

Cabinet Member for City Services

24th September 2025

Name of Cabinet Member:

Cabinet Member for City Services - Councillor P Hetherton

Director approving submission of the report:

Director of Regeneration and Economy

Wards affected:

Westwood, Foleshill, St Michael's, Lower Stoke, Henley

Title: School Streets Programme – Evaluation and Next Steps

Is this a key decision?

No – although the proposals affect more than two electoral wards, the impact is not expected to be significant.

Executive summary:

In response to longstanding concerns from residents regarding school-related parking and congestion, Coventry City Council has implemented School Street restrictions at five locations across the city. The first scheme was introduced in February 2023 at Templars Primary School. Phase 2 followed in September 2024, extending the initiative to roads near Southfields Primary School, Ravensdale Primary School, Stanton Bridge Primary School, and Cardinal Wiseman Secondary School.

School Streets create temporary Pedestrian and Cycle Zones during peak school travel times—typically 30 minutes to 1 hour at the start and end of the school day. During these periods, motor vehicles are prohibited from entering the zone unless they hold a valid permit or exemption. The initiative aims to reduce congestion, improve safety for children walking, wheeling or cycling to school, and lower air pollution levels.

These restrictions address persistent traffic issues that, like many schools across the city, have affected the five locations for several years, despite previous mitigation efforts. All schemes were introduced under Experimental Traffic Regulation Orders (ETROs), allowing an 18-month trial period before a decision is made on their permanence.

Following a successful trial, the Templars Primary School School Street was made permanent in June 2024. The four Phase 2 schemes have now completed one full academic year, and a decision is required on whether to retain or revoke these restrictions.

To support compliance, ANPR camera enforcement was introduced at all five sites in October 2024, following an initial six-week monitoring period. This enforcement remains in place and has contributed to improved adherence to the restrictions.

Monitoring and community engagement has been used to assist in evaluating Phase 2 schemes. Feedback from schools has been overwhelmingly positive, citing noticeable improvements in the street environment and a safer, more welcoming space for active travel. Site observations corroborate these findings, showing reduced traffic volumes and congestion.

While resident feedback has generally supported the initiative, concerns were reported regarding enforcement and parking, particular on Potters Green Road. The Council continues to work collaboratively with residents, parents, and stakeholders to address emerging issues and provide tailored solutions where feasible.

Based on site assessments and having considered stakeholder feedback, this report recommends making the four Phase 2 School Street schemes permanent.

Additionally, the Council has secured external grant funding to launch Phase 3 of the School Streets programme in 2026. This next phase will be supported through Active Travel Fund 5 and the Local Network Improvement Programme. Three new sites have been identified: Holbrook Primary School (Gateside Road and Crown Green), Limbrick Wood Primary School (Bush Close), and Aldermoor Farm Primary School (Pinley Fields).

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Approve making the following experimental orders permanent:
 - City of Coventry (East Street & South Street) (Pedestrianised School Street) (Experimental) Order 2024
 - City of Coventry (Oliver Street) (Pedestrianised School Street) (Experimental) Order 2024
 - City of Coventry (Potters Green Road) (Pedestrianised School Street) (Experimental) Order 2024
 - City of Coventry (Ravensdale Road) (Pedestrianised School Street) (Experimental) Order 2024
- 2) Subject to recommendation 1) above, approve the continued use of Automatic Number Plate Recognition (ANPR) cameras at all five School Streets to enable camera-based compliance monitoring of the School Streets restrictions.
- 3) In recognition of the findings from phases 1 and 2 of the School Streets programme, approve the deployment of ANPR cameras to enable camera-based compliance monitoring of the three School Streets restrictions proposed to come forward as part of the phase 3 of Coventry's School Street programme as detailed in paragraph 2.36 and shown in **Appendix E** to the report.

- 4) Note the intention that as part of phase 3 of the School Streets programme, that the existing afternoon operational time at the Cardinal Wiseman School Street will be reduced by 15 minutes from a start time of 2:45pm to 3pm, in line with feedback from the local community and that existing parking restrictions at Cardinal Wiseman and Stanton Bridge Schools would be refreshed and reviewed, again in line with community feedback.
- 5) Agree to receive a further report in Spring 2027 providing an update on the first 12 months operation of phase 3 of the school streets programme in which a further review and analysis of the impact of phase 2 and the matters raised in this report will be considered and reviewed.

List of Appendices included:

The following appendices are attached to the report:

Appendix A – Location plan and restriction times for the four School Streets comprising phase 2 of the School Streets Programme

Appendix B – Survey Data Sample

Appendix C – Resident Consultation Summary

Appendix D – School Street Prioritised Programme

Appendix E – Location plans for the third phase of Coventry's school streets programme

Background papers:

- School Streets Update – Communities and Neighbourhood Scrutiny Board (4) Board Report of 8th February 2024.
- Knights Templar School Street Cabinet Report of 17th June 2024

Other useful documents:

- Department for Transport - Traffic Management Act 2004: Statutory guidance for local authorities outside London on civil enforcement of bus lane and moving traffic contraventions – 21st October 2022.
- Seeking approval to apply to the Department for Transport for Moving Traffic Enforcement powers - Cabinet Report of 15th February 2022
- 2024/25 Transportation and Highway Maintenance Capital Programme – Cabinet Report of 12th March 2024

Has it or will it be considered by Scrutiny?

No, however the School Streets initiative was originally considered at the Neighbourhoods and Communities Scrutiny Board (4) on 23rd March 2023 and the Board was further updated on the 8th February 2024.

Has, 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: School Streets Programme – Evaluation and Next Steps

1. Context (or background)

- 1.1. This report reviews the first year of operation of the four Phase 2 School Street schemes introduced in September 2024. These schemes cover roads adjacent to Southfields Primary School, Ravensdale Primary School, Stanton Bridge Primary School, and Cardinal Wiseman Secondary School.
- 1.2. The evaluation draws on feedback from schools and residents, supported by on-street observations and data collected through monitoring equipment. This has been used to assess the schemes and inform the decision on whether they should be made permanent.
- 1.3. The report also reflects on lessons learned from Phase 1 scheme at Knights Templar Way, which has helped shape and improve the implementation of Phase 2. It further outlines proposals for Phase 3 of the School Streets programme, with the overarching aim of streamlining the installation process, minimising disruption to road users, and creating safer, more pleasant environments outside schools. The initiative continues to support a shift towards active travel modes at the start and end of the school day.

2. Options considered and recommended proposal

- 2.1. The School Streets initiative is designed to address persistent traffic-related issues experienced by many schools during peak drop-off and pick-up times. These issues often lead to frustration among residents and parents, elevated vehicle emissions, and heightened road safety concerns. Traditional interventions, such as school keep clear markings and single or double yellow line restrictions, have had limited long-term effectiveness. In some locations, declining driver compliance has placed an unsustainable demand on civil enforcement resources.
- 2.2. School Streets offer a proactive solution to the longstanding problems associated with school gate traffic. By restricting motor vehicle access on designated roads during specific times at the start and end of the school day, the initiative aims to create safer, calmer environments that encourage walking, wheeling and cycling. These schemes have been introduced under an Experimental Traffic Regulation Order (ETRO), allowing for an 18-month trial period during which time they can be monitored, before a decision is made on permanence. The primary objective is to improve safety and enhance the overall school environment by reducing traffic on roads fronting schools.
- 2.3. Restriction times were agreed in collaboration with each school, tailored to their specific start and finish schedules, and designed to minimise disruption to residents. To support this, a permit system was introduced at each location, allowing residents to access their properties during restricted periods. Additional permits are available for visitors, and exemptions are in place for essential services such as emergency vehicles, waste and recycling collections, and other service providers. While Hackney Carriage taxis are permitted access, private hire vehicles are not currently exempt. This policy was recently reviewed following a petition from the private hire trade. After careful consideration, it was concluded that existing mechanisms allow for case-by-case exemptions where necessary, and that a blanket exemption would compromise the

integrity of the scheme. We continue to work with and support private hire operators to simplify this mechanism and aid them helping children travel safely to school. Full details on permit eligibility are available on the Council's website: <https://www.coventry.gov.uk/roads-highways-pavements/school-streets/5>.

- 2.4. The introduction of a School Streets restriction is intended to aid and encourage accessible and active forms of travel. It seeks to address the impacts of obstructive parking and inappropriate volumes of motorised traffic around the school gate at the start and end of the school day. This will directly help those individuals with specific mobility issues including wheelchair and mobility scooter users. Blue badge holders requiring access to a property within a school streets restriction can apply for an exemption permit which will allow them to continue to access the street.
- 2.5. Prior to launching each of the four School Streets, resident engagement was undertaken which included Streetnews leaflets delivered to communities affected by the schemes and resident "drop-in" sessions in June and July 2024. In addition, School Street scheme engagement was undertaken in conjunction with each School to raise awareness of the initiative.
- 2.6. Subsequently, the following experimental orders were introduced on 4 September 2024. The times of the restrictions vary as these were agreed separately with each individual school as highlighted in Table 1 below whilst **Appendix A** to the report contains a plan of the restriction extents.

Table 1: Phase 2 - Name of School, Associated ETRO and Times of Restrictions

School Name and associated Experimental Traffic Regulation Order (ETRO)	Times of Restrictions (Monday to Friday)
Southfields Primary School - City of Coventry (East Street & South Street) (Pedestrianised School Street) (Experimental) Order 2024	8.15am to 9.15am and 3.15pm to 3.45pm
Stanton Bridge Primary School - City of Coventry (Oliver Street) (Pedestrianised School Street) (Experimental) Order 2024	8.00am to 9.00am and 3.00pm to 4.00pm
Cardinal Wiseman Secondary School - City of Coventry (Potters Green Road) (Pedestrianised School Street) (Experimental) Order 2024	8.30am to 9.30am and 2.45pm to 3.45pm
Ravensdale Primary School - City of Coventry (Ravensdale Road) (Pedestrianised School Street) (Experimental) Order 2024	8.15am to 9.15am and 3.00pm to 4.00pm

Lessons Learned from School Streets Phase 1

- 2.7. Phase 1 of the School Streets Programme, at Templars, was installed in collaboration with West Midlands Police (WMP) and features prominent signage at the gateway, and on approaching roads to ensure people entering the road are aware of the restrictions.
- 2.8. When first introduced, only the Police were able to enforce a restriction of this type. As such the schemes largely relied on self-enforcement through driver compliance with the on-street signage.
- 2.9. Although the majority of residents of the Knights Templars Way School Street were in support of Coventry's first School Street, the lack of enforcement quickly led to dissatisfaction with data that demonstrated a clear am and pm peak of vehicular traffic entering the restrictions at the start and end of the school day.
- 2.10. Despite the scheme being clearly signed and operational since February 2023, the scheme continued to see a high level of non-compliance by school related non-resident traffic, and in June 2024, it was agreed that camera-based enforcement would be introduced replacing the previous signage only self-compliance model.
- 2.11. Lessons learned from the implementation of the Phase 1 - Knights Templar Way Area School Street scheme clearly demonstrated that police-based enforcement/self-enforcement of School Street restrictions is likely to result in low levels of driver compliance which restricts the benefits that can be achieved through the scheme whilst creating residential frustration and generating complaints.
- 2.12. As such it was proposed that the lessons learned from Phase 1 would be applied to phase 2 of the programme, with camera-based monitoring being the most effective way to support and enable this type of scheme.
- 2.13. Since camera-based enforcement has commenced on Phase 1 - The Knights Templar Way Area scheme has started to work effectively at reducing vehicular traffic. The greatest decrease in vehicles occurred in the 8am-9am and 2pm-4pm periods, which most closely match the restriction periods; this equates to a 56% decrease in the 8am-9am window and 51% decrease in the 3pm-4pm window.

Phase 2 School Street Monitoring and engagement

- 2.14. Phase 2 went live on the 4 September 2024 at which time a statutory 6-month consultation period commenced. During this period, feedback from residents, parents, school staff and the wider community was collected and has been used to determine if any further amendments are required to the schemes. Additional monitors have been installed to assess walking, wheeling and cycling trends at each of the four trial sites.
- 2.15. The sensors have captured positive data, demonstrating strong levels of active travel at each site and will be used as part of our ongoing monitoring and evaluation of the scheme to determine the long-term influence of this initiative on travel behaviours.
- 2.16. A sample of the data collected, taken from a typical school day at each of the four phase 2 sites is contained in **Appendix B**. This shows pedestrian use in blue and vehicle use in green. At each site the data indicates strong pedestrian dominance on the roads

covered by the school streets restriction at the start and end of the school day. This corresponds with a general reduction in vehicle traffic during the same period.

- 2.17. Whilst the scheme has generated benefits at all four sites, data from Cardinal Wiseman School and Stanton Bridge Primary School show a sustained level of vehicle use at both sites. It is likely that the use at Cardinal Wiseman school is driven by low background levels of demand with high AM peak demand for school related traffic, permitted to enter the street during the periods the restriction is in force. At Stanton Bridge the data shows a generally high level of vehicle use, which drops during the periods that the restriction is in force. There is however an underlying level of continued usage that will be reviewed and signage assessed for opportunities to further aid compliance.
- 2.18. The data collected supports observations from site, which show that the schemes operated most effectively at locations that are contained, and which have limited levels of background and through traffic. This learning has been applied when considering site suitability for phase 3 of the scheme.
- 2.19. The data will continue to be monitored to assess the impact of schemes and provide supporting evidence of any anticipated longer term modal shift that such initiatives are anticipated to bring. This will supplement the observed and anecdotal evidence of impact provided by the scheme to date, which suggests that the scheme is delivering a reduction of weekday vehicular traffic including an increase in pedestrian activity at the start and end of the school day.
- 2.20. In April and May 2025, to support site observations and monitoring of restrictions, a consultation survey was undertaken to ascertain and assess the views of the local community over the first 6 months of operation of the scheme. In total nearly 2000 properties were consulted with 162 responses subsequently being received (an 8% response rate).
- 2.21. Overall the data collected shows a small increase in the total number of residents supportive of the scheme since its launch, with the data indicating that approximately 45% of those responding were in support of the scheme continuing, with 40% opposed and 15% unsure. It is also noted that there were variations in the level of support across the four schools, with Stanton Bridge and Ravendale School Streets receiving more positive feedback than Cardinal Wiseman School, with 48% of responses opposing the scheme. The feedback from Southfields School was very low.
- 2.22. Overall 55% of those responding reported that they lived within a school streets restriction, with the remainder being predominately comprised of residents living on nearby residential roads. The data also showed that there was a higher level of support for the scheme from those residents living within the restriction zone compared to those living outside. This was anticipated given that the greatest potential benefit of such schemes will be felt by those residents living within the zone and those children travelling actively to school.
- 2.23. The feedback showed that at present just under a third of residents consider the scheme has made the roads around the schools safer. It is noted that when considering this feedback, the scheme, at the time of the survey, had only been operational for just over 6 months. As such whilst a useful snapshot, further time, potentially over several years,

will be needed to fully understand and assess the overall benefit of a scheme of this nature. In terms of improvements, a reduction in traffic is seen as the biggest improvement since the implementation of the scheme across all the schools.

- 2.24. When considering the responses received it must be noted that the overall level of responses received from the community to this consultation was low and particularly at Southfields Primary School Street. As such the feedback received may not represent the wider views of all residents and it is a challenge to draw meaningful conclusions from the feedback from Southfields Primary School. Whilst it is not possible to say for certain why residents took the decision not to respond, it is possible that the overall low level of feedback across all schemes could indicate a general level of ambivalence or acceptance of the schemes, with those having been more affected being more likely to respond.
- 2.25. Regardless, the feedback received does show that whilst progress has been made, further work is necessary to address remaining concerns within the community, with only 39% of Cardinal Wiseman respondents suggesting that the scheme had made a positive difference so far, compared to 54% of respondents from Stanton Bridge and 59% from Ravensdale.
- 2.26. It is noted that most responses received to the consultation were received from residents of the Cardinal Wiseman Scheme (70%), with 62% of their responses highlighting that they considered that the scheme had not had an impact, with parking being a highlight and indicating further enhancements were needed. Whilst these views are noted and understood, it is important to clarify that a School Streets scheme works by restricting access into a road fronting a school during the school drop off and pick up windows. As such it is not specifically designed to address, nor does it introduce additional restrictions on parking for those vehicles that enter the road outside of the times the restriction is in force, or for those vehicles which enter the street with a valid exemption or permit. In order to address this additional parking specific restrictions would be necessary, and these can be considered and introduced separate to a School Streets restriction. Therefore, whilst concerns raised regarding parking have been noted, these concerns are not directly related to the operation of the scheme and as such have not been used to assess the success or otherwise of the scheme. A learning point from this process, is the need to ensure that clear communication is provided to residents setting out how the scheme operates and the intended and likely benefits when introducing future schemes.
- 2.27. In addition to parking restrictions, it was noted enhanced enforcement and reducing traffic flows was a concern of residents. In this regard, School Streets are enforced by ANPR cameras which monitor and enforce the restriction during the times it is in force. This is considered the most effective mechanism currently available to enforce this type of restriction and is a significant enhancement over traditional observation-based enforcement undertaken by an officer on site. It is noted that enforcement of these schemes commenced in October 2024 following a six-week observation period. In line with statutory requirements, over the first 6 months, it is necessary to issue warning notices to drivers unfamiliar with the new restriction. Whilst drivers re-entering the restriction would receive a penalty notice; full enforcement of the restriction did not commence until May 2025. As such enhanced enforcement of the scheme is now in place, which may address some of the feedback previously received. It is also noted

that typically it can take an extended period for drivers to become accustomed to new restrictions and that over time compliance with the new restriction is expected to increase.

- 2.28. To better understand residents ongoing concerns associated with parking on Potters Green Road, Officers met with representatives of Cardinal Wiseman School to discuss school related parking and concerns. Consequently, it has been agreed that Officers will continue to work with both the school and local community to review opportunities to address parking concerns which will include a refresh of existing parking restrictions followed by targeted enforcement of existing double yellow restrictions to encourage compliance. The impact of which would then be monitored and reviewed before determining if any additional restrictions may be necessary in the future. Noting that similar requests concerning parking at Stanton Bridge were also reported. A similar review of existing parking restrictions will also be undertaken on Oliver Street.
- 2.29. Prior to the implementation of the scheme feedback raised concerns regarding potential parking migration on to neighbouring roads associated with the restriction. Whilst site observations have shown that these concerns have largely been unfounded, it is noted that some displacement pick up activity has transferred to Woodway Lane and the additional enforcement and refresh of existing parking restrictions referenced above will be extended to Woodway Lane as a result.
- 2.30. The feedback from residents also corroborates our expectations that camera-based enforcement schemes like School Streets require relatively long periods to embed within local communities. It is for this reason that it is recommended that the scheme and its associated monitoring continues as this will help to establish and demonstrate the longer-term trends and benefits of such schemes. As highlighted from the data, camera-led enforcement provides the most effective way to manage School Streets and other Moving Traffic Offence projects. A summary of the resident survey is provided in **Appendix C** to the report.
- 2.31. Overall observations and feedback from phase 1 and 2 of this initiative has shown that sites with single points of entry, naturally have reduced demand for traffic and have less impact on surrounding residents. These schemes are simpler to administer but still provide an opportunity to address school gate parking and congestion. Sites with multiple points of entry, including through routes are generally more challenging to administer, but provide the opportunity to make a significant overall impact in terms of reducing car dominance around the school gate and enhancing active journeys to school, albeit with additional impact for other road users.
- 2.32. To supplement and obtain an understanding of the impact of the initiative on the schools involved, regular engagement and meetings have taken place throughout the initiative, including requests to complete pupil 'hands up' surveys. The result from this engagement indicates that there is good support from all phase 2 schools, with particularly strong levels seen from Southfields and Cardinal Wiseman Schools. Both of whom have indicated that they consider the streets environment to have improved because of the introduction of the restriction. Feedback also suggests that pupils are in favour of the initiative and feel safer because of it.

- 2.33. With the implementation of Phases 1 and 2 of the School Streets programme, we continue to see requests from communities across the city for further School Street restrictions at new locations. Mindful of the national, regional and local support for the principal of School Streets; funding has now been secured to bring forward a further phase of the School Streets programme in the city. Utilising this funding, three further School Street schemes will be introduced as part of phase 3 of our programme. With work to engage schools due to commence towards the end of 2025 with the intention of schemes being able to go live after the easter school holidays in April 2026.
- 2.34. In total 13 schools have been put forward by the schools themselves, residents, ward councillors or a combination of all three as expressing an interest for being part of a future phase of the School Street programme. The list of the 13 schools is contained in **Appendix D** to the report.
- 2.35. In considering the requests that have been received, 5 categories have been used to assess the merit and deliverability of each scheme and from this a prioritised list has been produced. A summary of the 5 categories against which site has been considered are also set out in **Appendix D** to the report.
- 2.36. From the 13 sites where requests have been made to consider the introduction of a School Streets, it is proposed that the sites to come forward for delivery as part of the next phase (Phase 3) of the School Streets initiative are:
- Holbrook Primary School on Gateside Road and Crown Green, Foleshill
 - Limbrick Wood Primary School on Bush Close, Woodlands
 - Aldermoor Farm Primary School on Pinley Fields, Lower Stoke
- 2.37. It is intended that consultation on these sites will take place in Q3 and Q4 of the current 2025/26 financial year with the intention, subject to receiving support from the schools and local communities, of being able to introduce live schemes from April 2026 to coincide with the return of schools from the Easter Holiday period.
- 2.38. Given that the use and impact of School Street type restrictions is now established within the city and following on from the lessons learned from phases 1 and 2 of the scheme, it is proposed that phase 3 of the scheme will be introduced using a TRO in place of the ETRO used in phases 1 and 2. Based on the learning from phases 1 and 2, it is also proposed that camera based monitoring of the three sites is included in phase 3 in order to support the operation and compliance with the new restrictions.
- 2.39. As part of phase 3 it is also proposed that a revision to the existing Cardinal Wiseman School Streets Scheme will also be included and advertised which will revise the timing of the existing restriction on Potters Green and connecting roads covered by this restriction. This revision will reduce the time that the restriction is in force in the afternoon period by 15 minutes from 14:45 to 15:00. This change has been identified following feedback from residents and is supported by the school and our own observations from site and is intended to respond to the feedback from the community whilst maintaining the original intention of the scheme.

2.40. It is intended that the remaining 10 sites on the prioritised list will remain on the programme for future consideration. Should for any reason support not be received from any of the three prioritised sites, it is proposed that we work down through the prioritised list to enable three sites to come forward.

2.41. The prioritised list will remain an active document, with new requests being added and prioritised as they are received for consideration for future delivery either as part of a further phase of the School Streets initiative or as a standalone scheme delivered as part of a wider initiative. This approach will enable the acceleration of the programme and add value to future proposals using this innovative solution to tackle school related parking and promote safe and active forms of travel to school.

2.42. In considering the findings of the monitoring undertaken and feedback received as set out above, the identified options available for consideration at this stage are to:

- i. Not to make the Experimental Orders permanent.
- ii. Make the following Experimental Order permanent and retain ANPR camera-based monitoring and enforcement at the following locations:
 - City of Coventry (East Street & South Street) (Pedestrianised School Street) (Experimental) Order 2024
 - City of Coventry (Oliver Street) (Pedestrianised School Street) (Experimental) Order 2024
 - City of Coventry (Ravensdale Road) (Pedestrianised School Street) (Experimental) Order 2024
 - City of Coventry (Potters Green Road) (Pedestrianised School Street) (Experimental) Order 2024
- iii. Make one or more of the orders referenced above permanent whilst not making the others permanent.

2.43. **Option i. Not to make the Experimental Orders permanent** This would remove the restriction and allow school related traffic to enter roads leading to the school at the start and end of the school day. The issues reported by the local community which originally prompted the need to introduce the scheme would be reintroduced and it is likely that significant additional disruption would occur at these locations. Overall, this is considered a backward step, and whilst we would like to see a greater level of support from local communities for the schemes, the positive support received from Schools, supported by monitoring data and on-site observations do not align to the schemes being abandoned at this time.

2.44. **Option ii. Make the listed Experimental Orders permanent and retain ANPR camera-based monitoring and enforcement** most closely aligns to our overall observations, feedback and monitoring of the scheme over the first 12 months of its operation which is considered to have had a positive impact in terms of enhancing the environment at the school gate, promoting active travel, reducing traffic and encouraging improved driver compliance with the scheme. In recognition of the longer term behaviour change opportunities associated with these initiatives, it is proposed to

continue to monitor the impact of the schemes over the next 12 to 24 months to further assess their effectiveness and work closely with local communities to resolve any remaining concerns associated with school related traffic and parking issues, which it is acknowledged remains a concern to some.

2.45. Option iii. Make one or more of the orders permanent whilst abandoning the others. This is a hybrid approach of options i and ii. It would require the removal of any scheme that was not made permanent by the 4th March 2026, which is the date when the current ETRO elapses. This approach would lead to a situation where a scheme is no longer active and would remove the benefits that such schemes can bring as summarised in paragraph 2.44 above.

2.46. Having fully considered the feedback received to date and in consideration of on street observations and monitoring from site, it is recommended that Option ii, as set out above is progressed and that the four school sites set out above in paragraph 2.42 subparagraph ii and summarised in paragraph 2.44 are progressed. This approach also supports the subsequent proposed variation of the confirmed order at Cardinal Wiseman School to amend the start time by 15 minutes as set out in paragraph 2.39 which will further tailor the scheme to meet the needs of the local community in response to the feedback received.

2.47. It is also recommended as part of this report that the three sites set out in paragraph 2.36 of this report be taken forward as part of the phase 3 of the school streets programme for delivery in April 2026.

2.48. In recognition that the potential benefits of school street initiatives can take a number of years establish it is also recommended that the impact of our school streets programme is subject to ongoing monitoring and that a further report is prepared and presented to the Cabinet Member in the Spring of 2027 reviewing the first 12 months operation of phase 3 of the programme as well as reviewing the ongoing impact and effectiveness of the previous two phases.

3. Results of consultation undertaken

3.1. Details of the consultation results undertaken as part of the decision-making process considered in this report are set out in the main body of the report, namely in paragraphs 2.14 to 2.30 and in **Appendix C** to the report.

4. Timetable for implementing this decision

4.1. An ETRO can operate for a maximum duration of 18 months. During the first 6 months of the Order a statutory consultation (objection) period operates. In the preceding 12 months any amendments identified can be implemented before a final decision needs to be taken on whether to make the Order permanent by month 18. It should be noted that if a decision fails to be made by month 18 the Order would elapse and ceases to be. The ETROs forming phase 2 of the programme were introduced on the 4th September 2024 and are subsequently due to expire on the 4th March 2026. A decision

needs to be taken in time to enable the orders to be confirmed and made permanent prior to this date.

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

5.1. Financial Implications

Delivery of phases 1 and 2 of the School Streets Programme has been funded through a combination of contributions from the approved 2023/24 Local Network Improvement Programme and through a £190,700 awarded contribution from the Active Travel Fund 3 fund, administered by Travel for West Midlands. This funding has been used to deliver the introduction of the traffic regulation order, and associated signing and lining measures at each site necessary to enable the effective implementation. The funding has also been used to undertake the monitoring, evaluation and enforcement of these schemes over the previous 12 months of operation.

Phase 3 of the scheme as set out in paragraph 2.36 above, will be funded from a £40,000 contribution from the approved 2025/26 Local Network Improvement Programme and a £80,000 awarded contribution from the Active Travel Fund 5 fund, administered by Travel for West Midlands and will facilitate the implementation, monitoring and enforcement of the new school streets restrictions at the three sites to be delivered through phase 3 of the scheme.

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 introduction of the School Streets scheme 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 direct risk identified as part of the decisions recommended by this report. Any project risk will be managed through internal project governance processes.

6.3. What is the impact on the organisation?

The implementation of any additional ANPR enforcement cameras will inevitably result in an increase in workloads within Parking Services. Staff resources will be closely monitored and reviewed to ensure they are suitable and sufficient.

6.4. Equalities / EIA?

The introduction of a School Streets restriction is intended to aid and encourage accessible and active forms of travel. It will reduce the impacts of obstructive parking which will directly help those individuals with specific mobility issues including wheelchair and mobility scooter users. Blue badge holders requiring access to a property within a School Streets restriction can apply for an exemption permit which will allow them to continue to access the street.

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

The measures to be adopted are intended to contribute towards the Council's air quality targets by reducing the reliance on private motor vehicle use and encouraging and enabling active forms of travel to school. It is hoped that by restricting traffic on roads immediately fronting school gates, the environment will be improved which will benefit air quality.

To assess the impact of the initiatives on travel behaviour, a three-year monitoring programme will be conducted at each site to assess the long-term impact from the schemes.

6.6. Implications for partner organisations?

Coventry School Streets initiative has been implemented in partnership with West Midlands Police. The form of restrictions introduced as part of this initiative historically can only (outside of London) be enforced by a Police Officer. Mindful of limited Police resources, whilst in support of the initiative they have been unable to regularly attend site to drive compliance with the scheme. Transitioning to a camera-based monitoring and enforcement regime delivered by Coventry City Council will reduce the burden on Police resources whilst enhancing our ability to improve compliance and the operation of the scheme which will be to the benefit of all parties.

Report authors:

Joel Logue - Civil Engineer - Highways, Traffic and Road Safety

Directorate:

Regeneration and Economy

Tel and email contact:

Tel: 024 7527 0950

Email: joel.logue@coventry.gov.uk

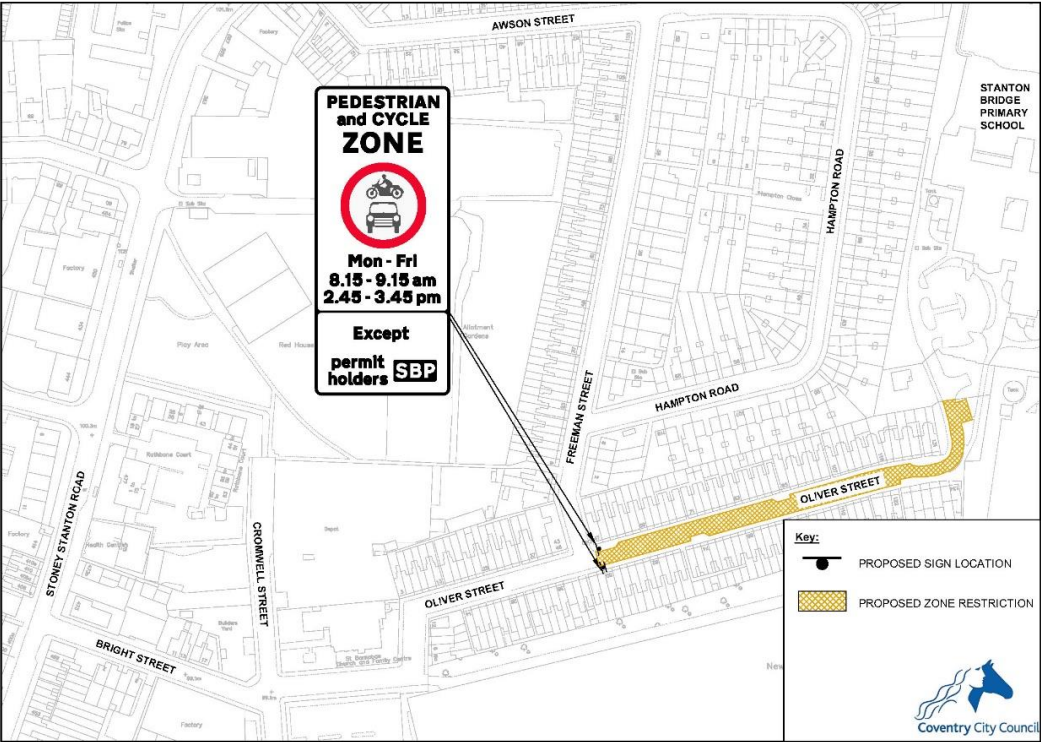
Enquiries should be directed to the above person

Contributor/ approver name	Title	Directorate	Date doc sent out	Date response received or approved
Contributors:				
David Keaney	Head of Network Management	Regeneration and Economy	21/08/2025	27/08/2025
Vivian Robert	Traffic and Road Safety Manager, Transport and Policy	Regeneration and Economy	21/08/2025	29/08/2025
Paul Bowman	Parking Services Manager, Highways	City Services	21/08/2025	22/08/2025
Michelle Salmon	Governance Services Officer	Law and Governance	21/08/2025	22/08/2025
Sunny Heer	Lead Accountant	Finance and Resources	27/08/2025	28/08/2025
Names of approvers for submission: (officers and members)				
John Seddon	Strategic Lead, Policy and Innovation, Transport and Policy	Regeneration and Economy	27/08/2025	03/09/2025
Helen Williamson	Finance Manager	Finance and Resources	27/08/2025	28/08/2025
Rob Parkes	Team Leader, Legal Services	Law and Governance	27/08/2025	26/08/2025
Andy Williams	Director of Regeneration and Economy	-	09/09/2025	10/09/2025
Councillor P Hetherton	Cabinet Member for City Services	-	29/08/2025	01/09/2025

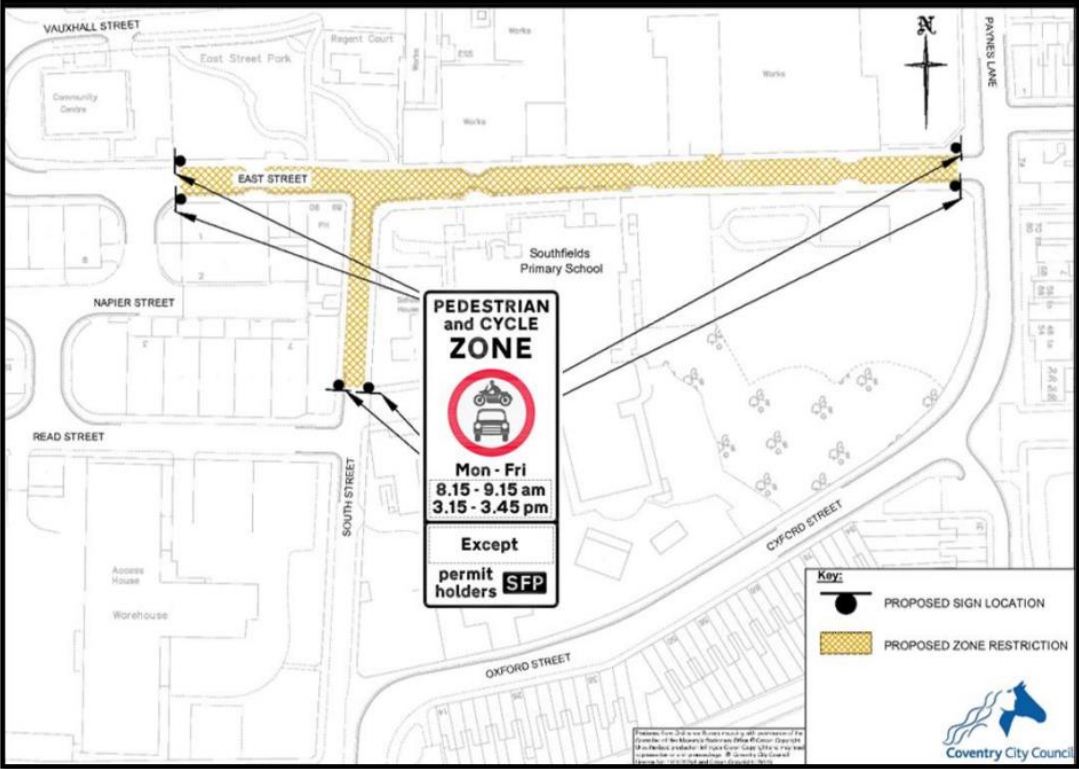
This report is published on the council's website: www.coventry.gov.uk/council-meetings

Appendix A – Location plans for the second phase of Coventry’s School Streets programme

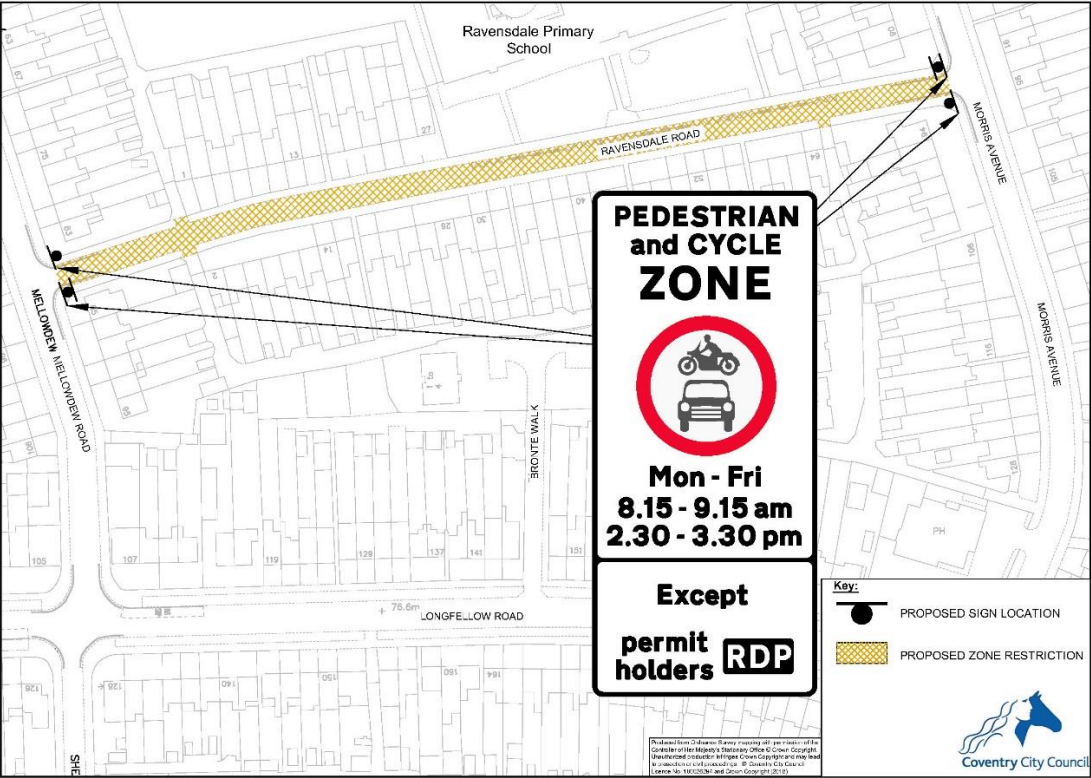
Stanton Bridge Primary School:



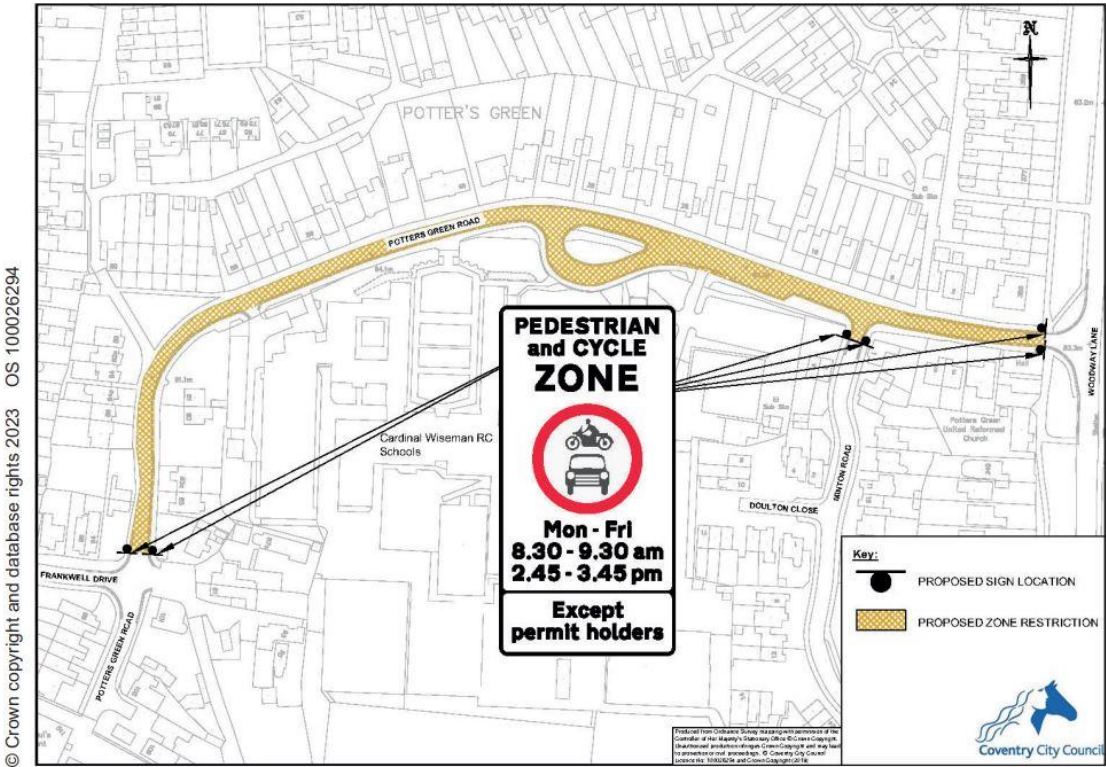
Southfield Primary School:



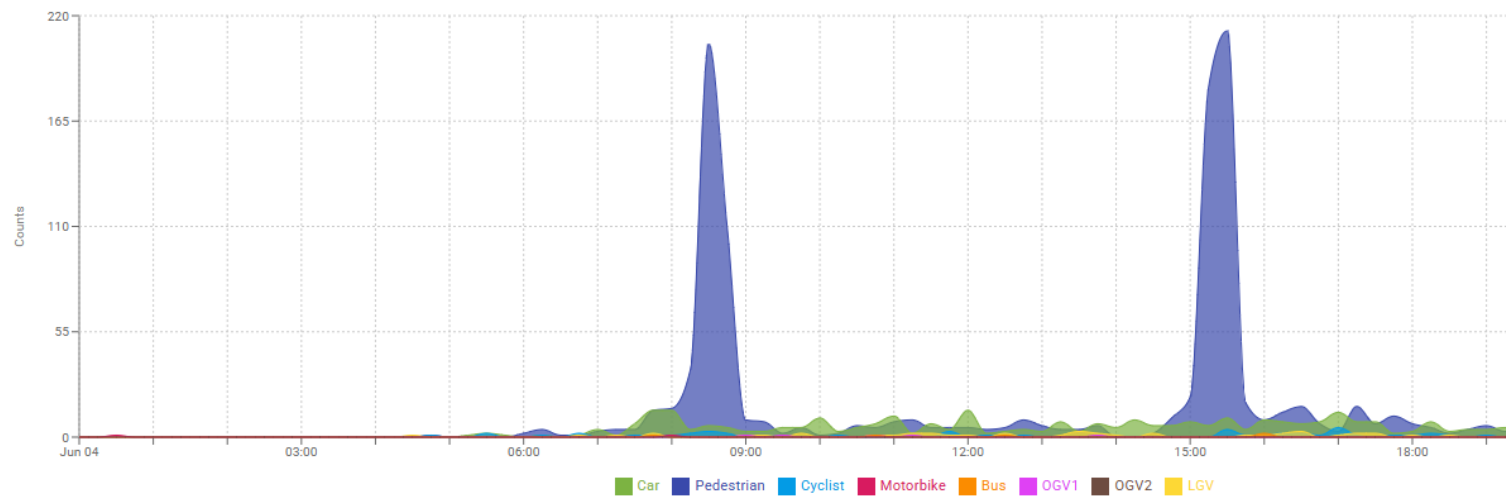
Ravensdale Primary School:



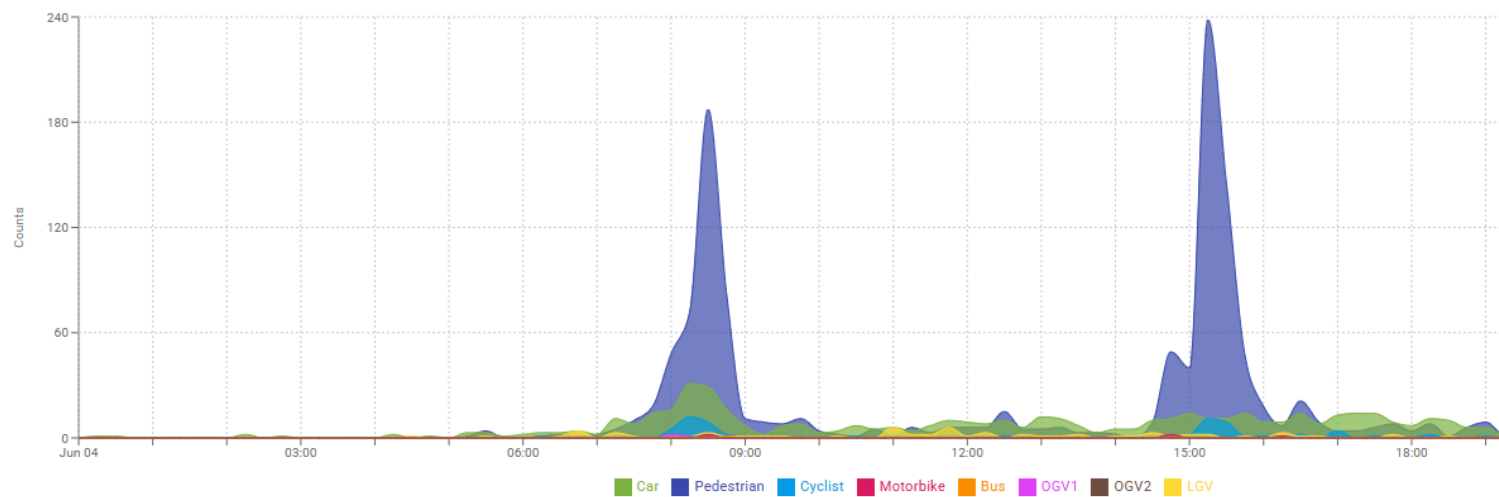
Cardinal Wiseman RC School:



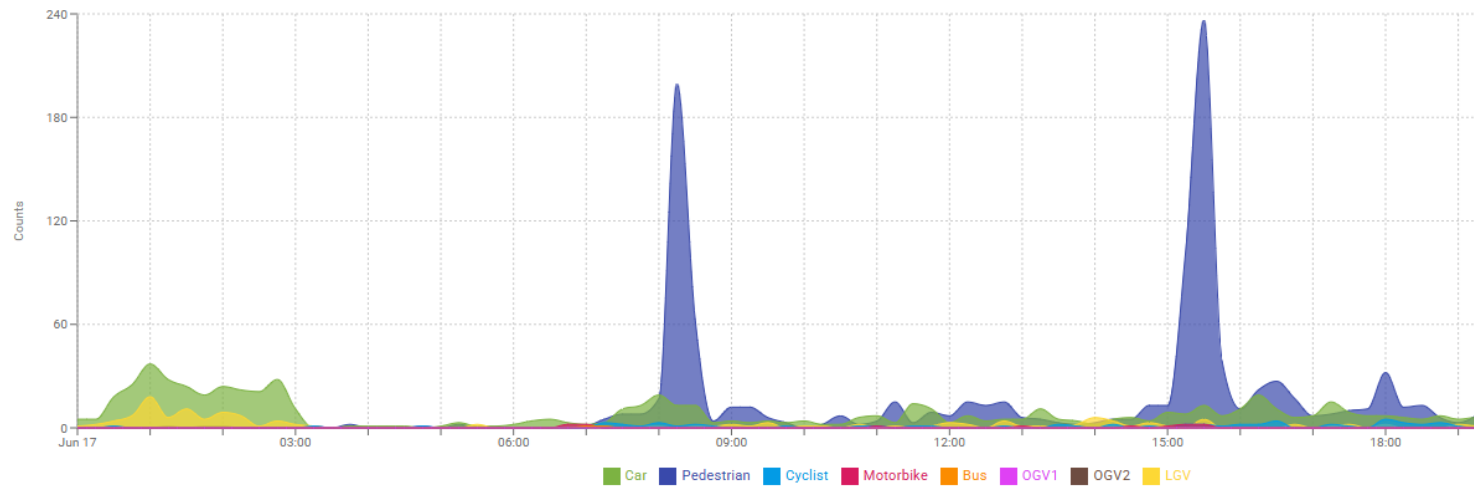
Appendix B – Survey Data Sample



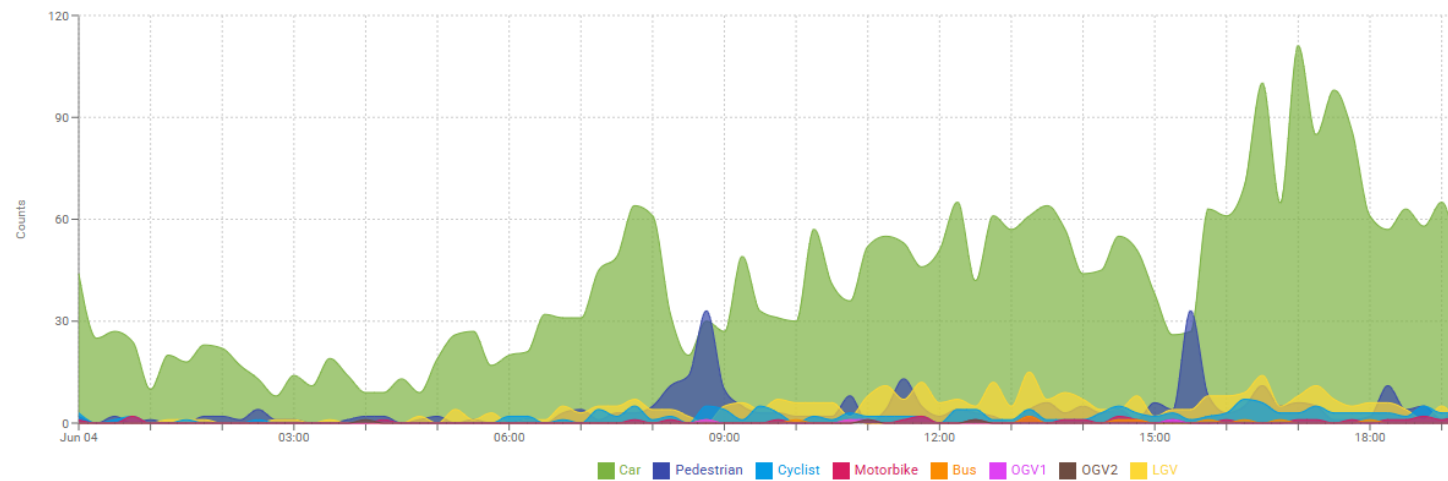
Ravensdale Primary School



Cardinal Wiseman School



Stanton Bridge Primary School



Southfields Primary School

Appendix C- Resident Consultation Summary

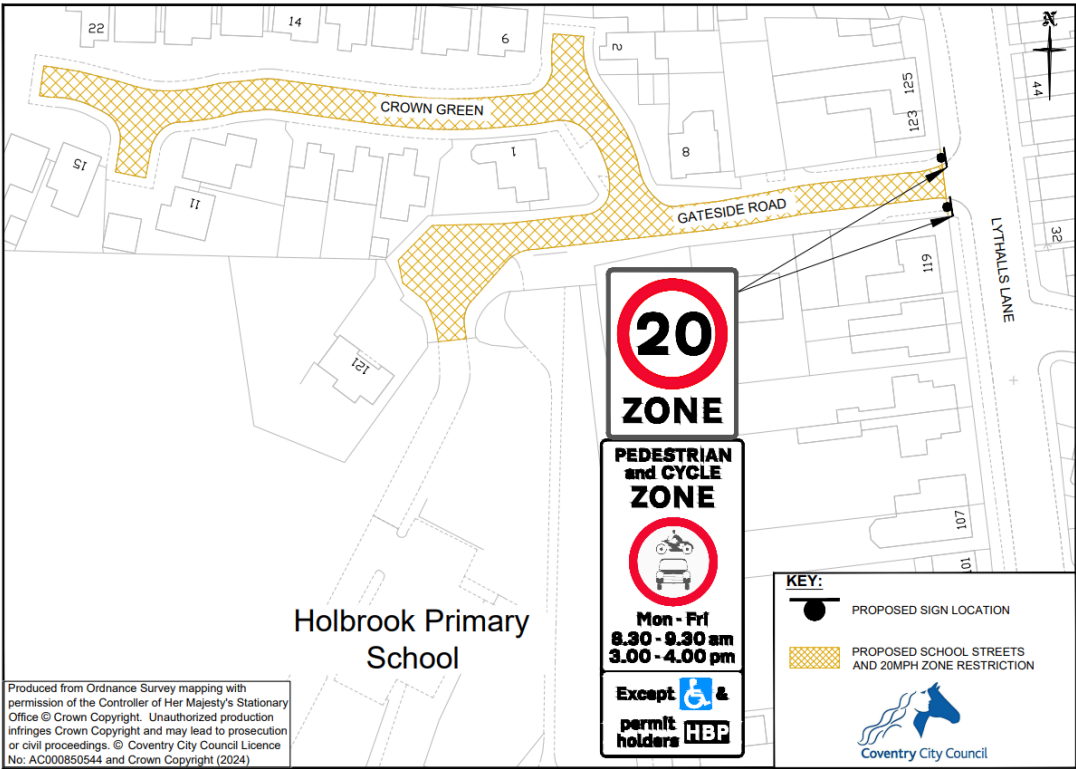
- 162 responses were received
- The majority of responses were in relation to Cardinal Wiseman School (70%)
- Over half of responses were from people living on one of the roads within a restriction (55%)
- 93% of respondents were aware of the scheme
- 44% of respondents were in favour of the scheme before it started. This figure remained largely static over the first 6 months of the scheme, with a small increase in support being seen. Overall 45% of respondents were in favour of the scheme continuing, 15% were unsure whilst the remaining 40% felt the scheme should not continue
- There was variation between schools with most respondents at Stanton Bridge (69%) and Ravensdale (60%) being in favour of the scheme continuing. There was less support at Cardinal Wiseman. This was not the case for Cardinal Wiseman where 39% were in favour of the scheme continuing.
- Just under a third of all respondents agree that the scheme has made the areas healthier and safer
- Over 60% of Cardinal Wiseman respondents felt that there have not been any improvements since the launch of the scheme, this compares to 46% of respondents from Stanton Bridge and 41% from Ravensdale
- In terms of improvements traffic reduction has been seen as the biggest improvement since the implementation of the scheme across all the schools
- Some improvements have been seen in terms of parking issues across the sites, although many respondents felt further work was needed in terms of improving all day parking and enforcement
- This was the case for Cardinal Wiseman and Stanton Bridge where 62% and 69% respectively of respondents indicated that the most popular improvement would be to further address parking issues. For Ravensdale (60%) better enforcement was highlighted
- Traffic reduction was more important at Cardinal Wiseman (46%) compared to Ravensdale (37%) and Stanton Bridge (31%)
- Signage and communication did not rank highly over any of the sites as being in need of improvement
- Key concerns raised by emails received were: a lack of support for scheme due to parking violations, weak enforcement, traffic displacement, limited time coverage, speeding, accessibility concerns and lack of supporting data

Appendix D

School Street Phase 3 - Request Prioritisation					
Ref	School Name	Road Name	Ward	Total Score	Rank
S1	Holbrook Primary School	Gateside Road / Crown Green	Foleshill	3.75	1
S2	Limbrick Wood Primary School	Bush Close	Woodlands	3.3	2
S3	Aldermoor Farm Primary School	Pinley Fields	Lower Stoke	3.25	3
S4	Stoke Primary School	Briton Road	Upper Stoke	3.15	4
S5	Gosford Park Primary School	Humber Avenue (Cul-de-Sac)	St Michael's	3.1	5
S6	Clifford Bridge Academy	Coombe Park Road	Wyken	2.9	6
S7	Coundon Court Secondary School	Coundon Green / Northbrook Road	Bablake	2.9	6
S8	St John Fisher Catholic Primary School	Kineton Road	Wyken	2.85	8
S9	Hearsall Primary School	Bristol Road / Kingston Road	Whoberley	2.8	9
S10	Ernesford Grange Primary School	Foxton Road	Binley and Willenhall	2.65	10
S11	All Souls Catholic Primary School	Abercorn Road	Whoberley	2.55	11
S12	Grange Farm School	Dewsbury Avenue	Wainbody	2.45	12
S13	Hill Farm Primary School	Foster Road	Radford	2.4	13
Scoring Rubric					
Weight	Theme	Description			
25%	Traffic Safety Risk	Including personal injury collision history of site, traffic volumes, speed and any existing mitigation provided.			
15%	Active Travel Potential	Including the availability of existing and planned infrastructure providing opportunities to travel sustainability.			
20%	Community Support	Consideration as to the origin of the request, including any support from the school and elected members.			
5%	Environmental Impact	Includes consideration of known air quality and environmental factors which the initiative can contribute towards.			
15%	Scheme Feasibility	Includes consideration of scheme deliverability, including likely barriers and costs associated implementation.			
10%	Equity Considerations	Consideration of indices of deprivation, transport accessibility and inclusion.			
10%	Alignment to Priorities	Fit and alignment with Council strategic priorities and known planned initiatives.			

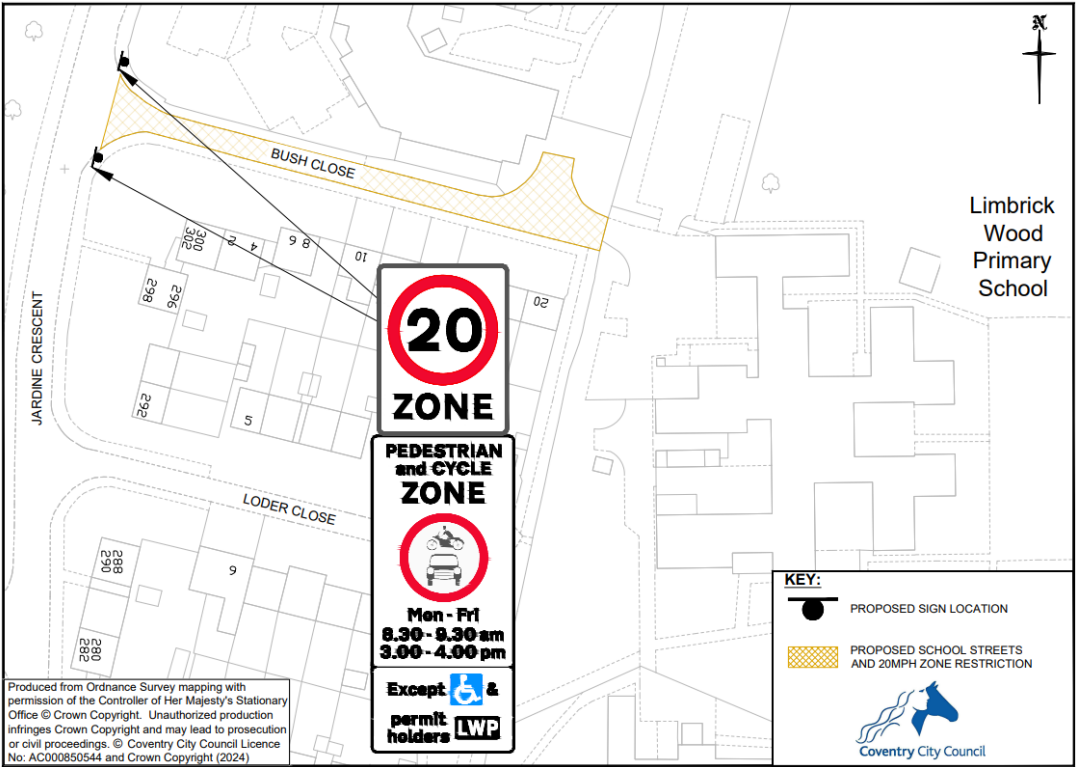
Appendix E - Location plans for phase 3 of Coventry's School Streets programme

Holbrook Primary School



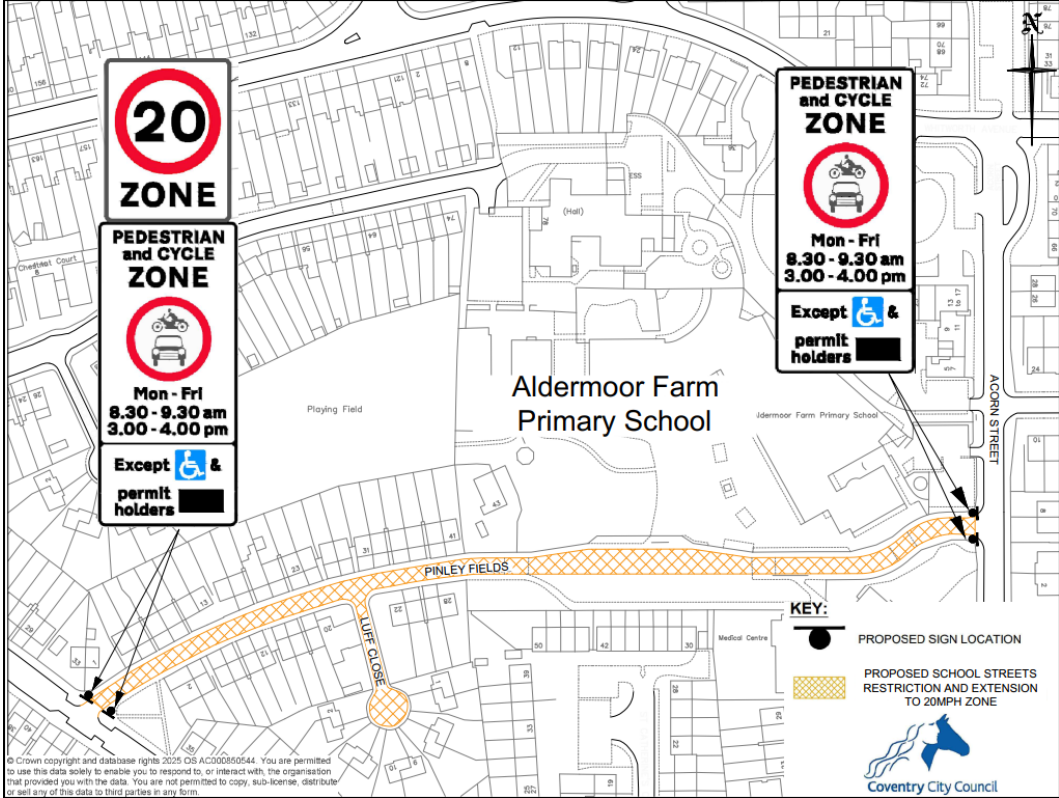
(Times shown are indicative)

Limbrick Primary School



(Times shown are indicative)

Aldermoor Farm Primary School



(Times shown are indicative)