

Cabinet Member for City Services

15 April 2026

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Interim Director of Economic Growth

Wards affected:

All

Title:

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

Is this a key decision?

No

Executive Summary:

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

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

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

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

Recommendations:

Cabinet Member for City Services is recommended to:

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

List of Appendices included:

Appendix A – Text of Determination Letter

Background Papers:

None

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

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

1. Context (or background)

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

2. Options considered and recommended proposal

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

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

3. Results of consultation undertaken

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

4. Timetable for implementing this decision

4.1 The Determination Letter was sent on 2 February 2026.

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

5.1 Financial implications

There are no financial implications arising from this report.

5.2 Legal implications

There are no legal implications arising from this report.

6. Other implications

6.1 How will this contribute to the One Coventry Plan?

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

N/A

6.2 How is risk being managed?

N/A

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA?

No specific equalities impact assessment has been carried out.

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

None

6.6 Implications for partner organisations?

None

Report author

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Enquiries should be directed to the above person.

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

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

Appendix A – Text of Determination Letter

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

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

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

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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.