



Cabinet Member for City Services

Time and Date

2.30 pm on Wednesday, 15th April, 2026

Place

Committee Room 3 - Council House, Coventry. CV1 5RR

Public Business

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes** (Pages 3 - 8)
 - (a) To agree the minutes of the meeting held on 11th March 2026
 - (b) Matters Arising
4. **Objections to Proposed Waiting Restrictions as Detailed in Variation 14**
(Pages 9 - 22)

Report of the Interim Director of Economic Growth

The objectors and supporters have been invited to attend the meeting
5. **Petition e23-25-26 - Costco Weekend Queues on the A45** (Pages 23 - 30)

Report of the Interim Director of Economic Growth

To consider the above petition bearing 80 signatures. The Petition Organiser has been invited to the meeting for consideration of the item.
6. **Petition e24-25-26 - Restrictions on Parking in Advisory Disabled Bays**
(Pages 31 - 36)

Report of the Interim Director of Economic Growth

To consider the above petition bearing 125 signatures. The Petition Organiser has been invited to attend the meeting for consideration of the item.
7. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 37 - 44)

Report of the Interim Director of Economic Growth

8. **Outstanding Issues**

There are no outstanding issues

9. **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, 7 April 2026

Note: The person to contact about the agenda and documents for this meeting is Asher Veness / Michelle Salmon, Governance Services Officers, Email: asher.veness@coventry.gov.uk / michelle.salmon@coventry.gov.uk

Membership:

Councillor M Heaven (Shadow Cabinet Member), P Hetherton (Cabinet Member), S Nazir (Deputy Cabinet Member) and T Sawdon (By Invitation)

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>

**Asher Veness / 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 2.30 pm on
Wednesday, 11 March 2026

Present:

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

Employees (by Service Area):

Economic Growth R Parkes, D Keaney, V Roberts, I Lewis

Law, Governance and
Safer Communities A Veness, C Sinclair

Apologies: There were no apologies

Public Business

1. Declarations of Interests

There were no disclosable pecuniary interests.

2. Minutes

The minutes of the meeting held on 28th January 2025 were agreed and signed as a true record. There were no matters arising.

3. 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

The Cabinet Member for City services considered a report of the Director of Economic Growth, that responded to 3 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. All of the respondents were invited and 1 objector attended.

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 included a 'no stopping restriction' along Judds Lane with exemptions for Hackney Carriages and for Disabled Badge Holders.

The measures proposed were intended to aid the operation of the road network in the direct vicinity of the Arenas entrance and 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 had been re-examined. It was consequently recommended that the current proposal (Judd's Lane and Rowley's Green Lane) (No Stopping at Any Time and Taxi Clearway) Order 2025 was abandoned in its entirety and a new proposal, designed to remove the objections was progressed.

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.

The new proposal would keep the Red Route as originally advertised for Judds Lane and Rowleys Green Lane. The Hackney Carriage Rank would not be re-proposed, instead being given over to the alighting of passengers. Most of the space available would be proposed to provide coach parking and alighting with a small section provided for passengers alighting from vehicles.

The objector highlighted a number of issues including:

- The proposal would make dropping people off less convenient and more dangerous for both public and taxi drivers.
- That there was no issue with the current system that was safe and efficient.
- This scheme would negatively impact those with mobility issues and who were not blue badge holders.
- Whether cones could be used to supplement more permanent road markings.

Officers responded to the issues raised at the meeting, stating that, as this order was to be abandoned, the objections and the issues raised at the meeting would be addressed when the new Order was progressed.

The objector thanked the officers and the Cabinet Member for giving the matter consideration.

Having considered the objections and the officer's responses, the Cabinet Member supported the abandonment of the Order and the progression of a new proposal designed to remove the objections.

RESOLVED that the Cabinet Member for City Services, having considered the objections, approves that the City of Coventry (Judd's Lane and Rowley's Green Lane) (No Stopping at Any Time and Taxi Clearway) Order 2025 is not progressed and instructs 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.

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

The Cabinet Member for City Services considered a report of the Director of Economic Growth that responded to a petition objecting to the Radford Road Waiting Restrictions, 20mph Speed Limit Zone and Traffic Calming Measures.

The petition submitted contained 297 signatures and was sponsored by Councillor M Ali. 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 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 the 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 was now being referred to the Cabinet Member for City Services for consideration and a decision on how to proceed.

The petition organiser, the petition sponsor, and the objectors were invited to the meeting but did not attend.

Officers outlined the need for the introduction of traffic calming measures alongside the new 20mph speed limit zone to regulate vehicle speeds to this new reduced limit. It was therefore proposed that speed cushions at regular intervals should be installed along the extent of the reduced speed limit. These were considered the most appropriate measure given that the road benefitted from a regular bus service and also that speed cushions were typically less of an impediment to ambulances or fire tenders responding to emergency calls.

Splitter islands were also proposed at regular intervals to deter drivers from attempting to straddle the cushions and avoid a reduction in speed.

It was not possible to locate another controlled crossing point due to existing site constraints which made the provision of such a crossing without substantial loss of parking and changes to road layout. A pedestrian refuge however could be installed which would narrow the running lanes and reduce exposure time for pedestrians crossing the road. South of the pedestrian refuge the installation of a splitter island would enhance lane discipline. To allow traffic to proceed through this section where the splitter island was located, it had been necessary to propose no waiting at any time (double yellow lines). The effect of this had been to reduce the length of the limited waiting on the western side of Radford Road.

The carriageway through the existing signal-controlled pedestrian crossing between Wyley Road and Bede Road was to be raised to create a table traffic calming feature.

Combined, these measures formed a comprehensive set of deliverable enhancements that would aid pedestrians to cross the road and enhance road safety.

Following questions from the Cabinet Member, officers explained that the height of speed cushions had been examined and their lowering would be considered as part of wider engagement.

Having considered the issues raised by the petitioners and the objectors and the report, the Cabinet Member supported the Orders for Radford Road Waiting Restrictions, 20mph Speed Limit Zone and Traffic Calming Measures.

RESOLVED that the Cabinet Member for City Services:

- 1) **Notes the objections received.**
- 2) **Approves 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.**

5. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations**

The Cabinet Member for City Services considered a report of the Director of Economic Growth 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.

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

6. **Outstanding Issues**

There were no outstanding issues.

7. **Any other items of Public Business**

There were no other items of public business.

(Meeting closed at 3.16 pm)

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Cabinet Member for City Services

15 April 2026

Name of Cabinet Member:

Cabinet Member for City Services - Councillor P Hetherton

Director approving submission of the report:

Interim Director of Economic Growth

Wards affected:

Bablake, Cheylesmore, Earlsdon, Foleshill, Henley, Holbrook, Longford, Lower Stoke, Radford, Sherbourne, Upper Stoke, Wainbody, Westwood, Woodlands, Wyken.

Title:

Objections to Proposed Waiting Restrictions as Detailed in Variation 14

Is this a key decision?

No

Executive summary:

Variation 14 to the City of Coventry Consolidation Order 2016, contains numerous changes to the current parking restrictions. These changes comprise new restrictions and amendments to existing restrictions affecting 43 streets and were advertised on 11th December 2025.

5 objections were received, which related to 4 proposals. There were also 15 responses of support in relation to two proposals. Objectors have been contacted as per the legislative framework and, as a result, 2 objections have been withdrawn.

Coventry City Council's procedure for dealing with objections to the making of 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 Local Network Improvement Plan allocation from the City Region Sustainable Transport Settlement (CRSTS)

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 proposals for Acacia Avenue (St Michaels Ward) and Shire Close (Longford Ward) are implemented as originally proposed. (Appendix One to the report).
- (3) Subject to Recommendation (1) above, approve that the proposal for Chester Street (Sherbourne Ward) is abandoned in its entirety (Appendix Two to the report).
- (4) Subject to Recommendation (1) above, approve that the proposals for Rowington Close (Sherbourne Ward) (Appendix Two to the report) are abandoned in their entirety and that a new proposal is determined to be advertised as part of the upcoming Variation 15 proposals.
- (5) Note that proposals within Variation 14 that received no objections will be implemented in line with approved schemes of delegation.

List of Appendices included:

Appendix 1 – Location Plans – Acacia Avenue (1A), Shire Close (1B)

Appendix 2 - Location Plans – Chester Street (2A), Rowington Close (2B)

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 Variation 14

1. Context (or background)

- 1.1 Many requests for new and revised parking restrictions are received by Coventry City Council. Waiting and Loading Restrictions require a Traffic Regulation Order (TRO), with the majority of changes to these restrictions, contained within a Consolidation TRO. Changes to existing restrictions or the introduction of new ones are undertaken by varying the Consolidation Order and for expediency, this Variation contains a number of streets and roads. As part of a Variation proposal, individuals or organisations can formally object to these proposals, and this report records those objections received to the most recently advertised Variation Order, Variation Order 14, and makes recommendations regarding how to resolve them.
- 1.2 The City of Coventry Consolidation Order 2016 (Variation 14) Order 2025 was advertised on 11 December 2025. Through this proposal various changes were proposed to introduce and amend parking restrictions across the city, including the introduction of new residential parking schemes. The Statutory objection period associated with these proposals ran for a period of 21 days, ending on 1 January 2026. A copy of the proposed TRO including plans showing the changes proposed can be found here: <https://www.coventry.gov.uk/downloads/download/8484/city-of-coventry-city-wide-permitted-parking-area-and-special-parking-area-designation-waiting-restriction-loading-restrictions-loading-areas-and-street-parking-places-consolidation-order-2016-variation-14-order-2025>
- 1.3 In total, changes to parking restrictions have been proposed at 43 individual locations across the city. 5 objections were received to these proposals, relating to 4 locations. There were also 14 responses in support with 13 for one location and one for a second location.
- 1.4 All objectors were contacted with further information or responses to their questions and asked if they would consider the withdrawal of their objection. Two individual objections were removed leaving 3 objections across the following 3 proposals:

No. of Objections	Proposal and/or Locations
1	Acacia Avenue (St Michaels): Introduction of Disabled Persons Parking Place
1	Chester Street (Sherbourne): Introduction of Waiting Restriction (Daily 6am to 10pm: 4 hours, no return within 4 Hours) to existing Electric Vehicle Charging Bay
1	Shire Close (Longford): Introduction of No Waiting At Any Time

2. Options considered and recommended proposal

- 2.1 The measures to be introduced through the proposals as advertised are intended to aid the operation of the network and resolve issues associated with drivers parking at junctions, reducing visibility of and for exiting vehicles and in other locations, such as on bends. It is proposed to install waiting restrictions at these locations to prevent parking and improve road safety. In addition, in other areas issues have been raised regarding all day commuter or itinerant parking and residents' parking schemes or controlled parking zones are proposed in these areas.
- 2.2 In line with the existing schemes of delegation the 40 locations where no objections have been received and the 2 locations where objections have been withdrawn have now been progressed for implementation and will come forward for installation over the next 2 months.
- 2.3 The remainder of this report considers the matters raised by the 3 remaining objections as referenced in section 1.4 of this report. It goes on to provide commentary on the objections raised and justification for the recommendations made as part of this report.
- 2.4 **Acacia Avenue** (Provision of a regulatory Disabled Persons Parking Place) - Currently this street is included within the Cheylesmore (CH) permit zone. The CH zone's proximity to Coventry city centre and student accommodation, places high demand on street parking. An advisory disabled bay is in place, close to the junction with London Road (A4114). As an advisory bay, unfortunately it appears to be regularly mis-used by individuals without a Blue Badge, restricting its use and value for those for whom it was intended. The proposal is intended to aid its use by Blue Badge holders by allowing enforcement action to be undertaken. This will drive compliance and minimise misuse of the Bay.

Comments from objector in support of their objection are summarised below:

Objection	No.
The resident for whom the bay is proposed already has a garage at the rear of their property, providing off-street parking.	1
Introducing an additional disabled bay at this location would further restrict the already very limited parking available to my household	
There is already an existing disabled parking bay in place for this resident, which is located on Acacia Avenue	

- 2.5 The objector received the following response:

Whilst the provision of a regulatory Disabled Bay has been proposed in response to a request by a resident, it is not reserved solely for that resident or any other individual. Any vehicle displaying a valid Blue Badge may be parked within the bay and it is for all badge holders.

The proposed Disabled Bay is to take up space that is currently covered by a Monday to Friday, 8am to 6pm restriction.

I understand that there is no parking available on London Road and that Acacia Avenue is likely the most suitable place for you to park. The proposed bay results in the loss of only one space and from my site surveys, the parking isn't in such demand that one space is critical.

Also, this proposed Disabled Bay is unlikely to generate an increase in parked vehicles. The number of vehicles parked on Acacia Avenue will be the same as it currently is, excepting that one space will be formally for the use of Blue Badge Holder only.

- 2.6 The objector asked about the number of visits that were undertaken to assess the need for a regulatory Disabled Bay. There were three visits (1 & 14 May 2025, one date not recorded). On two occasions, the existing Advisory Bay was partly or wholly used by a vehicle without a blue badge.
- 2.7 The Objector had further questions regarding the procedure for introducing a Disabled Bay, but many of these pertained to the introduction of an Advisory Bay and were therefore not relevant.
- 2.8 As the introduction of a formal Disabled Persons Parking Place results in a net loss of one space on street (and that space currently only available to CH Zone permit holders) with the formal Disabled Bay replacing the existing Advisory Bay, and the property from which the objection was generated has an off street parking place, it is recommended that the Acacia Avenue proposal (as set out in Appendix One) is implemented as originally proposed.
- 2.9 **Chester Street** (Introduction of restrictions to prevent the use of a bay intended to facilitate on street electric car charging by non-electric vehicles) – There are two Electric Vehicles charging points at this location. Currently the bays are unrestricted which allows any vehicle to park in the bays. This can lead to parking taking place by vehicles that are not utilising the charging points as well as electric vehicles staying beyond the time it takes to charge. Both instances reduce the availability of these charging points. Chester Street does not form part of a resident permit parking zone. The proposal was generated by Coventry City Council to improve the availability and, therefore, the use of this charging point and was introduced in response to a report of non-electric vehicles blocking the use of the facility.

Comments from objector in support of their objection are summarised below:

Objection	No.
<p>Parking is at a premium there</p> <p>EV car ownership is not likely to be very high given the residential make up, which is very transitory</p> <p>I think making it EV only will cause far more problems than it will solve and cause great nuisance to those who live there. EV vehicles are expensive and this not an affluent area but amongst the least</p> <p>When introduced, the EV bays were not challenged on the basis that they would not deprive residents of much needed parking</p>	1

2.10 The objector received the following response:

As parking is at a premium at this location, it has meant that drivers have been parking alongside the two charging points in Chester Street (located outside houses 4 and 6) and access to these charging points has been significantly restricted, reducing their availability.

I understand that parking is sought after along this street but without prohibiting non-electric vehicles, it does restrict the worth and useability of this Council infrastructure.

2.11 The objector noted that there was no consultation with residents, other than the statutory consultation as part of the legal process, and suggested that residents should be given more information and opportunity to contribute.

The objector also noted that there was no opposition to the EV bays when they were implemented as it was understood that there would be no reduction in parking availability.

2.12 In order to allow more consultation as well as monitor the usage of these bays, it is recommended that this proposal for Chester Street is abandoned.

2.13 **Shire Close** (Introduction of No Waiting at Any Time (Double Yellow Line) Restrictions) – This cul-de-sac has 18 residential properties, with access to car parking on some properties, on street parking and a designated garage parking area. At its entrance from Hall Green Road is a length of approximately 32m without property frontages, as the corner properties from Hall Green Road occupy this length. These properties have highway access onto Shire Close.

2.14 The carriageway width of Shire Close is no more than 4.2m wide.

2.15 Parking takes place along both sides of Shire Close in proximity to Hall Green Road and due to the narrowness, vehicles are usually half on the carriageway and half on the footway. This reduces the width of footway for pedestrians and the carriageway for motorists, preventing two-way flow. It has also hindered household waste collections.

2.16 The 2025 request for investigation of a parking restriction came from a resident in Shire Close and there have been two previous requests from different residents.

2.17 One objection was received to the proposal. The full objection states:

Objection	No.
I wish to object to the above order because me and my family need access to parking. My property is on the corner of Hall green rd and Shire Close which is a cud-de-sac. There is no obstructions entering and leaving Shire Close.	1

2.18 The objector received the following response:

On Shire Close, the first fifty or so metres is narrow and parking regularly takes places along this length. The proposed length of restriction (No Waiting At Any Time) is to remove parking in the first twenty-five metres (error: the proposal is for twenty metres) of this narrow length, nearest to Hall Green Road. The reasons are:

- Parking on the pavement on both sides of Shire Close. This impedes pedestrians using the pavement along Shire Close or trying to cross Shire Close.
- Parking causes obstruction to the bin lorry, impeding household waste collections.
- Parking reduces the width of remaining road available (sic), leading to space for only one lane of traffic. When two vehicles meet in this narrow length, it results in vehicle manoeuvres (including reversing) in and around the junction.

There are no properties immediately facing the proposed restrictions. The two properties on the corner (in Hall Green Road), both have off street parking accessed from Shire Close. The restrictions proposed will also improve visibility, and increase road space for motorists, when accessing the off-street parking to these properties.

2.19 There was no subsequent correspondence from the objector.

2.20 All properties, including those on Hall Green Road adjacent to the proposal, have off street parking and there is on street parking farther into Shire Close. To improve pedestrian and vehicular access along Shire Close and improve visibility at its junction with Hall Green Road, it is recommended that the proposal for Shire Close (as set out in Appendix One) is implemented as originally proposed.

3. Results of consultation undertaken

3.1. The proposed TRO (Variation 14) was advertised in the Coventry Telegraph on 11 December 2025. Notices were also placed on street at each of the proposals at the same time.

3.2. Elected Members of any Wards affected received all proposals within their respective Wards for comment and dissemination.

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 £37,000. If approved this will be funded from the Local Network Improvement Programme through the City Region Sustainable Transport Settlement (CRSTS) capital grant allocation for 2026/27.

5.2. Legal Implications

The Road Traffic Regulation Act 1984 (as amended) 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 Regulation 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, especially children and young people, are safe and the objective of working for better pavements, streets and roads.

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?

The introduction of the proposed changes will assist road safety and in some cases access for pedestrians.

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

The measures set out within this report are intended to aid the effective operation of the network and reduce delay and congestion, both of which can contribute to increased vehicle-based emissions which are a leading cause of air pollution and the release of greenhouse gases.

6.6 Implications for partner organisations

The proposals set out in variation 14 are intended to aid and address concerns over parking. The introduction of effecting parking restrictions, particularly at junction locations can significantly aid the flow of traffic and ensure roads remain unobstructed which can benefit all road users, but particularly partner organisations operating larger vehicles or responding to emergency situations such as the blue light services, waste management providers and public transport operators.

Report author:
Richard Ellis
Traffic Management Engineer

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Economic Growth

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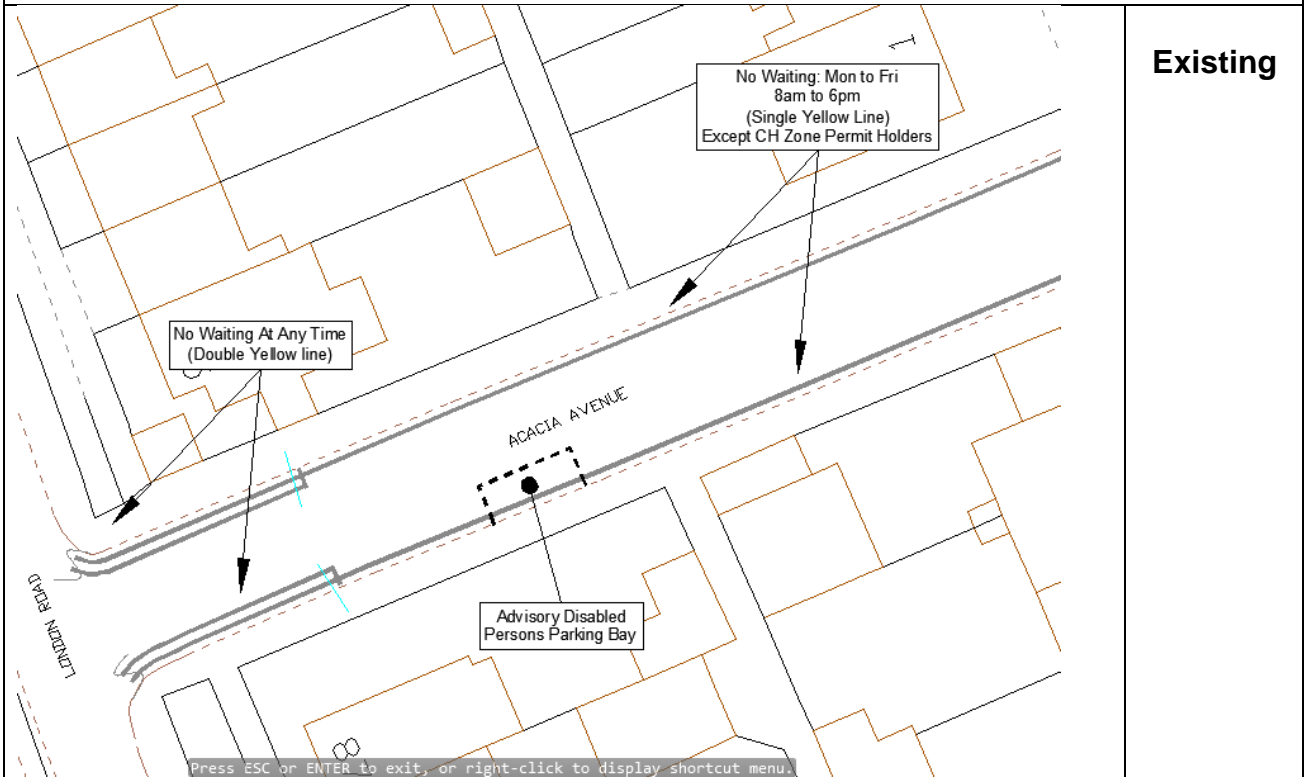
Enquiries should be directed to the above person

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
David Keaney	Head of Network Management	Economic Growth	4 Mar 26	6 Mar 26
Vivian Robert	Traffic and Road Safety Manager	Economic Growth	4 Mar 26	10 Mar 26
Asher Veness/Michelle Salmon	Governance Services Officers	Law, Governance and Safer Communities	16 Mar 2026	25 Mar 26
Names of approvers for submission: (officers and members)				
Sunny Heer	Lead Accountant	Finance and Resources	16 Mar 2026	25 Mar 2026
Rob Parkes	Team Leader, Legal Services	Law, Governance and Safer Communities	16 Mar 2026	22 Mar 2026
John Seddon	Strategic Lead Policy and Innovation	Economic Growth	16 Mar 2026	17 Mar 2026
Stephen Weir	Interim Director of Economic Growth	Economic Growth	25 Mar 2026	26 Mar 2026
Councillor P Hetherton	Cabinet Member for City Services	-	27 Mar 2026	27 Mar 2026

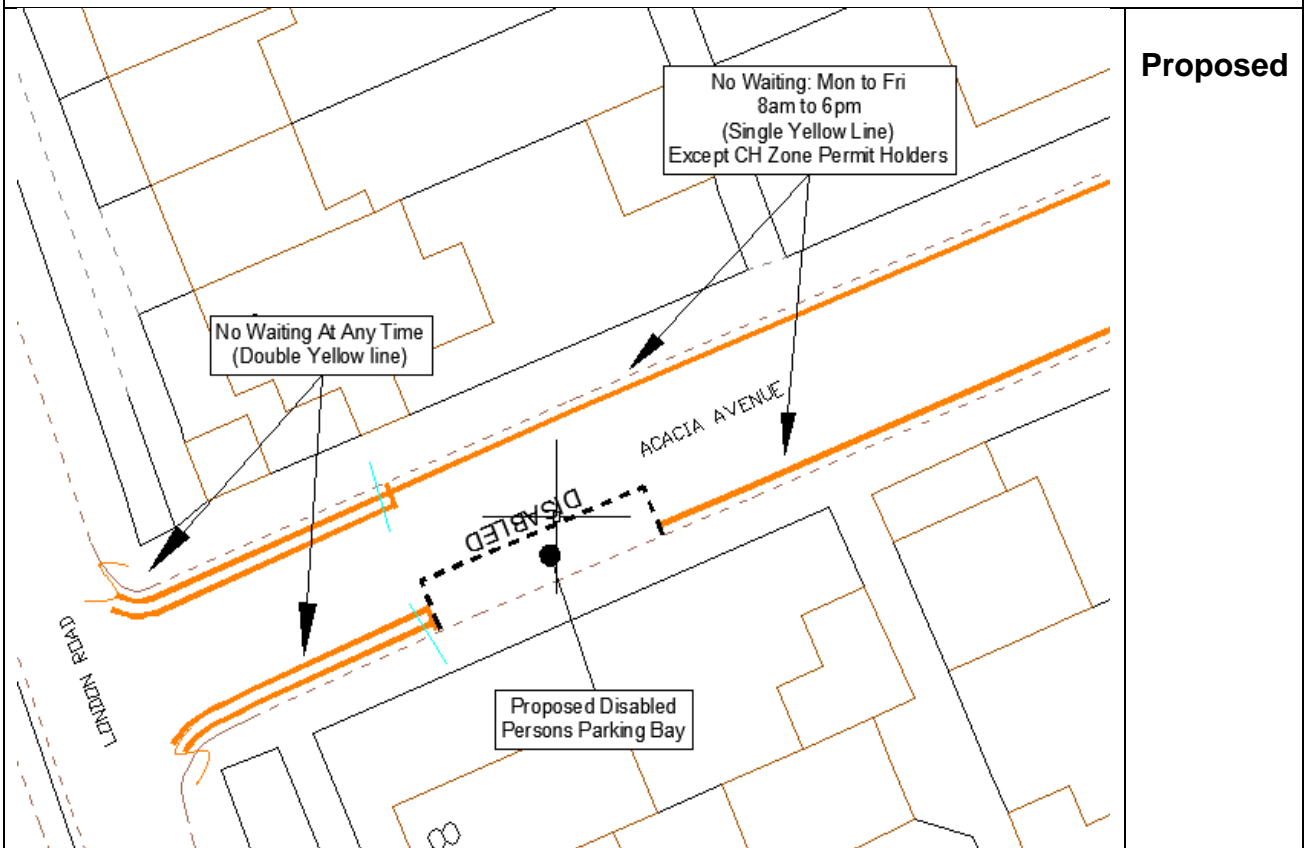
This report is published on the council's website: www.coventry.gov.uk/council-meetings

Location Plan 1A – Acacia Avenue

Proposed Regulatory Disabled Persons Parking Place



Existing



Proposed

Location Plan 1B – Shire Close

Proposed No Waiting At Any Time



Proposed No Waiting At Any Time (shown as a yellow line) for both sides of entrance into Shire Close.

NB: The turquoise hatching denotes an existing Resident Permit Parking Scheme – Zone AF

Location Plan 2A – Chester Street

Proposed Waiting Restriction for Existing Electric Vehicle Charging Points



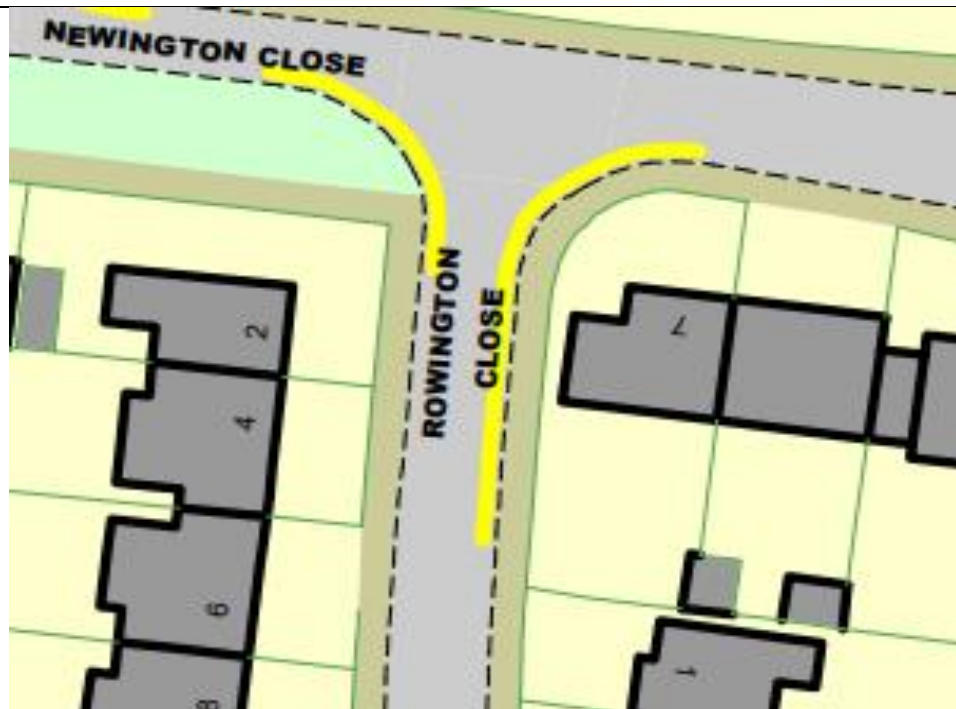
Location of 2 x bays outside properties 4 and 6.

Proposed Waiting Restriction:

Daily 6am to 10pm:
4 hours maximum (whilst charging)
with No Return in 4 hours

Location Plan 2B – Rowington Close

Proposed No Waiting At Any Time



Proposed No Waiting At Any Time (shown here as a yellow line) for both sides of entrance into Rowington Close.

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Cabinet Member for City Services

15 April 2026

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Interim Director of Economic Growth

Ward affected:

Westwood

Title:

Petition e23-25-26 - Costco Weekend Queues on the A45

Is this a key decision?

No

Executive Summary:

A petition with 80 signatures was received requesting that the Council require Costco to take measures to prevent vehicle queues from their car park extending onto the A45.

In accordance with the Council's procedure for dealing with petitions, those relating to road safety are heard by the Cabinet Member for City Services. The Cabinet Member had considered the petition prior to this meeting and requested that the petition was dealt with by letter (determination letter) rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

On receipt of the determination letter, the petition organiser requested that the issue be considered at a Cabinet Member for City Services meeting.

The determination letter outlined actions already underway, including agreed mitigation measures with Costco and improvements to lane markings approaching the car park to support traffic flow. Whilst the additional measures requested through the petition are noted, including pre-booked entry slots and penalties for non-compliance; these cannot be enforced by the Council. However, officers will continue to work with Costco to manage traffic and minimise queues extending onto the A45. Petitioners' suggestions will be shared with Costco for consideration.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Note the petitioners' concerns.
- 2) Endorse the actions which were agreed and set out in the determination letter to the petition organiser as detailed in section 2 of the report.

List of Appendices included:

Appendix A – Proposed highway scheme to improve traffic flow on car park approach
Appendix B – Text of Determination Letter

Background Papers:

None

Other useful documents:

None

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: Petition e23-25-26 - Costco Weekend Queues on the A45

1. Context (or background)

- 1.1 A petition with 80 signatures was received requesting that the Council require Costco to take measures to prevent vehicle queues from their car park extending onto the A45.
- 1.2 The petition reads as follows:

“We the undersigned petition the Council to force Costco to stop weekend queues spilling onto the A45 in Coventry. We require Costco to implement pre-booked weekend entry slots, on-site queuing lanes, and traffic marshals so no vehicles queue on the A45. Enforced via Coventry City Council with penalties for non-compliance within 6 months.

Every Saturday & Sunday, Costco queues block the A45 in Canley/Tile Hill for up to an hour, endangering residents, delaying emergency vehicles, and ruining family time. This preventable chaos harms air quality, local trade, and road safety. Costco must manage its own access—weekends belong to our community, not their car park. I demand action to reclaim our roads.”
- 1.3 Costco is located at the eastern end of Torrington Avenue. Access to the car park is provided from Torrington Avenue, close to the junction with the A45.

2. Options considered and recommended proposal

- 2.1 The recommended actions are set out in the determination letter response attached in Appendix B.
- 2.2 The response stated that the Council acknowledges the impact of congestion on residents, emergency access, air quality, and local businesses. The issues raised have previously been highlighted by Ward Councillors, and several actions are already underway to address the issues raised.
- 2.3 The Council have met with Costco’s management team to discuss congestion and parking concerns. Costco confirmed that they provided 70 off-site staff parking spaces during the Christmas period to free up customer spaces and reduce delays. They will continue to deploy staff during exceptional peak times to manage traffic on site.
- 2.4 The Council has prepared designs intended to rationalise and improve lane markings on the approach to the carpark to improve traffic flow. These have been shared with Costco. Once implemented, the Council will monitor the effectiveness of the new arrangement and continue to work with Costco to address community concerns.
- 2.5 Regarding the additional measures requested in the petition, pre-booked entry slots and penalties for non-compliance cannot be enforced by the Council under current highways legislation. These are matters for Costco. However, the Council will continue to work with Costco to minimise queues on the A45 and share petitioners’ suggestions with the company.

3. Results of consultation undertaken

3.1 The agreed actions were communicated to the petition organiser via the Determination Letter.

4. Timetable for implementing this decision

4.1 The Determination Letter was sent on 2 February 2026. The proposed highway scheme is programmed to commence in April 2026. Once installed, the impact of these measures will be reviewed over the following 12 months.

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 the lining and signing enhancements set out in this report is £16,730.54. This will be funded from the Local Network Improvement Programme, which forms part of the City Region Sustainable Transport Settlement (CRSTS).

5.2 Legal implications

There are no legal implications arising from this report.

In line with the Council's procedure for dealing and responding to petitions bearing 5 or more signatories the Council is required to inform the public on how it plans to deal with the petition.

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>

By improving access to a major retailer and reducing the likelihood of traffic congestion, the proposed measures will contribute to the following delivery priorities of the One Coventry Plan:

- Improving the economic prosperity of the city and region
- Tackling the causes and consequences of climate change

6.2 How is risk being managed?

N/A

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA?

No specific equalities impact assessment has been carried out.

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

By reducing the likelihood of traffic congestion, the proposed measures will reduce the impact of vehicle emissions on climate change and the environment.

6.6 Implications for partner organisations?

None

Report author

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Service Area:

Economic Growth

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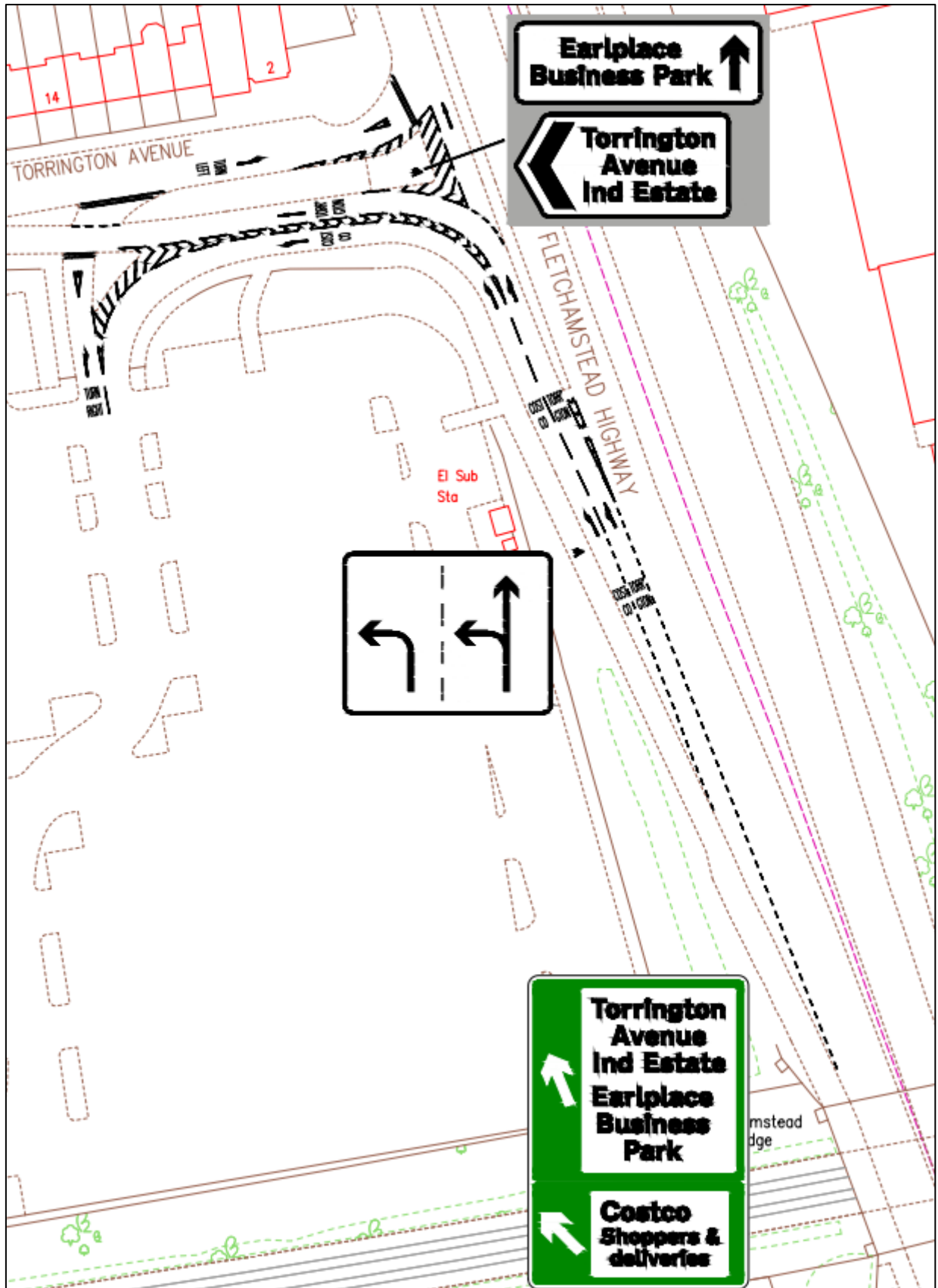
Enquiries should be directed to the above person.

Contributor/ approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
David Keaney	Head of Network Management	Economic Growth	17/03/2026	18/03/2026
Vivian Robert	Traffic & Road Safety Manager	Economic Growth	17/03/2026	19/03/2026
Asher Veness	Governance Services Officer	Law, Governance and Safer Communities	17/03/2026	24/03/2026
Names of approvers: (officers and members)				
John Seddon	Strategic Lead – Policy and Innovation	Economic Growth	19/03/2026	23/03/2026
Sunny Heer	Lead Accountant	Finance and Resources	19/03/2026	19/03/2026
Julie Sprayson	Deputy Team Leader, Legal Services	Law, Governance and Safer Communities	23/03/2026	23/03/2026
Steve Weir	Interim Director of Economic Growth	-	24/03/2026	25/03/2026
Councillor P Hetherton	Cabinet Member for City Services	-	27/03/2026	27/03/2026

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Appendix A

Proposed highway scheme to improve traffic flow on car park approach



Appendix B – Text of Determination Letter

I am writing with regard to the above petition and your request for measures to prevent weekend traffic queues extending onto the A45 from Costco.

The matter was discussed with Councillor Hetheron, Cabinet Member for City Services, who has requested that this be dealt with by way of letter rather than a formal report being submitted to a future meeting, so that it can be dealt with more quickly.

The impact of traffic congestion on residents, emergency access, air quality, and local businesses is acknowledged. The issues highlighted in your petition have been raised previously by Ward Councillors, and consequently several actions are already underway to address the issues raised. As part of this, the Council have met with Costco's management team to discuss congestion and parking issues. Costco have confirmed that they provided 70 off-site staff parking spaces during the Christmas period to free up customer spaces and reduce delays, and Costco will continue to deploy staff when needed to aid and manage traffic on their site during exceptional peak times.

The Council has also prepared designs intended to rationalise and improve lane markings on the approach to the carpark in order to improve traffic flow. These proposals have been shared with Costco and will be implemented by early summer. Once implemented, we will monitor the effectiveness of the new arrangement and continue to work with Costco to address the concerns raised by the local community.

With regards to the additional measures requested in the petition, unfortunately, pre-booked entry slots and penalties for non-compliance are not measures that the Council can enforce under current highways legislation. However, we will continue to work with Costco to manage traffic and keep queues off the A45 wherever possible, and we will share your suggestions with Costco for their consideration.

I would be grateful if you could please confirm in writing, either by email or letter, that you agree that the petition be progressed by way of this letter. If you do not agree, a report responding to your petition will be prepared for consideration at a future Cabinet Member meeting. You will be invited to attend this meeting where you will have the opportunity to speak on behalf of the petitioners. If no response is received within four weeks of the date of this letter, we will record this as your acceptance of the determination letter and the petition will be closed.

Cabinet Member for City Services

15 April 2026

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Interim Director of Economic Growth

Wards affected:

All

Title:

Petition e24-25-26 - Restrictions on Parking in Advisory Disabled Bays

Is this a key decision?

No

Executive Summary:

A petition with 125 signatures was received requesting that waiting restrictions be introduced on advisory disabled bays.

In accordance with the City Council's procedure for dealing with petitions, those relating to road safety are heard by the Cabinet Member for City Services. The Cabinet Member had considered the petition prior to this meeting and requested that the petition was dealt with by letter (determination letter) rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently. On receipt of the determination letter, the petition organiser requested that the issue be considered at a Cabinet Member for City Services meeting.

The determination letter advised that on-street residential disabled bays are installed as an advisory marking, as it allows the bay to be installed without the need for a formal Traffic Regulation Order (TRO). This allows the Council to introduce them much more quickly and at significantly lower cost than mandatory disabled bays introduced by order. While advisory bays rely on public cooperation rather than enforcement, they are widely respected and effective in most locations. Introducing them quickly often provides immediate relief to residents who would otherwise wait many months or years for a formal bay. Introducing enforcement would require converting advisory bays into mandatory bays, which involves a full legal TRO process and additional signing and road markings. However, recognising the concerns raised in this petition, the Council will continue to promote public awareness that advisory disabled bays are installed for residents with genuine mobility needs, review locations where misuse is persistent and consider whether

a formal TRO may be appropriate in exceptional circumstances, working with residents to assess alternative or additional parking solutions where advisory bays are proving ineffective.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Note the petitioners' concerns.
- 2) Endorse the actions which were agreed and set out in the determination letter to the petition organiser as detailed in section 2 of the report.

List of Appendices included:

Appendix A – Text of Determination Letter

Background Papers:

None

Other useful documents:

None

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: Petition e24-25-26 - Restrictions on Parking in Advisory Disabled Bays

1. Context (or background)

- 1.1 A petition with 125 signatures was received requesting that waiting restrictions be introduced on advisory disabled bays.
- 1.2 The petition reads as follows:
“We the undersigned petition the Council to fine anyone who parks in an advisory disabled bay who do not hold a blue badge.
Many disabled people are suffering as people who do not have a blue badge are parking in their advisory disabled bays. Something needs to be done as the council can benefit from this change.”

2. Options considered and recommended proposal

- 2.1 The recommended actions in response to the issues raised are as set out in the agreed determination letter response attached in Appendix A.
- 2.2 The response stated that the Council recognises the strength of feeling expressed in this petition and understands the frustration experienced by disabled residents when advisory disabled bays are used by drivers who do not hold a Blue Badge. It agrees that these bays play an important role in supporting residents with mobility needs and does not condone their misuse. Typically, on-street residential disabled bays are installed as an advisory marking. This is done because it allows the bay to be installed without the need for a formal Traffic Regulation Order (TRO). This allows the Council to introduce them quickly and at significantly lower cost than mandatory disabled bays introduced by order. As a result, the Council can respond faster to residents’ needs, install a greater number of bays each year and assist many more disabled residents within existing budgets. If every disabled bay were introduced through a TRO, the cost of legal processes, consultation, advertising, and implementation would substantially reduce the number of bays the Council could provide, and many residents would face long delays or be unable to receive a bay at all.
- 2.3 While advisory bays rely on public cooperation rather than enforcement, they are widely respected and effective in most locations. Introducing them quickly often provides immediate relief to residents who would otherwise wait many months or years for a formal bay. Introducing enforcement would require converting advisory bays into mandatory bays, which involves a full legal TRO process and additional signing and road markings. This adds to the time and cost of implementing each bay and in turn reduces our ability to provide disabled parking support at scale. Whilst the Council understands the desire for enforcement and recognises the difficulties caused by misuse, the current system of advisory disabled bays enables the Council to support far more residents more quickly and more affordably than would be possible if all bays were introduced by Order. This approach ensures limited resources are used to maximise benefit across the community.
- 2.4 However, recognising the concerns raised in this petition, the Council will continue to promote public awareness that advisory disabled bays are installed for residents with genuine mobility needs, review locations where misuse is persistent and consider whether a formal TRO may be appropriate in exceptional circumstances, working

with residents to assess alternative or additional parking solutions where advisory bays are proving ineffective.

3. Results of consultation undertaken

3.1 The agreed actions have been communicated to the petition organiser in the Determination Letter.

4. Timetable for implementing this decision

4.1 The Determination Letter was sent on 2 February 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 arising from this report.

5.2 Legal implications

There are no legal implications arising from 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>)

N/A

6.2 How is risk being managed?

N/A

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA?

No specific equalities impact assessment has been carried out.

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

None

6.6 Implications for partner organisations?

None

Report author

Name and job title:

Martin Wilkinson
Senior Officer - Traffic Management

Service Area:

Economic Growth

Tel and email contact:

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Enquiries should be directed to the above person.

Contributor/ approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
David Keaney	Head of Network Management	Economic Growth	17/03/2026	18/03/2026
Vivian Robert	Traffic and Road Safety Manager	Economic Growth	17/03/2026	19/03/2026
Asher Veness	Governance Services Officer	Law, Governance and Safer Communities	17/03/2026	18/03/2026
Names of approvers: (officers and members)				
John Seddon	Strategic Lead – Policy and Innovation	Economic Growth	19/03/2026	23/03/2026
Xiao-Ming Hu	Lead Accountant	Finance and Resources	19/03/2026	19/03/2026
Rob Parkes	Team Leader, Legal Services	Law, Governance and Safer Communities	19/03/2026	20/03/2026
Steve Weir	Interim Director of Economic Growth	-	24/03/2026	25/03/2026
Councillor P Hetherton	Cabinet Member for City Services	-	27/03/2026	27/03/2026

This report is published on the council's website: www.coventry.gov.uk/council-meetings

Appendix A – Text of Determination Letter

I am writing with regard to the above petition and your request for restrictions on parking in advisory disabled bays.

The matter was discussed with Councillor Hetherington, Cabinet Member for City Services, who has requested that this be dealt with by way of letter rather than a formal report being submitted to a future meeting, so that it can be dealt with more quickly.

We recognise the strength of feeling expressed in this petition and understand the frustration experienced by disabled residents when advisory disabled bays are used by drivers who do not hold a Blue Badge. We agree that these bays play an important role in supporting residents with mobility needs and we do not condone their misuse. Typically, on-street residential disabled bays are installed as an advisory marking. We do this as it allows the bay to be installed without the need for a formal Traffic Regulation Order (TRO). This allows the Council to introduce them much more quickly and at significantly lower cost than mandatory disabled bays introduced by order. As a result, we can respond faster to residents' needs, install a greater number of bays each year and assist many more disabled residents within existing budgets. If every disabled bay were introduced through a TRO, the cost of legal processes, consultation, advertising, and implementation would substantially reduce the number of bays the Council could provide, and many residents would face long delays or be unable to receive a bay at all.

While advisory bays rely on public cooperation rather than enforcement, they are widely respected and effective in most locations. Introducing them quickly often provides immediate relief to residents who would otherwise wait many months or years for a formal bay. Introducing enforcement would require converting advisory bays into mandatory bays, which involves a full legal TRO process and additional signing and road markings. This adds to the time and cost of implementing each bay and in turn reduces our ability to provide disabled parking support at scale. Whilst we understand the desire for enforcement and recognise the difficulties caused by misuse, the current system of advisory disabled bays enables the Council to support far more disabled residents more quickly and more affordably than would be possible if all bays were introduced by Order. This approach ensures limited resources are used to maximise benefit across the community. However, recognising the concerns raised in this petition, the Council will continue to promote public awareness that advisory disabled bays are installed for residents with genuine mobility needs, review locations where misuse is persistent and consider whether a formal TRO may be appropriate in exceptional circumstances, working with residents to assess alternative or additional parking solutions where advisory bays are proving ineffective.

I would be grateful if you could please confirm in writing, either by email or letter, that you agree that the petition be progressed by way of this letter. If you do not agree, a report responding to your petition will be prepared for consideration at a future Cabinet Member meeting. You will be invited to attend this meeting where you will have the opportunity to speak on behalf of the petitioners. If no response is received within four weeks of the date of this letter, we will record this as your acceptance of the determination letter and the petition will be closed.

Cabinet Member for City Services

15 April 2026

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Interim Director of Economic Growth

Wards affected:

Westwood, Whoberley, Woodlands

Title:

Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Is this a key decision?

No

Executive Summary:

In accordance with the 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

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 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 and 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 April 2026.

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

5.1 Financial implications

The estimated cost of the proposed waiting restrictions and associated lining and signing detailed in Appendix A is £8,000. This will be funded from the 2026-27 Local Network Improvement Programme, which forms part of the City Region Sustainable Transport Settlement (CRSTS).

5.2 Legal implications

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

In line with the Council's procedure for dealing and responding to petitions bearing 5 or more signatories the Council is required to inform the public on how it plans to deal with the petition.

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 waiting restrictions set out in Appendix A will enhance pedestrian safety and accessibility at the locations concerned, thereby contributing to the following One Coventry Plan delivery outcomes:

- Improving outcomes and tackling inequalities within our communities
- Improving the economic prosperity of the city and regions

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

Report author**Name and job title:**

Martin Wilkinson
Senior Officer - Traffic Management

Service Area:

Economic Growth

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Enquiries should be directed to the above person.

Contributor/ approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
David Keaney	Head of Network Management	Economic Growth	23/03/2026	25/03/2026
Vivian Robert	Traffic and Road Safety Manager	Economic Growth	23/03/2026	25/03/2026
Richard Ellis	Engineer	Economic Growth	23/03/2026	25/03/2026
Asher Veness	Governance Services Officer	Law, Governance and Safer Communities	23/03/2026	25/03/2026
Names of approvers for submission:				
John Seddon	Strategic Lead – Policy and Innovation	Economic Growth	25/03/2026	25/03/2026
Sunny Heer	Lead Accountant	Finance and Resources	25/03/2026	25/03/2026
Julie Sprayson	Deputy Team Leader, Legal Services	Law, Governance and Safer Communities	25/03/2026	26/03/2026
Steve Weir	Interim Director of Economic Growth	-	26/03/2026	27/03/2026
Councillor P Hetherton	Cabinet Member for City Services	-	27/03/2026	27/03/2026

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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
e30/ 25-26	Abercorn Road - Urgent Action on Parking and Speeding Issues	145	Councillor Innes	Determination	The issues highlighted have been investigated and speed surveys have been undertaken. These showed that average speeds were less than 20mph. There have been no recorded personal injury collisions on Abercorn Road in the last three years. In response to the parking issues raised, School Keep Clear markings will be advertised as part of the next waiting restriction Order in April. The Police can take action against dangerous and inconsiderate parking. They can be contacted on the non-emergency number 101. To report vehicles blocking dropped kerbs, please call the Council's Parking Enforcement Team on 024 7683 4367.
e34/ 25-26	New Zebra Crossing on Nod Rise Next to Bridge over the Brook	134	N/A	Determination	The limited visibility referred to in the petition would preclude the provision of a zebra crossing at this location. However, it will be reviewed to assess whether any other measures can be implemented to highlight the presence of the crossing point.
e31/ 25-26	Average Speed Camera Installation Criteria Change	43	N/A	Determination	The Council acknowledges petitioners' concerns regarding the roads highlighted, and the Council acknowledges that average speed enforcement has been successful at achieving safety improvements where it has been introduced within the city. However, the criteria for average

					speed enforcement are designed to ensure that it is targeted at those roads where speeding is identified as a significant causation factor in casualty collisions. Furthermore, as the criteria and best practice are set nationally and regionally and must be supported by the Police, who ultimately enforce the restrictions. This means that the Council is unable to make or support the changes requested to the criteria, but it will continue to keep potential locations for ASE introduction under review and will bring forward sites that meet the criteria in partnership with the Police.
e32-25/26	Yellow lines for Kendal Rise	34	Councillor P Akhtar	Determination	The location highlighted has been assessed and a proposal consisting of an 11m extension of the existing double yellow lines will be advertised as part of the next waiting restrictions variation order that is due to be advertised in August. Beyond the proposed double yellow lines, a marked unrestricted parking is proposed to encourage drivers to park wholly on the carriageway. The extension to the double yellow lines will be subject to the statutory legal process. This includes a 21-day period during which interested parties may object. Any objections received are then considered by the Council's Cabinet Member for City Services.

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