



Cabinet Member for City Services

Time and Date

2.00 pm on Wednesday, 1st July, 2026

Place

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

Public Business

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes** (Pages 5 - 10)
 - (a) To agree the minutes of the meeting held on 15th April 2026
 - (b) Matters Arising
4. **Petition e34/25-26 - New Zebra Crossing on Nod Rise next to bridge over the brook** (Pages 11 - 18)

Report of the Interim Director of Economic Growth.

To consider the above petition bearing 134 signatures. The Petition Organiser has been invited to the meeting for the consideration of this item.
5. **Petition e27-25/26 - New footpath between Pickford Green and Eastern Green** (Pages 19 - 28)

Report of the Interim Director of Economic Growth.

To consider the above petition bearing 97 signatures. The Petition Organiser has been invited to the meeting for the consideration of this item.

6. **Petition 12-24/25 - Remove the Parking Permit Scheme from Zone WG**
(Pages 29 - 36)

Report of the Interim Director of Economic Growth.

To consider the above petition bearing 322 signatures.

The petition is being sponsored by former Councillor Abbott, who has been invited to the meeting for the consideration of this item, along with the Petition Organiser.

7. **Petition e30-25/26 - Abercorn Road urgent action on speeding and parking issues** (Pages 37 - 46)

Report of the Interim Director of Economic Growth.

To consider the above petition bearing 145 signatures.

The petition is being sponsored by Councillor J Innes, a Whoberley Ward Councillor, who has been invited to the meeting for the consideration of this item, along with the Petition Organiser.

8. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 47 - 66)

Report of the Interim Director of Economic Growth and the Interim Director of City Services

9. **Outstanding Issues**

There are no outstanding issues

10. **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, 23 June 2026

Note: The person to contact about the agenda and documents for this meeting is Caroline Taylor / Asher Veness, Governance Services Officers, Email: caroline.taylor@coventry.gov.uk / asher.veness@coventry.gov.uk

Membership: Councillors P Hetherton (Cabinet Member) and P Akhtar (Deputy Cabinet Member)

By invitation: Councillor M Lapsa (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 / Asher Veness, Governance Services Officers,
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Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 2.30 pm on
Wednesday, 15 April 2026

Present:

Members: Councillor P Hetherton (Cabinet Member)

Other Members: Councillor J Blundell (for the matter in Minute 11)

Employees (by Service Area):

Regeneration and Economy D Keaney

Law and Governance R Parkes, M Salmon, C Taylor, A Veness

Also in attendance: S Davies (Representative from Costco)

Apologies: Councillor S Nazir (Deputy Cabinet Member)
Councillor M Heaven (Shadow Cabinet Member)

Public Business

8. Declarations of Interests

There were no disclosable pecuniary interests.

9. Minutes

The minutes of the meeting held on 11th March 2026 were agreed and signed as a true record. There were no matters arising.

10. Objections to Proposed Waiting Restrictions as Detailed in Variation 14

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)

Having considered the issues raised by the objectors, together with the contents of the report, the Cabinet Member supported the proposed waiting restrictions as detailed in Variation 14.

RESOLVED that the Cabinet Member for City Services:

- 1) Considered the Objections to the proposed Waiting Restrictions.**
- 2) Subject to Recommendation (1) above, approve the proposals for Acacia Avenue (St Michaels Ward) and Shire Close (Longford Ward) be implemented as originally proposed.**
- 3) Subject to Recommendation (1) above, approve that the proposal for Chester Street (Sherbourne Ward) be abandoned in its entirety.**
- 4) Subject to Recommendation (1) above, approve that the proposals for Rowington Close (Sherbourne Ward) be abandoned in their entirety and that a new proposal is determined be advertised as part of the upcoming Variation 15 proposals.**
- 5) Noted that proposals within Variation 14 which received no objections will be implemented in accordance with the approved scheme of delegation.**

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

The Cabinet Member for City Services considered a report of the Interim Director of Economic Growth, that responded to a petition requesting that the Council require Costco to take measures to prevent vehicle queues from their car park extending onto the A45. The Petition Organiser attended the meeting on behalf of the petitioners. A representative from Costco also attended on the companies' behalf.

The petition contained 80 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 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 were noted, including pre-booked entry slots and penalties for non-compliance; these could not be enforced by the Council. However, officers

would continue to work with Costco to manage traffic and minimise queues extending onto the A45. Petitioners' suggestions were to be shared with Costco for consideration.

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

- That a significant proportion of the Costco clientele were not residents of Torrington Avenue or the immediate area.
- That Christmas and international events that significantly increased traffic were regular and, in some cases, predictable and should not be used as excuses as they can be prepared for.
- That monitoring needs to continue long term and cannot be halted once the petition debate closes.
- That issues arise not only for those going to Costco as the traffic spreads it causes safety issues and obstructions in surrounding roads.
- Although petitioners appreciate Costco's effort and engagement, there is clearly more effective methods Costco won't implement as it would negatively impact their profit.

Officers and the representative from Costco responded to questions, concerns and queries as follows:

- That Costco recognised the disruption, and increased traffic would likely remain for the foreseeable future, and their strategy would be calibrated accordingly with a long-term approach.
- There were limits to Costco and the Councils powers that prevented and slowed certain solutions, however there were more long-term strategies and engagement, particularly with West Midlands Police, that would provide solutions further down the line.
- There are ongoing discussions to secure offsite parking that could provide significant alleviation to the traffic issues.
- Better signage and internal policing were being implemented, and this is expected to improve traffic management and address driver behaviour issues.
- That officers will liaise with the petition organiser and his existing links within the community to communicate updates to the community.
- That Costco staff face abuse and risk injury from careless driving and angry customers, this combined with the lack of legal powers of their staff limits their efficacy.
- A key focus going forward would be keeping the public informed of the council and Costco's progress.
- That officers would continue to work with West Midlands Police regarding traffic safety around Costco.
- Urban traffic management operated from 7am – 7pm Monday to Friday and cameras would be on during weekends, so that officers could monitor the traffic flows.

RESOLVED that the Cabinet Member for City Services:

- 1) **Noted the petitioners' concerns.**

- 2) **Endorsed the actions which were agreed and set out in the determination letter to the petition organiser as detailed in section 2 of the report.**

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

The Cabinet Member for City Services considered a report of the Interim Director of Economic Growth, that responded to a petition requesting that waiting restrictions be introduced on advisory disabled bays. The Petition Organiser did not attend the meeting in support of their case but asked that a statement be read on their behalf.

The petition contained 125 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 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.

The objector's statement was read in full. Officer responded that they believed their approach would not put restrictions on parking and instead offered a balanced and proportionate solution. Their aim was to strike a balance by delivering at scale but still providing a tailored solution on a case by case basis.

The Cabinet Member for City Services suggested a focus on the district centres going forward.

RESOLVED that the Cabinet Member for City Services:

1) **Noted the petitioners' concerns.**

2) **Endorse the actions which have been agreed and set out in the determination letter to the petition organiser as detailed in paragraph 2 of the report.**

13. **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.

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

14. **Outstanding Issues**

There were no outstanding issues.

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

There was no other public business.

(Meeting closed at 3.30 pm)

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Cabinet Member for City Services

1st July 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(s) affected:

Woodlands

Title:

Petition E34/25–26 – Request for a Zebra Crossing on Nod Rise

Is this a key decision?

No

Executive Summary:

This report relates to a petition containing 134 signatures titled “*Request for a Zebra Crossing on Nod Rise*”, requesting the introduction of a zebra crossing on Nod Rise, adjacent to the bridge over the brook.

In accordance with the Council’s procedures, the petition was initially considered by the Cabinet Member for City Services and it was agreed that the matter should be dealt with by way of a determination letter, in order to provide a timely response.

The determination letter, issued on 23rd April 2026, explained that the requested controlled crossing could not be supported at the proposed location due to restricted visibility due to the combination of bridge parapets, road alignment, and vegetation. The petitioner has subsequently requested that the matter be considered at a Cabinet Member meeting.

Since the issue was first assessed, officers have submitted a bid for external funding for the first phase of a wider active travel and greenspace scheme along the Guphill-Brookstray corridor. This proposal includes the relocation of the existing pedestrian path away from the river and bridge structure, which has the potential to improve pedestrian visibility at this location.

This report therefore provides an update on the petition, outlines the technical considerations, and sets out the current position, including future opportunities, whilst noting that the funding currently sought is unlikely to deliver a controlled crossing facility at this stage.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Note the petitioners' concerns regarding the request for a controlled crossing facility on Nod Rise.
2. Note that, based on current highway conditions, a controlled crossing facility is not considered appropriate at the requested location due to restricted visibility.
3. Note the submission of a funding bid for the first phase of a wider Guphill-Brookstray corridor scheme, which includes the potential to improve pedestrian visibility at this location through the realignment of the existing path.
4. Agree that the petition be considered concluded at this stage, subject to any future opportunities that may arise through the progression of the wider scheme.

List of Appendices included:

Appendix 1 – Location Plan

Appendix B – Petition 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 E34/25–26 – Request for a Zebra Crossing on Nod Rise

1. Context (or background)

- 1.1 A petition with 134 signatures was received requesting the introduction of a zebra crossing on Nod Rise adjacent to the bridge over the brook.
- 1.2 In accordance with the City Council’s procedure for dealing with petitions, the matter was initially considered by the Cabinet Member for City Services, who requested that the issue be progressed by way of a determination letter in order to respond as quickly as possible.
- 1.3 The petition was investigated and a determination letter was issued in April 2026. The petition organisers subsequently requested that the matter be escalated for formal consideration by the Cabinet Member for City Services.

2. Options considered and recommended proposal

2.1 *Option 1 – Introduce a controlled crossing at the requested location*

This option has been considered but is not recommended.

The requested location has restricted visibility due to the combination of bridge parapets, road alignment, and vegetation. This limited visibility does not provide a safe or suitable environment for the installation of a controlled crossing facility such as a zebra crossing. For this reason, this option is not considered appropriate at the present time.

2.2 *Option 2 – Consider alternative improvements*

Officers recognise that there is a clear pedestrian desire line to cross Nod Rise at this location. However, due to the physical constraints described above, it is recommended that a controlled crossing is not introduced at this time.

Officers have recently submitted a bid for external funding to deliver the first phase of a wider active travel and greenspace improvement scheme along the Guphill-Brookstray corridor. This initial phase includes the relocation of the existing pedestrian path away from the river and bridge structure.

The relocation of the path would in turn realign the pedestrian desire line away from the bridge parapet and improve visibility for pedestrians crossing Nod Rise. Whilst the funding currently being sought is unlikely to be sufficient to deliver a controlled crossing as requested in the petition, the proposed changes are expected to mitigate some of the concerns raised.

As the wider corridor scheme progresses, there may be opportunities to consider additional crossing facilities in the future, subject to further funding, design development, and prioritisation within the Council’s capital programme.

3. Results of consultation undertaken

- 3.1 No formal consultation has been undertaken.

4. Timetable for implementing this decision

Should the recommendations be approved, no further immediate action is required in relation to the petition.

Progression of the wider Guphill-Brookstray corridor scheme will be subject to the outcome of funding bids and future programme prioritisation.

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

5.1 Financial implications

There are no direct financial implications associated with the recommendations contained within this report. Any future works would be subject to the availability of external funding or inclusion within existing capital programmes.

5.2 Legal implications

There are no additional legal implications arising from the recommendations in 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>)

The proposals when progressed, will support safe and sustainable travel by seeking to improve pedestrian accessibility and safety, contributing to healthier and more sustainable communities.

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?

The wider Guphill-Brookstray scheme supports active travel and sustainable travel, contributing positively to environmental objectives.

6.6 Implications for partner organisations?

None identified

Report author**Name and job title:**

Vivian Robert
Traffic and Road Safety Manager

Directorate:

Economic Growth

Contact:

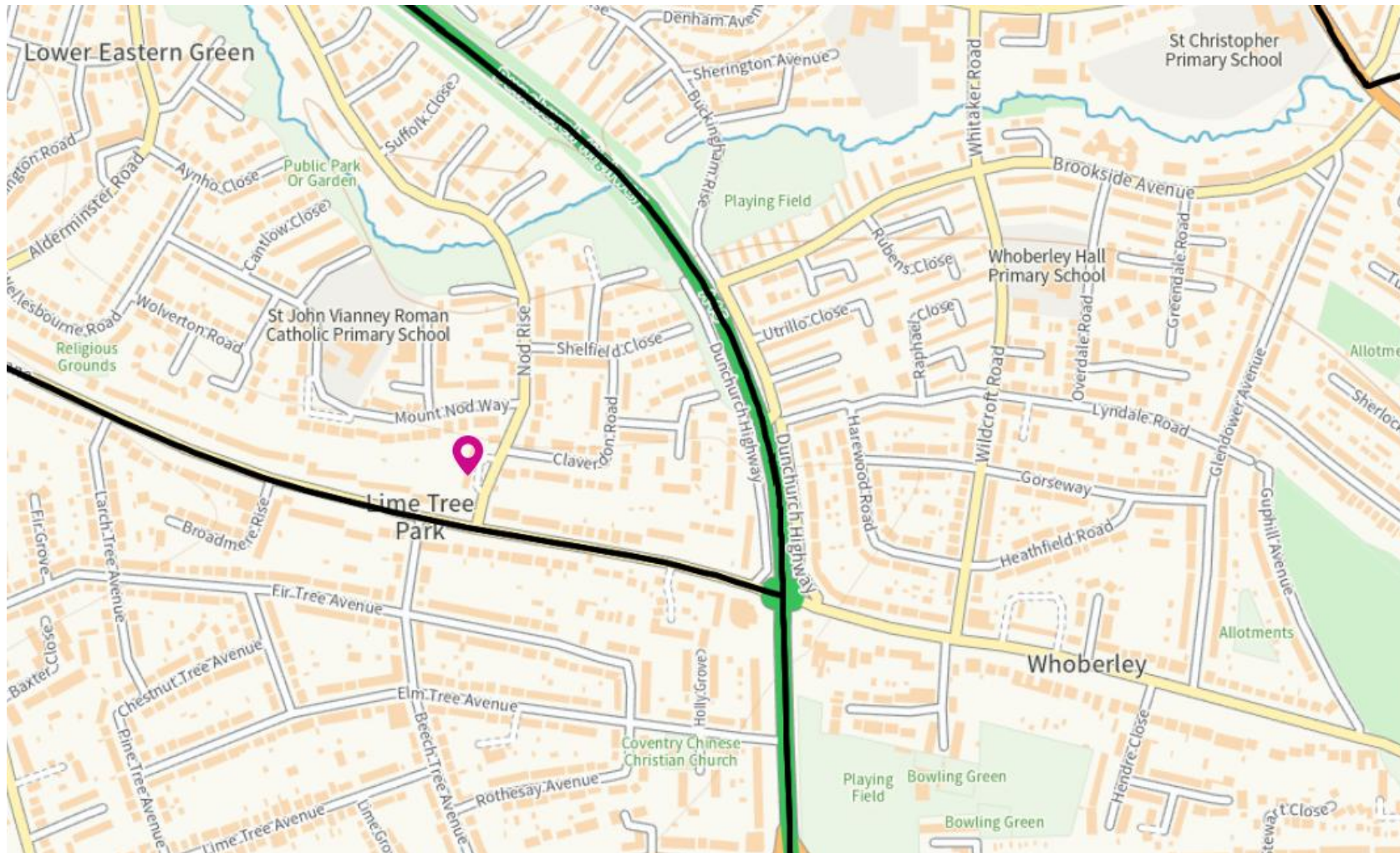
Email: trafficmanagement@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/ approver name	Title	Directorate	Date doc sent out	Date response received or approved
Contributors:				
David Keaney	Head of Network Management	Economic Growth	08/06/26	08/06/26
Michelle Salmon/Caroline Taylor	Governance Services Officers	Law, Governance and Safer Communities	08/06/26	08/06/26
Names of approvers: (officers and members)				
John Seddon	Strategic Lead – Policy & Innovation	Economic Growth	15/06/26	15/06/26
Helen Williamson	Finance Manager	Finance and Resources	15/06/26	15/06/26
Rob Parkes	Team Leader, Legal Services	Law Governance and Safer Communities	15/06/26	18/06/2026
Stephen Weir	Interim Director of Economic Growth	Economic Growth	19/06/2026	22/06/2026
Councillor P Hetherton	Cabinet Member for City Services	-	22/06/2026	22/06/2026

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

Appendix A – Location Map of Nod Rise, Guphill and Brookstray



Appendix B – Text of Determination Letter

Our reference: E34/25-26

Date: 23 April 2026

I am writing with regard to the above petition and your request for a new zebra crossing on Nod Rise.

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.

The limited visibility referred to in the petition would preclude the provision of a zebra crossing at the requested location. However, a review will be undertaken to assess whether any other measures can be implemented to highlight the presence of the crossing point.

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.

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Public report Cabinet Member Report

Cabinet Member for City Services

1st July 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:

Woodlands

Title:

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

Is this a key decision?

No

Executive summary:

A petition signed by 97 residents requested the provision of a new footway along Pickford Green Lane to improve pedestrian access between new housing developments and Eastern Green, citing safety concerns arising from the absence of a dedicated footway. Following investigation, the Council confirmed that extending the existing footway is not feasible due to significant physical and environmental constraints, including the need for land acquisition. Instead, enhanced pedestrian and cycle links will be delivered through the Eastern Green Sustainable Urban Extension (SUE), although the delivery timescale is not yet defined.

In the interim, public rights of way M226 and M226a provide an alternative walking route. A survey has identified minor remedial works required on these paths, which are scheduled for delivery in summer 2026. Additional measures to improve safety on Pickford Green Lane are being progressed, including a proposed reduction to a 30mph speed limit and a new signal-controlled junction, both expected to be implemented within the 2026/27 financial year.

Public transport options have also been reviewed. While no bus services currently operate along Pickford Green Lane, future opportunities will be supported by a proposed bus gate linking the SUE to the Lane. Discussions with Transport for West Midlands and National Express are ongoing to explore future service enhancements. Demand responsive transport

through the West Midlands On Demand service may offer interim flexibility for some residents.

Whilst a new footway on Pickford Green Lane cannot be delivered at this time due to the constraints identified, a programme of interim measures, including enhancements to existing public rights of way, planned road safety improvements, and continued engagement with public transport partners will support safer and more accessible travel for residents until the full Eastern Green SUE infrastructure is implemented.

Recommendations:

Cabinet Member for City Services is recommended to:

- (1) Note the petitioners' concerns
- (2) Approve the phased approach set out within the report to address the concerns raised.

List of Appendices included:

Appendix A – Petition Response Letter

Appendix B – Plan showing Rights of Way Network

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

1. Context (or background)

- 1.1. A petition containing 97 signatures has been received requesting that the Council take action to provide a new footway along Pickford Green Lane to improve pedestrian accessibility between the new housing developments on Platinum Way and Hollyberry Way.
- 1.2. The petition states that residents are currently unable to walk their children to school in Eastern Green due to the absence of a footway and associated safety concerns arising from pedestrians having to walk in the carriageway.
- 1.3. The petition text reads: “We the undersigned petition the Council to provide a new footpath between Pickford Green and Eastern Green along Pickford Green Lane. There is no footpath on Pickford Green Lane between the new housing developments on Platinum Way and Hollyberry Way. Residents cannot walk their children to school in Eastern Green because it is not safe on the road. The council states that it expects residents to walk across muddy fields before the rest of the Eastern Green development is completed which is unacceptable”.
- 1.4. Pickford Green Lane is a rural road linking the B4104 Birmingham Road with Hockley Lane/Upper Eastern Green Lane. It forms part of the western boundary of the Eastern Green Sustainable Urban Extension (SUE), a major residential led mixed-use development covering approximately 435 acres and comprising new housing, employment land, and a district centre. Construction of which is underway.
- 1.5. As part of the construction of Hollyberry Way, a new footway was delivered to connect with existing pedestrian infrastructure, providing a route between Hollyberry Way and Hockley Lane/Upper Eastern Green Lane. Other developments on the Lane, including Farriers Way do not provide or benefit from sections of connected footway.
- 1.6. Following investigation of the issues raised, a determination letter was issued to the petition organiser. A copy is provided at **Appendix A**.
- 1.7. The determination letter set out that the Council does not intend to extend the footway along Pickford Green Lane beyond the section constructed to Wayland House. This is due to significant physical and environmental constraints, including the need for land acquisition, which preclude further extension. It was also noted that enhanced pedestrian and cycle links will be delivered through the Eastern Green SUE, although the timescale for delivery is not yet defined.
- 1.8. Until this new infrastructure is in place, the existing public rights of way (M226 and M226a) will continue to provide an alternative walking route between Pickford Green and Eastern Green. The Council is actively reviewing potential Section 106 funding opportunities to accelerate improvements along this corridor, including possible enhancements to these rights of way and the introduction of additional safety measures on Pickford Green Lane.

- 1.9. Following receipt of the determination letter, the petition organiser requested that the matter be considered at a Cabinet Member for City Services meeting.
- 1.10. The petition organiser also sought further information on potential interim measures, including the feasibility of enhancing and hardening of public rights of way during ongoing construction works, and the possibility of providing a fare-paying shuttle service between Pickford Green and Eastern Green during school travel times until an appropriate walking route is available.
- 1.11. The remainder of this report addresses these matters in detail.

2. Options considered and recommended proposal

- 2.1. Following receipt of the request to further consider and detail what enhancements could be undertaken to the network of public rights of way that provide an alternative pedestrian route to the carriageway of Pickford Green Lane a further assessment has been conducted of the routes.
- 2.2. A plan showing public rights of way within this area are shown in **Appendix B**. This shows that public footpath No. M241 is currently closed due to the works taking place at the employment site. It connects to M240, which is also closed due to building works. Both routes will be improved as part of future development works taking place as the sustainable urban extension comes forward. It is anticipated that these routes will be the primary corridors for active travel linking the developments subject to this report to the existing Eastern Green area.
- 2.3. Whilst the routes referenced above remain closed, pedestrians are able to use public footpath No. M226 and M226a as an alternative route. These routes run through rural farmland to the west of Pickford Green Lane and are accessed via the access track to Pickford Grange and as such would still require a short distance of on carriageway walking. These route provide connectivity into the end of Church Lane. These routes are not sealed or stoned, generally running along field headlands. They are generally considered to be good, albeit it is recognised that as a rural route, their condition will vary throughout the seasons. A survey of both routes has been commissioned with our rights of way service who have identified that some minor remedial works and stoning is required around a kissing gate on the route. Works to address this are currently being planned and are scheduled to be undertaken over the coming summer months.
- 2.4. In addition to works to enhance the public footpaths referenced above, proposals are currently being developed to enhance traffic management and road safety on Pickford Green Lane through the introduction of a new reduced 30mph limit which will run from Pickford Grange to join the existing 30mph speed limit in the region of Farriers Way. This new reduced speed limit will complement access enhancement works on the lane which will include a new signal-controlled junction on the lane to aid traffic movement at the Y junction and bend of Pickford Green Lane at Pippinfields. These works are anticipated to come forward in the current financial year.
- 2.5. Public transport options have been reviewed as part of the preparation of this report. Although no bus services currently operate along Pickford Green Lane, future opportunities will be strengthened by the proposed bus gate linking the Eastern Green

Sustainable Urban Extension (SUE) to Pickford Green Lane. While discussions on future routing remain ongoing, the bus gate is expected to support improved public transport accessibility as the development progresses. Engagement with Transport for West Midlands (TfWM) is continuing, noting that the transition to a fully franchised bus network from 2027 will provide TfWM with greater flexibility to introduce enhanced services and new routes in areas that are currently underserved.

- 2.6. The nearest existing bus service to Pickford Green Lane is the NX14, which operates along Hockley Lane and Upper Eastern Green Lane, with the closest stop located at the junction of Church Lane and Hockley Lane. It is not currently feasible to amend this route to serve Pickford Green Lane. The X1 service, a limited-stop route operating along the A45, has its nearest stop at the Parkhill Drive terminus. An amendment to the routing of this service provides the best potential to serve Pickford Green Lane, although it is noted that this intended as a limited stop service. Both services are operated commercially by National Express, and decisions regarding routing, stop locations and timetabling rest solely with the operator. Neither the Council nor TfWM has the authority to require changes to commercially operated routes.
- 2.7. Notwithstanding these constraints, discussions with both TfWM and National Express remain ongoing to explore opportunities for enhanced bus provision to directly serve the new Eastern Green developments in the future.
- 2.8. Consideration has also been given to TfWM's *West Midlands On Demand* service, which operates without fixed routes or timetables and instead provides demand-responsive transport based on user-specified pick-up and drop-off points. Subject to vehicle availability, this service could offer residents a more convenient option for accessing destinations closer to home. Further information is available on TfWM's website.

3. Results of consultation undertaken

- 3.1. None as a result of this petition. Statutory notice periods associated with advertisement of legal notices will come forward in Autumn 2026 as part of the proposed changes to speed limits and road safety enhancements referenced above.

4. Timetable for implementing this decision

- 4.1. It is anticipated that any identified enhancements to public footpath M226 and M226a will be undertaken during August 2026. The statutory notices associated with the proposed new speed reduction and associated traffic and road safety measures will be advertised during Autumn 2026 and are intended to be delivered within the current financial year (2026/27).

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

5.1. Financial Implications

Whilst there are no direct costs associated with the recommendations set out within this petition, the proposed enhancements to the set out in section 2.4 (onwards) of this report will be delivered utilising Section 106 funding secured by the Authority as part of

developer contributions associated with current and planned developments within this area.

Any costs associated with the identified enhancement of public footpath M226 or M226a will be funded from an allocation of the approved Local Network Improvement Programme for 2026/27.

5.2. Legal Implications

There is no general statutory duty on a highway authority to provide a footway alongside a highway where no such pedestrian facility currently exists. Whilst the Authority has powers under the Highways Act 1980 to improve highways and to construct footways where it considers this to be appropriate and justified, the exercise of those powers is discretionary and subject to considerations including need, safety, feasibility, environmental impact, land requirements and the Authority's statutory duties, policy priorities and available resources. Accordingly, the receipt of a petition requesting the provision of a footway does not create a legal obligation on the Authority to deliver such infrastructure.

Enhanced pedestrian facilities will be provided as part of future phases of development associated with the Eastern Green SUE and interim enhancements to improve existing rights of way and aid road safety and traffic management along Pickford Green Lane will also be introduced.

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Order, including an experimental 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.

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 residents will contribute to a strong and resilient economy and communities in the future.

How is risk being managed?

None identified

6.2. What is the impact on the organisation?

None identified

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 identified

6.5. Implications for partner organisations?

None identified

Report author:

David Keaney
Head of Network Management

Directorate:

Economic Growth

Telephone and email contact:

Tel: 024 7697 7371
Email: david.keaney@coventry.gov.uk

Enquiries should be directed to the above person

Names of Approver / Contributor	Title	Directorate	Date doc sent out	Response or Approved Date
Contributors:				
Vivian Robert	Traffic Management	Economic Growth	12/06/2026	15/06/2026
Ian Lewis	Transport & Development Design Manager	Highways	12/06/2026	12/06/2026
David Pipe	Senior Officer (Transport Strategy)	Economic Growth	12/06/2026	12/06/2026
Michelle Salmon	Governance Services Officer	Law and Governance	12/06/2026	15/06/2026
Names of approvers for submission:				
Sunny Heer	Lead Accountant	Finance and Resources	12/06/2026	15/06/2026
Helen Williamson	Finance Manager	Finance and Resources	12/06/2026	15/06/2026

Rob Parkes	Team Leader, Legal Services	Law and Governance	12/06/2026	15/06/2026
John Seddon	Strategic Lead Policy and Innovation	Economic Growth	12/06/2026	15/06/2026
Stephen Weir	Interim Director of Economic Growth	Economic Growth	19/06/2026	22/06/2026
Councillor P Hetherton	Cabinet Member for City Services	-	22/06/2026	22/06/2026

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

Appendix A – Petition Response Letter

I am writing with regard to the above petition and your request for a new footpath between Pickford Green and Eastern Green.

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 note your concerns regarding pedestrian safety and the desire for a direct walking route to the junior and infant schools off Hockley Lane. The Council has considered this issue previously, and we can confirm that there are no plans to install a continuous footway along Pickford Green Lane beyond the section already constructed up to Wayland House. This is due to significant physical constraints, including existing hedgerows, drainage ditches, and the narrow road alignment, which make provision of a footway challenging without land acquisition and environmental impact.

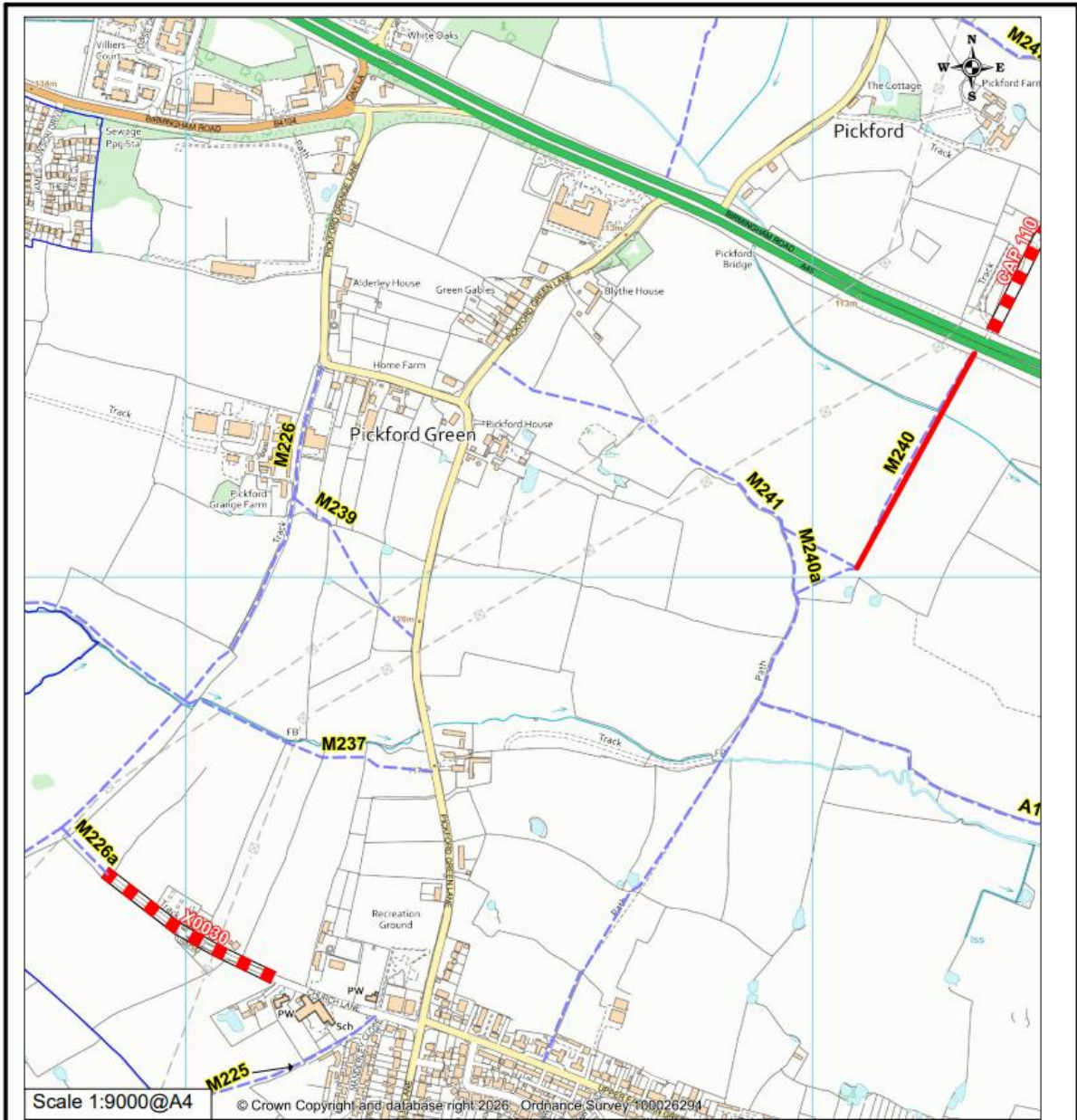
However, dedicated pedestrian and cycle routes are planned as part of the Eastern Green Sustainable Urban Extension development. These routes will provide safe, segregated walking and cycling connections between new housing areas and local facilities, including schools. Details of these plans are available on the Council's planning portal under application reference Eastern Green Sustainable Urban Extension.

In the meantime, there is a public right of way (M226 & M226a) that is still open and provides a walking route between Pickford Green and Eastern Green. We acknowledge that this does not provide an ideal route for all weather conditions, however, it will remain as an alternative option until the planned infrastructure is delivered.

The Council is reviewing potential Section 106 funding opportunities to accelerate delivery of improvements in this area. As part of this review, we will assess whether improvements can be made to the public rights of way referenced above, or if additional measures, such as a reduction in speed limits and traffic control measures can be introduced to enhance the corridor along Pickford Green Lane.

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.

Appendix B – Rights of Way Network Plan



Produced By: JS

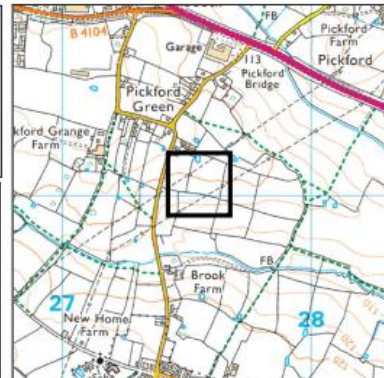
Date: 12/06/2026

Public Rights of Way
Council House
Earl Street
Coventry
CV1 5RR

Extract of the Definitive Map (Working Copy) Upper Eastern Green

Key

-  Public Footpath
-  Unrecorded Public Footpath
-  Bridleway
-  Claimed Public Right of Way
-  Temporary Traffic Regulation Order



Ref: T&T/PROW/JS/Con29seeach

Cabinet Member for City Services

1 July 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:

Wyken

Title:

Petition 12-24/25 - Remove the Parking Permit Scheme from Zone WG

Is this a key decision?

No

Executive Summary:

A paper petition with 322 signatures was received requesting the removal of the Zone WG residents' parking scheme on the Gleneagles Road and Norton Hill Drive estate.

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. Due to a procedural error, there has been a delay in the petition being considered by the Cabinet Member.

The introduction of a residents' parking scheme requires the support of at least 60% of affected households. Therefore, a request for the removal of a residents' parking scheme requires the same level of support.

The level of support on each road ranges from 32% to 58%. Across the zone as a whole, 51% of households signed the petition. Therefore, it does not meet the above criterion.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Note the petitioners' request.
- 2) Invite the petitioners to submit a supplementary petition if they are able to secure the support of additional households

List of Appendices included:

Appendix A – Location plan and extract from Traffic Regulation Order

Appendix B – Number of households that signed the petition

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 12-24/25 - Remove the Parking Permit Scheme from Zone WG

1. Context (or background)

- 1.1 A paper petition with 322 signatures was received requesting the removal of the Zone WG residents' parking scheme that consists of the Gleneagles Road and Norton Hill Drive estate.
- 1.2 The petition reads as follows:
"We the undersigned object to the enforcement of parking permits on the Gleneagles Road and Norton Hill Drive estate (Zone WG). We petition the Council for the removal of said permit scheme. We object to the re-enforcement of the scheme without a consultation with the residents."
- 1.3 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. Due to a procedural error, there has been a delay in the petition being considered by the Cabinet Member.
- 1.4 The Gleneagles Road and Norton Hill Drive estate is a residential estate off Ansty Road in Wyken Ward. The estate consists of two roads and seven culs-de-sac. It can be accessed by vehicle via Norton Hill Drive only.
- 1.5 A residents' parking scheme was introduced on the Gleneagles Road and Norton Hill Drive estate in August 2016 to address parking on the estate by staff and visitors from University Hospital Coventry & Warwickshire. The scheme was initially introduced as an Experimental Traffic Regulation Order. The Order was made permanent in February 2018.
- 1.6 The scheme was initially funded through a Section 106 Agreement with the University Hospital Coventry & Warwickshire. After that funding came to an end, a permit fee of £10 per annum was introduced in April 2024 as part of the 2024/25 Council Budget. This followed a public consultation exercise on the proposed budget earlier in 2024.
- 1.7 The number and percentage of households on each road within the zone that signed the submitted petition is set out in Appendix B. The level of support on each road ranges from 32% to 58%. Across the zone as a whole, 51% of households signed the petition.

2. Options considered and recommended proposal

- 2.1 The introduction of a residents' parking scheme requires the support of at least 60% of affected households. A request for the removal of a residents' parking scheme requires the same level of support. As shown in paragraph 1.7, this request does not meet the above criterion.
- 2.2 To ascertain whether support for the removal of the scheme has the support of at least 60% of households in the zone, the following options have been considered:
 - A) Invite the petitioners to submit a supplementary petition if they are able to secure the support of a minimum of 60% of households within the zone, or

B) Send out a questionnaire to all households asking if they wish the residents' parking scheme to be removed or retained.

2.3 It is recommended that option A is progressed. This is because past experience has indicated that a Council consultation exercise is unlikely to achieve the level of response required to facilitate a decision.

3. Results of consultation undertaken

3.1 It is proposed to invite a further petition from residents if they are able to secure the support of additional households to meet the minimum 60% threshold. This is the preferred option in place of undertaking a formal consultation exercise.

4. Timetable for implementing this decision

4.1 If the recommendation is approved, an invitation to submit a further petition will be sent to the petition organiser on the date the decision becomes effective (10 July 2026).

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

5.1 Financial implications

There are no financial implications arising from this report. However, it should be noted that if a decision is taken to remove the scheme, this would result in a reduction in income from parking permit applications of approximately £3,700 per year based on the current number of permits issued to properties within the scheme. The removal of the signs at the entrance to the zone would cost approximately £700.

5.2 Legal implications

There are no legal implications arising from this report.

If the support of at least 60% of households is secured, a proposal to remove the scheme would then be subject to the statutory legal process, which includes a 21-day period during which interested parties may object. Any objections received would be considered by the Council's Cabinet Member for City Services.

It should be noted that if a decision is taken to remove the scheme as detailed above, no subsequent requests to reintroduce a residents' parking scheme at this location would be considered for a minimum period of 3 years.

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

Directorate:

Economic Growth

Tel and email contact:

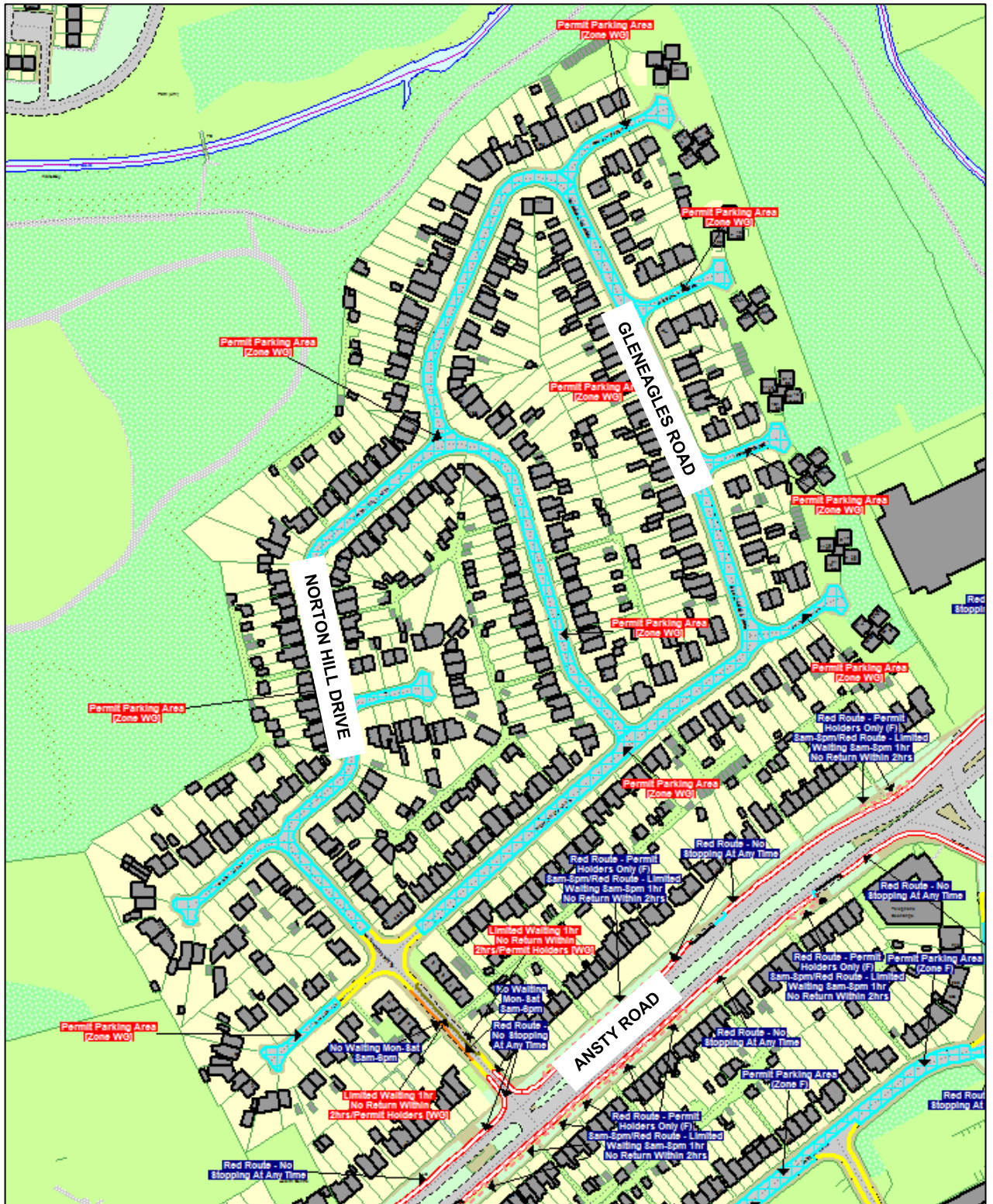
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Enquiries should be directed to the above person.

Contributor/ approver name	Title	Directorate	Date doc sent out	Date response received or approved
Contributors:				
David Keaney	Head of Network Management	Economic Growth	5 June 2026	8 th June 2026
Vivian Robert	Traffic & Road Safety Manager	Economic Growth	5 June 2026	8 th June 2026
Paul Bowman	Parking Services Manager	City Services	5 June 2026	8 th June 2026
Richard Ellis	Engineer – Traffic Management	Economic Growth	5 June 2026	8 th June 2026
Caroline Taylor	Governance Services Officer	Law and Governance	5 June 2026	8 th June 2026
Names of approvers: (officers and members)				
John Seddon	Strategic Lead – Policy & Innovation	Economic Growth	10 June 2026	15 June 2026
Richard Shirley	Lead Accountant	Finance and Resources	10 June 2026	11 June 2026
Rob Parkes	Team Leader, Legal Services	Law and Governance	10 June 2026	11 June 2026
Mary Morrisey	Interim Senior Manager, City Services / Economic Growth	City Services / Economic Growth	11 June 2026	11 June 2026
Councillor P Hetherton	Cabinet Member for City Services	-	16 June 2026	22 June 2026

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

Appendix A – Location Plan - Extract from Traffic Regulation Order



Appendix B – Number of households that signed Petition 12-24/25

Street	Total number of properties	Number of households that signed petition	Percentage of households that signed petition
Balmoral Close	30	12	40%
Braemar Close	39	22	56%
Comrie Close	31	10	32%
Crathie Close	31	11	35%
Doone Close	18	8	44%
Gleneagles Road	135	74	55%
Glenroy Close	18	8	44%
Norton Hill Drive	137	79	58%
Total	439	224	51%

Cabinet Member for City Services

1st July 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(s) affected:

Whoberley

Title:

Petition E30/25-26 – Abercorn Road - Urgent Action on Parking and Speeding Issues

Is this a key decision?

No

Executive Summary:

This report relates to a petition containing 145 signatures titled “*Abercorn Road urgent action on speeding and parking issues*”, requesting action on concerns regarding vehicle speeds and parking behaviour, particularly in the vicinity of All Souls Primary School.

The issues highlighted were investigated and a determination letter was issued on 23 April 2026 setting out the Council’s initial response.

Following the issue of the determination letter, the petition organisers indicated that they did not accept the outcome and requested that the matter be considered by the Cabinet Member for City Services.

Speed surveys undertaken as part of the investigation and showed that the overall 85%tile speed in both directions is 24mph which is in the expected region for roads of this function. Higher speeds of up to 32.6mph were recorded around midnight; however, this is based on a very low flow of traffic within that hour period.

There have been no recorded personal injury collisions on Abercorn Road in the last three years. However, the road will continue to be monitored as part of the citywide annual review of personal injury collisions.

Multiple site visits to observe speeds and parking behaviours confirmed that a proportionate, phased approach is appropriate, focusing on improving parking, visibility, and safety in the vicinity of the school.

As a first step, in response to the parking concerns raised, School Keep Clear (SKC) markings have been advertised in May 2026. Objection period ended 11th June, and no objections were received on the proposals.

To complement the SKC markings and signs, while 'School' warning signs are already present in the immediate vicinity of the school, additional advance road markings (TSRGD 545) will be considered at appropriate upstream locations to provide earlier awareness to drivers approaching the site. This will allow drivers to adjust speed and behaviour in advance of reaching the school environment, supporting improved safety during peak periods. The precise location of road markings will be determined through site assessment to ensure optimal visibility and effectiveness.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Note the petitioners' concerns.
- 2) Approve the phased approach to addressing parking and safety concerns as set out in this report.

List of Appendices included:

Appendix 1 – Plan showing School Keep Clear Marking and Signs
Appendix B - 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 - Abercorn Road, Urgent Action on Parking and Speeding Issues

1. Context (or background)

- 1.1 A petition with 145 signatures was received requesting action on concerns regarding vehicle speeds and parking behaviour, particularly in the vicinity of All Souls Primary School.
- 1.2 The petition sets out concerns regarding several issues on Abercorn Road, particularly in the vicinity of All Souls Primary School. These include concerns of vehicles exceeding the speed limit, unsafe and inconsiderate parking (including parking on pavements, near junctions, and across driveways), and reduced visibility for pedestrians.

The petition also highlights concerns about the safety of children travelling to and from the school, particularly during drop-off and pick-up periods, and the potential risk of collisions or near misses.

Petitioners have requested a range of actions, including the investigation of vehicle speeds, introduction of traffic calming measures, improved parking controls and enforcement, and engagement with residents and the school to develop longer-term safety solutions.

- 1.3 The petition was investigated and a determination letter was issued in April 2026. The petition organisers subsequently requested that the matter be escalated for formal consideration by the Cabinet Member for City Services.

2. Options considered and recommended proposal

2.1 *Evidence Summary*

Speed surveys have been undertaken on Abercorn Road to assess vehicle behaviour.

The recorded 85th percentile speed in both directions is 24mph, which is below the 30mph speed limit. Analysis of hourly data shows that speeds remain within acceptable limits throughout the day, with exceedance recorded during late night periods when traffic volumes are very low. During school drop-off and pick-up periods, speeds are typically recorded between 21mph and 25mph. Taking this into account, the data does not indicate a current speeding issue on Abercorn Road.

Observations from site visits undertaken with Ward Members and officers support this conclusion and indicate that the primary concern relates to parking behaviour, particularly during school peak times.

2.2 *Options Considered – Phased approach to parking and safety improvements*

A phased approach has been developed and discussed during site visits, including the visit undertaken on 25 February 2026.

Phase 1 – School Keep Clear Improvements

Implementation of School Keep Clear markings and associated signage outside All Souls Primary School, in accordance with the proposed layout drawing (Appendix 1). These measures aim to improve visibility and reduce obstructive parking at the school entrance and improve behaviours.

To complement the SKC markings and signs, while ‘School’ warning signs are already present in the immediate vicinity of the school, additional advance road markings (TSRGD 545) will be considered at appropriate upstream locations to provide earlier awareness to drivers approaching the site. This will allow drivers to adjust speed and behaviour in advance of reaching the school environment, supporting improved safety during peak periods. The precise location of road markings will be determined through site assessment to ensure optimal visibility and effectiveness.

Phase 2 – Junction Protection Measures

Consideration of junction protection markings to prevent parking close to junctions and improve visibility and safety.

Phase 3 – Review of Highway Geometry

Assessment of potential minor geometric improvements, such as splitter islands or carriageway adjustments, to support better traffic flow and reduce conflict points. This approach ensures that measures are proportionate, targeted, and deliverable.

In addition, the Council is currently reviewing its 20mph speed limit policy, with work expected to be completed by summer 2026. This review will consider a range of locations across the city, including areas in the vicinity of schools, community facilities, and locations with high pedestrian and cyclist activity.

On this basis, Abercorn Road and the area surrounding All Souls Primary School will be considered as part of this wider review to determine whether a 20mph speed limit would be appropriate and prioritised for implementation.

This approach ensures that measures are proportionate, evidence-led, and aligned with emerging policy and delivered as part of a coordinated citywide programme.

All Souls Primary School remains on the Council’s long list of sites for potential future consideration for a School Streets restriction. School Streets introduce camera-enforced restrictions that prevent school-related traffic from entering designated roads for a short period at the start and end of the school day.

Although the location has been assessed previously, early observations and learning from implemented schemes indicate that School Streets interventions are most effective in cul-de-sac environments and in areas where there is readily available alternative parking for vehicles displaced by the restriction. Given these factors, All Souls Primary School is unlikely to be prioritised in the short term for the introduction of a School Streets scheme.

3. Results of consultation undertaken

3.1 No formal consultation has been undertaken.

4. Timetable for implementing this decision

Subject to approval:

- Phase 1 measures will be programmed as part of the next available lining and signing programme. The SKC markings have already been advertised. Sign installation in Summer 2026.
- Phase 2 and Phase 3 measures will be subject to further assessment, design feasibility and funding availability
- Consideration of a 20mph speed limit will form part of the wider policy review expected to conclude by summer 2026.

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

5.1 Financial implications

The cost of improvements to this location to the will be funded from the Local Network Improvement Programme from the City Region Sustainable Transport Settlement (CRSTS). Phase 1 improvements have been budgeted within the allocation for FY 2026/27.

5.2 Legal implications

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Regulation Order, including an Experimental 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.

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 identified

6.6 Implications for partner organisations?

None identified

Report author

Name and job title:

Vivian Robert
Traffic and Road Safety Manager

Directorate:

Economic Growth

Contact:

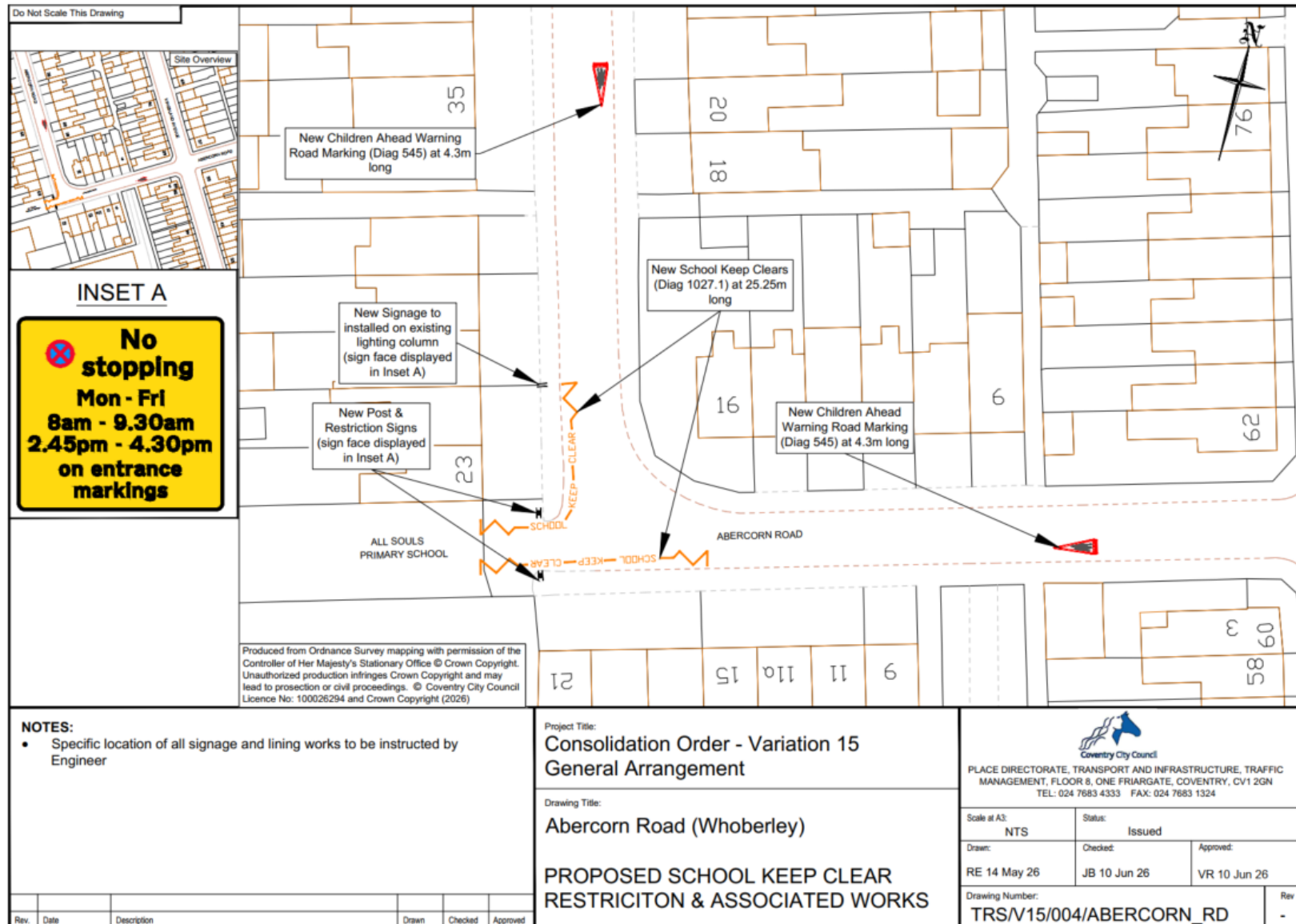
Email: trafficmanagement@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/ approver name	Title	Directorate	Date doc sent out	Date response received or approved
Contributors:				
David Keaney	Head of Network Management	Economic Growth	08/06/2026	08/06/2026
Michelle Salmon/Caroline Taylor	Governance Services Officers	Law, Governance and Safer Communities	08/06/2026	08/06/2026
Names of approvers: (officers and members)				
John Seddon	Strategic Lead – Policy & Innovation	Economic Growth	15/06/2026	15/06/2026
Sunny Heer	Lead Accountant	Finance and Resources	15/06/2026	15/06/2026
Rob Parkes	Team Leader, Legal Services	Law Governance and Safer Communities	15/06/2026	18/06/2026
Stephen Weir	Interim Director of Economic Growth	Economic Growth	19/06/2026	22/06/2026
Councillor P Hetherton	Cabinet Member for City Services	-	22/06/2026	22/06/2026

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

Appendix A – Draft Plan of Proposed Road Safety Engineering Improvements



Appendix B – Text of Determination Letter

I am writing with regard to the above petition and your request for measures to address speeding and parking issues on Abercorn Road. 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.

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. However, Abercorn Road will continue to be monitored as part of the citywide annual review of personal injury collisions.

In response to the parking issues raised, School Keep Clear markings will be advertised as part of the next waiting restriction Order in May. 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.

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.

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Cabinet Member for City Services

1 July 2026

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Interim Director of Economic Growth and Interim Director of City Services

Wards affected:

Foleshill, 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 and road safety 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 traffic management and road safety 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 and road safety 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 the 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 July 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.

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>)

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

Report author**Name and job title:**

Martin Wilkinson
Senior Officer - Traffic Management

Directorate:

Economic Growth

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Email: martin.wilkinson@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/ approver name	Title	Directorate	Date doc sent out	Date response received or approved
Contributors:				
David Keaney	Head of Network Management	Economic Growth	16/06/2026	18/06/2026
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Steve Weir	Interim Director of Economic Growth	Economic Growth	22/06/2026	22/06/2026

Contributor/ approver name	Title	Directorate	Date doc sent out	Date response received or approved
Mark Adams	Interim Director of City Services	City Services	22/06/2026	22/06/2026
Councillor Patricia Hetheron	Cabinet Member for City Services	-	22/06/2026	22/06/2026

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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
e53-25/26	Make Bus Lane Clearer on Grey Friars Road	8	N/A	Determination	<p>Current Signage and Compliance - The Council can confirm that all existing signage and road markings on Greyfriars Road fully comply with the Traffic Signs Regulations and General Directions (TSRGD), which are the national standards set by the Department for Transport. The adequacy and clarity of the signage at this location have been assessed through the independent adjudication process administered by the Traffic Penalty Tribunal, which considers motorists' appeals against penalty charge notices issued by local authorities. To date, all appeals submitted to the Tribunal in respect of penalties issued at this location have been unsuccessful. This demonstrates that the Adjudicator is satisfied that motorists are provided with sufficient advance warning of the restriction through clear and compliant mandatory signage and carriageway markings. These measures are further supported by yellow-backed information boards, which serve to alert drivers and direct them towards appropriate alternative routes.</p> <p>Planned Enhancements - While the current layout meets all legal requirements, the Council is committed to continuous improvement. As part of the upcoming City Centre Cycleway scheme,</p>

					<p>we will be refining the road markings and ensuring that all temporary signage in this area is made permanent, subject to the usual approvals process.</p> <p>Use of Enforcement Revenue - It is important to note that the primary purpose of bus lane enforcement is to manage traffic flow and ensure the reliability of public transport. Any surplus income generated from such enforcement is legally ring-fenced under the Traffic Management Act. This means the funds must be reinvested back into the city's transport infrastructure, including road maintenance and public transport improvements across Coventry.</p>
e61-25/26	Eld Road Residential Parking Permit	94	N/A	Determination	<p>Concerns about parking availability are frequently raised by residents living on streets adjacent to Foleshill Road. Historically, these concerns have tended to emerge as isolated requests from individual streets, and have typically not achieved the level of support required to progress a residents' parking scheme. In locations where schemes have been implemented, they have often resulted in the displacement and concentration of parking onto neighbouring streets, generating further requests for additional schemes.</p> <p>As part of the Foleshill Transport Package, opportunities are being explored to bring forward a larger-scale zonal residents' parking approach to address these long-standing concerns. The wider package also includes proposals to</p>

					<p>improve the flow and management of traffic along Foleshill Road and surrounding streets.</p> <p>Work is currently underway to assess how a zonal approach could be introduced, recognising the diverse nature of the area. Streets within this locality include a mix of residential, commercial, civic, faith-based and light industrial uses, all of which rely on the highway network in different ways. Achieving an appropriate balance, providing residents with the best opportunity to park conveniently on-street while maintaining access for traffic, including emergency and waste collection vehicles, and ensuring sufficient provision for local businesses and community facilities, will be a key challenge. Nevertheless, a zonal model that minimises the risk of displacement and avoids intensifying parking pressures on neighbouring streets is considered the most sustainable long-term solution.</p> <p>It is intended that proposals for this zonal approach will be brought forward this year, with further engagement to take place with local communities over the coming months, including residents of the streets referenced in this petition. This approach will help ensure that any measures introduced are sustainable and do not create unintended negative impacts for adjacent neighbourhoods.</p>
e45-25/26	May Street residents only parking permits	39	N/A	Determination	Concerns about parking availability are frequently raised by residents living on streets adjacent to Foleshill Road. Historically, these concerns have tended to emerge as isolated

					<p>requests from individual streets, and have typically not achieved the level of support required to progress a residents' parking scheme. In locations where schemes have been implemented, they have often resulted in the displacement and concentration of parking onto neighbouring streets, generating further requests for additional schemes.</p> <p>As part of the Foleshill Transport Package, opportunities are being explored to bring forward a larger-scale zonal residents' parking approach to address these long-standing concerns. The wider package also includes proposals to improve the flow and management of traffic along Foleshill Road and surrounding streets.</p> <p>Work is currently underway to assess how a zonal approach could be introduced, recognising the diverse nature of the area. Streets within this locality include a mix of residential, commercial, civic, faith-based and light industrial uses, all of which rely on the highway network in different ways. Achieving an appropriate balance, providing residents with the best opportunity to park conveniently on-street while maintaining access for traffic, including emergency and waste collection vehicles, and ensuring sufficient provision for local businesses and community facilities, will be a key challenge. Nevertheless, a zonal model that minimises the risk of displacement and avoids intensifying parking pressures on neighbouring streets is considered the most sustainable long-term solution.</p>
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					It is intended that proposals for this zonal approach will be brought forward this year, with further engagement to take place with local communities over the coming months, including residents of the streets referenced in this petition. This approach will help ensure that any measures introduced are sustainable and do not create unintended negative impacts for adjacent neighbourhoods.
e46-25/26	Cossington Road to join CBS Arena parking scheme	112	Former Cllr Christopher	Determination	A request for a residents' parking scheme must have the support of at least 60% of households for it to be considered. The request for Cossington Road to be added to the Arena residents' parking scheme has met this criterion.; Therefore, it will be included in the next batch of waiting restriction proposals that is due to be advertised in August. The statutory legal process 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 for a decision on how to proceed.
e46-25/26	Glentworth Avenue to join CBS Arena parking scheme	19	Former Cllr Christopher	Determination	The Council would not extend the existing Arena residents' parking zone beyond its current boundaries, as it is already considered to be at the maximum practical size for a scheme of this type. Any further expansion, excluding small-scale infilling within the current zone, would therefore need to be brought forward as a separate, standalone zone, which would require at least 60% support from households across the proposed area.

					<p>A new zone could potentially include streets such as Glentworth Avenue, Malmesbury Road and Charlecote Road. Establishing a distinct zone in this way would help to minimise the risk of parking displacement into neighbouring streets and provide a more sustainable long-term solution.</p> <p>The Council would welcome and consider a further petition demonstrating the level of support within this area. If such a petition were received, it would be assessed as part of future decision-making.</p>
e47-25/26	Lower Eastern Green Lane - remove the mini roundabout	63	N/A	Determination	The mini roundabout at the junction of Upper Eastern Green Lane, Lower Eastern Green Lane and Parkhill Drive is an important traffic calming feature on the approach to the Park Hill Primary School. Therefore, it is not proposed to remove it. However, improvements are proposed to the junction as part of a wider road safety scheme currently nearing implementation.
e58-25/26	Kingsland Avenue Residential Parking Permits	93	N/A	Determination	Introducing a residents' parking scheme only on Kingsland Avenue is likely to result in the displacement of parking into neighbouring streets. Therefore, there are no current proposals to introduce such a scheme, which would need to come forward as part of a wider zonal approach including Abercorn Road if it was to be considered. However, a review will be undertaken of the existing waiting restrictions to check that they are still fit for purpose.

e64-25/26	Blackwell Road - install speed bumps for safety	36	N/A	Determination	<p>Blackwell Road has not previously been identified as a priority location for a road safety intervention, and there are therefore no current plans to install traffic-calming measures for road safety purposes. The road's safety record is noted to be good, with no personal-injury collisions recorded in the last three full years.</p> <p>However, mindful of the concerns that have been raised, we will arrange for a spot speed survey to be undertaken on Blackwell Road. Any data collected will be shared with West Midlands Police to assist them in determining whether this is a location where further speed education or enforcement may be appropriate.</p> <p>Blackwell Road also forms part of the Foleshill Transport Package. Through this initiative, enhancements to parking control measures are proposed at junctions along the road to improve parking management and support the flow of traffic. These changes are scheduled to be advertised in 2027 and are expected to help address concerns regarding obstructive parking, visibility and access.</p>
e66-25/26	Parking permits for Beresford Avenue, Churchill Avenue, Fisher Road, Durbar Avenue, Mason Street	6	N/A	Determination	<p>Concerns about parking availability are frequently raised by residents living on streets adjacent to Foleshill Road. Historically, these concerns have tended to emerge as isolated requests from individual streets, and have typically not achieved the level of support required to progress a residents' parking scheme. In locations where schemes have been implemented, they have often resulted in the</p>

					<p>displacement and concentration of parking onto neighbouring streets, generating further requests for additional schemes.</p> <p>As part of the Foleshill Transport Package, opportunities are being explored to bring forward a larger-scale zonal residents' parking approach to address these long-standing concerns. The wider package also includes proposals to improve the flow and management of traffic along Foleshill Road and surrounding streets.</p> <p>Work is currently underway to assess how a zonal approach could be introduced, recognising the diverse nature of the area. Streets within this locality include a mix of residential, commercial, civic, faith-based and light industrial uses, all of which rely on the highway network in different ways. Achieving an appropriate balance, providing residents with the best opportunity to park conveniently on-street while maintaining access for traffic, including emergency and waste collection vehicles, and ensuring sufficient provision for local businesses and community facilities, will be a key challenge. Nevertheless, a zonal model that minimises the risk of displacement and avoids intensifying parking pressures on neighbouring streets is considered the most sustainable long-term solution.</p> <p>It is intended that proposals for this zonal approach will be brought forward this year, with further engagement to take place with local communities over the coming months, including residents of the streets referenced in this petition.</p>
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					This approach will help ensure that any measures introduced are sustainable and do not create unintended negative impacts for adjacent neighbourhoods.
26-25/26	Newdigate Road - Residents Parking	21	Cllr Nazir	Determination	<p>Introducing a residents' parking scheme only on Newdigate Road is likely to result in the displacement of parking into neighbouring streets. Therefore, there are no current proposals to introduce such a scheme, which would need to come forward as part of a wider zonal approach including Mulliner Street if it was to be considered.</p> <p>Disabled bays in residential areas are advisory and rely on the goodwill of other drivers. We 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. The Council will continue to promote public awareness that advisory disabled bays are installed for residents with genuine mobility needs.</p>

24-25/26	Davenport Road - Dangerous Hedges and Overgrown Tree	24	Cllr Tucker	Determination	<p>A notice will be served on the property owner to cut back the overhanging vegetation. This will be done using Section 154 of the Highways Act 1980 – Vegetation overhanging/Encroaching onto the Highway.</p> <p>Environment and Legal Services are investigating the other aspects of the petition and will provide a formal update through a determination letter.</p>
25-25/26	Leamington Road - Flooding	9	Cllr Bailey	Determination	The Highways Service will be implementing additional drainage measures as part of the 2026 / 2027 capital programme.
E26-25/26 –	Resurface Broad Lane between Banner Lane and Astoria Drive	37		Determination	This section of road was in this year's Highways Capital Programme and has now been treated.
e54-25/26 -	Wigston Road - prioritise funding to resurface	31	Cllr Ruane	Determination	Carriageway resurfacing works to be delivered as part of this year's Highways Capital Programme
e48-25/26	Hen Lane road repairs	37		Determination	Drainage team to carry out surveys. Reactive maintenance. On list of priorities for next year's funding.
e42-25/26	Improve Pavements across Woodlands Ward	99	Former Cllr P Male	Determination	The Pavements have all been assessed and are in similar condition to many pavements across the city. The engineering team are currently scoring all pavements across the city in preparation for the Highways Capital Programme, so, at this juncture we are unable to advise which pavements will be included in the programme of work in 2027/28.

e59-25/26	Holbrooks - request verge protection	31		Determination	All of the public highway verges mentioned in the petition will be added to the list of verge protection schemes for the whole of the city. The engineering team are currently scoring all verge protection schemes across the city in preparation for the Highways Capital Programme, so, at this juncture we are unable to advise which verges will be included in the programme of work in 2027/28. Some of the verges mentioned in the request are not public highway and are under the ownership of Citizen housing, we will make them aware of the petition request.
e33-25/26	Resurface the footpath and build a new play area on the Brookstray	236	N/A	Determination	<p>The City Council are proud of the track record in securing investment in active travel and green initiatives across the city in recent years from a variety of sources.</p> <p>Those funding sources include Active Travel funding distributed from the West Midlands Combined Authority's Integrated Settlement, and I am pleased to confirm that our latest bid to the WMCA includes a project that would improve infrastructure for walkers and cyclists in the Brookstray corridor. We will know later this year whether we have been successful.</p> <p>We also secure funding from new development, with a significant sum (around £3.7 million) due from the Eastern Green development in the coming years for new walking and cycling infrastructure linking the new housing with key destinations such as the city centre and Tile Hill Station. The new path from Juniper Park to Park</p>

					<p>Hill is the first scheme to be delivered using that S106 developer contribution.</p> <p>In addition, the Planning Team have S106 biodiversity funds for the Eastern Green area, this funding will be used for habitat creation and wildlife friendly management to enhance biodiversity within that local area. As part of this funding we will also be including opportunities for community involvement.</p> <p>The Parks Service team have assessed the area you have indicated for a new play area and conclude that it is unsuitable due to its proximity to the brook. They agree that there is a need for new play in this area and the most suitable location is on the greenspace nearby at Buckingham Rise. There currently is no available funding for a new play area but, this project will remain on our action plan for delivering increased play facilities across Coventry.</p>
e52-25/26	Quinton Park Path resurfacing	362	Cllr Bailey	Determination	The Parks Services team have assessed the paths and agree that they need repair. Working with our colleagues in the Highways team, we will undertake resurfacing works in this financial year. This work will provide a suitable surface for all users of the paths within the park.
e63-25/26	Play Equipment for grassland surrounding 'The Squares'	104	Cllr Innes	Determination	The Parks Service team agree that there is a need for new play in this area and the most suitable location is on the greenspace at Buckingham Rise open space. There currently is no available funding for a new play area but, this project will remain on our action plan for

					delivering increased play facilities across Coventry as funding is found.
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