
Cabinet Member for City Services

11th March 2026

Name of Cabinet Member:

Cabinet Member for City Services - Councillor P Hetherton

Director approving submission of the report:

Director of Economic Growth

Ward affected:

Longford

Title:

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

Is this a key decision?

No

Executive summary:

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

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

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

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

Recommendations:

Cabinet Member for City Services is recommended to:

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

List of Appendices included:

None

Background papers:

None

Other useful documents

None

Has it or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title:

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

1. Context (or background)

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

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

2. Options considered and recommended proposal

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

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

3. Results of consultation undertaken

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

4. Timetable for implementing this decision

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

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

5.1. Financial Implications

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

5.2. Legal Implications

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

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

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

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

6. Other implications

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

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

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

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

How is risk being managed?

None

6.2. What is the impact on the organisation?

None

6.3. Equalities / EIA?

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

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

None

6.5. Implications for partner organisations?

None

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Enquiries should be directed to the above person

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