

Chevening Road School Street Feasibility Study

Scheme Feasibility

August 2026



Image 1 - Image of Chevening Road

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Summary of Project

Project Purpose

This study aims to provide a comprehensive overview and exploration of the feasibility of a School Street on Chevening Road.

A feasibility study is being explored as it was a key topic raised and a clear recommendation to come from MP Smarter Travel's engagement around the [Healthy Neighbourhood in Queen's Park](#)ⁱ.

The aim of the Healthy Neighbourhood scheme is to reduce rush-hour through-traffic and congestion, while encouraging more sustainable journeys within the project area. The intention was to explore opportunities for measures from which the entire community would benefit. Examples of benefits include cleaner air and safer, quieter streets—particularly for children walking and cycling to school.

From this engagement, there was some level of support from multiple residents' groups for further exploration of a potential School Street on Chevening Road. As a result, alongside the petition outlined in the [Stakeholder Comments](#) section, LB Brent commissioned this study.

Project Scope

Brent Council commissioned this study to focus on school-related traffic during term time. The desired outcome is to assess the feasibility of a School Street Scheme on Chevening Road or the wider area, with the aim of 1) improving road safety, 2) promoting sustainable transport during school hours, and 3) improving air quality.

In addition to the assessment of the School Street's viability, LB Brent has requested that MP Smarter Travel assess the impact of the existing 'Restricted Turns, Experimental Traffic Orders (ETOs) (referred to as 'Restricted Turns ETOs') alongside the implementation of any School Street or school zone.

Problem statement: *The volume of traffic, and the nature of driver behaviour and parking on Chevening Road, is a safety concern for children travelling actively to schools within the area, or through the area.*

Background

As the response to [the first phase of engagement](#) for the Queen's Park Healthy Neighbourhood project in October 2024 attestsⁱⁱ, the majority of residents clearly see Queen's Park as having traffic issues and support traffic calming measures in the area. However, previous engagement in the area has been characterised by a fractured response from residents.

Based on the [resident petition from 2023](#) and the above engagement around the Healthy Neighbourhood, the decision was made to take forward an exploratory study for the measure that had the most support.

Phase one of the engagement around the Queen's Park Healthy Neighbourhood commenced in March 2024, incorporating a range of codesign events, stakeholder meetings, and an online survey to identify local concerns and explore proposed solutions for traffic reduction within the project area. The primary objective was to collect and analyse community feedback to inform potential concept designs for a Healthy Neighbourhood Scheme across the wider area. The engagement received 354 survey responses. Here is a summary of residents' responses:

- 82% said that they were aware of traffic issues in the QP project area.
- 75% would support traffic calming measures in the QP project area.
- 53% believe rat running is a concern in the QP project area.
- 35% journeys are longer than 20 minutes.

Phase two of engagement around two concept designs found that despite a high support for traffic calming interventions demonstrated in phase one of the engagement, the majority of individuals who responded in phase two engagement were not in support for traffic calming measures in the area. As such, both concept option designs were not progressed to consultation stage. The final report from March 2025 can be found [here](#)ⁱⁱⁱ on the LB Brent website.

In response to the suggestions for a proposed School Street—one of the more supported measures during the engagement detailed above—this feasibility study has now been developed.

Policy background

In alignment with the Council's commitment to improvements around schools in the borough, the implementation of School Streets is a key component of Brent's Active Travel Implementation Plan (2024-2029). The Active Travel programme provides the following benefits to meet the Council's Strategic objectives:

- Increased uptake of sustainable transport modes, particularly cycling and walking, but also public transport and car clubs
- Reduced conventional vehicular trips on the network, particularly at peak times
- Reduced Killed and Seriously Injured (KSI) incidents and slight accidents on Brent's roads
- Reduce the exposure of Brent residents to Particulate Matter (PM) and Nitrogen Dioxide (NO₂) generated by the transport network

The borough's Active Travel programme supports the following Council strategies;

- [Brent Council Borough Plan 2023-2027](#)
- [Brent Long Term Transport Strategy 2015-2035](#)
- [Brent's Local Implementation Plan 2019-2041](#)
- [Brent Climate & Ecological Emergency Strategy 2021-2030](#)
- [LB Brent Air Quality Action Plan 2023-27](#)

These initiatives contribute not only to the immediate safety and well-being of children but also align with the broader objectives of fostering a healthier and more sustainable community. Through such measures, the aim is to create a positive impact on air quality, promote physical activity, and mitigate the effects of the climate emergency.

UK-wide academic studies support the efficacy of School Streets [in encouraging more sustainable journeys](#)^{iv} to school. London-focused studies also show [improvements in Air Quality](#)^v, and a reduction in traffic volumes on the School Streets themselves, as well as more space for [students to walk](#)^{vi}.

What is a School Street?

School Streets are a method of restricting traffic in the roads outside and around school for a short period of time at pick up and drop off times. They help make the area safer for pupils, promote walking and cycling and reduce pollution from motor vehicles.

The traffic restrictions utilise "pedestrian and cycle Zone" traffic controls that prioritise active modes and creates a street environment where drivers who have an exemption are guests in the space.

Additional area context

In addition to the context around the Queen's Park Healthy Neighbourhood outlined above, there are other relevant traffic management schemes currently implemented in the local area, as well as unique challenges to contend with.

Restricted Turns, Experimental Traffic Orders (ETOs)

There is currently a set of Restricted Turns ETOs applying to the set of roads running parallel to Chevening Road to the east of Queen's Park, known as 'the avenues'.

You can view all information and officer reports from Brent Council here:

- [Experimental Traffic Order decision report](#)
- [Appendix - objections and officer's responses](#)

The existing Experimental Traffic Order (ETO) which applies to 'the avenues', was implemented independently of the feasibility study, but interacts with possible measures being explored.

Following an evaluation of the scheme by council officers In April-May 2025, a decision was made to retain the Restricted Turns ETO, with amendments to reduce their operation hours via a new Experimental Traffic Order ETO which expires after 18 months (November 2026). This allows time for officers to review and consider options. The traffic order prohibits motor vehicle movements as follows:

- a) south-westerly direction in Chevening Road from turning left into Carlisle Road;
- b) north-easterly direction in Chevening Road from turning right into Carlisle Road;
- c) south-easterly direction in Kingswood Avenue from turning left into Dunmore Road, Radnor Road, Brooksville Avenue, Windermere Avenue, Hopefield Avenue, Montrose Avenue and Summerfield Avenue;
- d) north-westerly direction in Kingswood Avenue from turning right into Summerfield Avenue, Montrose Avenue, Hopefield Avenue, Windermere Avenue, Brooksville Avenue, Radnor Road and Dunmore Road;

The prohibited turns are operating Monday to Friday between 7.30 a.m. and 9.00 a.m.

Preceding the current hours of operation and traffic order the Restricted Turns ETOs were implemented in two stages:

- Experimental Traffic Management Order (ETO) restricting right and left turns (except cyclists) from Kingswood Avenue into Hopefield Avenue, Montrose Avenue and Summerfield Avenue operating Monday to Friday between 7am and 10am was made on 12 October 2023 and the scheme became operational on Monday 23 October 2023. (Phase 1 – Southern Restricted Turns ETOs).
- Experimental Traffic Management Order (ETO) restricting right and left turns (except cyclists) from Kingswood Avenue into Brooksville Avenue, Dunmore Road, Montrose Avenue, Radnor Road and Windermere Avenue, and from

Chevening Road to Carlisle Road was made on 21 March 2024 and the scheme became operational on Monday 8 April 2024. (Phase 2 – Northern Restricted Turns ETOs).

MP Smarter Travel were not involved in the implementation of these Restricted Turns ETOs at any stage. These traffic management initiatives were undertaken independently by Brent Council.

It is important to note that the most recent traffic surveys for this study were carried out over the three weeks between the w/c 20th October and w/c 3rd November 2025. Measurement therefore took place under the existing conditions in which the Restricted Turns ETOs were installed.

[This table shows the timeline of monitoring data being gathered.](#)

School Streets in the immediate area

In-line with Brent Council's Active Travel, Road Safety and Air Quality policies outlined above, several School Streets have been implemented in the area:

- *Ark Franklin Primary Academy - Kempe Road*
- *Christchurch CE - Clarence Road*
- *Manor School – Okehampton Road*

As with the Restricted Turns ETOs, the most recent traffic volume measurement (ATC- automatic traffic counts) has taken place under the conditions of these schemes being implemented.

Parking changes on Salusbury Road

In October – November 2025, Brent Council consulted local residents on parking changes on Salusbury Road. These proposals generally suggested imposing more no-waiting, no-loading restrictions at peak times along Salusbury Road, including additional restrictions in the pay and display bays. They also propose moving the dockless cycle hire parking bay from the east end of Harvist Road to Brondesbury Villas.

These changes have been approved for installation.

Site visit

This note provides site visit details and observations about street and traffic conditions around the Al-Sadiq and Al-Zahra schools in the London Borough of Brent, and Chevening Road and adjacent streets.

The pedestrian and cycle counts (and the school engagement and foundation engagement listed earlier) were conducted on site at the same time by three MPST (MP Smarter Travel) consultants stationed at the three entry cordons to the section of Chevening Road immediately outside the school.

Traffic engineer observations

A traffic engineer from City Infinity undertook a site visit between 07:30 and 09:30 on Tuesday 11th November 2025, in order to provide specialist observations to assist with the development of this project.

Weather conditions were dry and the visit was in daylight.

Details of site visit

- Arrived/departed on foot from Brondesbury Park (north).
- Walked circuits via Chevening Rd, Kingswood Ave, Brooksville Ave, Salusbury Rd, Dunmore Rd, Radnor Rd, and Carlisle Rd.
- Focused observations on Chevening Rd (Salusbury–Kingswood section) and briefly at east end of Winchester Ave.

School travel observations

- Nearby schools generated mostly walking and car trips; some cycling (often adults carrying children).
- Heavy pedestrian flow 08:20–09:00, especially west footway of Brondesbury Park/Salusbury Rd.
- Strong crossing demand from Winchester Ave to Chevening Rd via refuge south of junction.
- Lots of pedestrian activity at Al-Sadiq and Al-Zahra school entrances.
- Drop-off parking concentrated on Kingswood Ave and Chevening Rd park flanks; less on Winchester Ave.
- Crossing Chevening Rd at Salusbury Rd and the Salusbury Rd refuge was difficult at peak times due to traffic gaps.

General traffic observations

- Queues on Salusbury Rd southbound from ~07:30, reaching past Brondesbury Park Station by 08:05; eased after 09:15 but fluctuated. Northbound generally free-flowing.

- Chevening Rd traffic built steadily; peak drop-off activity ~08:25–08:50 with queues turning onto Salusbury Rd (northbound only).
- Frequent three-point turns/U-turns on Chevening Rd near Carlisle Rd.
- Kingswood Ave southbound queued 08:30–08:45, then cleared. Right turns from Chevening Rd sometimes hindered crossings.

Dropping off and car parking conditions

- 07:30: many spaces available, especially park flanks.
- 07:50: Winchester Ave nearly full.
- 08:25–08:45: Kingswood Ave nearly full; Chevening Rd still ~ $\frac{2}{3}$ empty.
- 08:30–09:10: active drop-offs on Chevening Rd, often on yellow lines or blocking driveways; occasional double parking and footway obstruction.
- Drop-offs observed on Dunmore Rd and Carlisle Rd.

General observations

- Most parents used available bays (often permit-only). Some behaviour obstructed residents; a minority created safety risks.
- Salusbury Rd difficult to cross; refuge (2.4 m × 1.9 m) too small for groups/buggies and offers little buffer.
- Conflicts at Chevening Rd–Salusbury Rd and, to a lesser extent, Winchester Rd junctions.
- Crossing at Chevening Rd–Kingswood Ave sometimes difficult.
- Cycling conditions felt hostile; crossing Salusbury Rd between Chevening Rd and Winchester Ave particularly challenging.

Photos from the site visit are available in Appendix 1 and provide evidence of the site observations listed above.

Pedestrian and Cycle Count

During the MPST site visit on 11th November 2025, we also conducted pedestrian and cycle counts to build a picture of the level of active travel volume using the road compared with motor vehicles. We conducted the counts below between 8:10 and 9:20.

We conducted counts at three locations, acting as cordons to the eastern section of Chevening Road, between Kingswood Avenue and Salusbury Road. The three locations were:

1. J/W Salusbury Road and Chevening Road.

Peds IN	Peds OUT	Scoot IN	Scoot OUT	Cycle IN	Cycle OUT
232	388	0	1	8	7

Table 1 - Pedestrian, scooter and cycle count passing a cordon on the junction of Salusbury Road and Chevening Road

Notes:

- A family trying to cross Chevening Road - having to fit between cars
- Chevening Road traffic turning (onto Salusbury) is very slow because of the tight radius.
- Parents ignoring zig-zags on Chevening Road.
- 25 pedestrians leaving toward the end of the measurement period were all kids on a school trip.

2. J/W Carlisle Road and Dunmore Road.

Peds IN	Peds OUT	Scoot IN	Scoot OUT	Cycle IN	Cycle OUT
23	58	1	0	0	0

Table 2 - Pedestrian, scooter and cycle count passing a cordon on the junction of Carlisle Road and Dunmore Road

Notes:

- 8:10 – 8:20 - 4 cars doing u-turns at entrance to Carlisle. 5 cars parking on Carlisle for school drop off.
- 8:20 - 8:30 – 3 cars doing u-turn at entrance to Carlisle. 3 cars parking on Carlisle for school drop off. Car parked on double yellow line and idling. 1x parent concerned about disability exemption. 1x car blocked entrance to Carlisle Rd and park at junction to let children out of car.

- 8:30 – 8:40 – 2 cars doing u-turn at entrance to Carlisle. 2 cars parking on Carlisle for school drop off. 1x car using resident driveway to park on Chevening Road and dropping off school child. 3 cars parking on double yellow line.
- 8:40-8:50 1 car doing u-turn at entrance to Carlisle. 2 cars parking on Carlisle for school drop off. 2 cars parked on double yellow line.

3. J/W Chevening Road and Kingswood Avenue.

Peds IN	Peds OUT	Scoot IN	Scoot OUT	Cycle IN	Cycle OUT
136	80	0	1	7	8

Table 3 - Pedestrian, scooter and cycle count passing a cordon on the junction of Chevening Road and Kingswood Avenue

Notes:

- Dropping off in Kingswood Ave pay and display.
- Drivers at this junction are stopping and blocking refuse vehicles.
- Crossing Kingswood to Chevening is difficult for pedestrians
- Comments from more parents regarding walking provision and appropriate crossings along Salusbury and pay and display cost on QP.

Stakeholder Comments

Resident Petition

School Street Chevening Road NW6

'We would like to have a School Street Scheme applied on Chevening Road, prohibiting access into Chevening Road from Salisbury Road end of Chevening Road along Chevening Road up to Kingswood Avenue also prohibiting cars entering from Carlisle Road during school drop off and pick up hours 8:30am - 9:30am and 3pm - 4pm, Monday to Friday during school term time.'

In summary, residents of Chevening Road are requesting a School Street because traffic from nearby schools, nurseries and the mosque is causing severe problems. Residents' comments include: Idling cars are worsening air pollution, chaotic parking is creating road safety risks, and residents face blocked driveways, aggression, and littering. They believe restricting non-resident traffic at school times would improve safety, air quality, and community wellbeing, while encouraging healthier travel and appropriate parking nearby.

The link to the Petition and details can be found on the Brent Council Website. [The petition has 25 signatories.](#)^{vii} The council also received a paper petition with 30 signatures. This petition was received on 20th January 2023.

Resident Feedback

On 13th January 2026, an MPST consultant met with the lead petitioners for a School Street on Chevening Road. Topics covered during the meeting are summarised below:

- Level of engagement as part of the Queen's Park Healthy Neighbourhood project has already been intensive and extensive. Both with Brent Council and MPST.
- Key issues reported by residents include:
 - o Idling
 - o Dangerous parking – including damage to residents' vehicles
 - o Parking across or in residents' driveways
 - o Abusive and aggressive behaviour and language from parents towards residents when confronted.
 - o Aggressive behaviour from parents towards Brent Council parking enforcement.
- **Enforcement issues** - In addition to abusive behaviour towards parking enforcement officers, the residents also cited a lack of enforcement, non-functional cameras, a lack of enforcement officers and alleged fraudulent behaviour. An enforcement officer can be seen in Appendix 1, in a photo taken during our site visit.
- **Park and Stride support** - The residents of Chevening Road stated that they understood that some parents must drive, and their preferred solution

(alongside the School Street they have petitioned for) is for parents to park along the north side of the park. This can then be utilised as a park and stride location.

- **Preferred implementation of the School Street** – The residents highlighted that their preference would be to include Winchester Avenue in the School Street, as a large number of students or foundation visitors are parking there then walking across. They also requested a ‘Street of Worship’, with the suggestion to expand the School Street times to cover events and worship at the foundation.
 - N.B.: This is beyond the scope of the feasibility study as it was commissioned.
- **Continued poor parent driving/parking behaviour** – In addition to the volume of parents that must drive, the extensive engagement with the school has not improved this. A new group of parents each year means it has limited efficacy. This is compounded by the school taking on more pupils each year.
- **Impact of the Restricted Turns Experimental Traffic Orders (ETOs)**- This has only exacerbated traffic on Chevening in the morning. The afternoon is now even worse, as people park up earlier and then wait.
- Noise from the foundation was also cited as a complaint by residents

Al Sadiq and Al Zahra School Feedback: November 2025

During an on-site meeting held with representatives of Al-Sadiq and Al-Zahra on 11th November 2025, as well as a representative of the Al Khoei Foundation, MPST consultants gathered feedback on a few key points.

These are summarised below:

- **Parking around the park**
 - The school encourages parents to use the pay and display bays along the north side of the park wherever possible – and claims the parents are making good use of this.
 - Parents with younger children, who want to walk right to the gate of the school, are the ones who park on the north side of Queen’s Park.
- **Refuting claims of poor parent driving and parking**
 - School says parents are generally not driving or parking badly – and those who do are admonished by other parents.
 - Parents parking on and driving through the road are for other schools too, but the blame is continuously attributed only to Al-Sadiq and Al-Zahra. Other schools that contribute equally to the problem include Islamia Primary, Hopscotch and Salusbury Primary School.
 - No one is leaving the car unattended when parking or driving badly.
 - Parking by the park requires them to cross both Kingswood and Carlisle.
- **Previous contact between the school and council** has been extensive and the school has made requests to Brent Council for:

- Zebra and lollipop person crossing at Salusbury Road end of Chevening Road
- Guardrail outside the school on Salusbury Road
- Bollards
- Speed humps

Other key concerns raised by the school representative included:

- **Safety concerns** – A girl's hijab was recently pulled off, and they fear for the safety of students.
- **Road safety concerns** – Parents claim there have been accidents.
- **Proposed school bus** – School has done the research (based on postcode mapping) and found potential stops. Based on the quote from the provider, it would be £40 each per student per day. This is outside the scope of this study.
- Nature of living opposite a school/place of worship:
 - The Headteacher mentioned that he lives opposite a school and says that blocking driveways or poor parking is inevitable in the context of schools.
- Al Khoei Foundation and the School have been there 40 years and are a part of the area and community.

During this meeting with the school, it was also agreed that the school would book in road safety workshops with MPST. MPST continue to work closely with the school and have delivered these during the summer term 2026.

Al Kohei Foundation Feedback

As part of the meeting listed above, a representative of the Al Kohei Foundation raised concerns that the School Street would also affect the Islamic Centre/Foundation. He also mentioned that worshippers park on Winchester Avenue and cross over the road.

Although worshippers and those visiting or working at the foundation would be included in exemptions based on Brent's standard rules, the foundation representative expressed concerns about administrative capacity and the regularity of events to be able to accommodate exemptions.

School parent engagement

During MPST and City Infinity's site visit on 11th November 2025, we conducted some ad-hoc engagement with school parents of Al-Sadiq and Al-Zahra. General themes from parent feedback included:

- Parents highlighted that parking around the park was popular when it was previously implemented. Some parents said they still park here (along the north edge of the park).

- Those who did walk this part of the journey (as the final leg of a Park and Stride journey or as active travellers) highlighted that crossing Kingswood and Carlisle was dangerous – especially with small children.
- They suggested that since Salusbury Primary starts at 9am and the gates are open from 8:45 am, this may be contributing significantly to traffic in the area.
- Some parents suggested a drop-off zone where students could be driven to outside the school and immediately be received by a member of school staff, suggesting that this would improve safety, reduce poor parking and maintain personal safety for students.
- Parents raised personal safety concerns for students, stating that some had been subjected to harassment, and highlighted this as a reason that some students/families might not take public transport.
- Parents said that they wanted to work with the local residents to find a solution that ‘worked for everyone’.
- Generally, there was a perception of a School Street as punitive and incompatible with a high proportion of parents driving to school.
- In line with the findings of MPST’s travel plan and survey for the schools the year before, the parents highlighted that this is a non-catchment, faith school, to which students travel from much greater distances than most council-run schools.
- In a sentiment echoed by other groups engaged, the parents also highlighted the narrow pavements and double parking on Salusbury Road, which made it difficult to walk along and cross.

Islamia Primary School Feedback: November 2025

On 11th, November 2025, an MPST representative met with the headteacher of Islamia Primary. The headteacher gave the following feedback:

- There is now an elongated tail of traffic since the Restricted Turns ETOs. Believe it does not think it has helped the flow of traffic or the children. A crossing would not help this and might exacerbate it.
- Suggested that School Streets were more about benefitting residents than children.
- Poor parking on zig-zag lines outside of their school.
- There is a lack of traffic management with parents – the council is not doing a good enough job of monitoring or educating parent drivers.
- Supported the idea of co-design from students for signage/awareness posters or banners.

Councillor Feedback: November 2025

On 12th November 2025, Brent Council officers and a representative of MPST met with Queen’s Park ward councillors (from the previous administration).

- All ward councillors concurred that evidence was vital in implementing—or taking to consultation—proposals.
- Councillors also agreed that there was demand from residents of Chevening Road to see a School Street taken forward.
- Other issues raised included double parking on Winchester Ave, Salusbury Road and Montrose Avenue. One councillor also raised sustained resident pressure from both Winchester Avenue and Carlisle Road.
- It was also suggested to explore suspending parking charges around the park on a trial basis and working with Al Sadiq and Al Zahra to support park and stride. Questions around the longevity of a walking bus, and how to enforce park and stride (for those who have no other option) were raised.
- Ideas around a crossing on Salusbury Road, directly connecting the pedestrian desire line from Winchester Avenue to Chevening Road, were also raised, particularly as a supporting measure to a School Street.

The councillors agreed that there was clearly a traffic issue in the area, and that some proposed solutions should at least be tabled for consultation.

N.B. These comments were made by councillors during engagement in Spring 2026, prior to the council elections in May 2026. All three incumbent ward councillors are now different to those that provided these comments.

Councillor Feedback: August 2026

Following a briefing meeting to understand the scheme and present this report, the newly elected ward councillors provided their comments.

"Whilst acknowledging that the feasibility study identifies genuine concerns relating to school-run traffic, parking and driver behaviour in the Chevening Road area, the Ward Councillors did not support progressing the proposed scheme.

The Councillors were not satisfied that the evidence presented demonstrated that a School Street represented the most necessary or proportionate response to the issues identified. Concerns were raised regarding the limited consideration of alternative measures, the absence of a quantified assessment of likely traffic and parking displacement, the relationship between the proposed School Street and the existing ETO restrictions, the limited consultation geography, and the absence of any cumulative assessment of the impact of existing and proposed traffic restrictions across the wider Queen's Park Ward road network.

The Councillors also noted that the traffic data relied upon in the study was collected at different locations and at different stages following the phased introduction of the ETO restrictions, making it difficult to draw firm conclusions regarding wider network impacts and traffic redistribution. The Councillors therefore indicated that they would find it difficult to support the proposals in their current form".

Consultant response

The Ward Councillors' comments are noted. Their concerns are addressed below:

The feasibility study identifies a distinct concentration of school-related traffic and road-safety issues during drop-off and pick-up periods. On Chevening Road, traffic increases by approximately 65% during school periods compared with the remainder of the day and around 200% compared with half-term traffic. Site observations also recorded illegal parking, U-turns, parking on school keep-clear markings, blocked driveways and poor pedestrian visibility.

Proportionality and alternative measures: A number of conventional traffic-management measures are already present on site, including school keep-clear markings, Controlled Parking Zone restrictions, speed-reduction measures and No U-turn restrictions. The photographic/site evidence also shows Civil Enforcement Officers (CEOs) present during the school period; however, enforcement has a limited effect on short-duration drop-off activity where drivers can move on before enforcement action is taken. The feasibility study itself records continued parking on yellow lines, blocking of driveways, double parking and footway obstruction despite enforcement activity (p.9–11). The evidence therefore indicates that the underlying issue is the concentration of vehicle movements during school times, rather than simply an absence of conventional controls or enforcement. A time-limited School Street directly addresses this issue by managing vehicle access during the periods when the problems are greatest.

Traffic and parking displacement: Potential displacement was considered when defining the proposed boundary. Carlisle Road and Dunmore Road were included specifically because of their proximity to the school and to reduce the potential for traffic to relocate onto adjoining residential streets, while Brooksville Avenue was subsequently included to provide a robust boundary (p.76). Parking and Park & Stride were also considered, including the use of parking around Queen's Park, where capacity exists as an alternative location for parents (p.13 and 71). It is acknowledged that displacement cannot be fully quantified prior to implementation; this is one of the reasons an Experimental Traffic Order (ETO) is proposed, allowing actual impacts on surrounding streets to be monitored and the scheme amended or removed if necessary (p.73). Brent currently has more than thirty School Streets implemented, which have been successful in encouraging more parents, carers and children to change to more sustainable modes of transport.

Relationship with the existing ETO: The existing Restricted Turns ETOs has been considered separately from, but alongside, the School Street. The recommended design retains the Restricted Turns ETOs on Windermere, Hopefield, Montrose and Summerfield Avenues, while the School Street would address the roads immediately surrounding the schools. The study found insufficient evidence to justify wider changes to the existing ETO, and changing both arrangements simultaneously would make it more difficult to identify the effect of each intervention.

Consultation geography and wider network impacts: The proposed School Street boundary is deliberately focused on the roads where the strongest evidence of school-related traffic and safety issues was identified. The feasibility assessment itself considered a

wider area, including the Avenues and strategic roads such as Salusbury Road and Harvist Road. The available monitoring did not identify clear evidence that the existing Restricted Turns ETOs had resulted in significant increases in traffic on these strategic roads. Wider network impacts and any cumulative effects would continue to be assessed through consultation and, if implemented, experimental monitoring. Although there is a smaller direct postal consultation area, this does not preclude others submitting responses from a wider area online.

Traffic data: It is acknowledged that historic traffic surveys were undertaken at different locations and at different stages of the phased introduction of the ETO. The report sets out this chronology transparently (p.26). The most recent surveys undertaken in October/November 2025 were collected with the current Restricted Turns ETOs arrangements already operational and therefore provide the most relevant baseline for current conditions (p.8).

Overall, the recommendation to consult on Option 1 reflects the evidence of a concentrated school-time problem and represents the smallest targeted intervention considered capable of addressing the identified traffic and road-safety concerns while limiting impacts on the wider network.

The response to the consultation will be considered alongside relevant evidence and data and will be included in a decision report. The report will contain an officer recommendation on whether the scheme should be implemented under an Experimental Traffic Order (ETO).

The consultation itself does not constitute a decision to make the scheme permanent. If the scheme is subsequently implemented on an experimental basis, its performance will be monitored and evaluated. The findings from this monitoring, together with other relevant evidence, would inform a future decision on whether the scheme should be made permanent.

Stakeholder response analysis

Areas of consensus	Different stakeholders' characterisations
1. There is a real congestion/parking pressure around school times.	Residents, parents and Councillors all recognise a problem; School/Foundation acknowledge pressures but contest attribution.
2. Safety around crossings needs improvement, especially on desire lines (Winchester to Chevening across Salusbury and across Kingswood/Carlisle).	The School has asked for zebra/lollipop; guardrail; Parents say crossing the road can feel dangerous; Councillors queried a crossing; and there was an implicit safety concern from Residents.
3. Park & Stride is an important part of the toolbox.	Residents, School, Parents – with caveats around safety perceptions around crossings, Councillors suggested trialling a scheme more formally.
4. Further engagement and evidence are needed.	Councillors pushed for an 'evidence-led' approach; School have had extensive prior engagement including workshops; Parents maintained a desire to collaborate; and Residents have engaged intensively already but want action.

Table 4 - Areas of agreement across stakeholder responses

Differing perceptions	Different stakeholders' characterisations
1. School Street as the primary solution and its scope.	Chevening Residents: Strongly support, some want Winchester Ave included and extended times for worship events. School: mixed—concern that resident exemptions blunt impact; high car reliance due to non-catchment.

	Foundation: concerned about impacts on worshippers and admin burden for frequent exemptions. Parents: view School Streets as punitive given many need to drive; prefer alternatives (drop-off zone, safer crossings). Councillors: open to tabling evidence-based proposals for consultation, not committed to scope/times.
2. Attribution and severity of poor parent driving/parking behaviour	Residents: report dangerous parking, blocking, aggression. School: refutes generalisation; says poor behaviour is not widespread and includes parents from all schools in the area (Islamia Primary, Hopscotch, Salusbury). Parents: mixed—some support a drop-off zone to reduce issues.
3. Enforcement approach and effectiveness	Residents: say existing enforcement is insufficient (<i>n.b. enforcement was noted on-site during the site visit</i>) School/Parents: mixed perceptions of enforcement. Foundation/Councillors: no specific stance recorded on intensity or method of enforcement.

Table 5 - Opposing perceptions across stakeholder responses

Resident feedback to Interim progress report and designs – May-June 2026

In response to the interim progress update published on the Brent Council website in May 2026, we received eight emails from residents of the avenues, six of which were from households on Montrose Avenue and one of which was from a resident on Windermere Avenue.

Respondents consistently expressed support for retaining traffic restrictions on the avenues, citing the benefits of the existing Experimental Traffic Orders (ETOs) in reducing rat-running, traffic volumes, congestion and pollution, while supporting active

travel. Several respondents also referenced previous feedback submitted as part of Brent Council's separate ETO consultation process.

A common theme across the responses was the importance of Montrose Avenue as a key walking and cycling route for schoolchildren and other pedestrians. Most respondents supported either retaining the current ETO arrangements or extending restrictions through a larger School Street zone. There was strong opposition to alternating one-way streets, which were widely viewed as likely to redistribute rather than reduce traffic.

The principal difference between respondents related to the preferred long-term approach: some favoured retaining the existing ETO, while others preferred a larger School Street scheme. One respondent indicated support for a one-way arrangement on Montrose Avenue if designed to prevent rat-running.

Additional comments included concerns that the avenue restrictions could become vulnerable to removal if a School Street scheme were introduced, although this has not been proposed. Four responses reiterated points previously raised during the Queen's Park Healthy Neighbourhood engagement in 2023–24, while some respondents suggested that opposition to the restrictions was being driven in part by people living outside the immediate area.

ATC Data Analysis

ATC Survey Site Locations

This section contains insights from the Automated Traffic Count (ATC) data around Chevening Road and the wider Queen's Park area.

The count numbers are the total number of motor vehicles that pass over the sensors every 15 minutes. In the case of more recent surveys, these are measured every 15 minutes. In the older ATC surveys, there are hourly volumes, averaged over 15-minute windows. All readouts in this section are based on bi-directional, weekday averages from the available data. These averages are rounded to the nearest whole number.

Thirty-seven sites were surveyed, as shown by the black stars in Figure 1 below.

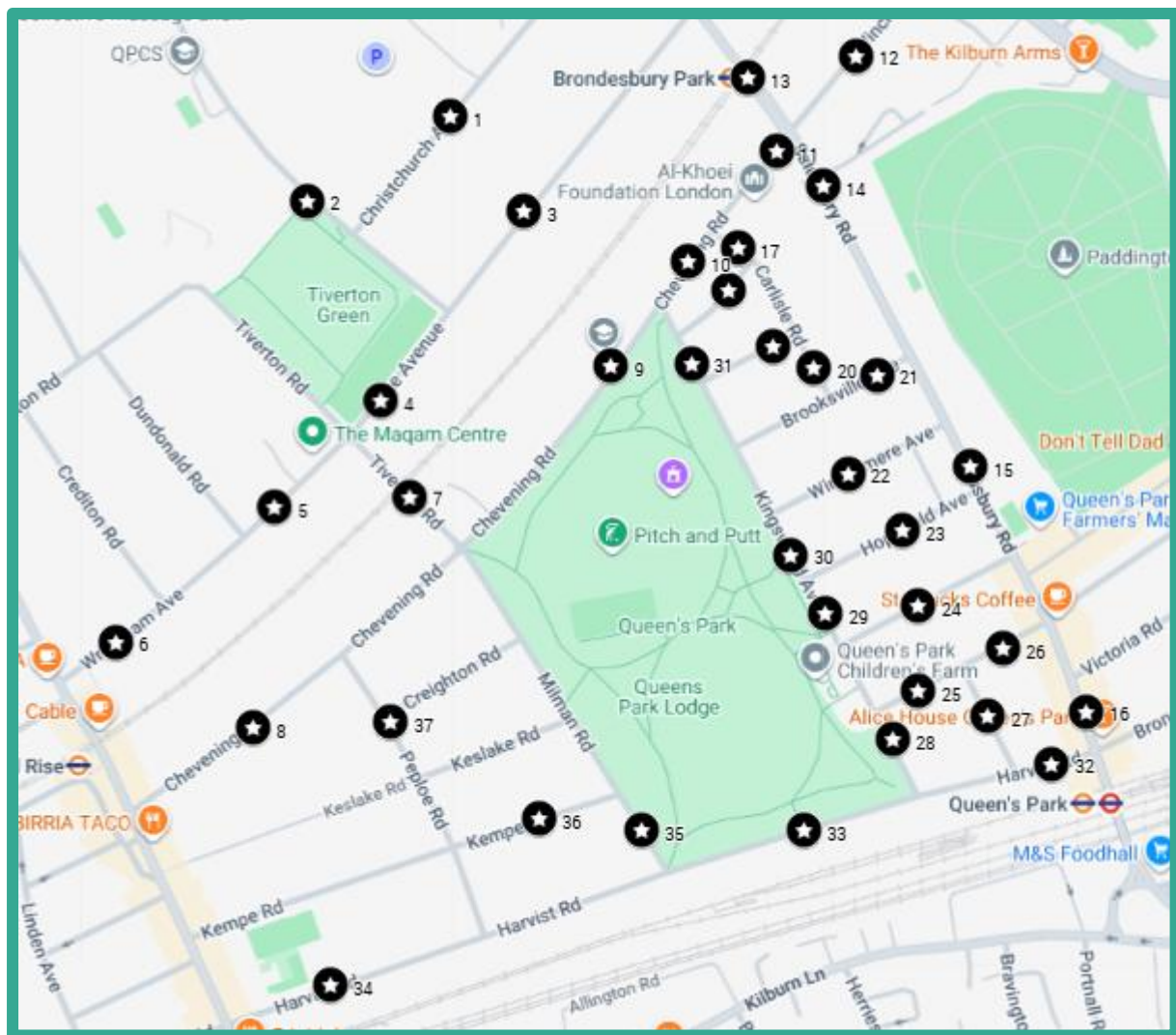


Figure 1 - ATC sites for the Chevening Road (and surrounding area) School Street Feasibility Study

The table below lists all site codes with ID numbers corresponding to the map above, and the dates of the one-week periods for which we have data available for comparison.

Where there is an 'x' measurement of traffic, data was not available for this study.

Site Code	Road Name	Week 1 (Sept-Nov 2022 term time)	Week 2 w/c (Nov 2023 term time)	Week 3 w/c (2024 term time)	Week 4 w/c (2025 term and half term)	Week 5 w/c (2025 Oct half term)	Week 6 w/c (2025 Nov term time)
1	Christchurch Ave	x	x	x	20/10/2025	27/10/2025	03/11/2025
2	Aylestone Ave	x	x	x	20/10/2025	27/10/2025	03/11/2025
3	The Avenue (E)	x	x	x	20/10/2025	27/10/2025	x
4	The Avenue (W)	x	x	x	20/10/2025	27/10/2025	03/11/2025
5	Wrentham Ave (E)	x	x	13/05/2024 04/11/2024	20/10/2025	27/10/2025	03/11/2025
6	Wrentham Ave (W)	x	x	13/05/2024 04/11/2024	20/10/2025	27/10/2025	03/11/2025
7	Tiverton Road (S)	x	x	04/03/2024	20/10/2025	27/10/2025	03/11/2025
8	Chevening Road (W)	x	x	04/03/2024	20/10/2025	27/10/2025	x
9	Chevening Road (mid W)	x	08/11/2023	04/03/2024	20/10/2025	27/10/2025	03/11/2025
10	Chevening Road (mid E)	x	x	x	20/10/2025	27/10/2025	03/11/2025

11	Chevening Road (E)	x	x	x	20/10/2025	27/10/2025	03/11/2025
12	Winchester Avenue	x	x	x	20/10/2025	27/10/2025	03/11/2025
13	Brondesbury Park	x	x	04/03/2024	20/10/2025	27/10/2025	03/11/2025
14	Salisbury Road (N)	x	08/11/2023	04/03/2024	20/10/2025	x	03/12/2025
15	Salisbury Road (mid)	x	08/11/2023	04/03/2024	20/10/2025	27/10/2025	03/11/2025
16	Salisbury Road (S)	x	25/11/2023	04/03/2024	20/10/2025	27/10/2025	03/11/2025
17	Carlisle Road (N)	x	x	x	20/10/2025	27/10/2025	03/11/2025
18	Dunmore Road	x	08/11/2023	x	20/10/2025	27/10/2025	03/11/2025
19	Radnor Road	x	08/11/2023	04/03/2024	x	27/10/2025	03/11/2025
20	Carlisle Road (S)	x	x	x	20/10/2025	27/10/2025	03/11/2025
21	Brooksville Avenue (E)	x	08/11/2023	04/03/2024	20/10/2025	27/10/2025	03/11/2025
22	Windermere Avenue*	07/09/2022	08/11/2023	04/03/2024	20/10/2025	27/10/2025	03/11/2025
23	Hopefield Avenue*	07/09/2022	08/11/2023	04/03/2024	20/10/2025	x	03/11/2025
24	Montrose Avenue*	07/09/2022	08/11/2023	04/03/2024	20/10/2025	27/10/2025	03/11/2025
25	Summerfield Avenue (W)*	07/09/2022	08/11/2023	04/03/2024	20/10/2025	27/10/2025	03/11/2025
26	Summerfield Avenue (E)*		08/11/2023	04/03/2024	x	x	x

27	Dudley Road*		26/11/2023	04/03/2024	20/10/2025	27/10/2025	03/11/2025
28	Kingswood Avenue (S)*	07/09/2022	08/11/2023	04/03/2024	x	27/10/2025	03/11/2025
29	Kingswood Avenue (mid S)		08/11/2023	04/03/2024	20/10/2025	27/10/2025	x
30	Kingswood Avenue (mid N)		08/11/2023	04/03/2024	20/10/2025	27/10/2025	03/11/2025
31	Kingswood Avenue (N)		08/11/2023	04/03/2024	20/10/2025	27/10/2025	03/11/2025
32	Harvist Road (E)		08/11/2023	14/03/2024	20/10/2025	27/10/2025	03/11/2025
33	Harvist Road (mid)		08/11/2023	04/03/2024	20/10/2025	27/10/2025	03/11/2025
34	Harvist Road (W)		x	04/03/2024	20/10/2025	27/10/2025	03/11/2025
35	Milman Road		08/11/2023	04/03/2024	20/10/2025	x	03/12/2025
36	Kempe Road		x	04/03/2024	20/10/2025	27/10/2025	03/11/2025
37	Peploe Road		x	14/03/2024	20/10/2025	27/10/2025	03/11/2025

Table 6 - Availability of ATC data by location. Sites indicated with a * have data from Week 1 – November 2023

Timeline of data collection and measures

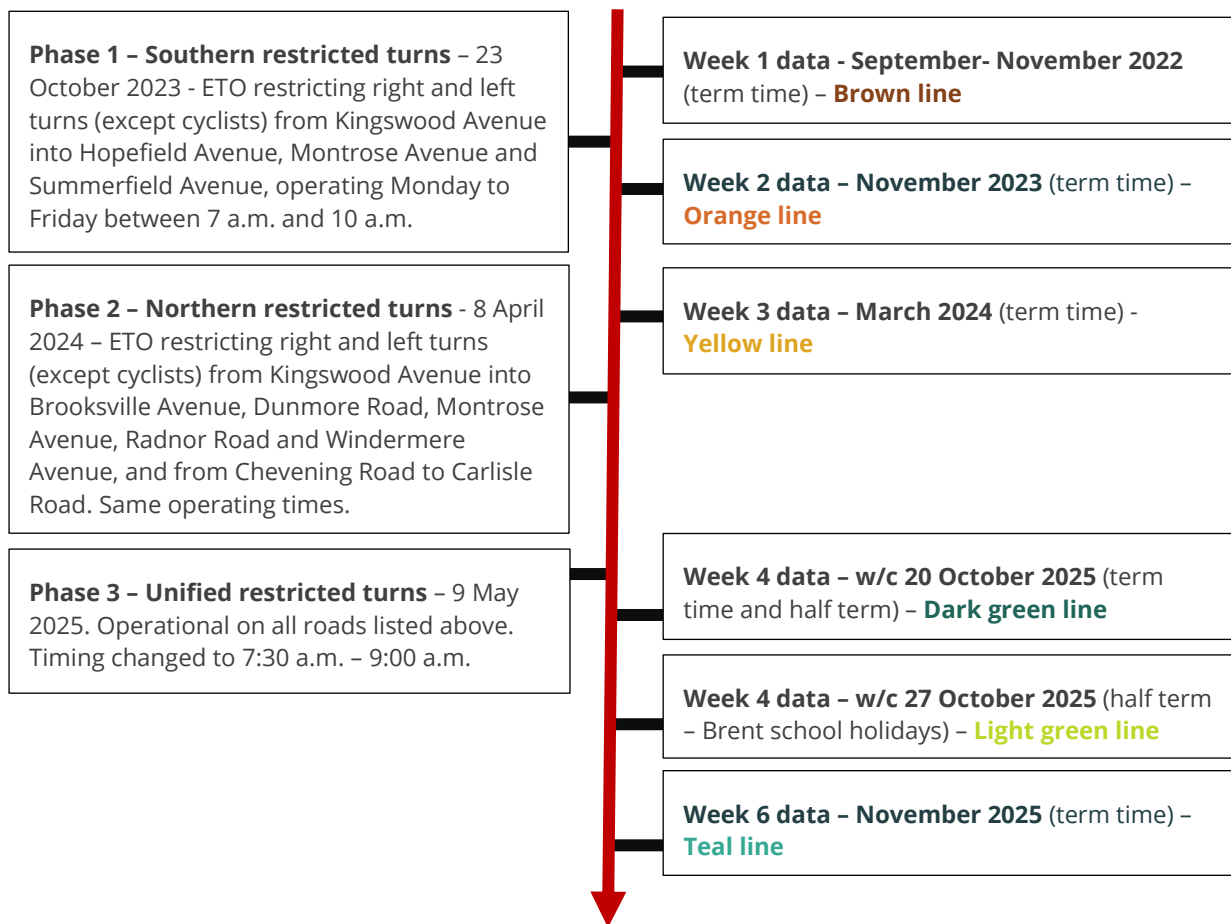


Figure 2 - Timeline showing timeline of ATC data collection and installation of various restricted turn measures. Colours provided explain which line on each graph corresponds to each time series.

ATC Data Analysis by Site

The graphs below show the volume of traffic on each road on which ATCs were conducted. Each measurement period, which denotes a different period is labelled in a different colour and with the corresponding date. More recent data is available in 15-minute intervals and older data is available in 1-hour intervals. The data shown is bi-directional 15-minute, weekday averages, for each week available—with hourly data used to create 15-minute averages.

All vehicle numbers have been rounded to the nearest whole number for legibility.

For all ATC locations measured in October and November 2025, [Appendix 3](#) also includes a corresponding table (data readout) that shows information including:

- The maximum number of vehicles crossing the counter in a 15-minute period, and the time during the day of that period.
- 24h total volume
- 24h hourly mean number of vehicles
- 12-hour total number of vehicles (7am-7pm)
- Hourly mean number of vehicles (7am-7pm)
- Total number of vehicles during the typical School Street AM operational period
- Total number of vehicles during the typical School Street PM operational period

Below are graphs showing the most relevant locations for a feasibility study looking at a School Street zone in the area. Each location includes a short interpretation of the data.

As there is no School Street currently in place, the vertical red lines on the graphs in this analysis represent Brent's typical School Street operating times. These hours are 8.15 a.m. to 9.15 a.m. and 2.30 p.m. to 4.00 p.m. The afternoon timing is longer as afternoon peaks in traffic volumes are generally more stretched out (as journey times for the commute home are more spread out). References to the 'AM/PM drop-off/collection periods' or 'AM/PM SS times' reference these hours, and the traffic volume during them.

These typical School Street timings align with the times at which the heaviest traffic was observed during the site visit in November 2025.

When interpreting the ATC data, it may be helpful to consider the commentary in *Manual for Streets* which draws on research from the use of shared space in streets. It highlights a study for Transport for London which suggested there is a self-limiting factor on pedestrians sharing space with vehicles of around 100 vehicles per hour. See [Manual for Streets, Department for Transport, 2007](#)^{viii} (p.83)

Key sites

CHEVENING ROAD (E) (SITE 11)

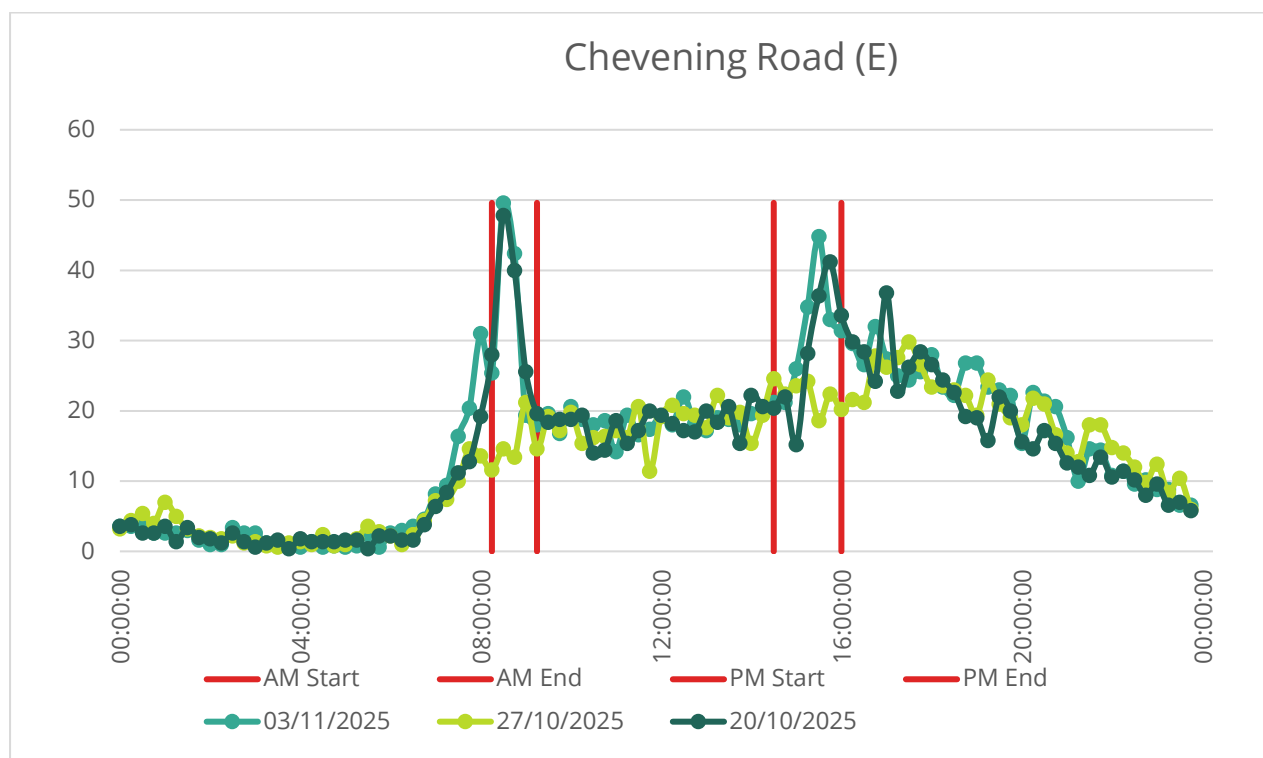


Figure 3 - Site 11 15-minute weekday average traffic volume

CHEVENING ROAD (MID-E) (SITE 10)

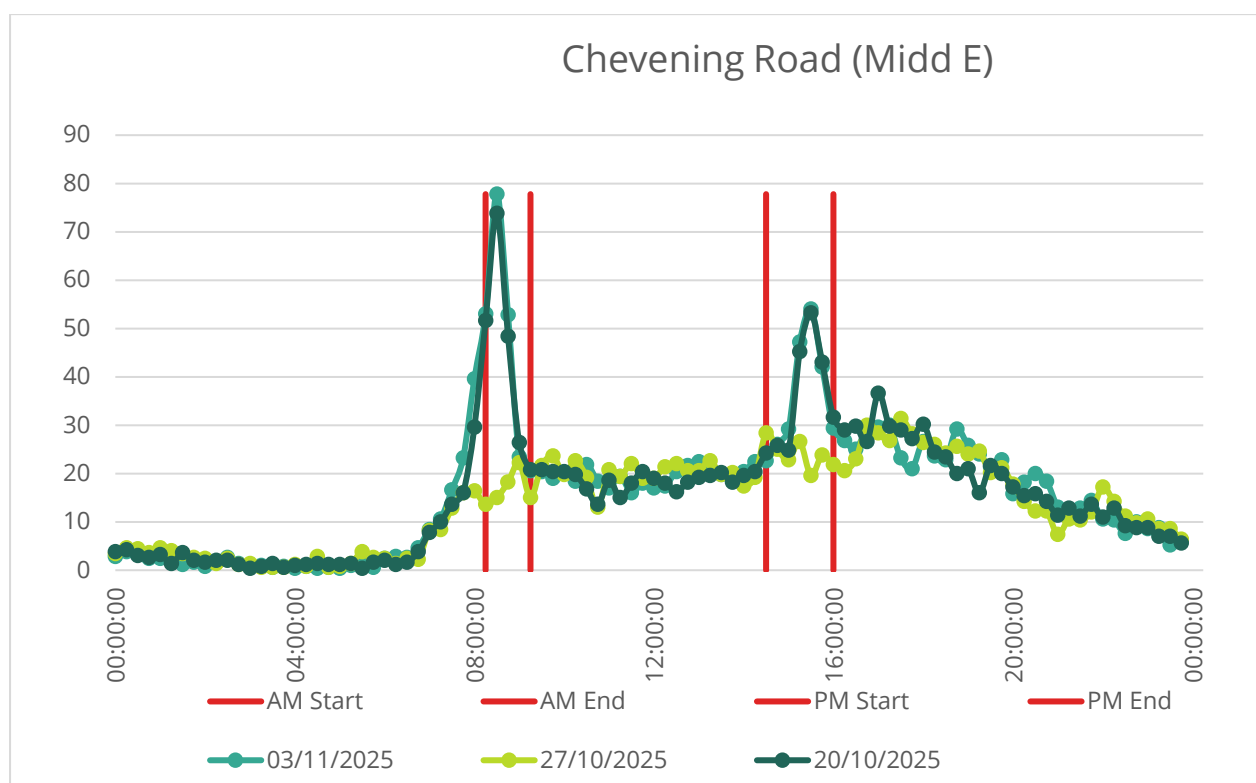


Figure 4 - Site 10 15-minute weekday average traffic volume

- These two sites were located on the section of Chevening Road directly outside the school. Site 11 was located between Salusbury and Carlisle, whilst Site 10 was located between Carlisle and Kingswood Ave.
- During the Nov-25 term-time measurement, Site 10 saw higher 12-hour volumes of traffic (1,252 vehicles) compared to Site 11 to the east (1,113).
- At Site 11, during term time in Nov-25, an average of 137 vehicles in an hour crossed the count site during the AM drop-off (8:15-9:15am). During half term (w/c 27th October), 61 vehicles crossed the count site in the same hour. Compared to 7am-7pm averages, traffic at school picks up and drop-off time was up 37%. During half term the increase at the same times was only 2.7%. This shows a ~34% increase in vehicle volumes between term time and half term.
- At Site 10, the increase during peak times is even more pronounced. During term time in Nov-25, an average of 207 vehicles in an hour crossed the count site during the AM drop-off (8:15-9:15am). During half term (w/c 27th October), 69 vehicles crossed the count site in the same hour. During term time, comparing 7am-7pm averages to traffic at school pick-up and drop-off time, shows traffic is up 64%. During half term this increase at the 'typical SS operating times' compared to the rest of the day was only 2.5%.
- Based on this data, traffic volume increases up to 200% on the busiest section of Chevening Road at School pick-up and drop-off. The much lower volumes during half-term indicate that this is likely to be School-related traffic.
- More details for directional flows can be found in the next section: [ATC Directional flows](#).

CARLISLE ROAD (N) (SITE 17)

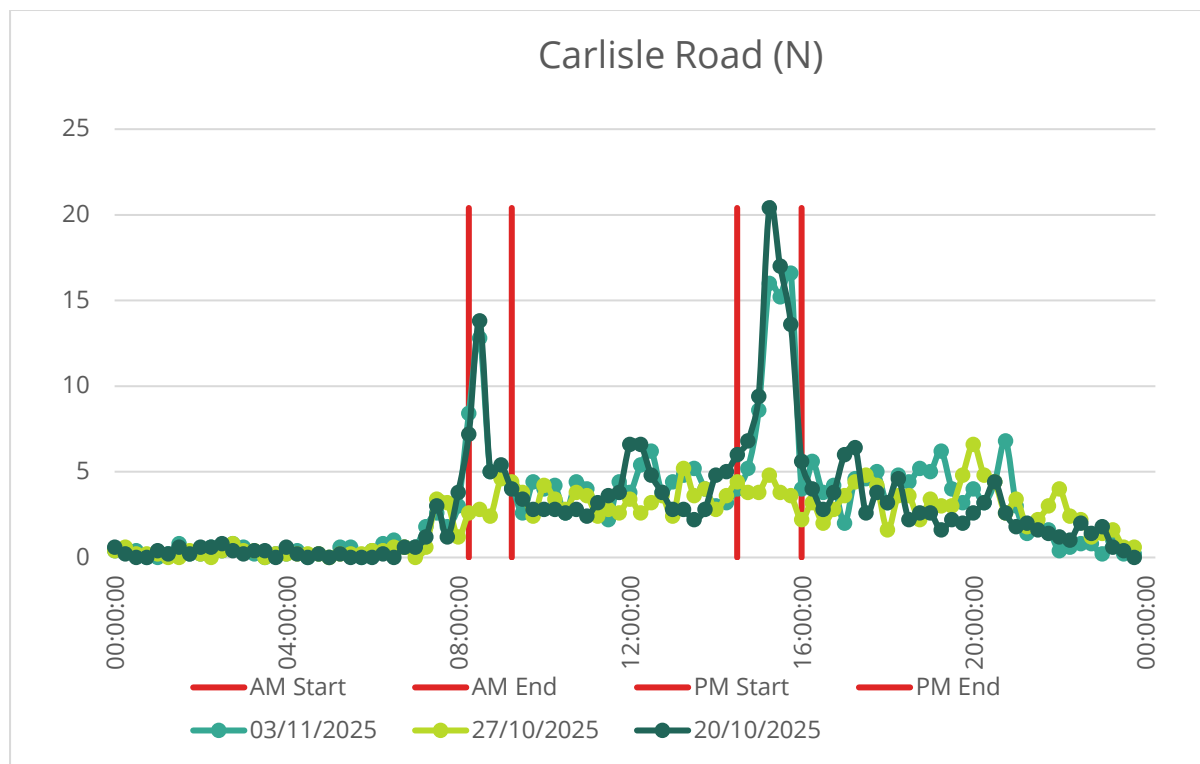


Figure 5 - Site 17 15-minute weekday average traffic volume

- This site was located at the north end of Carlisle Road, at the junction with Chevening Road. There is currently an [AM Restricted Turns ETOs](#) from Chevening into Carlisle.
- The total volumes—based on the Y-axis scale—on Carlisle are low, demonstrating that the Restricted Turns ETOs has been effective in reducing traffic. This is also visible in the higher afternoon spike in volume.
- Even with the Restricted Turns ETOs in place, the road experiences a large increase in traffic volume at School pick up and drop off, especially as a proportion of the total traffic on the road.
- This matches with the site visit observations that saw a considerable number of parents dropping off on Carlisle.
- The weekday average volume for the AM school drop off period was 20 vehicles an hour, during half term it was 13 vehicles an hour. In the PM (an hour and a half) the difference is more pronounced, increasing from 24 vehicles to 66 vehicles.
- Overall, volumes remain low with a clear school pick up and drop off peak.

DUNMORE ROAD (SITE 18)

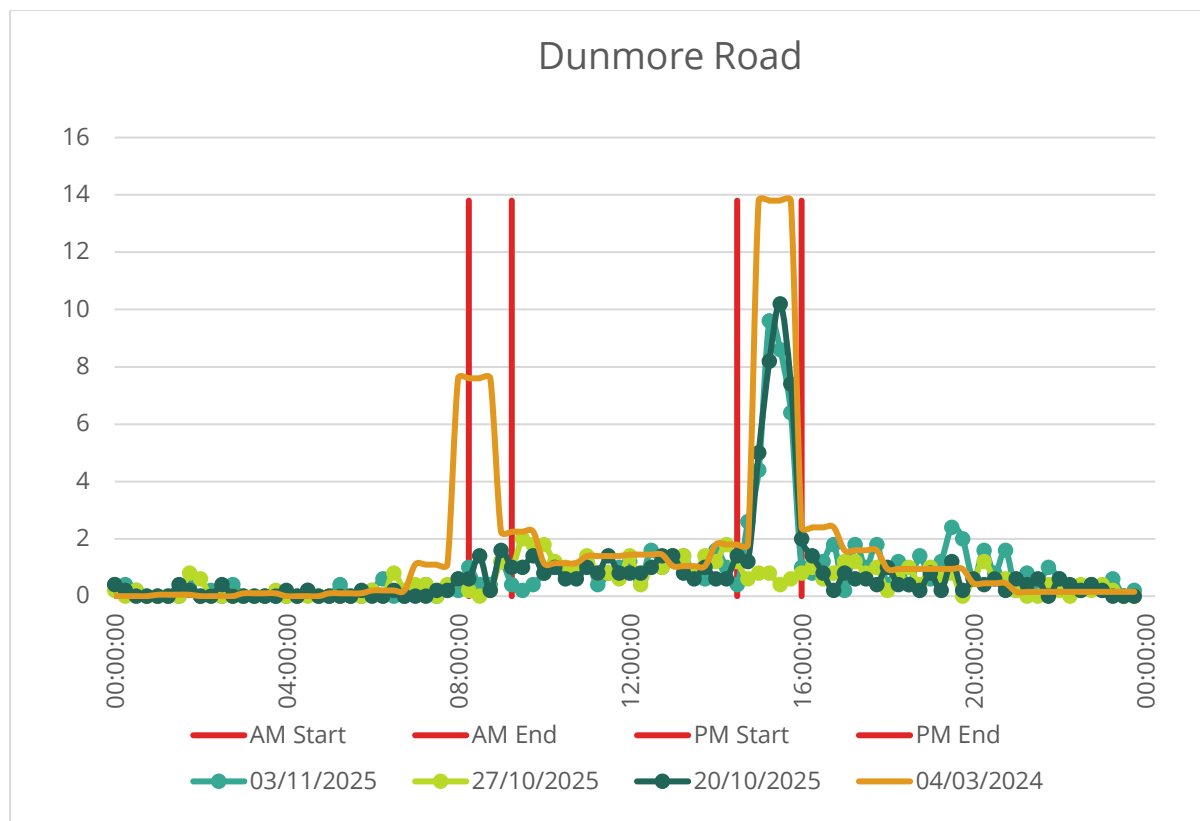


Figure 6 - Site 18 15-minute weekday average traffic volume

- Dunmore Road connects Kingswood Ave and Carlisle. It benefits from an AM Restricted Turn ETO from Kingswood onto Dunmore.
- The Restricted Turn ETO has clearly reduced traffic on Dunmore significantly, as the line in yellow (March-24) shows the period shortly before Phase 2 Restricted Turns ETOs were installed. This demonstrates the potential impact of only implementing Restricted Turns ETOs on the southern avenues, showing how only restricting some of the roads can induce a peak in the more northern avenues.
- Volumes throughout the day remain very low, although there is a PM peak —a large proportional increase, but a low absolute number of vehicles. It follows a similar trend to the site at Carlisle Road (N). Radnor Road (Site 19) shows very low traffic volumes and a similar trend. In the AM it shows 5 vehicles an hour passing over the count point in the PM (hour and a half) up to 17. It also benefits from the Restricted Turns ETO from Kingswood.

CARLISLE ROAD (S) (SITE 20)

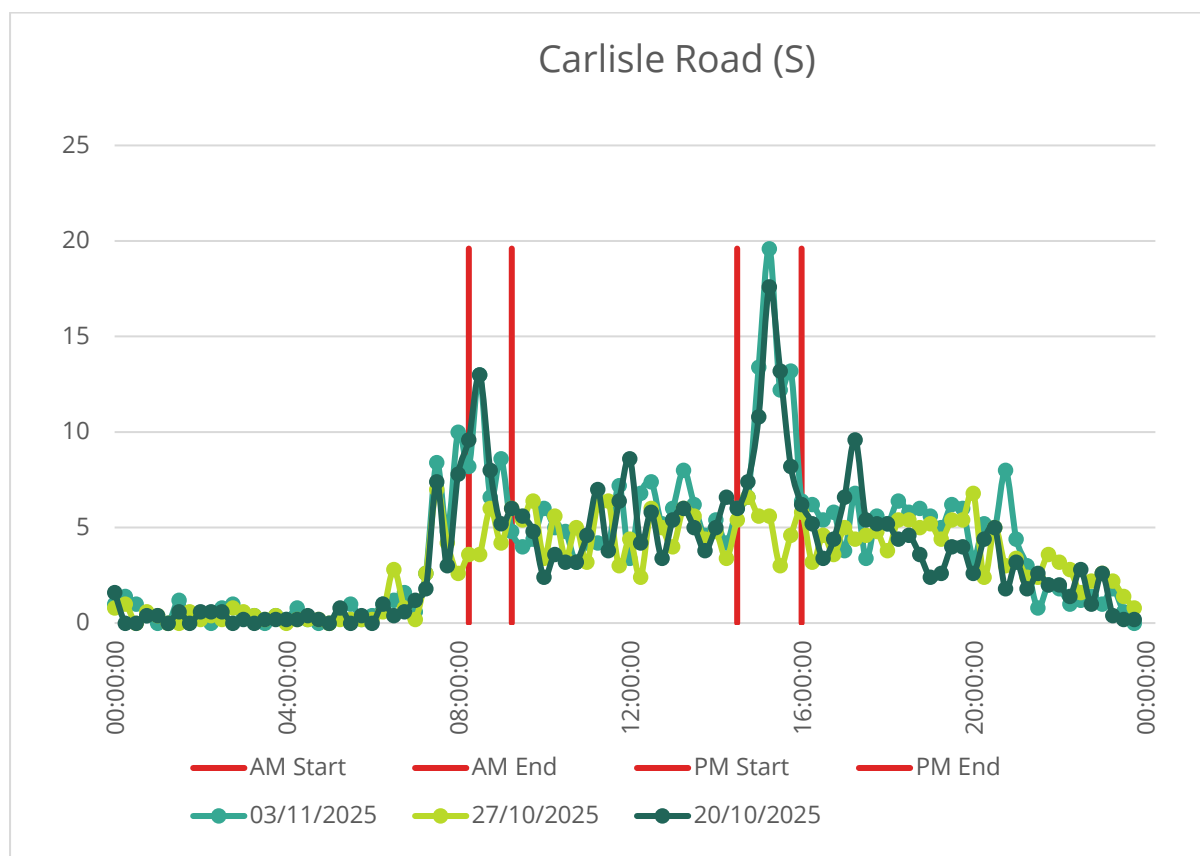


Figure 7 - Site 20 15-minute weekday average traffic volume

- Carlisle Road (S) generally experiences a low volume of traffic. In the AM peak this is presumably impacted by the Restricted Turns ETOs.
- Despite the Restricted Turns ETOs in the AM, there remains a clear (albeit less sharp) peak in traffic volumes at school drop-off and pick up times.
- As across the other sites in the immediate vicinity of the School—as the Restricted Turns ETOs are only active at the AM peaks—the PM peak is higher.
- **Absolute volumes remain low.** During term time, this increase at school pick up and drop off is 66.5%.

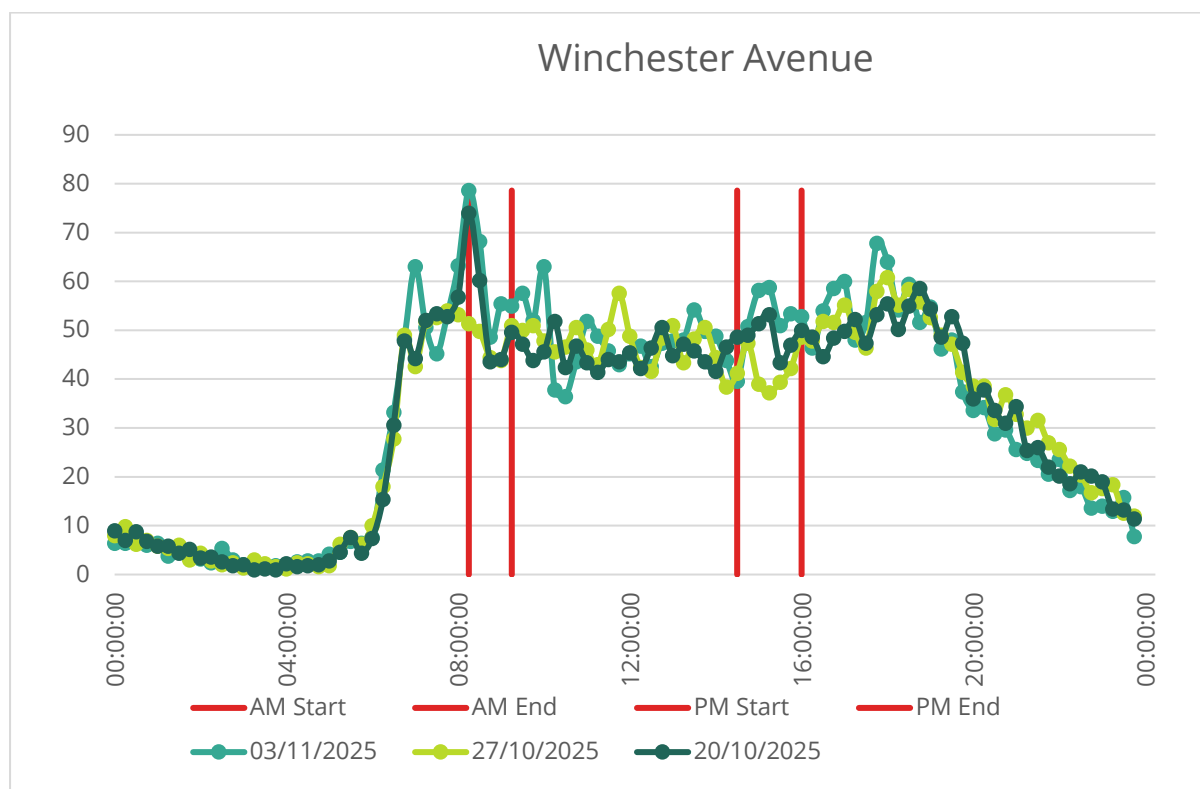


Figure 8 - Site 12 15-minute weekday average traffic volume

- Winchester Avenue is directly opposite Chevening Road, to the north east, and the other side of Salusbury Road. Although the refuge prevents traffic from travelling directly between the two roads—creating a left turn only from Winchester onto Salusbury—there are concerns from residents over possible displacement of traffic to Winchester.
- The road is consistently busy, experiencing a 24h hourly mean of 136 vehicles during term time (Nov-25) and 131 vehicles during half term (Oct-25). The 7am-7pm hourly average is 210 vehicles during term time and 194 during half term.
- During term time measurements the busiest time (peak volume in 15 minutes) is 8.15 a.m. during half term the peak is in the evening at 6p.m.
- The road is consistently busy and generally whole day measurements are comparable between half-term and term time, suggesting that a lot of the traffic is not school-related.
- During term time (Nov-25), traffic volumes increase 7.4% during the AM school drop-off and PM school pick-up, compared with 7am to 7pm traffic volumes. During half term, this is volume is 10.1% lower than the rest of the day.**
- However there does remain a clear morning peak, and comparing absolute numbers gives us an idea of the number of additional vehicles. During the AM typical School Street operational time, 251 vehicles crossed the count point, whilst during half term 189 vehicles crossed the count point – a 32.2% increase.

"The avenues"

BROOKSVILLE AVENUE (E) (SITE 21)

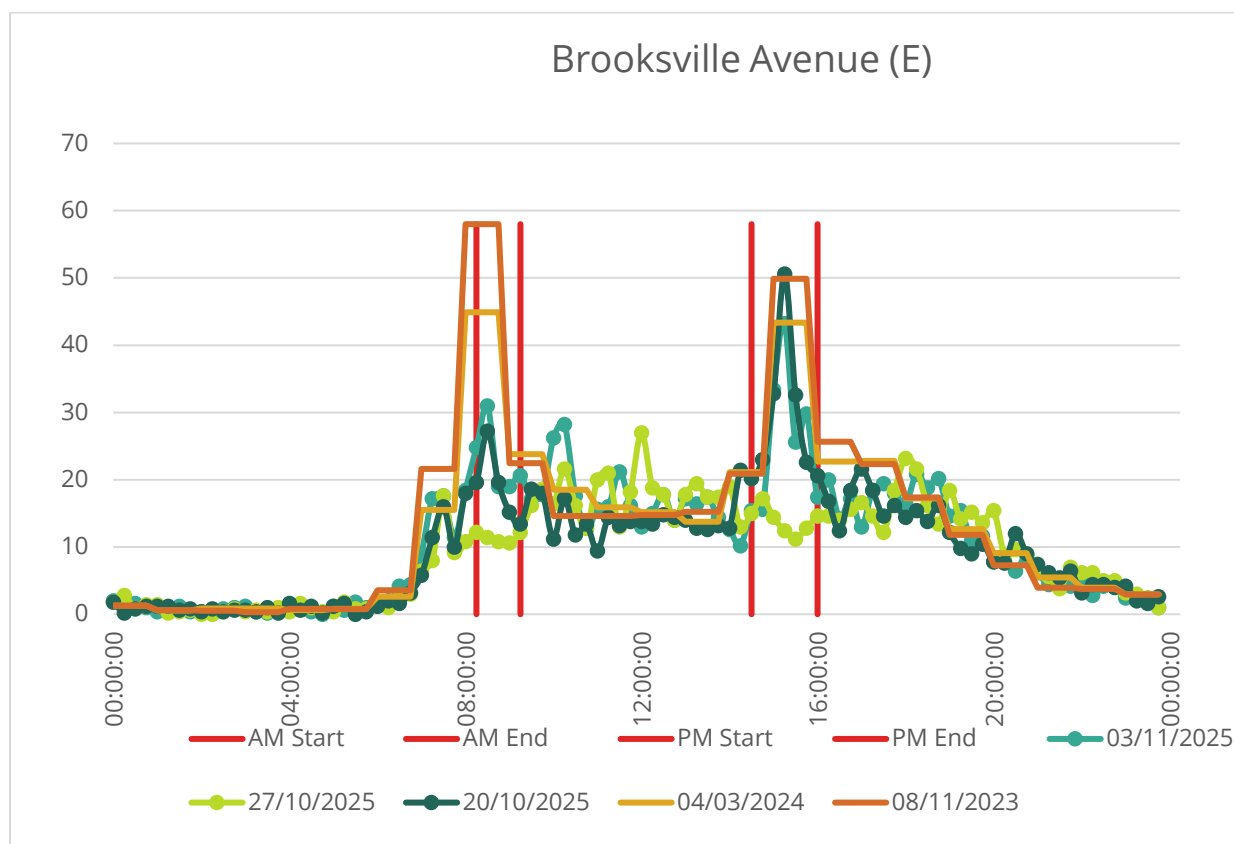


Figure 9 - Site 21 15-minute weekday average traffic volume

- Brooksville Avenue connects Salusbury and Kingswood and runs perpendicular to Carlisle. It shows a notable spike in traffic volume at PM pick-up time.
- As the data from Mar-2024 shows, before the Restricted Turns ETOs (Phase 2), the road experienced a considerable traffic volume increase at typical SS times – 63.4% compared to the 7am-7pm average.
- This increase in traffic at the AM peak has is much lower since the installation of the Restricted Turns ETOs (across all avenues), but still shows that traffic is coming from Salusbury Road, or that the Restricted Turns ETOs have poor compliance.
- Compared with 2023 (before the Restricted Turns ETOs were installed), the AM peak has fallen significantly.
- The afternoon peak is a lot higher during term time compared to half term, almost doubling from 83 vehicles to 163 vehicles.
- The high afternoon peak suggests that the road might benefit from PM (as well as AM) restrictions.

WINDERMERE AVENUE (SITE 22)

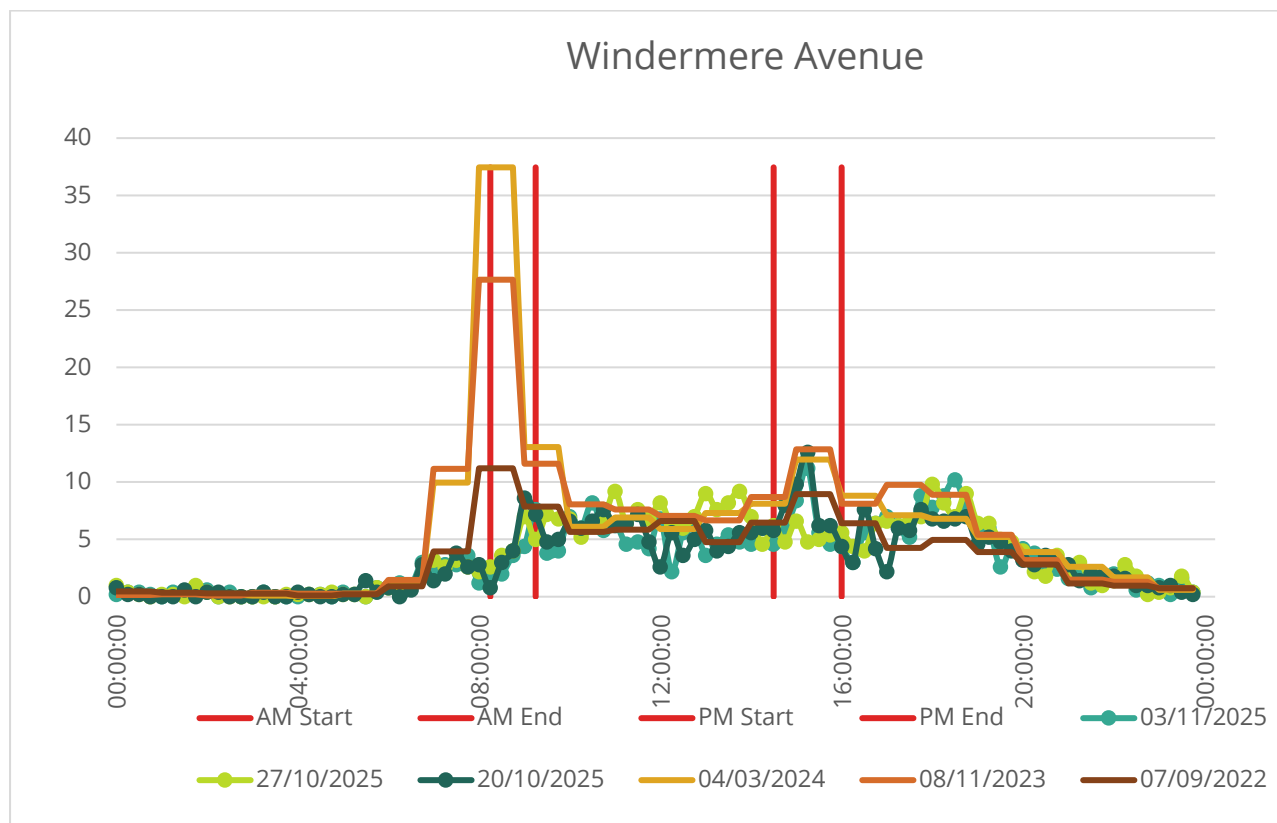


Figure 10 - Site 22 15-minute weekday average traffic volume

- Looking at the most recent three measurement weeks (Oct-Nov-25) Windermere shows low volumes throughout the day, post Restricted Turns ETOs installation. There is little difference between term time and half term.
- The data shows a considerable morning spike before the Phase 2 Restricted Turns ETOs were implemented, likely because of the Phase 1 Restricted Turns ETOs, as this street is furthest south that wasn't included in the first phase of Restricted Turns ETOs.
- Older data shows a sharp rise in AM peak traffic from 2022 to 2023, which continues to rise into 2024. This is likely caused by the restrictions initially only implemented on the southern avenues. At the end of 2024, restrictions were introduced at the western end of Windermere
- Therefore, in 2025, the traffic returns to 2022 levels, with the restrictions in place at the western end of all of the avenues.
- Hopfield Avenue (Site 23) shows low levels of traffic throughout the day, with traffic volume peaking at 3.15 p.m. With 19 cars in 15minutes. This has remained roughly consistent between half term and term time, and between the Mar-2024 and Nov-25 measurement periods, as the road has had the Restricted Turns ETOs implemented at all measurement points.

MONTROSE AVENUE (SITE 24)

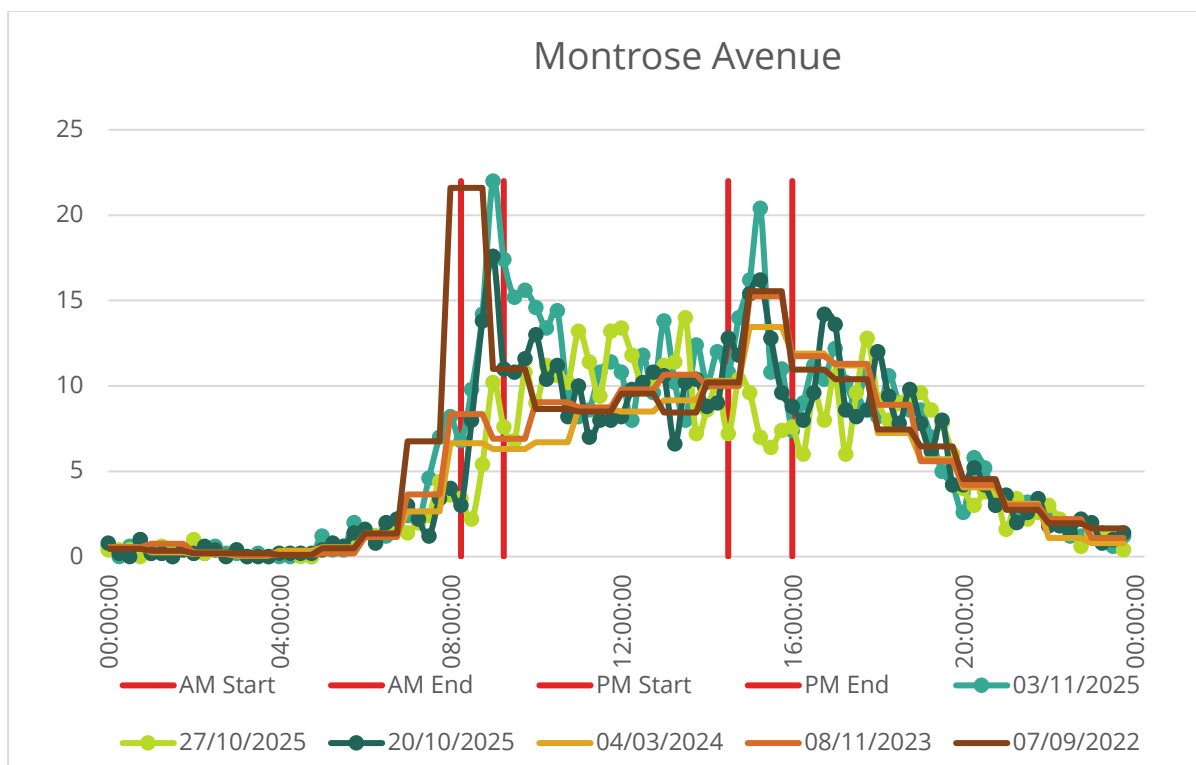


Figure 11 - Site 24 15-minute weekday average traffic volume

SUMMERFIELD AVENUE (W) (SITE 25)

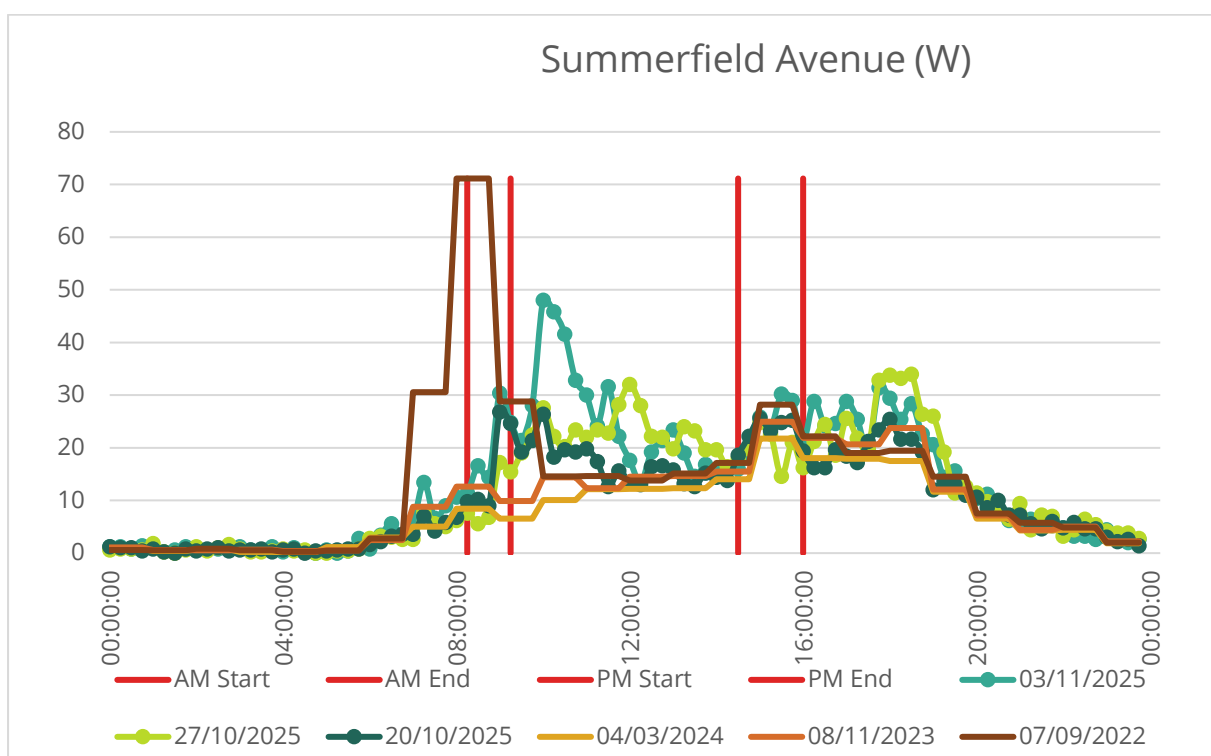


Figure 12- Site 25 15-minute weekday average traffic volume

- Sites 24 and 25—Montrose Avenue and Summerfield Avenue— show similar patterns, morning peaks immediately following the end of the Restricted Turns ETOs restrictions.
- Both roads show a rapid increase in traffic volume following the end of the Restricted Turns ETOs restrictions – and Summerfield Avenue sees another increase at 10:15.
- The timing of these increases (and the directional data) shows that this is cut-through traffic from the northwest, heading southeast.
- Although Montrose has a sharper peak in the afternoon, Summerfield accommodates a much higher absolute volume of traffic.
- As both Summerfield and Montrose were included in the initial ETO (southern avenues only) introduced in October 2023, there is data available for 2022 and 2023 for these sites. Traffic has decreased across both sites since 2022.
- On Montrose, the AM peak has moved slightly later because of the Restricted Turns ETOs. Absolute volumes have stayed consistently low between 2022 and 2025, with an average of 5-6 vehicles every 15 minutes (20-24 vehicles an hour) across 24 hours.
- Data from Summerfield in 2022 shows a very high morning peak with up to 71 vehicles cutting through the road in 15 minutes. During the most recent measurement period (Nov-2025) the highest number of vehicles in 15 mins is 48.
- Although the AM peak is partly suppressed and pushed later by the existing Restricted Turns ETOs restrictions in 2025, and the PM peak remains similar, whole day volumes have rebounded. In 2022, Summerfield experienced 1,341 vehicles in 24 hours on the average weekday; in 2025, this figure was 1,282 vehicles.
- Dudley Road (Site 27) accommodates a roughly consistent number of vehicles between term time and half term – with total vehicle numbers remaining very low. The 7am-7pm volume during the Nov-25 measurement period was 300 vehicles. In March 2024, this same figure was 253 vehicles in 12 hours.

Adjacent and strategic roads

CHEVENING ROAD (MID-W) (SITE 9)

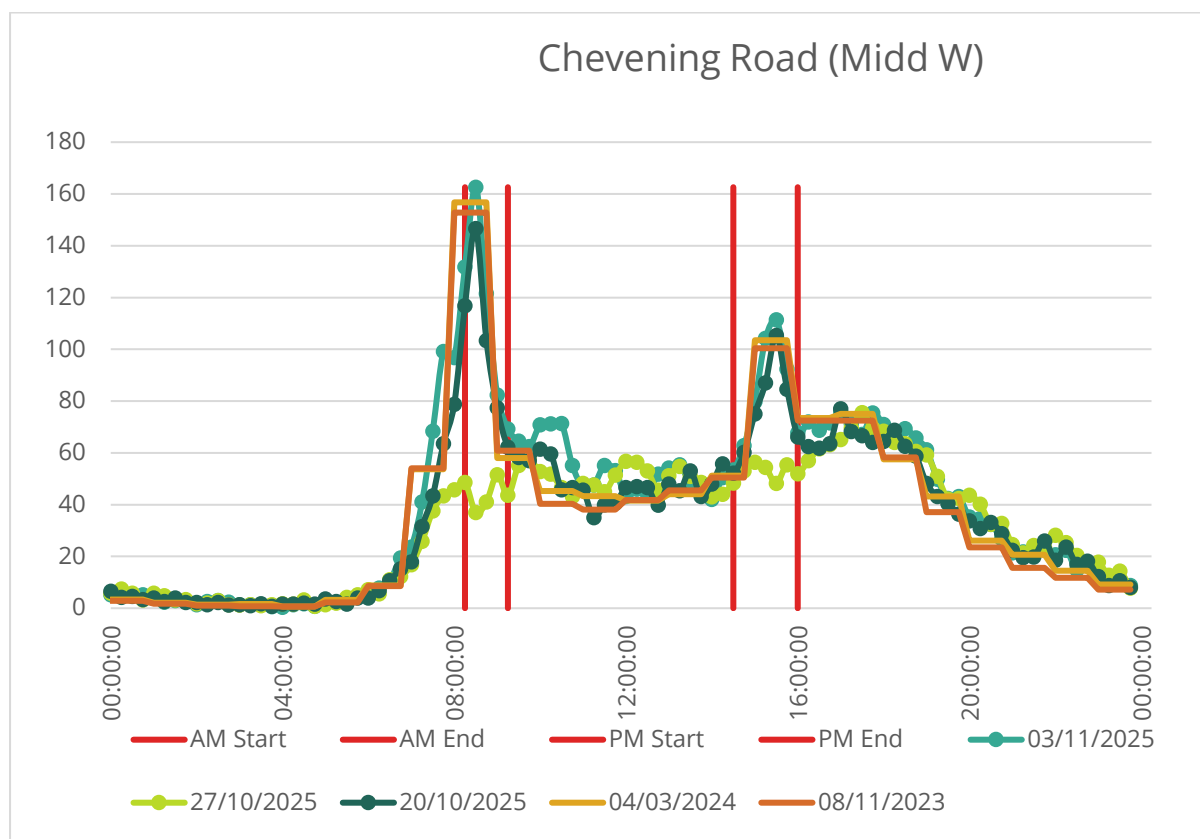


Figure 13 - Site 9 15-minute weekday average traffic volume

- This site on Chevening Road shows the large volume of traffic—a lot of which is likely to be school traffic—as evidenced by the difference between half term and term-time.
- During the typical School Street AM period, 498 vehicles an hour crossed the count point during term time (Nov-25), during half-term that number was 178 vehicles an hour. The typical School Street PM period also saw a large spike in traffic (and an increase comparing term time and half term).
- Based on Nov-25, a combined AM and PM school peak average shows a 44.6% increase in traffic volume compared to the 7am-7pm average.
- Nov-25 traffic volumes are similar, but slightly lower, than before the second phase of Restricted Turns ETOs were implemented (Mar-2024 data).
- **Therefore, based on this data, the Restricted Turns ETOs have not made traffic on this section of Chevening Road worse.**
- This site clearly experiences a spike in traffic volumes that correlate with school drop-off and pick-up.
- The traffic has remained consistent since 2023. Measurements from 2023 and 2024 demonstrate very similar AM and PM peaks.

- The site further west on Chevening Road (Site 8)—between Chamberlayne Road and Peploe Road, experienced higher traffic volumes during half term than term time, suggesting it was less affected by school travel patterns.

TIVERTON ROAD (S) (SITE 7)

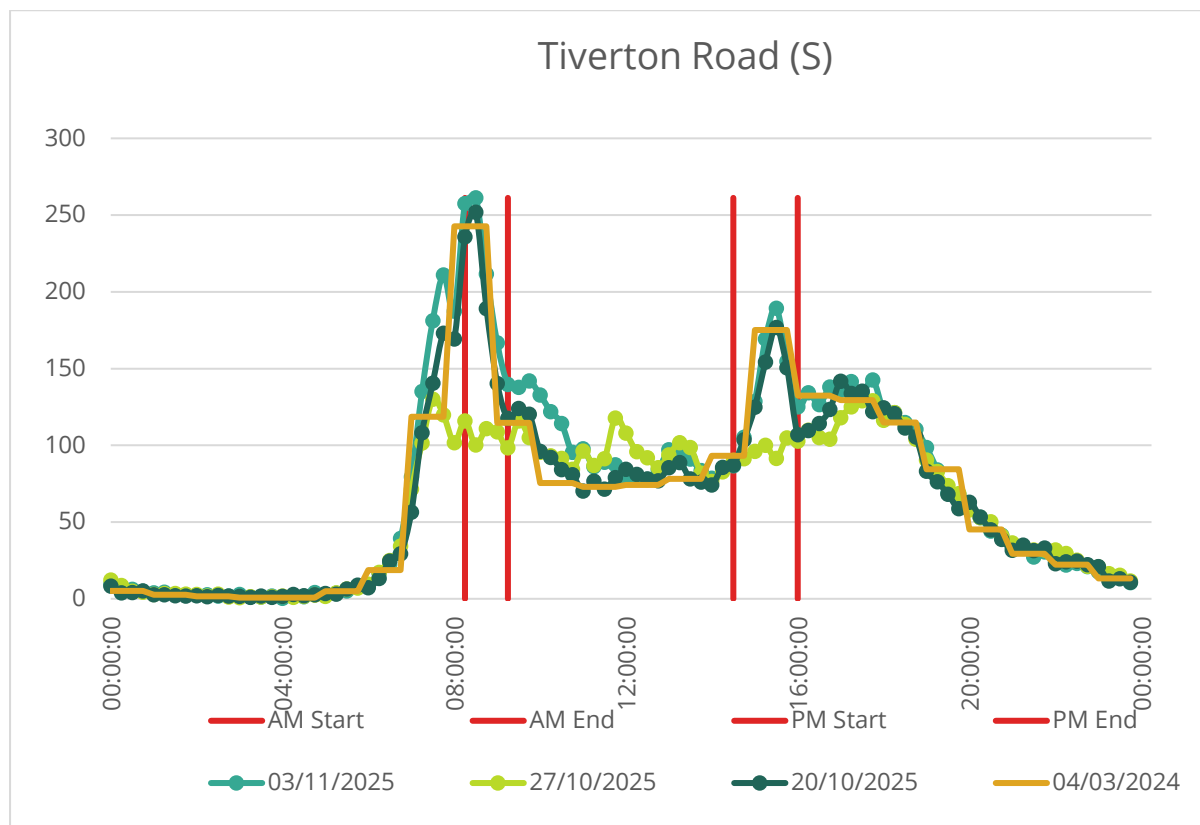


Figure 14 - Site 7 15-minute weekday average traffic volume

- Tiverton Road experiences large volumes of traffic that generally correlate with school pick-up and drop-off times. Tiverton Road experiences a much higher level of traffic than some of the roads discussed above.
- Based on Nov-25, a combined AM and PM school peak average shows a 34.7% increase in traffic volume compared to the 7am-7pm average. This is lower than Site 9 on Chevening Road—but the absolute volumes of traffic are higher.
- For example, in Nov-25, during the School Street AM operational period an average of 897 vehicles an hour passed the count point. During half-term (Oct-25), the same number was 436 vehicles an hour, meaning that during term time Tiverton Road experiences a 205.7% increase in traffic volume.
- This AM/PM increase has not worsened since March-2024, in fact, it has marginally improved – with a 46% increase in traffic volumes at these times (compared to 12-hour flows). Again, absolute volume of traffic is highest on Tiverton in the most recent term-time measurement period.
- For this section of Tiverton, journeys in the AM (SE direction from the NW) are unlikely to be displaced.

- Traffic on Tiverton has not worsened since the introduction of restricted turns on all of the avenues.

KINGSWOOD AVENUE (N) (SITE 31)

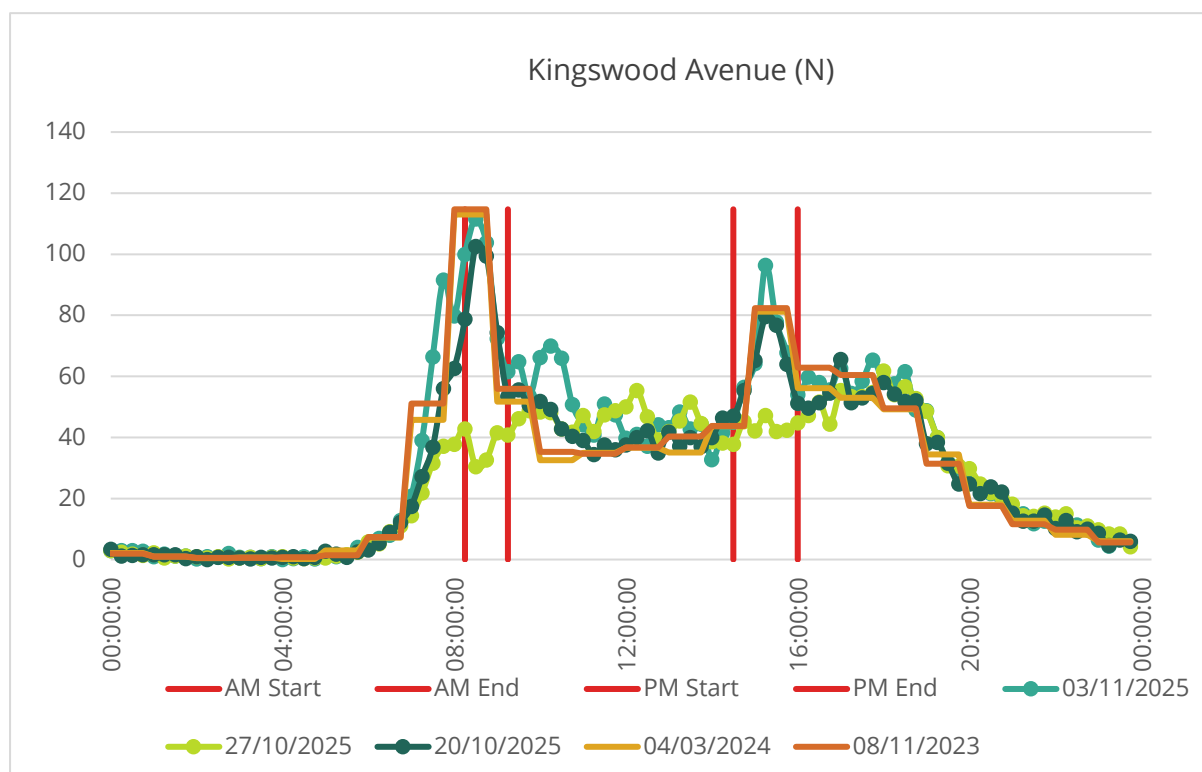


Figure 15 - Site 31 15-minute weekday average traffic volume

KINGSWOOD AVENUE (MID-N) (SITE 30)

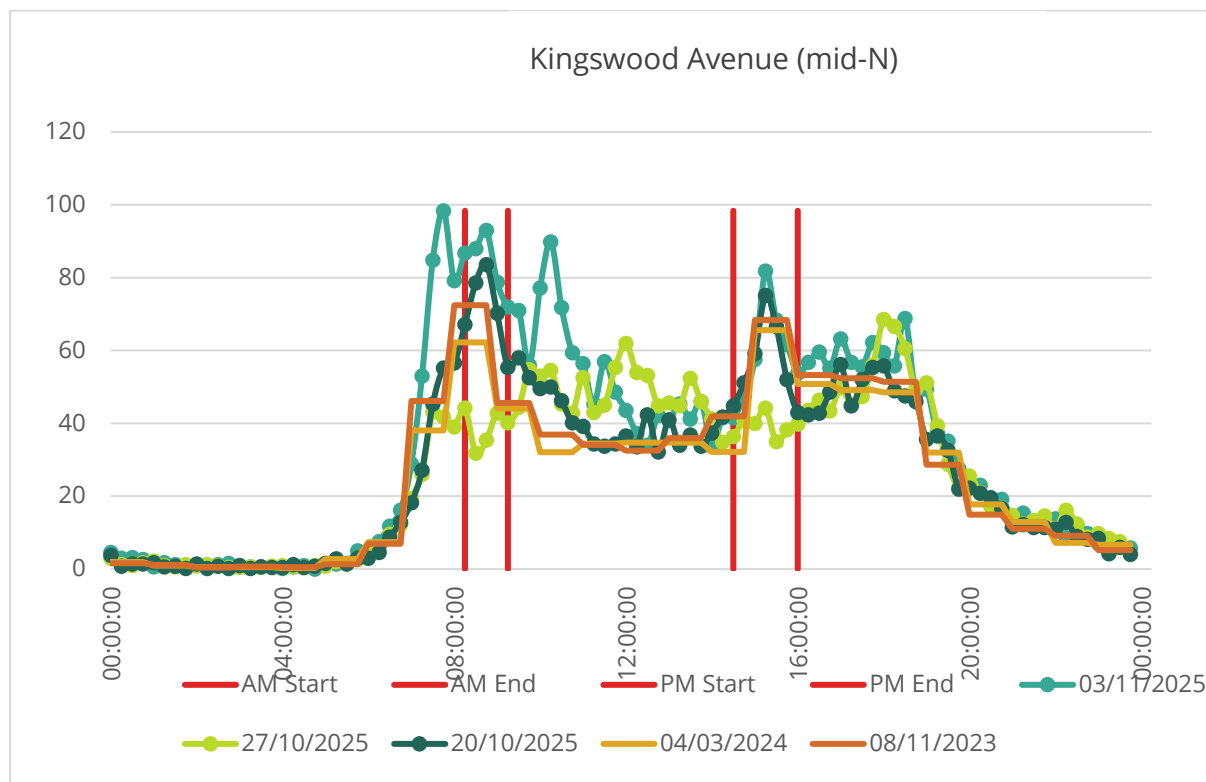


Figure 16 - Site 30 15-minute weekday average traffic volume

KINGSWOOD AVENUE (MID-S) (SITE 29)

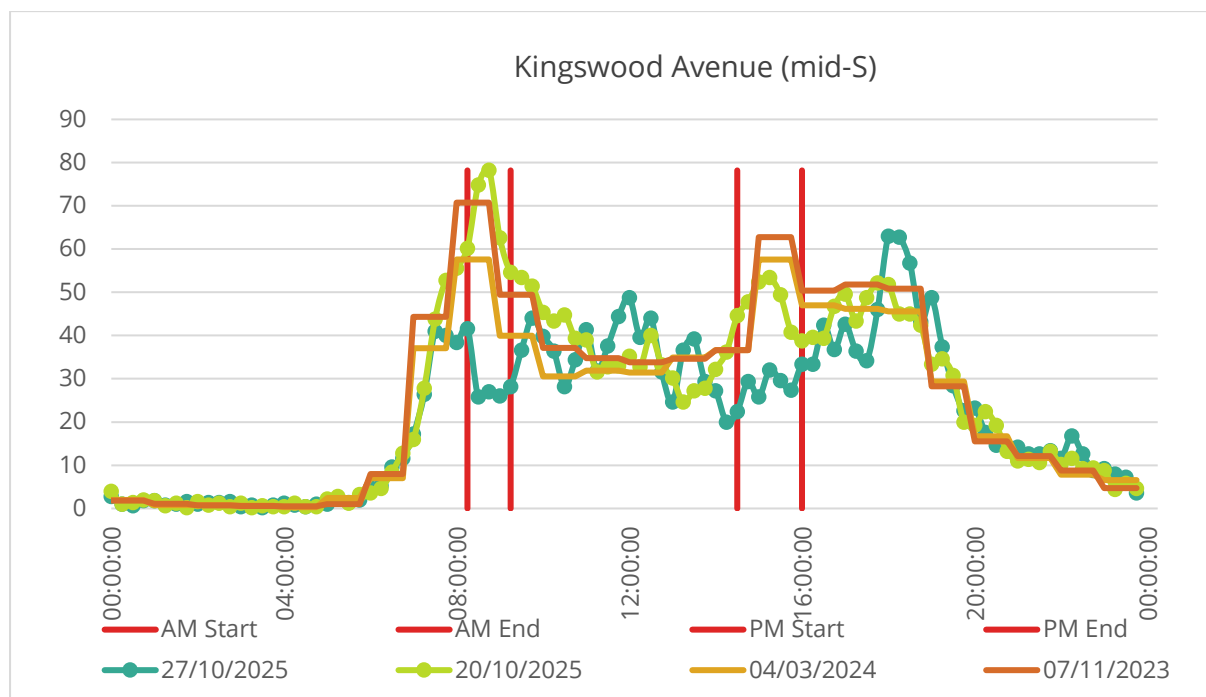


Figure 17 - Site 29 15-minute weekday average traffic volume

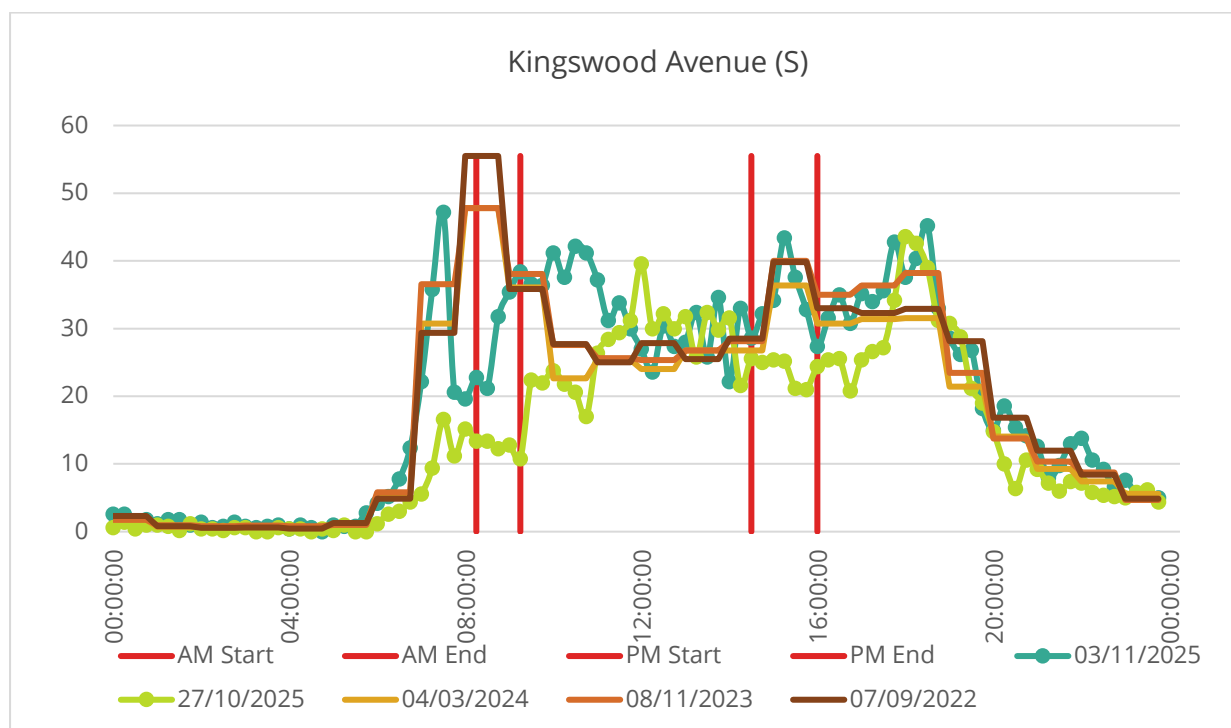


Figure 18 - Site 28 15-minute weekday average traffic volume

- As on Chevening Road (Site 9) and Tiverton Road (Site 7), Kingswood Avenue experiences clear peaks around School drop-off and pick-up, although further south on the road (Site 30), these peaks are also situated around the Restricted Turns ETOs timings—including afterwards, suggesting that it is a mixture of commuting and school traffic.
- Based on Nov-25, a combined AM and PM school peak average shows a 34.7% increase in traffic volume compared to the 7am-7pm average. As a percentage this is roughly consistent with Tiverton.
- In terms of absolute 12-hour (7am-7pm) flows, comparing the northernmost Kingswood Avenue (Site 31) (2,820) with the Chevening Road mid-W (Site 9) (3,327)—Kingswood is a lot lower.
- Data across Sites 30 and 31 on Kingswood shows a small increase in all-day traffic since 2023.
- At Site 31 to the north on Kingswood Road, based on average 7am -7pm measurements, this is an increase of 2,670 in 2023 to 2,819 in 2025. This is a 5.5% increase. This largely comes from a small increase in AM peak traffic flow, as the PM peak traffic flow has remained roughly consistent (and even fallen slightly) since 2023.
- At Site 30, based on average 7am -7pm measurements, this is an increase of 2,284 in 2023 to 2,855 in 2025. This is a 25% increase. This largely comes from an increase in all-day traffic flow, as the PM peak traffic flow has remained consistent since 2023. The graph shows a lower morning peak than before.

- By contrast data across Sites 28 and 29 have shown a decrease in peak traffic volumes since 2022/2023. 12- and 24-hour volumes have remained roughly consistent. This suggests that once the Restricted Turns ETOs on, the southern avenues had been in for around a year, fewer vehicles were travelling along Kingswood—as they were no longer able to cut through the avenues at peak times.

HARVIST ROAD (E) (SITE 32)

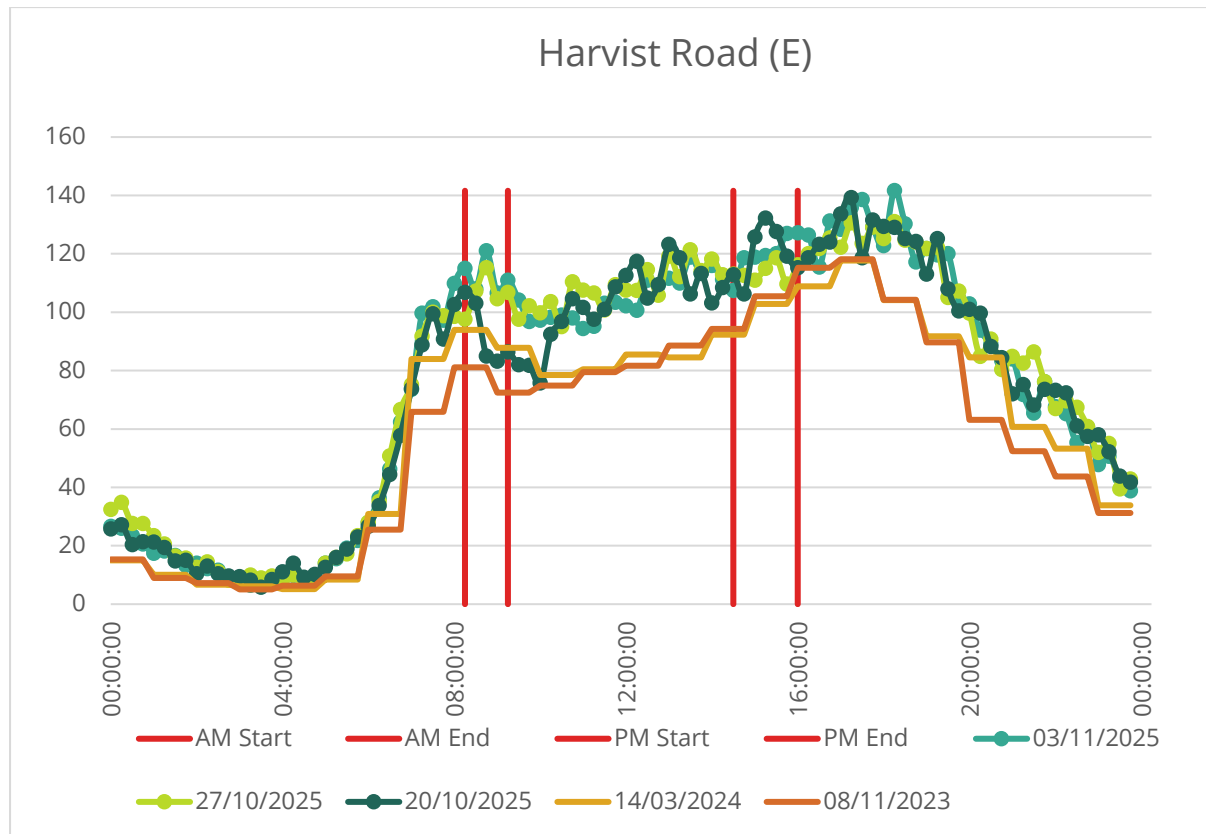


Figure 19 - Site 32 15-minute weekday average traffic volume

HARVIST ROAD (MID) (SITE 33)

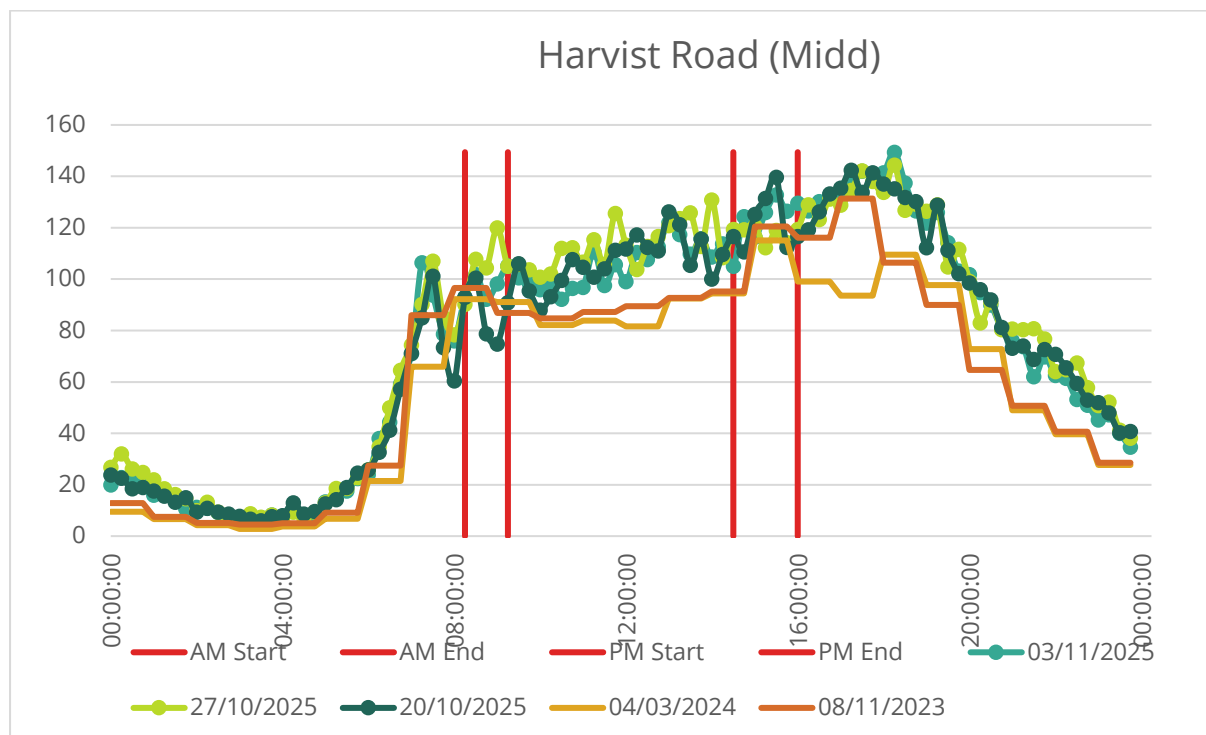


Figure 20 - Site 33 15-minute weekday average traffic volume

- Harvist Road Sites 32 and 33 show a similar trend regardless of school term times. Site 33 shows a 0.5% reduction in traffic at school peaks compared to 1-hour averages, whilst Site 32 only shows a 3.4% increase in traffic volumes at these times compared to the rest of the day. They experience less change in volume as a result of school pick-up and drop-off.
- In terms of absolute volumes on Harvist Road, the vehicle numbers remain high, with 5,392 vehicles passing the count point 7am-7pm at Site 32, and 5,385 at Site 33—based on data from Nov-25.
- Both sites show an increase in traffic since 2023.
- Comparing Harvist Road (E) (Site 32) 12-hour volumes have risen from 4,325 in 2023, to 5,392 in 2025 – a 24.7% increase.
- Traffic has increased throughout the day, at both Harvist Road sites, and the increase is not more pronounced during the Restricted Turns ETOs timing. The peak time for traffic is in the evening, well outside of the Restricted Turns ETOs.
- Whilst total traffic volumes are higher since the introduction of the Restricted Turns ETOs, it is therefore not possible to say that this increase (throughout the day) has been caused by the peak-time avenues restrictions.
- Harvist Road is signalised and designed to take higher volumes of traffic than some of the other roads in the Queen's Park area.

- Brent is also making improvements to the Salusbury Road and Harvist Road junction to improve traffic flows. Consultants have made the [following recommendations](#) following a feasibility study:
 - o Short-term improvement: Introduce a right turn arrow at the Harvist Road signal head to ease congestion and improve general safety.
 - o Subject to TfL's engineering teams approving final designs, it is expected the right turn phase could be delivered Spring/Summer 2026.
 - o Long term enhancement: Pending future funding, a more comprehensive upgrade is proposed, including introducing cycle lanes on all approaches, raising the junction (speed table), thus improving conditions for pedestrians, cyclists, and bus reliability.
- Harvist Road (W) (Site 34) shows a similar pattern of consistent traffic levels throughout the day, although overall, these are lower. It also shows little discrepancy between term time and half term.
- In terms of absolute volumes, it is roughly consistent with the other Harvist Road sites. 7am-7pm average from the Nov-25 dataset is 2,960 vehicles, during half term (Oct-25 dataset), the same figure is 3,172.

SALUSBURY ROAD (N) (SITE 14)

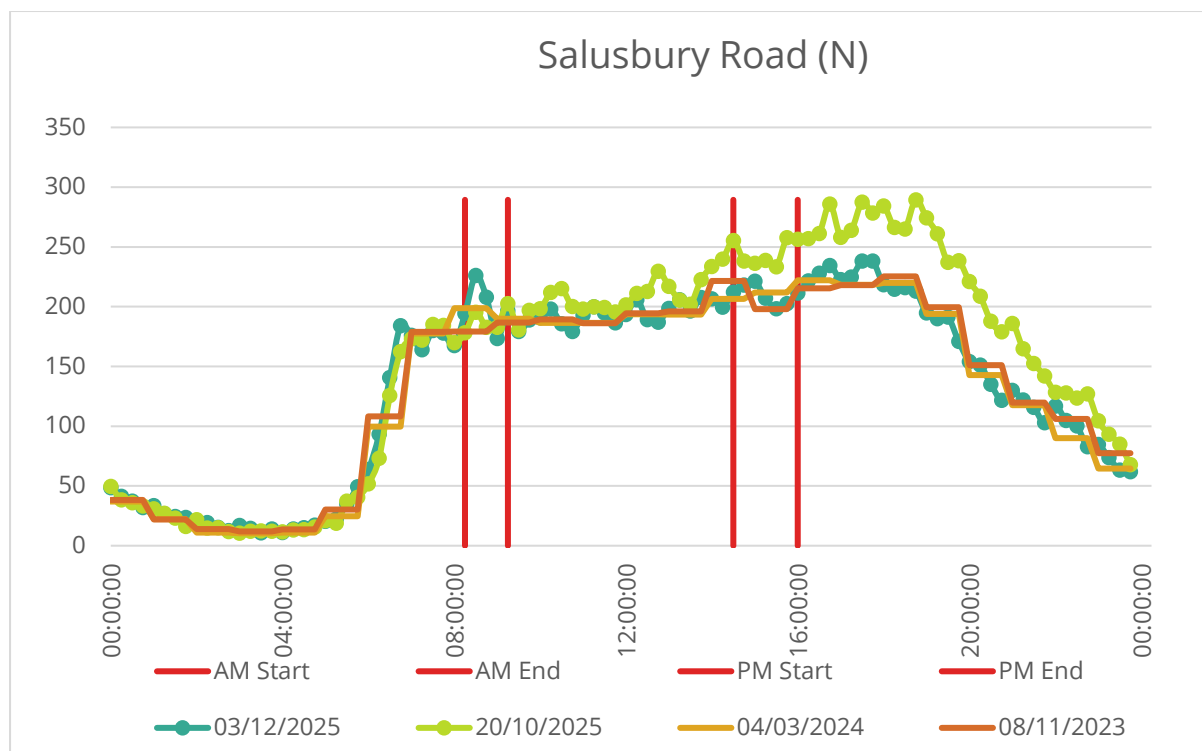


Figure 21 - Site 14 15-minute weekday average traffic volume

SALUSBURY ROAD (MID) (SITE 15)

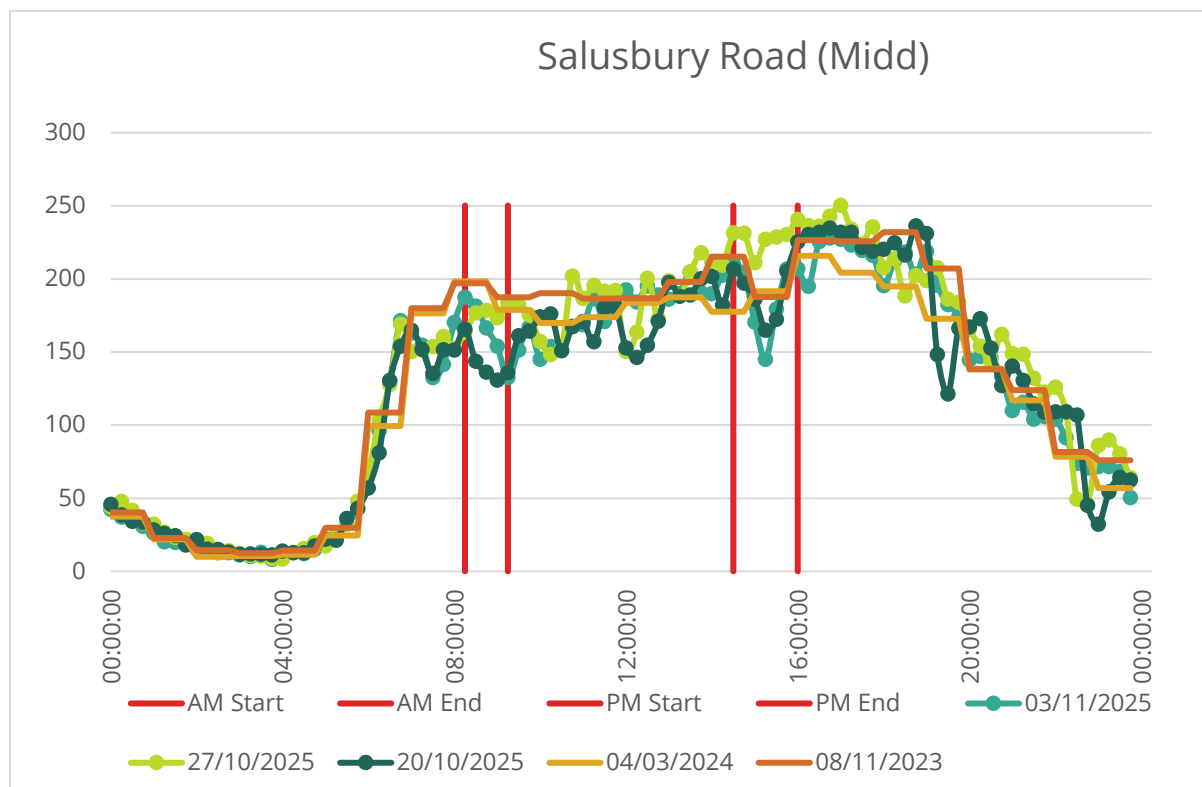


Figure 22 - Site 15 15-minute weekday average traffic volume

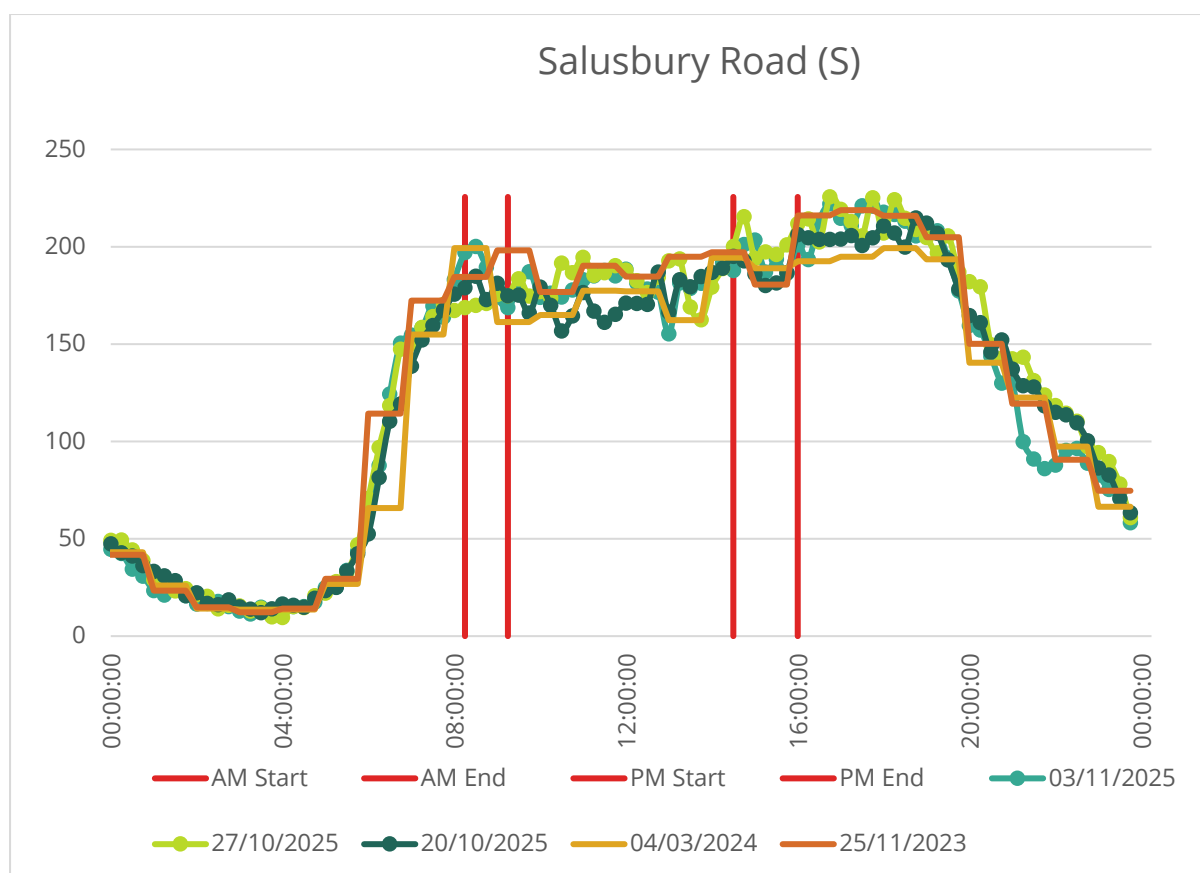


Figure 23 - Site 16 15-minute weekday average traffic volume

- Salusbury Road is by far the busiest road in the area, with 12-hour totals of up to 10,708 cars at the northernmost count point (Site 14) (w/c 20 Oct-25) and 9,106 at the southern count point (w/c 27 Oct-25).
- All count points do not show a significant variation between half term and term-time. This suggests that the main contributor to traffic congestion on the road is not school-related traffic.
- At the southernmost count point, Salusbury Road is busier during half term, based on AM/PM peaks and 12 hour flows.
- AM/PM School Street typical traffic volumes have remained consistent between the Mar-2024 and more recent Oct-25 and Nov-25 measurement periods.
- **Traffic on Salusbury has remained similar, when comparing 2025 and 2023—when comparing the term-time measurements.**
- Going north to south, below is a comparison between Nov-23 and Nov-25:
 - Salusbury Road (N) (Site 14): 13,127 (2023) vs. 13,210 (2025)
 - Salusbury Road (mid) (Site 15): 13,129 (2023) vs. 12,177 (2025)
 - Salusbury Road (S) (Site 16): 12,881 (2023) vs. 12,496 (2025)
- Half-term volumes are lower than term-time volumes at the two more northerly count points, suggesting that the overall proportion of traffic on the road is not significantly influenced by school traffic.

ATC directional flow data

The maps below outline the traffic flows in both directions at each count site, with a weekday car count average. The figures are from the most recent set of traffic surveys which was term time in November 2025.

12-hour flows (7am-7pm)

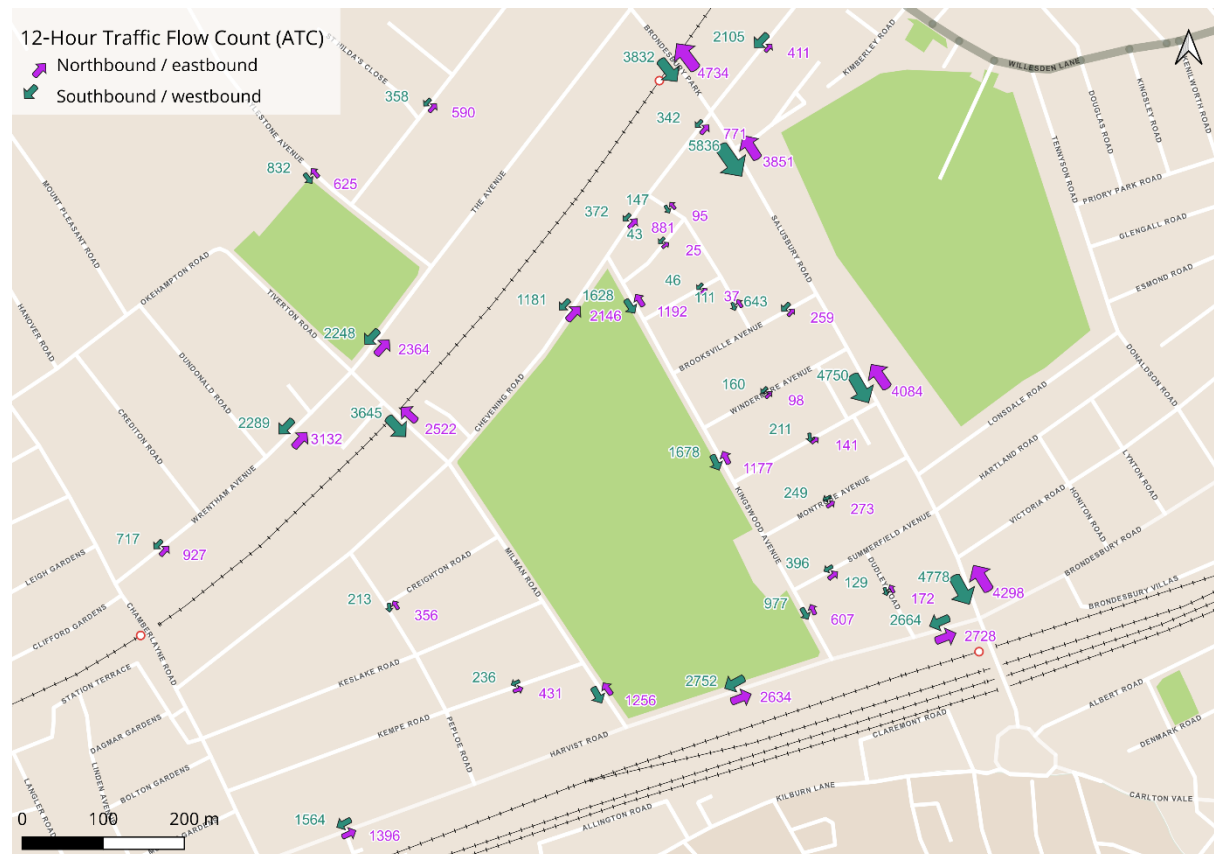


Figure 24 – Map of 12-hour directional flows (ATC data)

Site number	Site name	12-hour N/E
13	Brondesbury Park	4734
16	Salusbury Road (S)	4298
15	Salusbury Road (mid)	4084
14	Salusbury Road (N)	3851
5	Wrentham Ave (E)	3132
32	Harvist Road (E)	2728
33	Harvist Road (mid)	2634
7	Tiverton Road (S)	2522
4	The Avenue (W)	2364
9	Chevening Road (mid W)	2146
34	Harvist Road (W)	1396
35	Milman Road	1256
31	Kingswood Road (N)	1192

30	Kingswood Road (mid N)	1177
6	Wrentham Ave (W)	927
10	Chevening Road (mid E)	881
11	Chevening Road (E)	771
25	Summerfield Avenue (W)	704
2	Aylestone Ave	625
28	Kingswood Road (S)	607
1	Christchurch Ave	590
36	Kempe Road	431
12	Winchester Avenue	411
37	Peploe Road	356
24	Montrose Avenue	273
21	Brooksville Avenue (E)	259
20	Carlisle Road (S)	198
27	Dudley Road	172
23	Hopefield Avenue	141
22	Windermere Avenue	98
17	Carlisle Road (N)	95
19	Radnor Road	37
18	Dunmore Road	25

Table 7 - 12-hour directional flows (ATC). Ranked by North/Eastbound flow. Largest to smallest.

Site number	Site name	12-hour S/W
14	Salusbury Road (N)	5836
16	Salusbury Road (S)	4778
15	Salusbury Road (mid)	4750
13	Brondesbury Park	3832
7	Tiverton Road (S)	3645
33	Harvist Road (mid)	2752
32	Harvist Road (E)	2664
5	Wrentham Ave (E)	2289
4	The Avenue (W)	2248
12	Winchester Avenue	2105
35	Milman Road	1927
30	Kingswood Road (mid N)	1678
31	Kingswood Road (N)	1628
34	Harvist Road (W)	1564
9	Chevening Road (mid W)	1181
28	Kingswood Road (S)	977
2	Aylestone Ave	832
6	Wrentham Ave (W)	717
21	Brooksville Avenue (E)	643
25	Summerfield Avenue (W)	396
10	Chevening Road (mid E)	372
1	Christchurch Ave	358

11	Chevening Road (E)	342
24	Montrose Avenue	249
36	Kempe Road	236
37	Peploe Road	213
23	Hopefield Avenue	211
22	Windermere Avenue	160
17	Carlisle Road (N)	147
27	Dudley Road	129
20	Carlisle Road (S)	111
19	Radnor Road	46
18	Dunmore Road	43

Table 8 - 12-hour directional flows (ATC). Ranked by South/Westbound flow. Largest to smallest.

AM and PM flows

These timings also align with school drop-off and pick-up times, which are often concentrated in a narrow window in the morning, and distributed over a longer period in the afternoon. Please note that the AM period referred to is 8:15 -9:15 a.m. and the PM period is 2:30 p.m.- 4:00 p.m. These periods align with the typical School Street timings and are representative of the fact that morning traffic peaks happen within a shorter time, whilst PM peaks are more spaced out.

AM Peak flows

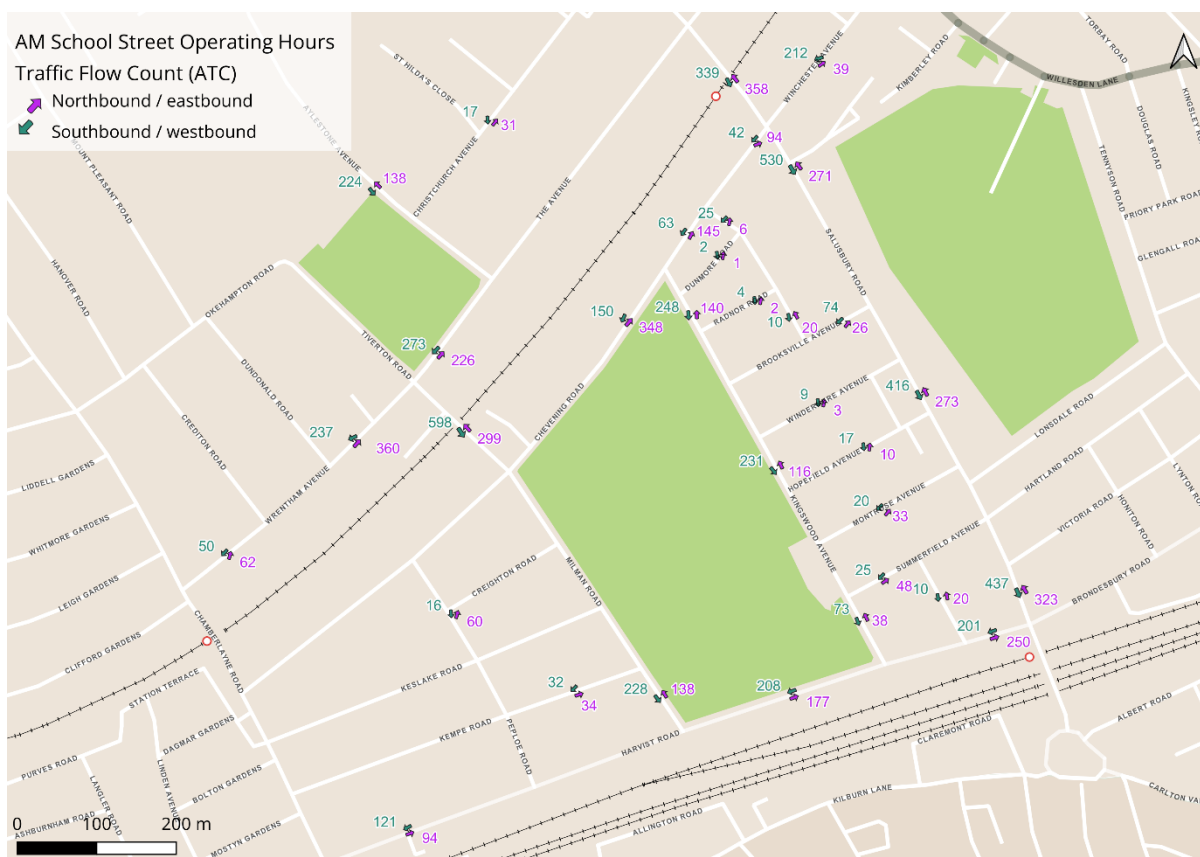


Figure 25 - Map of AM directional flows (ATC)

Overall, and unsurprisingly, the traffic shows an overall south-east direction in the AM peak, with the dominant flow toward central London at all the count points, except the following:

- **Chevening Road (E)** – still has predominant flows east (north-east), but is left turn only, which means any traffic leaving the east end of the road then has to head north, away from central London.
- **Harvist Road (mid)** – Directly south of Queen’s Park, the count point on Harvist Road has slightly higher westbound traffic flows (this is replicated at the west-most count point on Harvist Road).
- **The Avenues** – The three northernmost avenues (Brooksville, Windermere and Hopefield) all have higher westbound flows during the morning peak, likely due to the Restricted Turns ETOs preventing eastbound traffic from Kingswood Avenue.
- Despite the Restricted Turns ETOs (which run from 7:30-9 a.m.), the eastbound traffic during the morning peak (8:15 – 9:15 a.m.) remains higher on Montrose and Summerfield.
- **Winchester Avenue** – During the AM peak, traffic flows are much higher in the southwest direction, from Wilsden Lane to Salusbury Road. The same pattern is present in the PM also, likely to be an impact from the left turn from the street (onto Salusbury) being the only permitted movement.

PM Peak flows

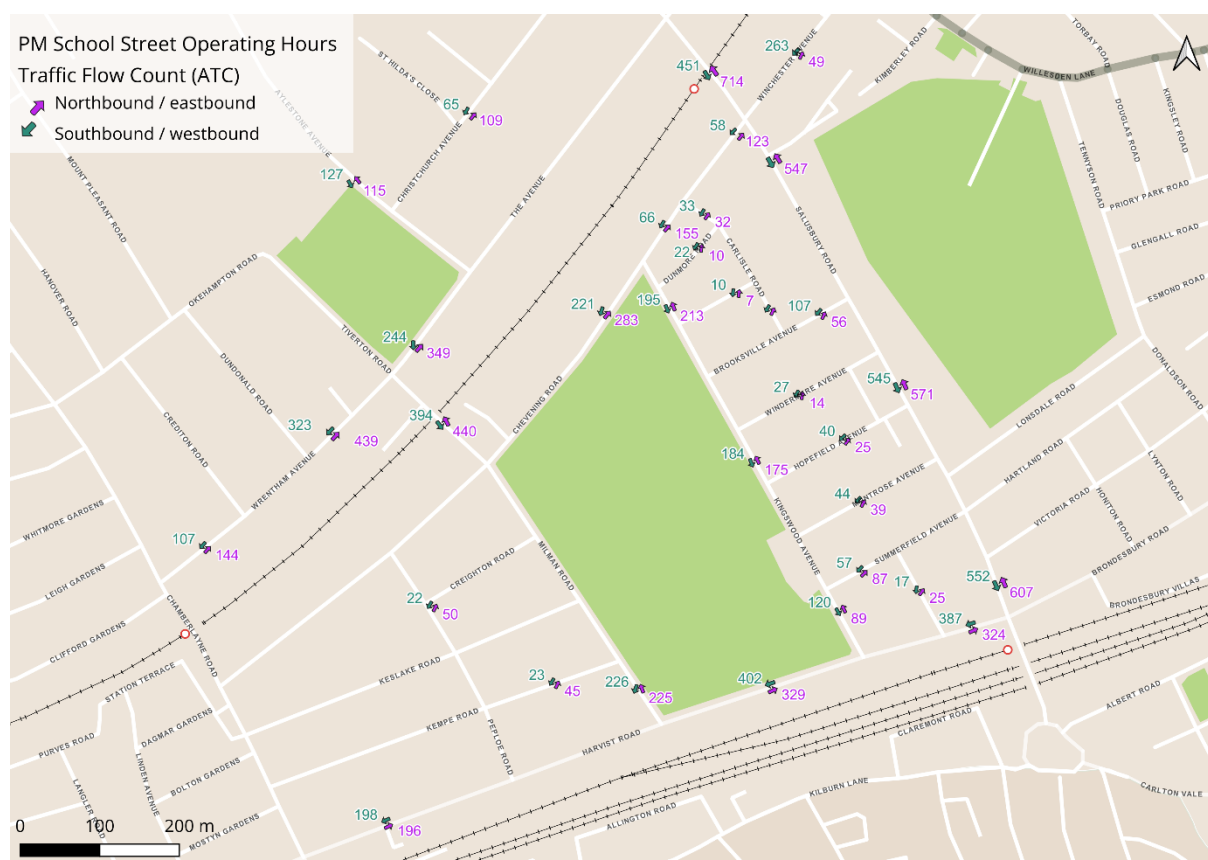


Figure 26 – Map of PM directional flows (ATC)

The PM traffic flows are less consistent across all sites. Broadly, it is expected that traffic flows away from the centre of London, heading northwest. However, the opposite is true at several sites.

- **Salisbury Road (N)** – Greater southbound flow, presumably influenced by southbound flows joining from Winchester Avenue.
- **Winchester Avenue** – Overwhelmingly southbound flow.
- **The Avenue** – Predominantly east (albeit northeast) flows. The same trend is present for **Wrentham Avenue**.
- **Summerfield Avenue** – Flow is still eastbound in the PM.
- **Kingswood Avenue** – Southbound flow is higher at the middle and southern count points. The northernmost count point shows higher northbound flows, presumably from westbound traffic coming off Brooksville and Windermere onto Kingswood.

ATC data: Key takeaways

The findings of the data analysed above are briefly summarised below. It should be noted that where traffic flows show marked reductions during school holidays, part of this effect also includes people within the local area who will be taking leave at this time and so not driving at peak times.

For more detailed data read -at any site, please refer to [Appendix 3](#).

- **Chevening Road**
 - Chevening Road shows the strongest school-run surges in the whole study area. Traffic spikes sharply during morning drop-off and afternoon pick-up, far above the normal daytime flow.
 - These peaks are overwhelmingly term-time effects — volumes drop significantly in half-term, confirming the traffic is mainly school-related.
 - Movement is mostly northbound, matching the morning arrival pattern.
 - Closest sections to the school (between Carlisle and Kingswood) see the most intense peaks.
 - *Directional flow: Chevening Road sees more than double the traffic in the north east direction, compared to the southwest direction.*
- **Immediate adjacent roads**
 - Side roads closest to the school (Carlisle, Dunmore, Radnor) have very low baseline traffic, mostly because morning Restricted Turns ETOs are effective at stopping through-traffic.
 - Even with low traffic overall, these streets still show small school-run peaks, especially in the afternoon when the Restricted Turns ETOs don't apply.

- Winchester Avenue is the exception: it is a consistently busy all-day route, with school-run traffic adding only a modest uplift compared with its heavy background flow.
 - *Directional flow: On Winchester Avenue, traffic is overwhelmingly flowing southwest, with approximately five times the amount of traffic flowing in this direction (compared to northeast). This is likely significantly contributed to by the mandatory left turn out of Winchester Avenue.*
- **Queen's Park "the Avenues"**
 - Across Brooksville, Windermere, Hopefield, Montrose, Summerfield, etc., morning spikes have been softened by the Restricted Turns ETOs.
 - Afternoon increases remain more visible but still moderate.
 - These streets run well within pedestrian comfort thresholds, meaning they don't carry high traffic loads even at peak times.
 - Tiverton Road is one of the busier outer roads, showing a clear school run pattern but less likely to be directly affected by a Chevening School Street. It does not show an increase following all Restricted Turns ETOs being implemented.
 - The data from Windermere and Brooksville show the effect of the very first phase of the Restricted Turns ETOs (which only applied to the southernmost avenues initially, as these streets were experiencing high levels of traffic) – as traffic increased a lot on these roads. This demonstrates the likely effect (inducing high AM peaks) of reversing some avenues' restrictions and leaving the others in place.
 - The ATC data shows that all the streets to which the Restricted Turns ETOs have been applied have benefitted significantly, with traffic falling in 2025 considerably compared to 2023 volumes.
 - *Directional flow: The northernmost avenues see very low traffic flows. With a significant portion of eastbound traffic suppressed by the AM Restricted Turns ETOs. Brooksville sees notably higher westbound flows at school pick-up time (PM).*
 - *Montrose and Summerfield both see net eastbound flows in the AM, despite the Restricted Turns ETOs, suggesting the timed restrictions may have pushed the morning peak later.*
- **Strategic roads**
 - Harvist Road and Salusbury Road carry large volumes all day, so school-run peaks form only a small portion of their overall flow.
 - All-day volumes on Salusbury Road have not increased between Nov-23 and Nov-25.
 - On Harvist Road, the pattern of high traffic volume all day with a peak in the afternoon has remained consistent between 2023 and 2025. Traffic volumes on Harvist overall have increased since 2023. This is not a

morning peak increase alone, and happens throughout the day, beyond the hours of any restrictions.

- *Directional flow: All of Salisbury Road sees a net southbound flow over a 12-hour measurement period. Harvist Road sees relatively equal westbound and eastbound flows.*

Additional Data Analysis

Collisions in the area

The data below is taken from the Department of Transport—from [DfT's STATS19^{ix}](#) dataset—and shows all collisions injuring pedestrians, motorists and cyclists (all road users). Each collision is numbered and referenced by the table.

Figure 5 shows all collisions in the Queens Park area between 2021-2024, utilising Chevening Road—the location of the School Street being explored—as a central point from which to measure 100m, 250m and 500m radii.

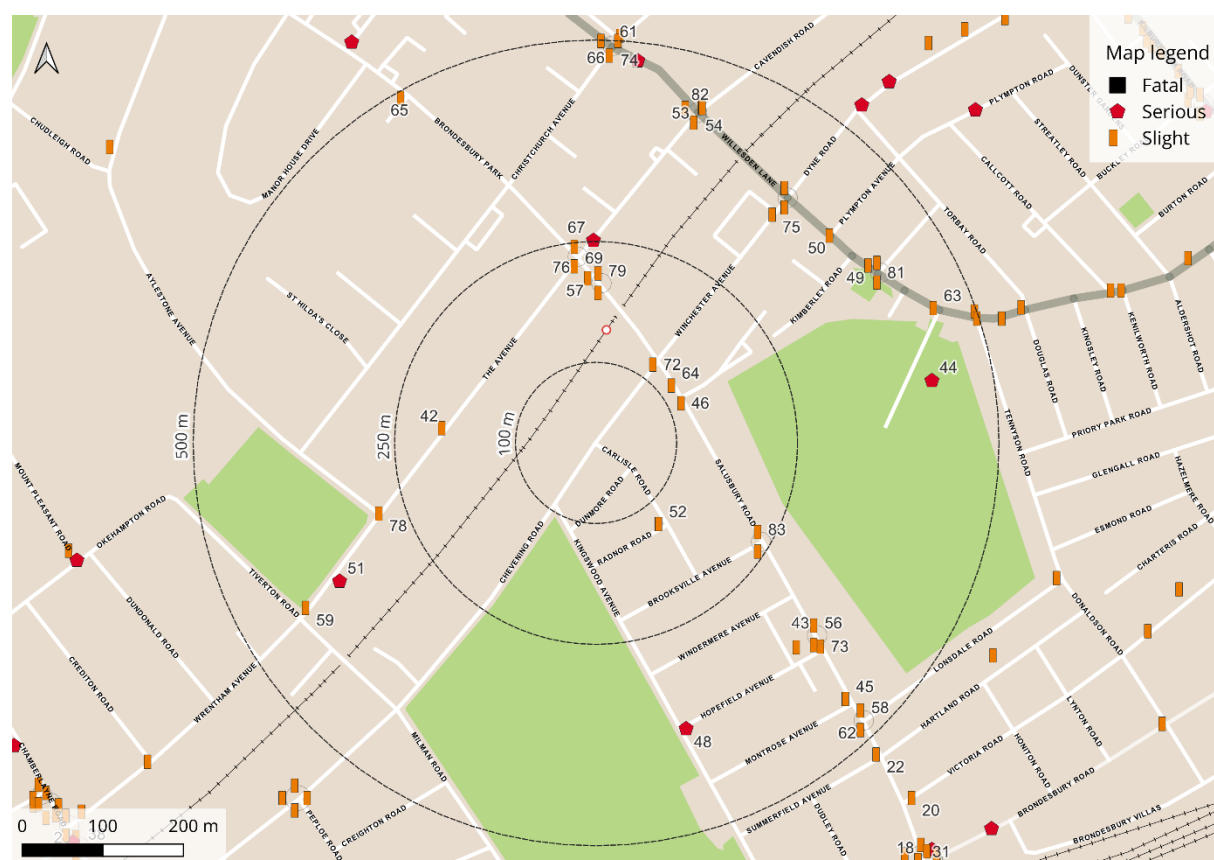


Figure 27 - Reported collisions within 100-500m radii of Chevening Road (2021-2024). © Ordnance Survey 2022. Collision data: Department for Transport.

Table 2 below outlines the specifics of collisions within 250m, while table 3 shows 250-500m radius, with the labelled numbers corresponding to a specific incident. Both tables are sorted by most recent.

Those collisions **in bold** occurred during the 'school drop-off and pick-up hours' defined earlier in the document and align with School Streets' typical operating times.

Map_ref	Collision_Severity	Collision_Date	Day_Name	Time	Pedestrian_Crossing_Facilities	Banded_Light_Conditions	Casualty_Mode_of_Travel
76	Slight	21/12/2024	Saturday	11:11	No Xing Facility In 50m	Daylight	Pedestrian
72	Slight	19/11/2024	Tuesday	04:55	No Xing Facility In 50m	Dark	Motorcycle
69	Slight	26/10/2024	Saturday	21:23	Pedn Phase At ATS	Dark	Car
64	Slight	22/03/2024	Friday	07:50	No Xing Facility In 50m	Daylight	Pedal Cycle
60	Slight	02/12/2023	Saturday	12:30	Unknown (S/R)	Daylight	Motorcycle
57	Slight	17/08/2023	Thursday	19:05	Pedn Phase At ATS	Daylight	Pedestrian
52	Slight	20/06/2023	Tuesday	15:15	Unknown (S/R)	Daylight	Motorcycle
42	Slight	07/06/2022	Tuesday	13:00	Unknown (S/R)	Dark	Motorcycle
83	Slight	11/12/2021	Saturday	14:56	No Xing Facility In 50m	Daylight	Taxi
46	Slight	27/06/2021	Sunday	19:55	No Xing Facility In 50m	Dark	Car
47	Slight	17/05/2021	Monday	14:21	No Xing Facility In 50m	Daylight	Car
79	Slight	17/05/2021	Monday	14:21	No Xing Facility In 50m	Daylight	Motorcycle

Table 9 - Reported collisions within 250m radii of Chevening Road (2021–2024). © Ordnance Survey 2022.
Collision data: Department for Transport.

Map_ref	Collision_Severity	Collision_Date	Day_Name	Time	Pedestrian_Crossing_Facilities	Banded_Light_Conditions	Casualty_Mode_of_Travel
75	Slight	18/12/2024	Wednesday	21:13	Zebra	Dark	Pedestrian
74	Slight	03/12/2024	Tuesday	07:48	Pelican Or Similar	Daylight	Pedal Cycle
73	Slight	20/11/2024	Wednesday	16:15	Unknown (S/R)	Dark	Motorcycle
71	Slight	15/11/2024	Friday	18:55	Zebra	Dark	Motorcycle
70	Slight	15/11/2024	Friday	18:55	Zebra	Dark	Car
68	Serious	12/09/2024	Thursday	07:41	No Xing Facility In 50m	Daylight	Pedestrian
67	Serious	18/06/2024	Tuesday	18:30	No Xing Facility In 50m	Daylight	Pedal Cycle
66	Slight	02/05/2024	Thursday	08:20	Pedn Phase At ATS	Daylight	Motorcycle
65	Slight	25/04/2024	Thursday	11:10	Unknown (S/R)	Daylight	Motorcycle
63	Slight	29/02/2024	Thursday	10:04	No Xing Facility In 50m	Daylight	Motorcycle
62	Slight	25/02/2024	Sunday	14:55	Pelican Or Similar	Daylight	Pedal Cycle
61	Slight	17/01/2024	Wednesday	08:05	Pedn Phase At ATS	Daylight	Motorcycle
58	Slight	10/01/2024	Wednesday	15:20	No Xing Facility In 50m	Daylight	Motorcycle
59	Slight	24/10/2023	Tuesday	14:00	Central Refuge	Daylight	Pedal Cycle

56	Slight	19/10/2023	Thursday	14:40	Pelican Or Similar	Daylight	Pedal Cycle
55	Slight	14/09/2023	Thursday	14:00	Unknown (S/R)	Daylight	Motorcycle
54	Slight	24/07/2023	Monday	23:25	No Xing Facility In 50m	Dark	Pedal Cycle
53	Slight	02/07/2023	Sunday	02:15	No Xing Facility In 50m	Dark	Motorcycle
51	Serious	29/04/2023	Saturday	16:35	No Xing Facility In 50m	Daylight	Motorcycle
50	Slight	05/04/2023	Wednesday	18:55	No Xing Facility In 50m	Daylight	Taxi
49	Slight	13/01/2023	Friday	15:12	Pelican Or Similar	Daylight	Pedestrian
48	Serious	15/11/2022	Tuesday	08:30	Zebra	Daylight	Pedal Cycle
43	Slight	29/03/2022	Tuesday	08:30	No Xing Facility In 50m	Daylight	Pedestrian
44	Serious	08/03/2022	Tuesday	11:05	No Xing Facility In 50m	Daylight	Bus Or Coach
82	Slight	31/07/2021	Saturday	17:25	No Xing Facility In 50m	Daylight	Pedestrian
45	Slight	08/07/2021	Thursday	12:27	Unknown (S/R)	Daylight	Pedal Cycle
81	Slight	11/06/2021	Friday	19:25	Pelican Or Similar	Daylight	Car
80	Slight	11/06/2021	Friday	19:25	Pelican Or Similar	Daylight	Car
78	Slight	06/04/2021	Tuesday	12:34	Pelican Or Similar	Daylight	Motorcycle
77	Slight	21/01/2021	Thursday	16:30	Unknown (S/R)	Daylight	Motorcycle

Table 10 - Reported collisions within 250-500m radii of Chevening Road (2021–2024). © Ordnance Survey 2022. Collision data: Department for Transport.

Based on the data in the tables, the collisions generally occur outside of school pick up and drop off times, and most commonly involve motorbike riders. There have been no collisions reported since 2021 on the relevant section of Chevening Road. Across both radii in Tables 4 and 5, the number of collisions increased in 2024 compared to the preceding two years. The vast majority of collisions were ‘Slight’ in severity.

Collisions data: Key takeaways

Based on the available data, there have been a low number of collisions at school drop-off or pick-up times, within a 250m radius of Chevening Road. This number increases at a radius of up to 500m, with collisions clustered on the junction of either Brondesbury and The Avenues or further south – at the junctions of ‘the avenues’ and Salusbury, or Harvist and Salusbury. The 250-500m radius has a clear AM/PM peak pattern.

Overall, the wider area carries a higher severity risk. It suggests the core 250 m might be comparatively safer (or better-calmed) than the approaches feeding into the 500 m ring road. While nighttime risk exists, the majority are daylight collisions.

This feasibility study for Chevening Road has progressed because it has secured Transport for London (TfL) funding specifically allocated for School Streets. This funding is ring-fenced and can only be used to deliver measures that meet the objectives of the School Streets programme. It cannot be reallocated to wider corridor improvements or unrelated highway schemes.

Whilst there is a need for improvements to support strategic corridors—such as Salusbury and Chamberlayne Road—these serve a different purpose in the road network with different traffic characteristics and engineering challenges.

Salusbury Road has recently been subject to a review of its waiting and loading restrictions. In addition, improvements to the traffic signals at the junction of Harvist Road and Salusbury Road are currently being progressed. Chamberlayne Road has also been examined as part of the wider corridor improvement scheme, which is currently under review. These complementary schemes demonstrate that the Council is approaching transport improvements in a coordinated way across the wider area.

School Travel Survey: Al-Sadiq and Al-Zahra

Brent Council collaborated with MP Smarter Travel to survey Queen's Park students and staff about their travel behaviours. The student body from both schools was surveyed, first in summer 2024, and more recently in February 2026—to gather updated data.

Al Sadiq is the boys' school, and Al Zahra is the girls' school. Both schools cater for students from nursery age to Year 11. The schools' nursery to Year 3 is combined gender. Students were asked how they travelled to school that day, and as part of the 2026 survey, how they *would like* to travel to school.

Using the survey results, we have constructed a travel plan. This identifies interventions that could be implemented by the schools to encourage staff to commute using private cars less and sustainable modes of travel more, a change called modal shift.

We are currently working with the schools to update the travel survey and conduct workshops with the students—primarily around road safety, as requested by the schools.

Transport Context

- Buses 36, 58, 98, 206, 210, 324, 330 and 678 all service the area and have routes to Willesden, Kilburn, Marble Arch, Paddington, Brent Cross, Leyton and Golders Green.
- The nearest tube station is Brondesbury Park which hosts the Overground line. This station has links to Clapham Junction, Stratford and Richmond. Queen's Park tube station also hosts the Overground line and the Bakerloo Line. The Bakerloo Line goes towards Elephant & Castle, Stonebridge Park and Harrow & Wealdstone. The overground line at Queen's Park has links to Watford Junction and Euston.
- Whilst there is no train station in the immediate area, there are two nearby. These are Stonebridge Park, which hosts Southern National Rail, and West Hampstead, which hosts Thameslink National Rail.

As the map diagram in Figure 4 below shows, Queen's Park has good public transport accessibility, especially compared to the rest of LB Brent. The red dots on the map represent bus stops, whilst the respective signals for national rail, underground and overground represent stations for those services. The area to the south near the borough border and Queen's Park, has the best connectivity in the immediate area.

This School Travel Survey and Plan is being updated iteratively as part of continued engagement with the schools.

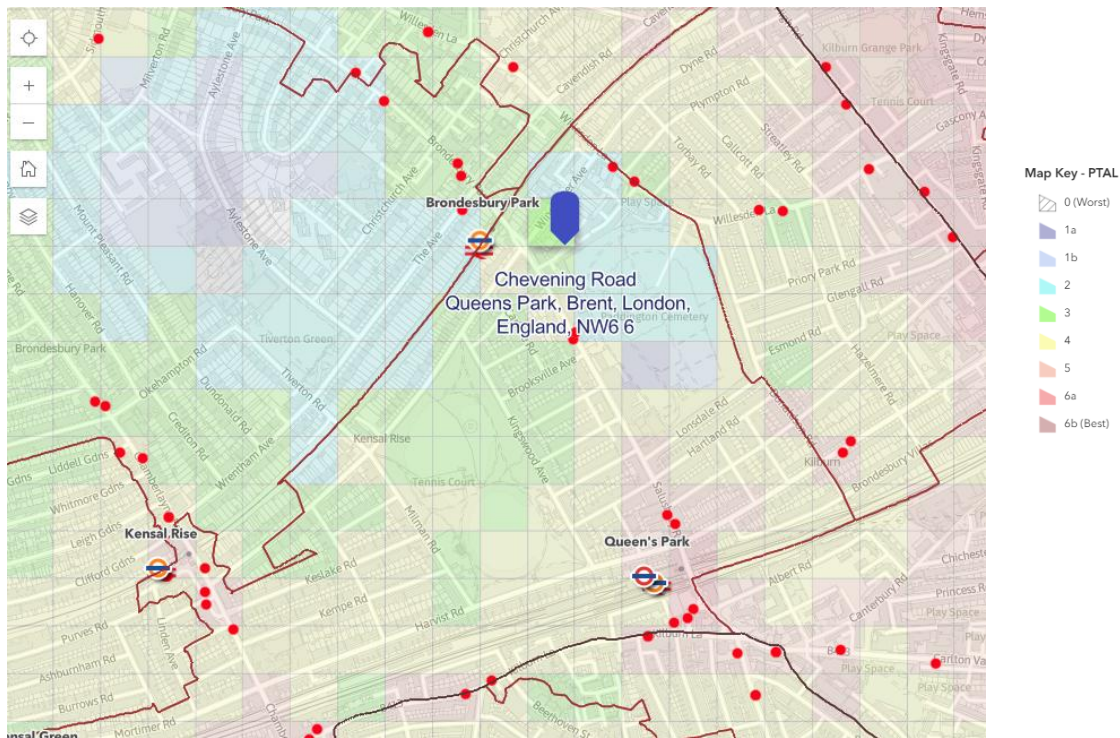


Figure 28 - PTAL map from TfL for the QP area. [Source](#)

Student Travel Patterns

20206 Whole school survey - 227 respondents gave the mode of travel they typically use to get to Al-Sadiq and Al-Zahra, the most common of which was car (58%). Of the sustainable travel options, public transport – bus and train (21%) was the most used. A considerable portion also car-shared (16%), whilst a few walked (4%).

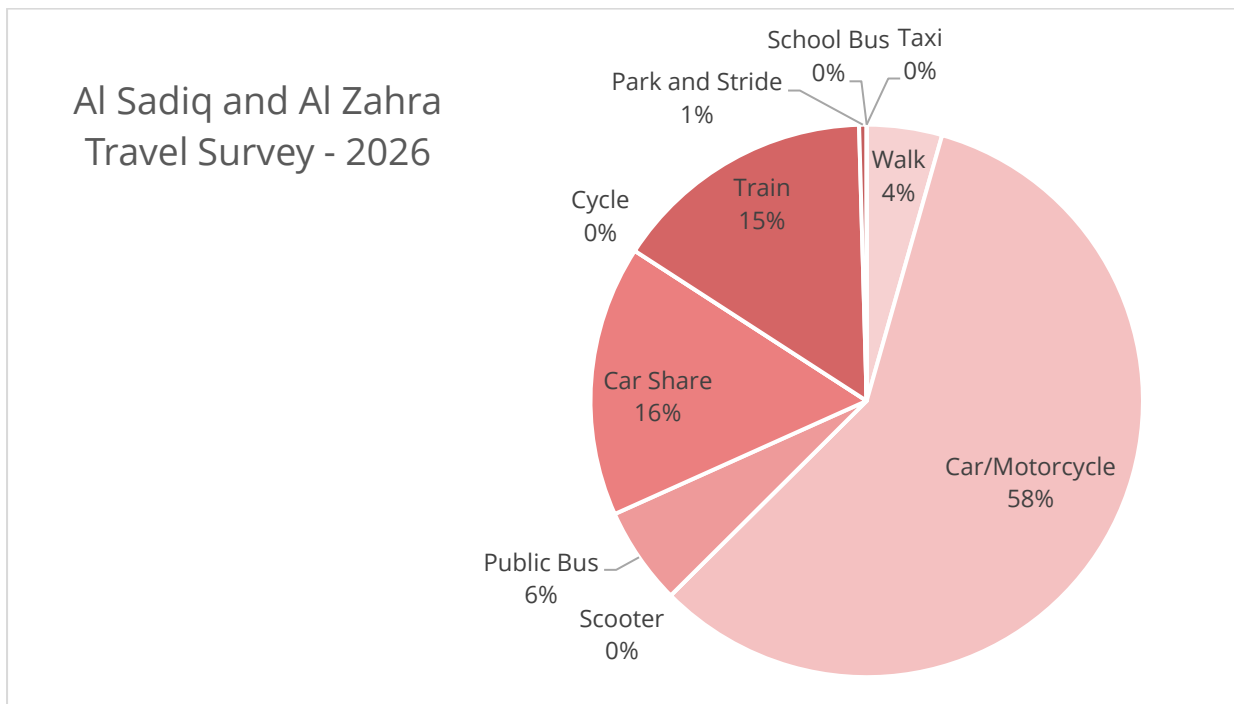


Figure 29 - Al-Sadiq and Al-Zahra 2026 School Student Travel Survey

Table 11 - Change vs. summer 2024 travel survey

Mode	Percentage change
Walk	0%
Car/Motorcycle	5%
Scooter	-1%
Public Bus	4%
Car Share	-6%
Cycle	0%
Train	0%
Park and Stride	-1%
School Bus	0%
Taxi	0%

As shown in Table 6, the number of students car sharing has fallen slightly, and the number of students being driven (without car sharing) has risen. The number of students taking the bus has also risen.

Journey origin

Postcode data was collected to establish trip origin. Below is a map showing all travel modes for the postcodes collected across both schools, for all ages.

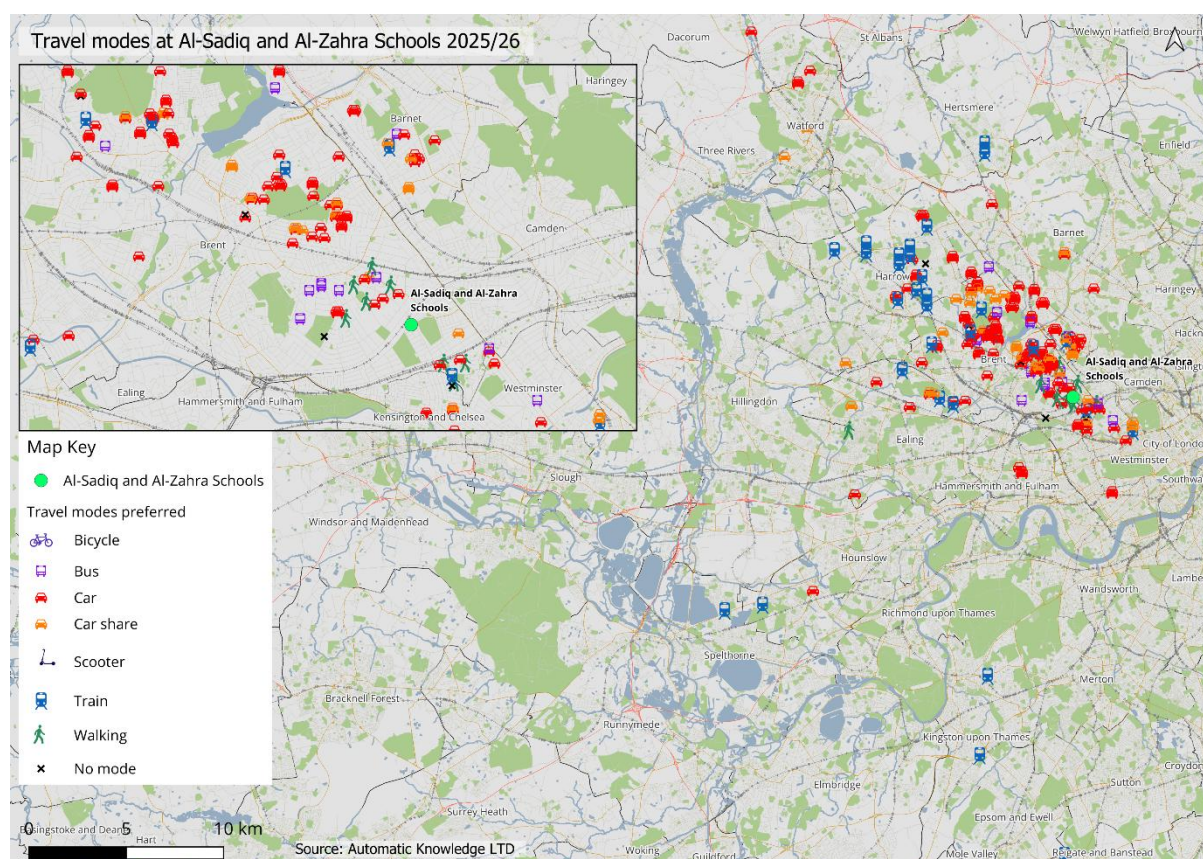


Figure 30 - 2026 Travel Survey - All students Al Sadiq and Al Zahra journey origin postcodes

Rather than counting the number of students living within a set radius (e.g. 1 mile or 5 miles)—we used isochrones to calculate the number of students living within a 20-minute walk; a 30-minute public transport trip; or secondary school students within a 45-minute public transport trip.

An isochrone map, or travel time polygon, depicts the geographic area reachable from a specific point within a set amount of time by a given mode of transport.

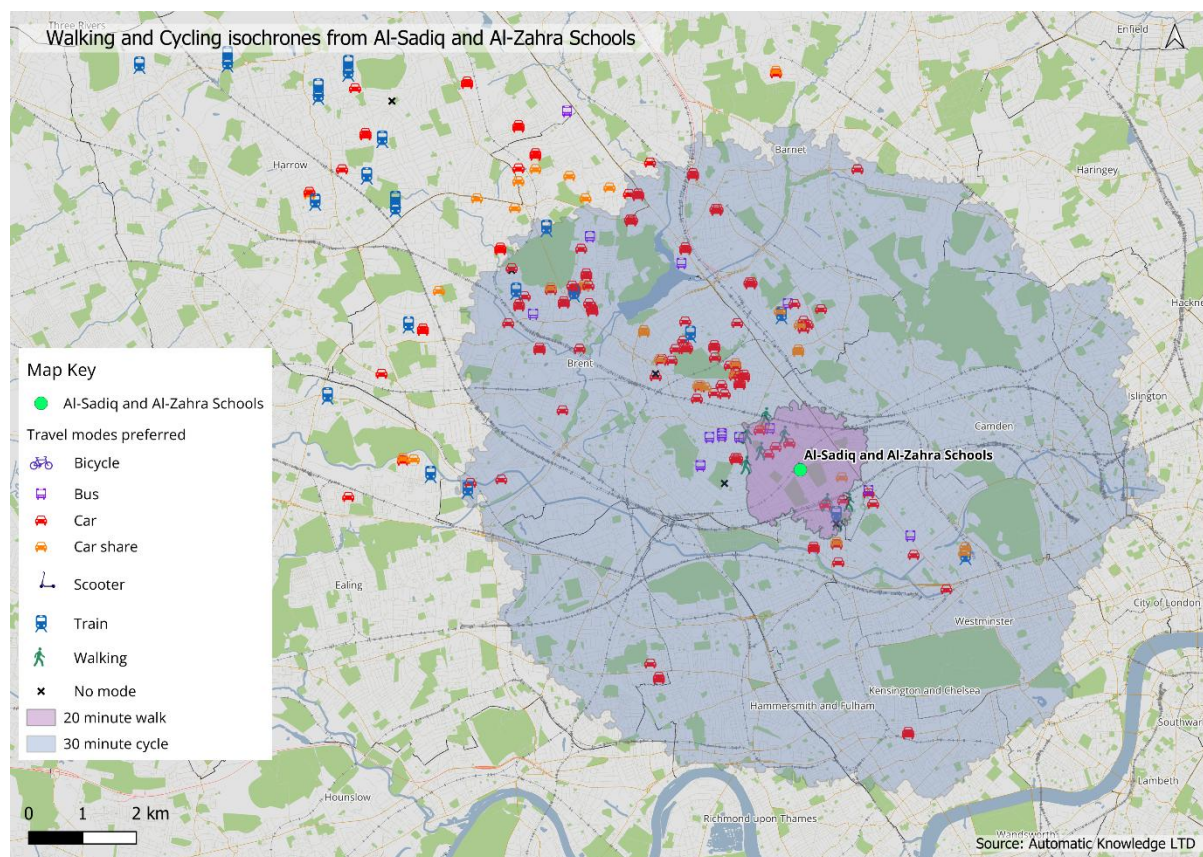


Figure 31 - Walking and cycling isochrones - Al Sadiq and Al Zahra journey origin postcodes 2026

No students currently cycle to school, and a 30-minute cycle, although possible, would be considered a reasonably long cycle for students under aged 15/16. Therefore, we focus on the students living within a 20-minute walk of the school.

18 students live within a 20-minute walking journey of the school site. Of those, **33% drive to school** (6 students); **11% car share** (2 students); and **39% walk** (7 students).

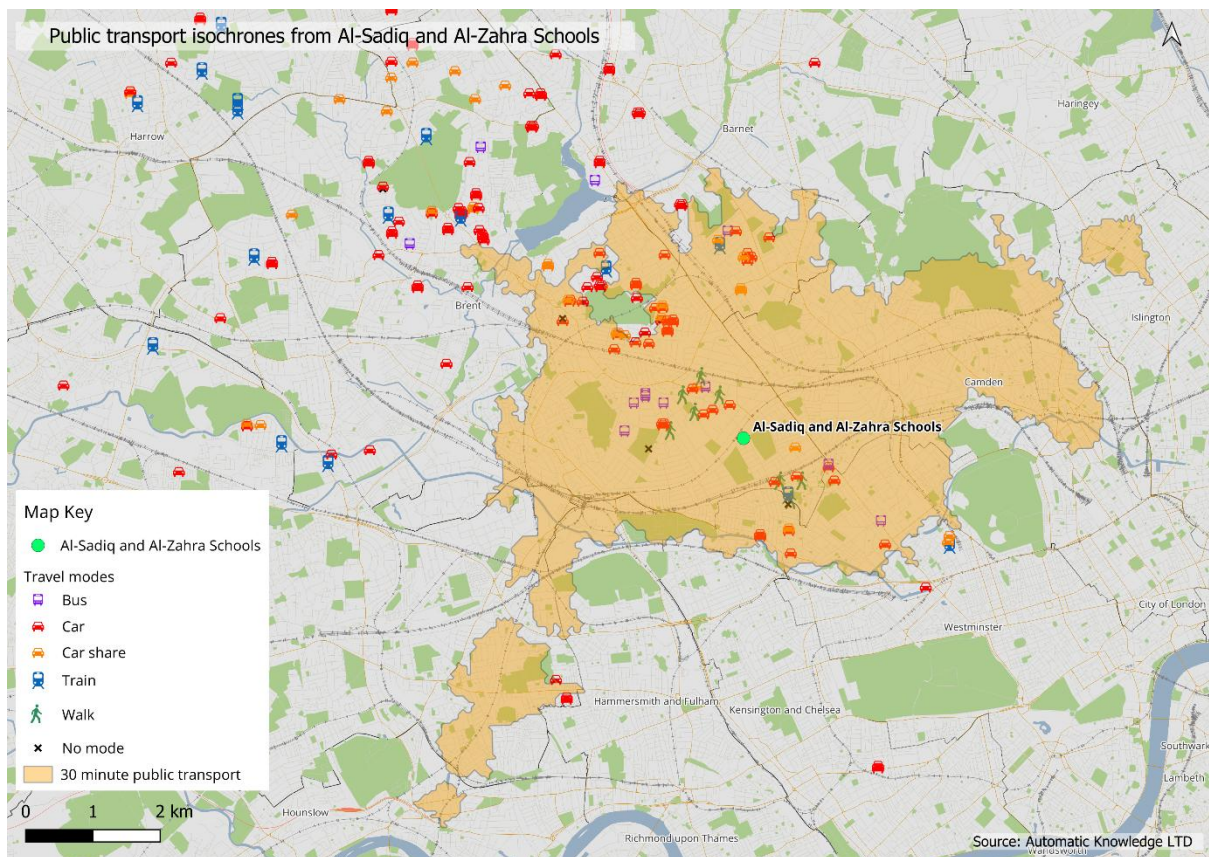


Figure 32 – 30-minute public transport isochrone - Al Sadiq and Al Zahra journey origin postcodes 2026

76 students from both schools live within a 30-minute public transport journey. **54%** of these students **drive to school** (41 students), another **18% car share** or **Park and Stride** almost the same amount (14). **14%** either take the train or the bus (11 students).

Figure 33 shows the secondary school students living within a 45-minute public transport journey. From both schools, there are 69 secondary school pupils living within a 45-minute public transport journey. Of these pupils, **58% get driven to school** (40 students), **16% car share** (11 students) and **16% take public transport** (11 students).

Therefore, the postcode mapping evidences the argument that students living further away from the school show potential to shift to public transport. Therefore, there are approximately 40 students who are of independent travel age, who are currently driven to school, for whom it might be feasible to switch the journey to public transport.

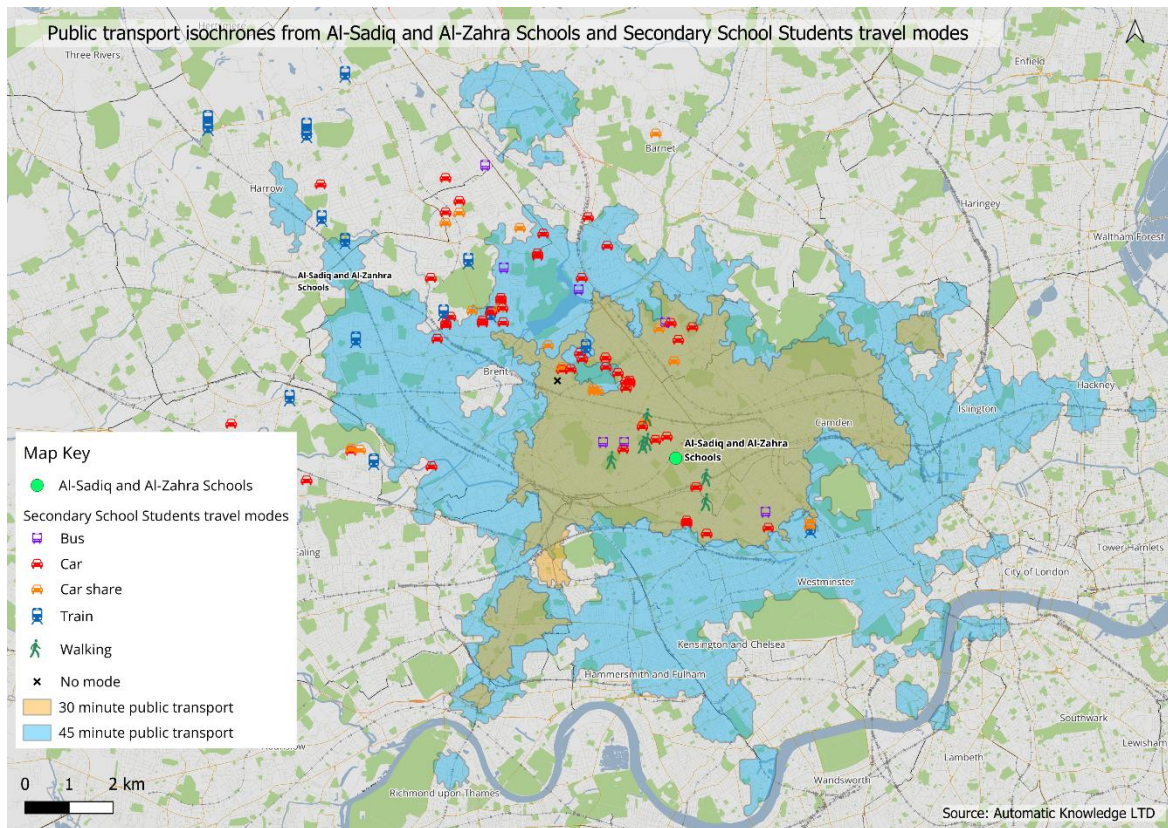


Figure 33 - 45-minute public transport isochrone – Secondary school students only - Al Sadiq and Al Zahra journey origin postcodes 2026

It is also observable from Figures 11-13 that those living furthest away from the school, particularly to the northwest, are more likely to take the train. This suggests that for those travelling from further away, public transport remains a viable option.

School Travel Plan and Survey: Key takeaways

There are a high percentage of pupils travelling to Al-Sadiq and Al-Zahra in private motor vehicles, especially compared to other schools in the area.

This is partly because the schools are not bound by a geographical catchment area, and some students travel from further distances.

The travel data shows that there is potential for some journeys to be switched to more sustainable modes of transport, particularly those living within a 30 or 45-minute public transport journey. As outlined above, 40 students of secondary school age (the age at which children might travel independently) are currently driven to school, but live within a 45-minute public transport journey.

Road safety concerns from the school align with considerations raised by the City Infinity traffic engineer's site visit. Personal safety concerns have also been raised during engagement with parents and the school. As evidenced by those students living furthest away taking the train, some parents or students might feel more comfortable with public transport travel, so it would be useful to engage further with them.

Depending on the implementation of the School Street, continued engagement with Al-Sadiq and Al-Zahra is necessary to support the school community in switching to more sustainable travel modes, where possible.

In addition to support with independent travel training and Bikeability, which Al Sadiq and Al Zahra already provide annually, we recommend Brent Council engage closely with the school to accommodate parents and students who car share.

While the travel shows a high potential for those within public transport distance to be able to switch, some students live further away, in some cases the most viable way for them to travel is through car sharing. To support this behaviour—where there is not a viable alternative—LB Brent should work closely with the schools.

Air Quality

The table below shows details of the diffusion tube sites in the relevant Queen's Park area. The site closest to the school and the potential School Street being explored is Tube ID 74 on the junction of Chevening Road and Salusbury Road.

Tube ID	Site name	OS Grid (E, N)	Dist. to relevant exposure (m)	Dist. to kerb (m)	Tube height (m)
70	Junction of Peploe Rd / Chevening Rd, F/O 72 Chevening Rd	523,828 / 183,338	5.0	1.0	2.1
71	Queens Park recreational area	524,179 / 183,232	25.0	45.0	2.1
72	Harvist Rd, F/O 139 Harvist Rd	524,142 / 183,120	5.0	1.0	2.1
73	J/W Harvist Rd & Salusbury Rd (opp. Kilburn Police Station)	524,607 / 183,267	3.0	1.0	2.1
74	J/W Salusbury Rd & Chevening Rd	524,283 / 183,882	5.0	3.0	2.1
PM19C	Salusbury Rd (Salusbury Primary School)	524,520 / 183,495	0.0	0.3	2.3

Table 12 – Diffusion tube monitoring location & site metadata in the immediate area. Source: Brent ASR 2024, Table C (pp. 11-12 & 18)

An illustrative diagram of the sites can be found below.

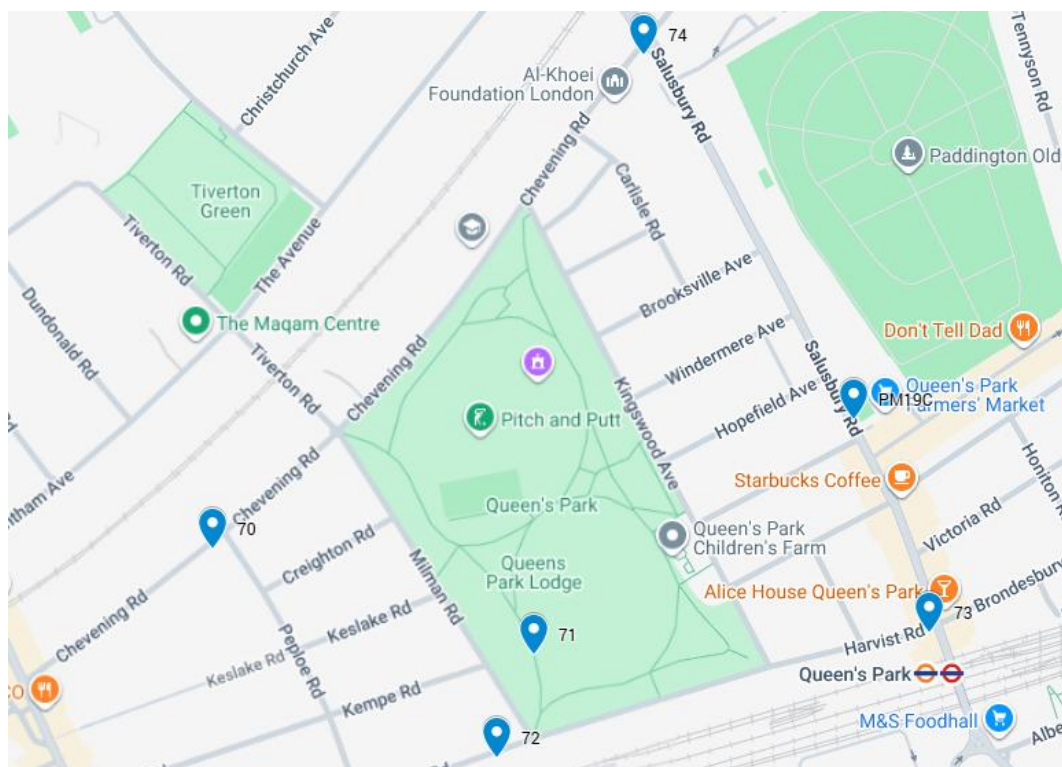


Figure 34 - Diagram of diffusion tube locations in the Queen's Park area

The table below provides annual mean NO₂ concentration values at the monitoring site. Overall, there has been a decrease in the concentration of NO₂ over the four-year monitoring period. At Tube ID 74, the annualised concentration of NO₂ has worsened again slightly in 2024.

Tube ID	Site name	2021	2022	2023	2024
70	Junction of Peploe Rd / Chevening Rd, F/O 72 Chevening Rd	23.5	22.8	22.2	<u>18.2</u>
71	Queens Park recreational area	22.8	22.4	20.4	<u>18.3</u>
72	Harvist Rd, F/O 139 Harvist Rd	26.7	25.3	20.2	<u>19.6</u>
73	J/W Harvist Rd & Salisbury Rd (opp. Kilburn Police Station)	30.0	28.5	23.4	<u>22.0</u>
74	J/W Salisbury Rd & Chevening Rd	26.2	23.7	17.9	<u>19.3</u>
PM19C	Salisbury Rd (Salisbury Primary School)	28.3	27.7	23.3	23.1

Table 13 - Year-on-year NO₂ (µg/m³), annualised & bias-adjusted (2021–2024). Source: Brent ASR 2024, Table E (pp. 24–27).

The table below provides the monthly diffusion tube readings in 2024. It shows that air quality levels were best during May, June and August, which is generally consistent with other sites across the borough.

Tube ID	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
70 – Peploe/Chevening	31.1	26.5	24.2	18.8	15.9	15.7	17.9	16.1	19.6	24.3	30.3	22.1
71 – Queens Park (UBG)	30.1	25.4	22.9	14.4	16.9	14.8	19.8	23.8	28.8	22.7	21.8	18.3
72 – Harvist Road	32.7	28.3	27.1	17.9	17.8	17.5	18.5	17.3	22.7	27.1	31.2	23.9
73 – Harvist/Salisbury	32.9	29.6	29.7	25.0	21.8	22.7	26.0	20.0	29.5	30.8	24.6	26.2

74 – Salisbury/Chevening	30.4	25.8	25.9	20.4	19.0	18.3	19.3	16.1	24.0	25.2	32.5	22.2
PM19C – Salisbury Road	34.7	29.8	29.6	27.8	23.9	25.3	27.4	23.1	31.5	30.3	23.9	27.5

Table 14 - Monthly NO₂ concentrations (µg/m³), 2024

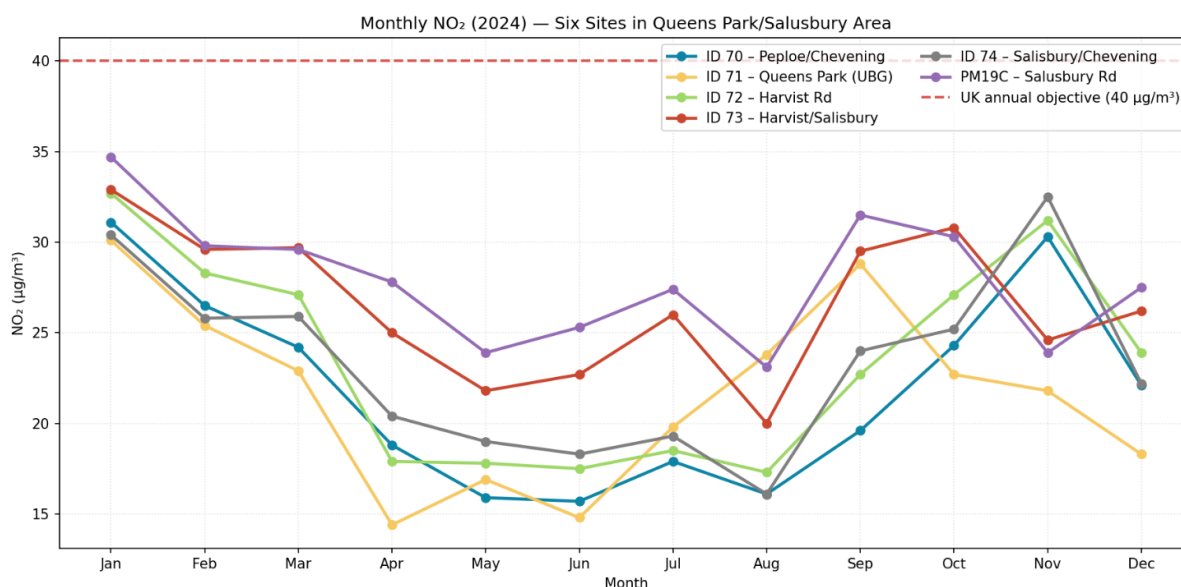


Figure 35 - Monthly NO₂ (2024) for all 6 sites. The horizontal dashed line marks the UK annual mean objective (40 µg/m³).

Air Quality: Key takeaways

In the UK, the 40 µg/m³ limit is the legally binding annual mean NO₂ standard used in policy to assess and manage air quality, guiding action to reduce emissions and ensure compliance with national objectives. All six sites recorded 2024 annual means well below 40 µg/m³ ranging from 18.2 to 23.1 µg/m³, with the Queens Park site (ID 71) the lowest (18.3 µg/m³). The roadside locations are higher, as expected, but remain below 40 µg/m³.

Every site shows improvement since 2021, typically ~15–30% reductions by 2024 (e.g., ID 70 from 23.5 to 18.2; ID 73 from 30.0 to 22.0). This is consistent with the borough-wide downward trend for NO₂.

In terms of individual sites, there is a slight increase from 2023 to 2024 at Tube ID site 74. This could be influenced by traffic on both Chevening and Salisbury Road given the location of the diffusion tube.

The highest annual mean NO₂ concentrations can be found at the roadside sites on Salisbury—site 73 at the junction of Harvist and Salisbury—and outside Salisbury Primary on Salisbury Road.

The seasonal profile is clear across all sites: winter peaks (Jan–Mar; Oct–Dec) and summer dips (Jun–Aug), typical for London roadside monitoring due to dispersion and heating-related influences. Even at the higher roadside months, monthly averages stay below 40 $\mu\text{g}/\text{m}^3$ for these locations in 2024.

Overall conclusions from data and stakeholder engagement

Stakeholder engagement: Summary

As outlined in the [engagement](#) analysis, there is a consensus among stakeholder groups that Chevening Road sees congestion during school pick-up and drop-off times. This is corroborated by the [ATC data](#).

There is also an argument to support measures to park and stride for parents. Multiple stakeholder groups outlined the possibility of temporary parking provision around Queen's Park itself. This was seen to be part of the toolkit to ease congestion on the surrounding residential roads, including Chevening. This was also agreed as necessary by the different stakeholder groups (councillors, school and residents) due to the distances or nature of the journey being taken by some parents. MP Smarter Travel supports this as an effective part of the toolkit, and the necessity to collaborate closely with the school to make this type of initiative work.

Whilst residents of Chevening Road are strongly supportive of the School Street, the headteachers of Al Sadiq and Al Zahra schools, as well as Islamia Primary, have indicated that they are broadly unsupportive of any restrictions.

The Imam Kohei Islamic Centre also raised concerns from initial informal engagement regarding access for visitors. Given the limited capacity on site for parking, the design options work under the assumption that the centre would be able to request some exemptions for vulnerable visitors such as blue badge holders if any restrictions were put in place. Most commonly, events are held in the evening, which fall outside the possible purview of a School Street. The [ATC data](#) (see Figures 2 and 3) does not support the need for any restrictions outside of typical School Street hours.

Key conclusions from the data: Summary

- Chevening Road (eastern section between Kingswood and Salusbury) has the strongest School-related traffic in the study. This is evidenced by the difference between the half-term and term-time traffic volume in Figures 2 and 3.
- The section of Chevening Road directly above Queen's Park has a high volume of traffic, but this has remained roughly consistent with 2023 measurements. This suggests that traffic on this section of Chevening Road has not been significantly impacted by the introduction of Restricted Turns ETOs on the northern "avenues". See Figure 12.
- Carlisle and Dunmore Road both show low overall volumes but clear school peaks at school pick up and drop off times. Due to their proximity to the school, these roads should be included within the proposed School Street design to help protect them from any potential traffic redistribution resulting from the scheme and to ensure the surrounding area is managed

consistently. The low traffic volumes overall indicate low through-traffic but a relatively high intensity of school drop-off activity relative to baseline flow. See Figures 4, 5, and 6).

- **Winchester Avenue is busy all day.** Although the data suggests it is not primarily a school traffic road, school trips compound an already busy corridor. The net flow is overwhelmingly southbound. See Figure 7, and Figures 23 and 24. Given the road is already subject to a protected left-turn restriction that limits traffic movements, its inclusion within the proposed School Street scheme is not recommended.
- **Restricted Turns ETOs have been effective at suppressing the AM peak on the avenues and have not caused notable displacement on directly adjacent roads.** A version of these measures should remain in place. However, on the southernmost avenues, Montrose and Summerfield, there remains a morning peak that occurs after the restrictions (see Figures 10 and 11).
- **On Kingswood Avenue, the picture is mixed—but only one site (of four) appears to show peak time displacement from Restricted Turns ETOs.** The northernmost count point shows little displacement from the Restricted Turns ETOs since 2023 (Figure 14). The northern-middle count point shows some displacement since the Restricted Turns ETOs on the northern avenues (Figure 15). At the southern two count points, traffic at peak times has decreased since 2022/23 (Figure 16 and Figure 17).
- **The data suggests that the Restricted Turns ETOs on the avenues has not caused displacement or a traffic increase on Salusbury or Harvist Road.** Salusbury's traffic volumes have remained consistently busy. Harvist is now busier than in 2023, however, this increase is evident throughout the day. The highest traffic volumes occurring during the evening peak, outside the morning hours when the Restricted Turns ETOs restrictions are in operation. It can therefore be concluded that the observed increase in traffic is unlikely to be attributable to the Restricted Turns ETOs, as the peak occurs outside the restriction period.
- **The afternoon peak remains for commuter and school traffic on the avenues, although it is a relatively low proportional change.** Brooksville has a more notable PM spike (Figure 8), this is likely to be caused by school-related traffic. **Therefore, it is necessary to consider AM and PM restrictions on Brooksville.**
- **Air Quality data shows a general improvement in the area.** As *Table 9* shows, there has been a year-on-year improvement in air quality at each location, except between 2023-24 on the junction of Salusbury and Chevening, which saw a small decrease in air quality.

- Travel data from Al Sadiq and Al Zahra Schools shows potential for students living within half an hour by public transport to change journey modes. This is shown in Figure 32.

The role of Experimental Traffic Orders (ETO)

In addition to being influenced by a wide range of factors, including seasonal differences and city-wide policies, traffic at a local level can be challenging to model accurately—and the model remains unverifiable until any changes are implemented and their real-life effects are measured. This is why experimental traffic orders (ETOs) exist.

Subject to consultation and approval, any scheme would be implemented under an Experimental Traffic Order (ETO). This approach allows the School Street to be introduced on a trial basis, enabling the council to monitor real-world traffic conditions, compliance, and impacts on residents, businesses, and surrounding streets. An ETO provides flexibility to refine, adjust or remove the scheme in response to observed data and community feedback during the trial period, ensuring that any permanent measures are informed by evidence rather than assumptions.

March 2025: Interim progress update

Designs for consideration

As part of the interim progress update and based on ongoing engagement with LB Brent officers and other stakeholders (including the pre-election Queen's Park Ward Councillors), together with the data and evidence presented in this feasibility study, three initial concept designs were developed and presented for consideration.

These concept designs formed the basis of the feasibility assessment and represented the broad range of traffic management options available for the area. They were intended to be indicative rather than exhaustive and provided a framework for assessing the opportunities, constraints, and likely impacts of different approaches.

Each option has been assessed throughout this feasibility study against the available traffic data, road safety evidence, site constraints, and project objectives to determine whether it is suitable to progress. Where an option, or elements of an option, has not been recommended for consultation, the reasons are explained in the [Designs to Progress to Consultation](#) section.

The three pre-feasibility concept designs are outlined below, together with a summary of their potential opportunities and challenges, which informed the subsequent feasibility assessment. These were also made public on Queens Park Healthy Neighbourhood [Webpage](#).

Option 1 Concept design

Smaller School Zone covering Chevening Road, Carlisle Road, Radnor Road and Dunmore Road.

Reasoning: This scheme was intended to address unsafe parking and driving behaviours immediately outside the school—the primary purpose of a School Street. Its aim is to reduce traffic volumes during school drop-off and pick-up periods, the scheme aims to create a safer environment for children and families walking, scooting, and cycling, while improving road safety and local air quality. It is assumed that this would be implemented alongside the Restricted Turns ETOs, as these were the conditions under which the feasibility study has been produced. The School Street would replace the Restricted Turns ETOs from Kingswood to Dunmore Road and Radnor Road, and the Restricted Turns ETOs from Chevening to Carlisle.

Opportunities	Constraints
The proposed School Street aims to improve safety and the environment immediately outside the school by reducing traffic during school drop-off and pick-up times. The	There is potential for some redistribution of traffic onto the surrounding avenues, particularly during the afternoon period when the Restricted Turns ETOs restrictions are not

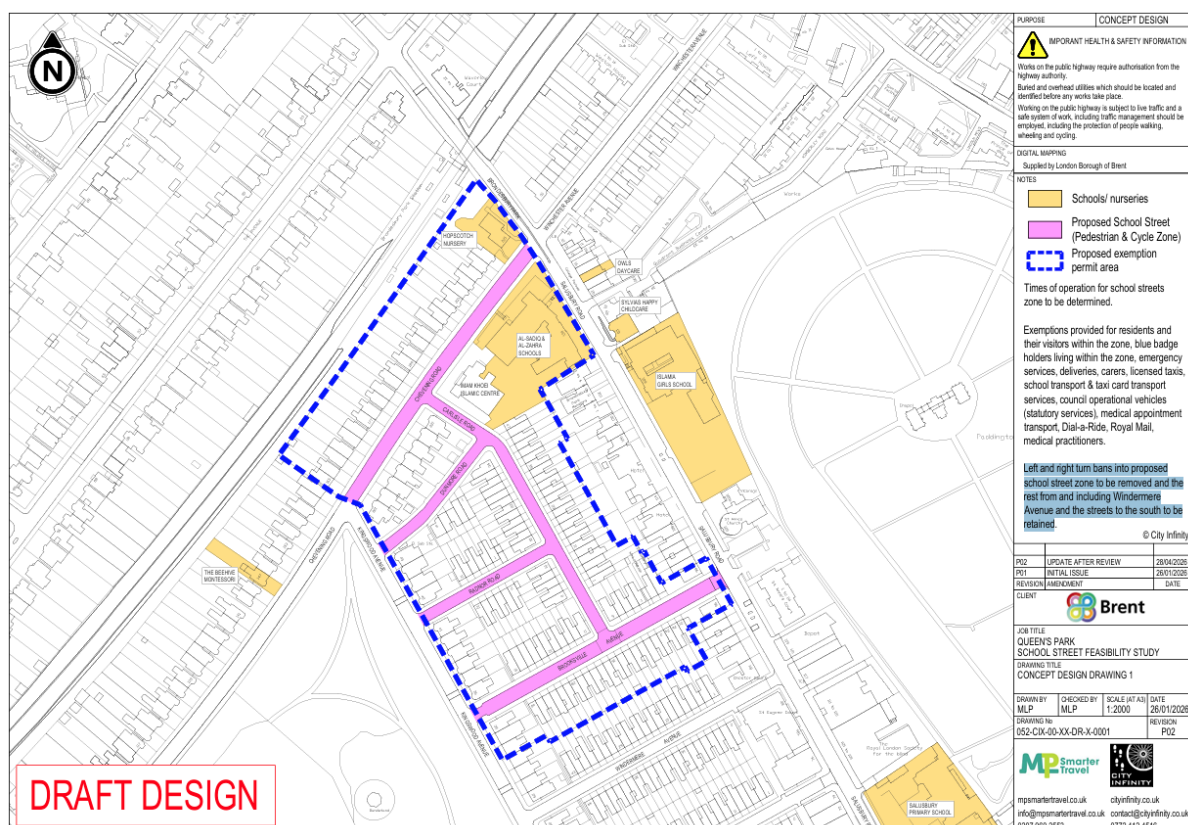
scheme is intended to improve visibility, reduce congestion, discourage unsafe driving and parking behaviours, and create a safer space for pupils and other road users. These improvements are also expected to encourage greater use of active travel, such as walking, wheeling and cycling, while contributing to better local air quality.

Likely to have a reduced impact on surrounding traffic patterns due to the smaller area.

in operation. However, any impact is expected to be limited and would need to be monitored following implementation.

The introduction of School Street restrictions alongside the existing Restricted Turns ETOs restrictions may initially require some familiarisation, as they operate as separate but complementary traffic management measures. However, as the School Street restrictions are located on residential roads, drivers are expected to become accustomed to the arrangements over time. To further assist motorists, advance warning signs will be installed on Salusbury Road to provide clear notice of the School Street restrictions on Chevening Road and Brooksville Avenue before drivers reach the affected junctions.

Table 15 - Option 1 Concept Design - Opportunities and Constraints



Technical Drawing 1 - Option 1 Concept design

Summary of feasibility findings for Option 1

Option 1 proposes a focused School Street covering Chevening Road, Carlisle Road, Radnor Road and Dunmore Road (with Brooksville Avenue included in the updated design). The option concentrates on the roads immediately surrounding the school where the feasibility study found the greatest evidence of school-related traffic, poor parking, unsafe manoeuvres and pedestrian conflict. It represents the smallest intervention while still addressing the principal safety issues identified during the study.

The feasibility study found that:

- Chevening Road experiences the largest increase in traffic directly associated with school drop-off and pick-up, with traffic increasing by approximately 65% compared with the remainder of the day and around 200% compared with half-term traffic.
- Numerous unsafe behaviours were observed during site visits, including illegal parking, U-turns, parking on zig-zags, blocked driveways and poor pedestrian visibility immediately outside the school.
- On-the-ground observation identified this location as the principal road safety concern.
- Carlisle Road and Dunmore Road also experience clear school-related traffic peaks despite relatively low daily traffic volumes and should be included to prevent traffic from simply relocating onto adjacent residential roads.
- Brooksville Avenue records significant two-way movements during school periods and should also be included to provide a logical and robust scheme boundary.
- Winchester Avenue and the strategic roads perform a wider traffic function and are not primarily taken up by school traffic.
- The proposed boundary achieves the principal objective of a School Street by targeting school traffic whilst minimising impacts on the wider network.

Recommendation

Option 1 is recommended to progress to consultation because it provides the best balance between improving road safety outside the school and limiting wider traffic impacts. It directly addresses the location where the evidence demonstrates the greatest school-related traffic problems whilst keeping any redistribution of traffic relatively limited and manageable.

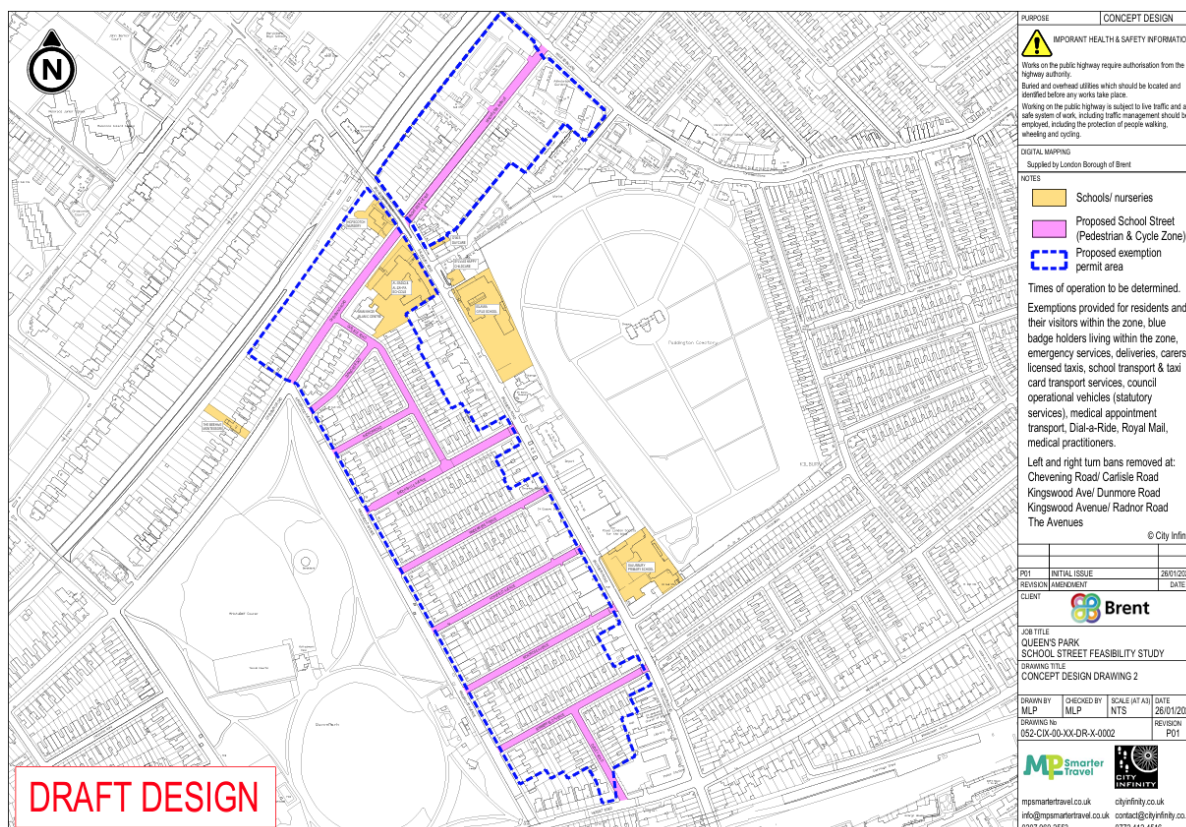
Option 2 Concept design

Larger School Street Zone covering Chevening Road, Carlisle Road, Radnor Road, Dunmore Road, Brooksville Avenue, Windemere Avenue, Hopefield Avenue, Montrose Avenue, Summerfield Avenue and Dudley Road.

Reasoning: Grouping all the roads with existing restrictions simplifies overlapping traffic schemes in place. It would reduce traffic on the Avenues further – flattening a PM peak, but is likely to displace traffic onto Kingswood, Salusbury and Harvist. It is assumed that these restrictions would supersede the Restricted Turns installed under the May 2025 ETO.

Opportunities	Constraints
Simplifies and unifies existing Restricted Turns ETOs restrictions and potential restrictions on Chevening Road under one scheme. Reduces traffic for a wider range of walking routes in the area, including those connecting the area to Brondesbury Park station and Queen's Park station. This includes Salusbury Primary. Maintains and compounds traffic reduction resulting from the Restricted Turns ETOs. Residents can still access the roads if the restrictions are camera-enforced—as they can be exempt—unlike Restricted Turns ETOs, which apply to everyone at all times.	Likely to cause larger traffic displacement onto Harvist Road and Kingswood Avenue and wider area. Difficult to justify lower portion of roads e.g. Summerfield southwards as part of School Street zone as there are no schools in the immediate vicinity. Larger area might be more likely to be perceived negatively by residents outside the area. More ANPR cameras would need to be purchased. Restricted Turns ETOs cameras could be reused for the western side of the zone.

Table 16 - Option 2 Concept Design - Opportunities and Constraints



Technical Drawing 2 - Option 2 Concept design

Summary of feasibility findings for Option 2

Option 2 proposed extending the School Street across almost the entire eastern residential area, incorporating Chevening Road together with Brooksville Avenue, Windermere Avenue, Hopefield Avenue, Montrose Avenue, Summerfield Avenue and Dudley Road. This would effectively replace the existing Restricted Turns ETOs arrangement with one large School Street Zone.

Whilst technically deliverable, the feasibility study concluded that this option was not proportionate to the evidence collected.

The feasibility study found that:

- Traffic surveys demonstrated that many of the roads within the extended area do not primarily experience school-generated traffic.
- Several roads experience their highest traffic volumes during the **evening peak**, indicating they serve a wider network function rather than solely school access.
- The school travel survey confirmed that **over 50% of pupils travel by car** and the **school serves a wide catchment area**, meaning vehicle trips originate from across London rather than the immediate neighbourhood. Consequently, extending restrictions further from the school would have limited influence on

many of these journeys, but could cause the greatest redistribution of traffic on surrounding roads.

- The larger restriction area would create the greatest redistribution of traffic onto surrounding strategic routes including Harvist Road, Salusbury Road, Kingswood Avenue and potentially Wrentham Avenue.
- Harvist Road has had a traffic volume increase following the Restricted Turns Experimental Traffic Order. Although the evidence does not conclude that this increase resulted from the ETO, introducing a much larger School Street would risk placing additional pressure on these already busy corridors.
- The larger scheme would require additional ANPR cameras, increase operational complexity and be more likely to generate objections from residents and neighbouring schools.

Why Option 2 should not progress

The feasibility study concluded that Option 2 would produce the greatest impact on the wider highway network while delivering relatively limited additional benefit compared with Option 1. The evidence suggests the extended area is not primarily experiencing school-generated traffic. Consequently, Option 2 is not recommended for consultation.

Option 3 Concept design

Smaller School Zone covering Chevening Road, Carlisle Road, Radnor Road, Dunmore Road, paired with one-way traffic measures along ‘the Avenues’.

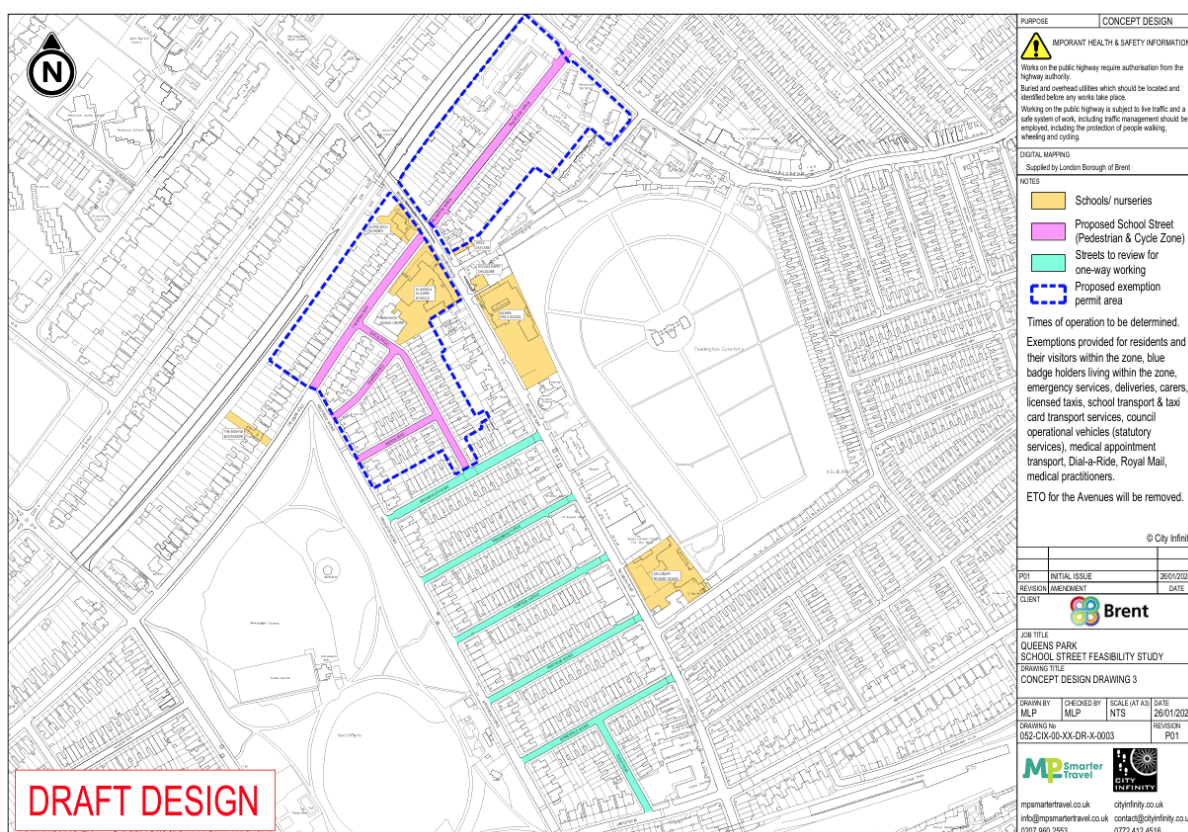
Reasoning: Seeks to accommodate the proposed School Street Zone while retaining some existing restrictions on the Avenues and allowing a controlled level of traffic movement through the area. This option is intended as a compromise between Options 1 and 2, and the existing ETO arrangement. The dominant traffic flow direction along the Avenues would be reviewed to identify the most appropriate arrangement to minimise congestion and reduce through traffic.

Any changes to one-way or point-no-entry on these roads aim to balance reduced through-traffic, addressing the concerns of residents in streets that, before the Restricted Turns ETOs, experienced high levels of traffic and congestion—whilst reducing the impact of displacement, if possible.

The existing ETOs on the avenues have been largely successful in their aim of suppressing the AM peak. However, with the implementation of a School Street Zone, PM peak traffic volume might become more pronounced. Therefore, to preserve the benefits of the existing Restricted Turns ETOs, whilst maintaining some level of permeability, the possibility of exploring complementary restrictions on ‘the avenues’ was tabled. This would involve altering the one-way working of some of the Avenues and changing the existing ETO.

Opportunities	Constraints
Maintain greater motor vehicle permeability compared to Option 2 – Larger School Street Zone.	Dependent on the configuration, likely to see more pronounced morning or afternoon peaks compared to the existing layout.
If one-way working is selected, reduce congestion on these roads as all traffic will flow the same direction.	Greater motor vehicle permeability does not align with Brent’s Strategic aims.
Lower displacement than a large School Street zone.	Strong likelihood of inducing higher volume and intensity AM traffic peaks (for eastbound one ways) or higher PM peaks (for westbound one ways).
Possibility to offer some roads protection from commuter traffic during PM peak, which might become intensified with School Street implementation.	Protection would be reduced for some avenues vs. existing Restricted Turns ETOs.
	New, different ETOs on the avenues may prove difficult to communicate with residents.

Table 17 - Option 3 Concept Design - Opportunities and Constraints



Technical Drawing 3 – Option 3 Concept design

Summary of feasibility findings for Option 3

Option 3 sought to combine the smaller School Street with changes to the existing Restricted Turns ETOs arrangements through revised one-way working or alternative traffic management measures along the Avenues. The feasibility assessment found that there was insufficient evidence to support changing the existing Restricted Turns ETOs arrangements as part of this project.

The feasibility study found that:

- Historic ATC data from 2022, 2023 and 2024 demonstrates that before the Restricted Turns ETOs were introduced, the Avenues experienced substantially higher morning traffic volumes.
- Current monitoring indicates there is no clear evidence that the Restricted Turns ETOs has caused significant increases in traffic on Salusbury Road or Harvist Road.
- Traffic increases observed on Harvist Road occur primarily during the evening peak rather than during the periods when the Restricted Turns ETOs restrictions operate, suggesting those increases are unlikely to have resulted from the ETO.
- Removing or altering the Restricted Turns ETOs risks reintroducing previous levels of morning through-traffic into the residential streets.

- The Restricted Turns ETOs remains a separate live scheme undergoing its own monitoring and statutory process.
- There is currently insufficient evidence to justify changing an existing traffic management scheme as part of a School Street feasibility study.

Why Option 3 should not progress

Although Option 3 attempted to respond to concerns about the existing Restricted Turns ETOs, the feasibility study concluded that there is **insufficient evidence to justify altering the Experimental Traffic Order**.

The available traffic data suggests the existing restrictions continue to reduce through traffic on the residential roads without demonstrating corresponding adverse impacts on the surrounding strategic network. Introducing changes to the ETO alongside a new School Street would also complicate monitoring and make it difficult to determine which intervention had influenced subsequent traffic conditions. Whilst having the potential to increase traffic during the AM and PM school peak periods on roads used by children travelling to and from Salusbury Primary School on Salusbury Road. For these reasons, Option 3 is not recommended to progress to consultation.

Designs to progress to consultation

Following an assessment of existing context of engagement in the area, the challenges and opportunities of each scheme and the data presented above, we recommend progressing Option 1 to consultation.

For Option 2, as outlined in the feasibility study, the displacement would be most severe due to the largest number of roads being closed for the longest period. Based on the already-[increased volume of traffic on Harvist Road](#) this would likely bring this road, and other strategic main roads and parallel roads (e.g. [Wrentham Avenue](#)) closer to capacity. Therefore, an implementation of a School Street alongside traffic measures that maintain a degree of permeability might present a preferable compromise for more residents of the wider area.

For Option 3, reversing or removing the Restricted Turns ETOs on any of the avenues risks re-inducing high AM peaks as demonstrated by the ATC data from 2022, 2023 and 2024 on the avenues. This data demonstrates the potential effects of restricting eastbound movement on some roads, whilst leaving others open to motor traffic.

Consideration of Restricted Turns ETOs as part of the design

As outlined in LB Brent’s own report ‘the implementation of the scheme [Restricted Turns ETOs] led to an 85% decrease in traffic volume on internal roads (resulting in about 4,500 fewer vehicles per day)’. Based on the data we have, there is not sufficient evidence to suggest the full scheme (extended scheme) has worsened traffic on Harvist Road or Salusbury Road.

The data to support this is provided in the Appendices and earlier in this study.

Summary of evidence to support Option 1

Please find below summarised the data to support the proposed option.

Option#	Relevant data to support implementation
Option 1	Option 1 proposes a scheme on the roads directly outside the schools on Chevening Road, and the immediate area, which is necessary to prevent unsafe manoeuvres or congestion on very narrow roads near the school. It targets the high volume of traffic on Chevening Road, improving road safety directly outside the school. It also incorporates Brooksville Avenue due to the high bi-directional volume at pick-up and drop-off times.

	This proposal suggests retaining the ETOs on the remaining avenues to the south, to be assessed alongside this scheme in any ongoing monitoring.
Maintain Restricted Turns ETOs under existing conditions	The Restricted Turns ETOs – currently implemented across all of the avenues between 7:30 a.m. and 9:00 a.m. – have reduced AM peak traffic volumes on Brooksville Avenue, Windermere Avenue, Montrose Avenue, and Summerfield Avenue. See Figures 8, 9, 10 and 11. The Restricted Turns ETOs does not appear to have worsened traffic volumes on Harvist Road, Salusbury Road, or the majority of the sites on Kingswood Avenue. For Harvist Road see Figures 18 and 19. For Salusbury Road see Figures 14, 16, and 17. Only Figure 15 shows some evidence of an increase in volume. For Kingswood Avenue see Figures 20, 21 and 22. Adjacent count sites on Chevening Road (directly north of Queen’s Park itself) and on Tiverton Road, do not show evidence of significant increases linked to the Restricted Turns ETOs installation. See Figures 12 and 13. There is not sufficient evidence to recommend removing the Restricted Turns ETOs. They have been effective in their aims, without a detrimental effect on the surrounding roads. The reports from Brent detail resident objections, but the report responds to these objections adequately. Whilst the Restricted Turns ETOs scheme remains unpopular with some petitioning residents, they remain popular with others.

Table 18 - Summary of evidence to support Option 1

Recommendations

Recommendation 1 – Progress Option 1 for the School zone design to consultation

Site observations, evident traffic, congestion and poor driver behaviour are problems at school drop-off and pick-up times in the area.

Traffic data shows that Chevening Road experiences a large increase in traffic volume at school drop-off and pick-up times. The surrounding roads to the south of Chevening (“the avenues”) also show peaks in the afternoon, which align with school pick-up. The busier signalised roads in the area, including Harvist and Salusbury, are less affected by school traffic, showing less sharp (or no) peaks during these hours, and show generally consistent volumes between term time and half term.

This project is designed to assess the feasibility of a School Street as the solution—or part of the solution. Assessing the School Street as a possible solution, we suggest a potential design to consultation: **Option 1 Consultation Design**.

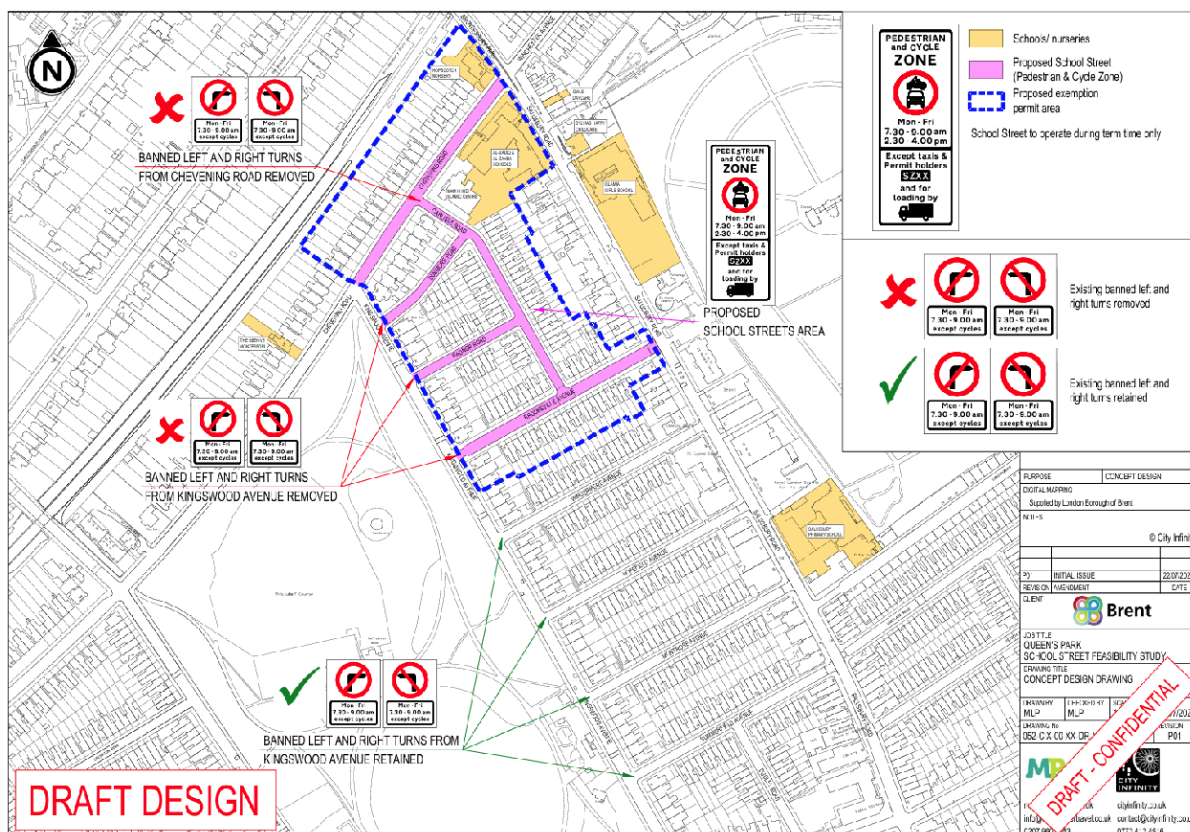
If the scheme is approved following consultation, monitoring will be undertaken during the Experimental Traffic Order (ETO). This should include Automatic Traffic Counts (ATCs), air quality monitoring, collision data, and ongoing monitoring of stakeholder comments and feedback. This will ensure that the impact of any scheme can be assessed objectively and that the views of all stakeholders continue to be heard throughout the experimental period for any newly introduced measures.

The option is for consultation and can be subject to change, depending on results of the process—accounting for both data and stakeholder perspectives.

To align with the Restricted Turns ETOs and the period at the start of which we see a rising traffic volume, we recommend the School Street restriction operate 7.30 a.m. to 9 a.m. and 2.30 p.m. to 4.00 p.m. The traffic surveys show PM peaks, and the afternoon timing is LB Brent’s standard. These align with the busiest periods observed based on our site visit.

Option 1 Consultation Design

Smaller School Zone covering Chevening Road, Carlisle Road, Radnor Road, Dunmore Road and Brooksville Avenue and retain existing Restricted Turns ETOs on Windermere Avenue, Hopefield Avenue, Montrose Avenue, and Summerfield Avenue



Technical Drawing 4 - Option 1 - Consultation design

Recommendation 2 – Maintain the existing Restricted Turns ETOs scheme on the avenues in its current iteration

As outlined earlier in this feasibility study, there is minimal evidence for the negative impacts of experimental traffic order. Large morning peaks have decreased significantly on narrow residential streets, and there is little evidence of traffic volume increases on boundary roads caused by the current iteration of Restricted Turns ETOs restrictions.

There is not sufficient evidence to recommend the removal of the Restricted Turns ETOs. The ATC data that we have access to suggests that removal or changing these restrictions might induce intense traffic peaks (especially in the morning) on narrow residential roads. See [the evidence here](#).

Recommendation 3 – Explore additional engineering measures in the immediate area to support walking and cycling

In line with the engineering recommendations outlined in the Queen's Park Healthy Neighbourhood document, we would recommend further review of a crossing on Salusbury from Winchester Ave to Chevening Road.

During the previous round and our continued engagement with Al Sadiq/Al Zahra, the schools have highlighted that additional support is needed to enable modal shift to active travel. Winchester Avenue and Chevening Road is currently served by an uncontrolled pedestrian refuge. A zebra crossing is located 80m to the south, away from a clear desire line and unlikely to be used by people moving between Winchester Avenue/Chevening Road. We recommend a redesigned crossing, which could be designed to include cycle traffic to improve local permeability

These are recommended based on the engagement for [Queen's Park HN](#), but also on data gathered as part of this feasibility study. Some measures recommended in this study, such as changes to parking provision on [Salusbury Road](#) have already been consulted on and approved for implementation.

Recommendation 4 – Support local schools and the Al Kohei Islamic foundation to help implement more sustainable modes of travel

One point of agreement between most stakeholders was that parents at Al Sadiq and Al Zahra often had to drive to school, and that a mode change was unlikely or unfeasible for some.

As recounted by the school, and evidence from our site visits, some parents are already using the pay and display bays around Queen's Park – along Kingswood Avenue and the

section of Chevening directly to the north of the park. Based on the site visit, there is adequate parking availability for the parents to park here, utilising pay and display, and walk the final leg of the journey.

If the School Street moves ahead in any form to consultation, it is vital to communicate with parents and provide further engagement and support to both the school and parents in making this change.

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