

Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 2.30 pm on
Wednesday, 11 March 2026

Present:

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

Employees (by Service Area):

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

Law, Governance and
Safer Communities A Veness, C Sinclair

Apologies: There were no apologies

Public Business

1. Declarations of Interests

There were no disclosable pecuniary interests.

2. Minutes

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

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

The Cabinet Member for City services considered a report of the Director of Economic Growth, that responded to 3 objections to Proposed Waiting Restriction as Detailed in the City of Coventry (Judd's Lane and Rowley's Green Lane) (No Stopping at Any Time and Taxi Clearway) Order 2025. All of the respondents were invited and 1 objector attended.

The Order was proposed to improve pedestrian access and safety to and from the Coventry Football Stadium and Conference Centre (CBS Arena), as well as removing parking causing obstruction on the Highway. The Order included a 'no stopping restriction' along Judds Lane with exemptions for Hackney Carriages and for Disabled Badge Holders.

The measures proposed were intended to aid the operation of the road network in the direct vicinity of the Arenas entrance and aid access and egress to both the arena and surrounding industrial units as well as the management of event and match day traffic management and parking, including the operation of road

closures. Whilst the proposal did provide for passengers to alight from Hackney Carriages and vehicles displaying a Disabled Person's Parking Permit (Blue Badge), it did not permit any other vehicles to stop to drop off passengers. It would also have prevented any vehicle, including blue badge holders from parking on the road at any time.

Mindful of the objections received, options for private vehicles had been re-examined. It was consequently recommended that the current proposal (Judd's Lane and Rowley's Green Lane) (No Stopping at Any Time and Taxi Clearway) Order 2025 was abandoned in its entirety and a new proposal, designed to remove the objections was progressed.

The reconfiguration of the area proposed as a Hackney Carriage rank would facilitate the convenient dropping off of passengers from coaches. The area would allow the efficient egress of spectators from the area whilst also negating the need for passengers to negotiate any carriageway. This approach would support the effective management of traffic at the start and end of events and matches at the arena whilst minimising the impact of such activities on the wider road network.

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

The objector highlighted a number of issues including:

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

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

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

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

RESOLVED that the Cabinet Member for City Services, having considered the objections, approves that the City of Coventry (Judd's Lane and Rowley's Green Lane) (No Stopping at Any Time and Taxi Clearway) Order 2025 is not progressed and instructs Officers to initiate a new proposal that increases accessibility to the football stadium by retaining the prohibition of parking but increases the provision for passengers to disembark in the proximity of the stadium.

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

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

The petition submitted contained 297 signatures and was sponsored by Councillor M Ali. In accordance with the City Council's procedure for dealing with petitions, those related to road safety were heard by the Cabinet Member for City Services. The petition called for a range of traffic-calming interventions between Radford Social Club and Beake Avenue, highlighting both community concern and strong local support for the introduction of improvements at this location.

After the completion of scheme design, residents were notified of the proposals in August 2025 through a Street News publication, followed by a further update in October containing details of the scheme, how to view the proposals, and how to submit comments or objections. Formal advertisement was undertaken between 23 October and 14 November 2025, with a total of four objections being received. In line with Coventry City Council's procedures for handling objections to Traffic Regulation Orders, this matter was now being referred to the Cabinet Member for City Services for consideration and a decision on how to proceed.

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

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

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

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

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

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

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

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

RESOLVED that the Cabinet Member for City Services:

1) Notes the objections received.

2) Approves the City of Coventry (Radford Road) Orders 2025 – 20mph Speed Limit Zone and Prohibition of Waiting as well as the Notice of Intent – Proposed Speed Cushions and Raised Controlled Crossing Order as proposed.

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

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

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

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

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

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

6. Outstanding Issues

There were no outstanding issues.

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

There were no other items of public business.

(Meeting closed at 3.16 pm)