invited to attend this meeting where they will have the opportunity to speak on behalf of the petitioners.

4. Timetable for implementing this decision

4.1 Letters referred to in Appendix A to the report will be sent out by the end of March 2026.

5. Comments from the Director of Finance and Resources and the Director of Law, Governance, and Safer Communities

5.1 Financial implications

There are no financial implications as a result of the contents of this report.

5.2 Legal implications

There are no legal implications as a result of the contents of this report.

6. Other implications

6.1 How will this contribute to the One Coventry Plan?

<https://www.coventry.gov.uk/strategies-plans-policies/one-coventry-plan>

Not applicable

6.2 How is risk being managed?

Not applicable

6.3 What is the impact on the organisation?

Determining petitions by letter enables petitioners' requests to be responded to more quickly and efficiently.

6.4 Equalities / EIA

There are no public sector equality duties which are of relevance.

6.5 Implications for (or impact on) climate change and the environment

None

6.6 Implications for partner organisations?

None

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Vivian Robert	Traffic and Road Safety Manager	Economic Growth	19/02/2026	23/02/2026
Michelle Salmon / Caroline Taylor	Governance Services Officer	Law, Governance, and Safer Communities	19/02/2026	19/02/2026
Names of approvers for submission:				
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Rob Parkes	Team Leader, Legal Services	Law, Governance, and Safer Communities	26/02/2026	27/02/2026
Andy Williams	Director of Economic Growth	-	27/02/2026	02/03/2026
Councillor P Hetherton	Cabinet Member for City Services	-	02/03/2026	02/03/2026

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Appendix A – Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Petition No.	Petition Title	No. of signatures	Councillor Sponsor	Type of letter to be sent to petition organiser(s) and sponsor	Actions agreed
E28-25/26	Urgent Action for Pedestrian and Road Safety on Stoneleigh Road, Gibbet Hill, Coventry	501: 62 (e-petition) + 439 (paper petition)	N/A	Determination	<p>The Council recognises the concerns raised and agrees that the absence of a continuous footway, especially across the bridge, presents challenges for pedestrian safety. This matter has been reviewed in detail following several similar enquiries from residents and Ward Members, including a site meeting on 26th January 2026.</p> <p>Several options have been considered, and the most viable proposal prepared by our Transport Design Team involves constructing a footway on one side of the railway bridge. This would require narrowing the carriageway to a single lane and installing traffic signals to manage traffic flow. The estimated cost for this scheme is over £500,000. While this may appear high, the cost model is benchmarked against similar projects and reflects current material and labour costs.</p> <p>The scheme as developed consists of a value engineered unbound footway running on the northern side of Stoneleigh Road for a length of 780m. The surface material selected is a self-binding gravel which is typically seen in park style settings and has been selected both for its low-cost installation, but also as a solution which is in keeping with the rural nature of the road. The construction method will seek to minimise</p>

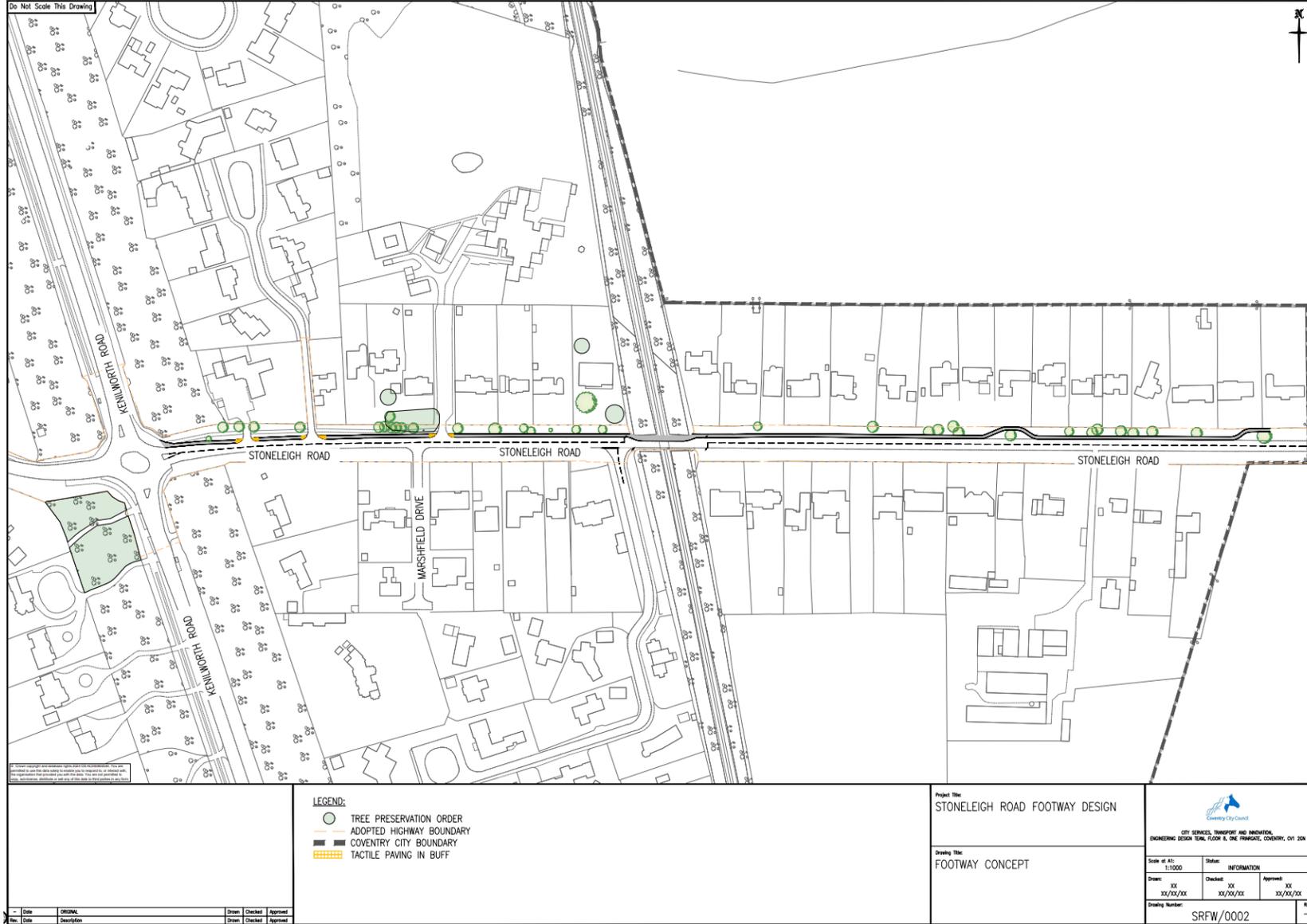
					<p>excavation given the presence of several mature trees in the vicinity of the proposed path as well as existing underground services which would be cost prohibitive to divert.</p> <p>Traffic signals at the rail bridge would operate in a shuttle signal arrangement whereby the width of the road is restricted so that traffic can only pass in one direction at a time. This would allow for the provision of a continuous footway on the northern side of the road, whilst also acting as a traffic calming feature by slowing traffic on each approach. A plan showing the extent of the scheme is attached at Appendix A to this report.</p> <p>These measures would aid compliance with the new reduced 30mph speed limit which was introduced on this road in 2025, and which has recently been reinforced with two vehicle-activated speed signs installed on the road in January 2026.</p> <p>Funding for new transport infrastructure is extremely limited and at present this initiative remains unfunded.</p> <p>In considering funding options, the collision history for Stoneleigh Road has been reviewed. This has shown that there has been one personal injury collision (slight) recorded by the Police in the last three years (near city boundary involving northbound vehicle colliding with vehicle exiting driveway). The Council is also aware of a recent incident where a pedestrian was clipped by a vehicle's wing mirror whilst crossing the railway</p>
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					<p>bridge, although that incident has not as yet been recorded on the Police casualty database.</p> <p>To put this in context, the 2025 annual collision review identified 48 roads or locations in Coventry with 6 or more PICs in the last 3 yrs, the adopted threshold for considering a location for inclusion within the Council's road safety programme of schemes.</p> <p>As a result, the scheme is unlikely to be prioritised through existing community focused funding programmes such as the Local Network Improvement Programme (LNIP) which is focused on lower cost interventions and prioritised based on evidence such as pedestrian and cycle flows, traffic speeds, and casualty data (using the criteria set out above).</p> <p>Consequently, for this scheme to come forward, alternative funding sources would need to be identified and secured and we continue to explore and actively pursue these options.</p> <p>A meeting with ward members and residents took place on site on the 26th January to discuss the concerns raised and the options under consideration.</p> <p>As part of this meeting, it was confirmed that all viable S106 developer contributions had been identified and ringfenced to support the delivery of the requested footway. This provides a core budget at present of around £100,000. As and when other developments come forward, such as the King's Hill development to the north-east of Stoneleigh Road, opportunities to close the</p>
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					<p>remaining funding gap (circa £400,000) will continue to be explored to bring forward the requested improvements.</p> <p>Actions to arrange meetings with Warwick University to discuss potential funding opportunities are being progressed as are discussions with HS2 regarding their Community and Environment Fund. In addition, we continue to monitor conditions on Stoneleigh Road and explore opportunities for funding and delivery of the proposed improvements through future S106 allocations.</p> <p>Officers will also explore opportunities to adopt a phased approach to the delivery of the enhancements set out above using the £100,000 already secured to deliver a first phase of works comprising of a section of footway and signage enhancement to aid pedestrian movement along this road.</p> <p>It is noted that Ward Members intend to establish regular stakeholder engagement meetings to maintain momentum and focus on this matter and Council Officers will seek to attend and provide updates at appropriate times to this forum moving forward.</p> <p>In conclusion, whilst the need for a footway, and pedestrian improvements at the railway bridge, is recognised by officers, funding of a scheme through the LNIP programme cannot currently be justified. Officers will continue to work to identify alternative funding sources that could bring this scheme forward, and will also identify other low</p>
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					cost measures such as enhanced signing at the bridge to help promote responsible driver behaviour.
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Appendix B – Stoneleigh Road Footway Concept Extents



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