

Cabinet Member for City Services

15 April 2026

**Name of Cabinet Member:**

Cabinet Member for City Services - Councillor P Hetherton

**Director approving submission of the report:**

Interim Director of Economic Growth

**Wards affected:**

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

**Title:**

Objections to Proposed Waiting Restrictions as Detailed in Variation 14

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**Is this a key decision?**

No

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**Executive summary:**

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

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 Objectors have been contacted as per the legislative framework and, as a result, 2 objections have been withdrawn.

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

The cost of introducing the proposals, if approved, will be funded from the Local Network Improvement Plan allocation from the City Region Sustainable Transport Settlement (CRSTS)

**Recommendations:**

Cabinet Member for City Services is recommended to:

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

**List of Appendices included:**

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

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

**Background papers:**

None

**Other useful documents**

None

**Has it or will it be considered by Scrutiny?**

No

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

No

**Will this report go to Council?**

No

**Report title:** Objection to Proposed Waiting Restriction as Detailed in Variation 14

**1. Context (or background)**

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

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

**2. Options considered and recommended proposal**

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

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

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

- 2.5 The objector received the following response:

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

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

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

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

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

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

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

2.10 The objector received the following response:

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

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

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

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

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

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

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

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

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

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

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

2.18 The objector received the following response:

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

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

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

2.19 There was no subsequent correspondence from the objector.

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

### **3. Results of consultation undertaken**

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

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

### **4. Timetable for implementing this decision**

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

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

#### **5.1. Financial Implications**

The cost of introducing the proposed TRO is anticipated to be in the region of £37,000. If approved this will be funded from the Local Network Improvement Programme through the City Region Sustainable Transport Settlement (CRSTS) capital grant allocation for 2026/27.

## 5.2. Legal Implications

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

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

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

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

## 6. Other implications

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

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

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

### 6.2 How is risk being managed?

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

### 6.3 What is the impact on the organisation?

No direct impact.

### 6.4 Equalities / EIA?

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

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

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

## **6.6 Implications for partner organisations**

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

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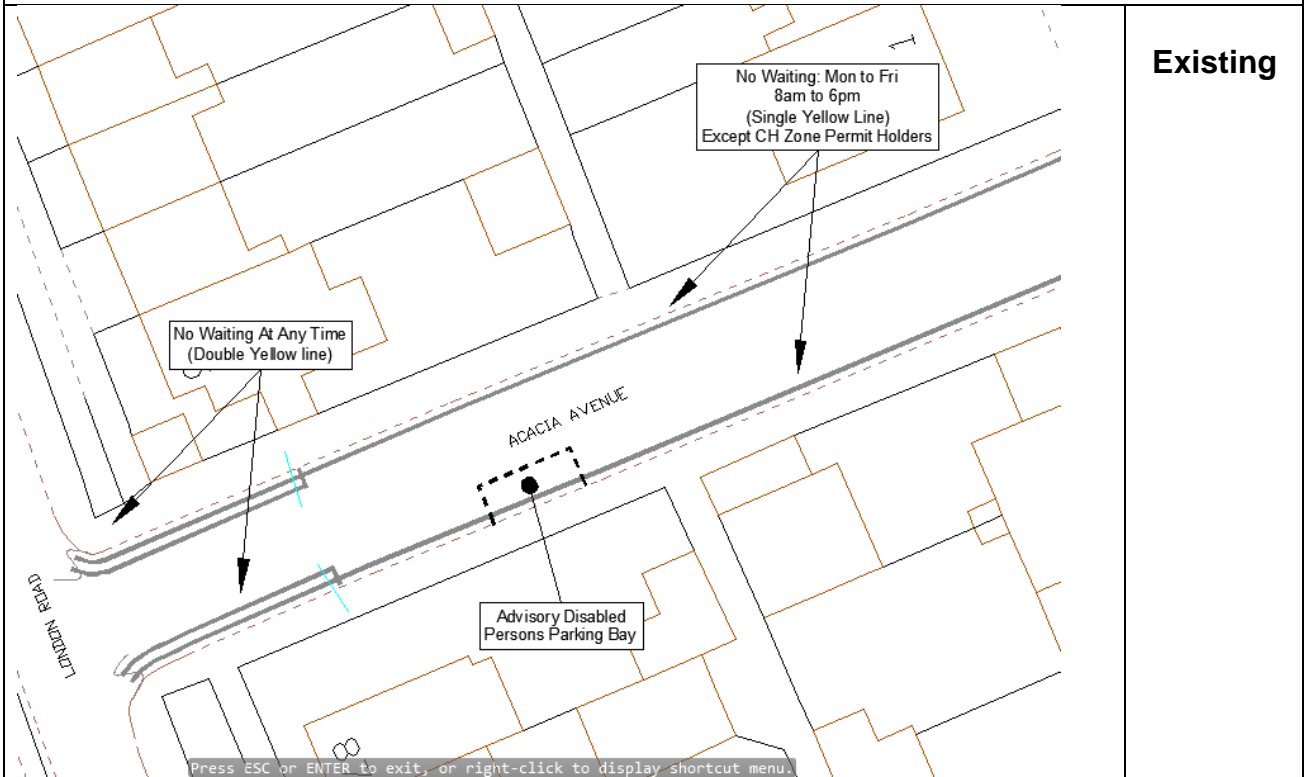
Enquiries should be directed to the above person

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

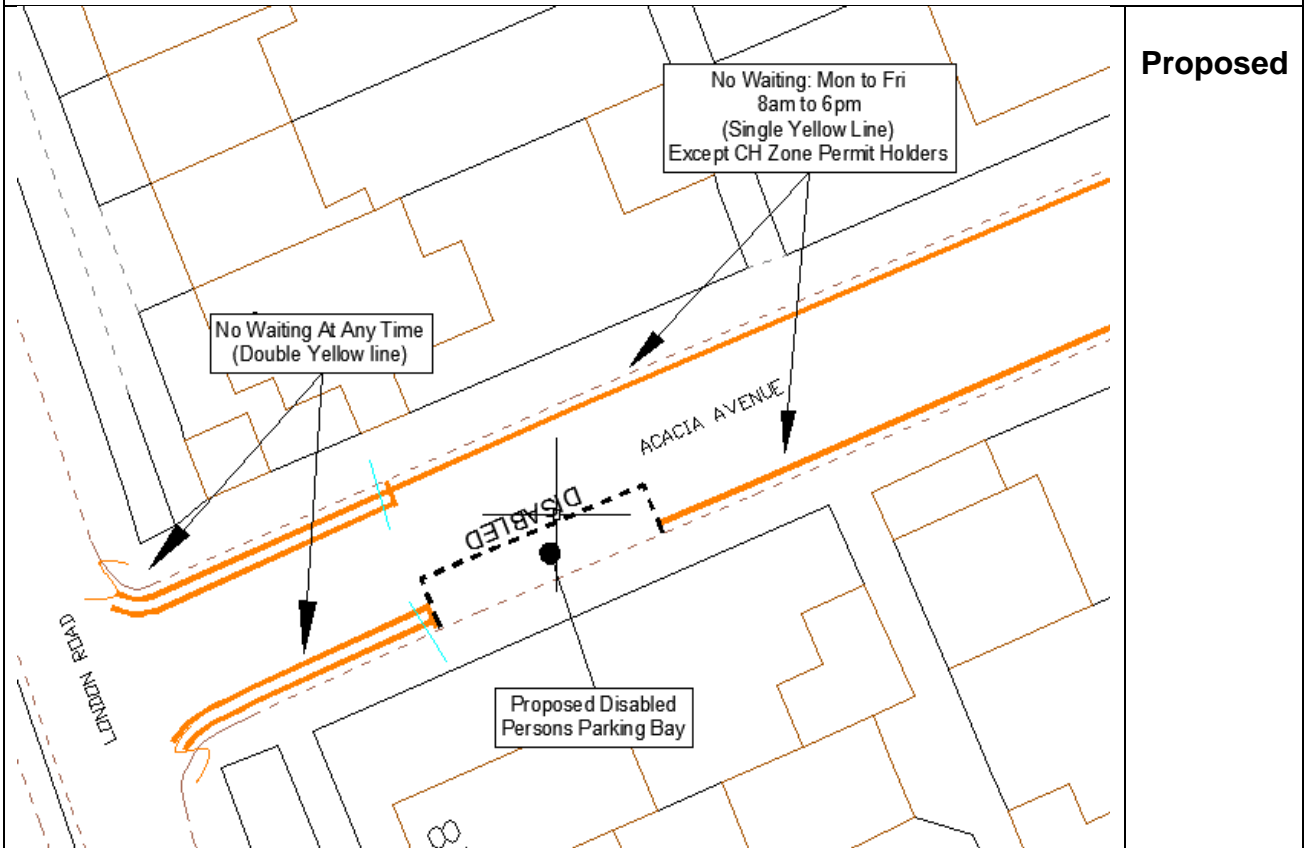
This report is published on the council's website: [www.coventry.gov.uk/council-meetings](http://www.coventry.gov.uk/council-meetings)

Location Plan 1A – Acacia Avenue

Proposed Regulatory Disabled Persons Parking Place



Existing



Proposed

Location Plan 1B – Shire Close

Proposed No Waiting At Any Time



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

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

Location Plan 2A – Chester Street

Proposed Waiting Restriction for Existing Electric Vehicle Charging Points



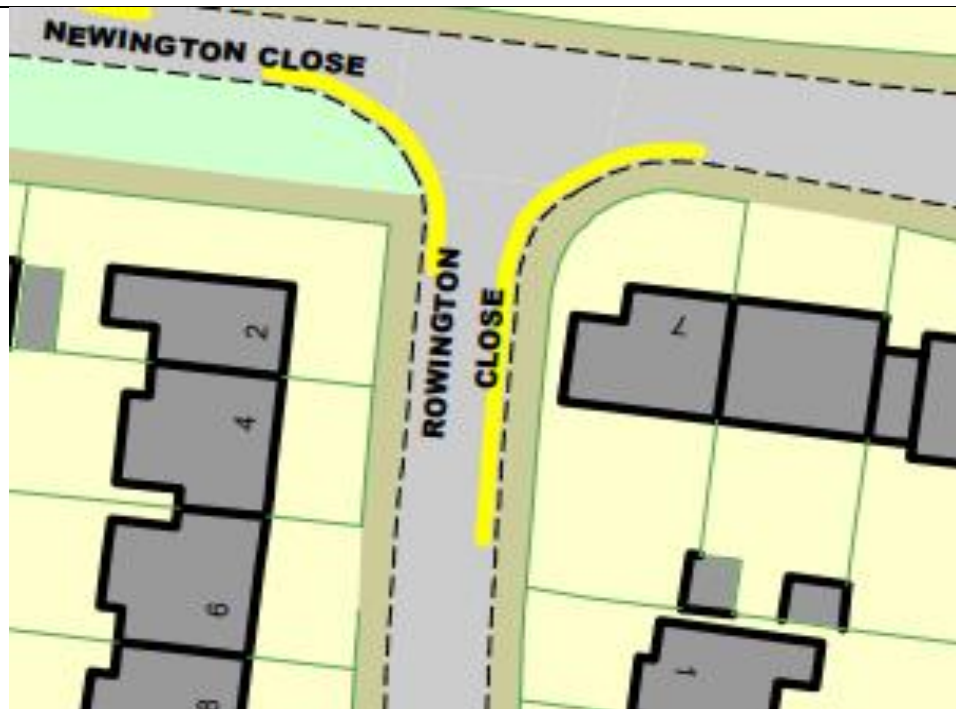
Location of 2 x bays outside properties 4 and 6.

Proposed Waiting Restriction:

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

Location Plan 2B – Rowington Close

Proposed No Waiting At Any Time



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