

# Queen's Park School Street Zone Feasibility Study

Interim progress update

March 2026



# Context: Proposed School Street Zone – Chevening Road, Queen’s Park (London Borough of Brent)

London Borough of Brent (LB Brent) is exploring the feasibility of a School Street Zone in the Queen’s Park area.

The proposal aims to improve road safety, reduce through traffic, and support walking and cycling. MP Smarter Travel Consultants have been appointed to undertake the feasibility study and detailed design

The area presents a highly challenging environment due to traffic patterns, including the nearby shop parade, and key community destinations, including the Imam Khoei Islamic Centre and multiple nearby schools.

Schools within or immediately adjacent to the School Street Zone include:

- Al Sadiq School (136 pupils)
- Al Zahra School (115 pupils)
- Hopscotch Nursery
- Islamia Primary School (418 pupils)
- Islamia School for Girls (119 pupils)
- Owls Daycare
- Salusbury Primary School (652 pupils)
- Sylvia's Happy Childcare
- The Beehive Montessori

*All pupil numbers are from [GIAS](#) (2026). Data is not available for all schools.*

# Context: Nearby schools (wider area)

Outside the immediate area, but still influencing travel patterns are:

- ARK Franklin Primary Academy
- Manor School
- Queen's Park Community School (QPCS)
- Princess Frederica CE Primary School

The School Street Zone Feasibility Study also considers relationships with other School Street Schemes nearby, including:

- Manor School – Experimental Traffic Order (ETO) being reviewed. Decision due May 2026. The full report will be published on the website.
- Princess Frederica CE Primary – Expansion feasibility study being undertaken. Any decision subject to consultation in early Summer 2026.

# Context: Surrounding area characteristics

## Key Challenges

- Very high concentration of schools and nurseries within a small area.
- Parade of shops on Salisbury Road
- Imam Khoei Islamic Centre (and associated schools) is a key community destination and serves residents from all over the borough, and further afield, therefore adequate consideration is needed.
- Potential overlap with existing and possible school streets nearby, in addition to the ETO on the Avenues and the review of the Harvist Road junction.

## Other existing or planned schemes nearby

- Traffic signal junction Improvements: Salisbury Road / Brondesbury Road / Harvist Road

# What is a School Street?

A School Street (or School Zone) is a restriction on motor traffic on the roads outside a school for a short period, typically at pick up and drop off times. Restrictions on motor traffic make the route safer for pupils, promote walking and cycling, and cut the number of polluting cars directly outside schools, where most vulnerable children would congregate. It can make the street more pleasant, less congested and polluted for residents. Implementing a School Street can also help the school community promote active travel.

LB Brent currently has 31 permanent school streets in the borough, with more currently implemented under ETOs. More information can be found [here](#). These are well supported by the school community and local residents.

School Streets operate during school term time, which is approximately 38 weeks per year. The specific dates of operation for the concept designs in this presentation are to be defined.

In LB Brent, the following can be exempt from School Street restrictions:

- Residents and their visitors within the zone
- Blue badge holders living within the zone
- Emergency services
- Deliveries
- Carers
- Licensed taxis, school transport & taxi card transport services visiting the zone
- Council operational vehicles (statutory services)
- Medical appointment transport and medical practitioners
- Dial-a-Ride
- Royal Mail

# Why is a School Street feasibility study being undertaken?

The feasibility study was commissioned to provide a comprehensive overview and assessment of a potential School Street on Chevening Road and/or the surrounding roads.

The study was initiated in response to issues raised through [engagement](#) on the Healthy Neighbourhood in Queen's Park, alongside resident petitions submitted to the Council expressing support for a School Street Zone.

The objectives of the study are to reduce motor vehicle through traffic, improve road safety, enhance air quality, and promote sustainable travel during school hours.

**Three initial concept designs are presented in the following slides, each supported by a brief rationale.** These concepts are indicative and not exhaustive. They are workable approaches to traffic management in the area. Further measures may be explored as part of the detailed feasibility process.

Subject to full feasibility and consultation, the 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.

# Option 1 Concept Design

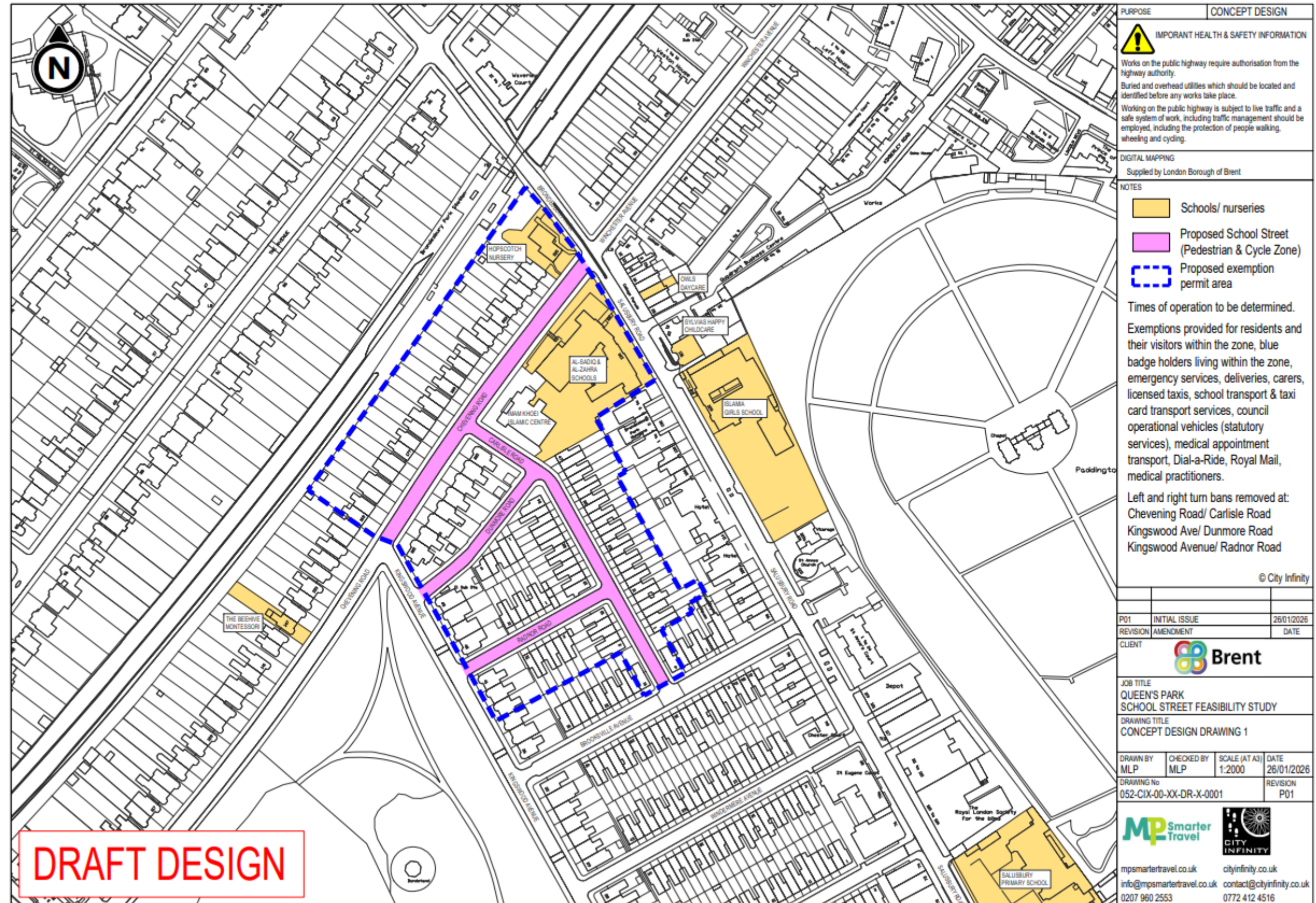
The *Option 1 Concept Design* shows a smaller School street Zone covering Chevening Road, Carlisle Road, Dunmore Road, and Radnor Road.

Times of operation are to be determined.

If this option is progressed to implementation (ETO – Experimental Traffic Order), then all current banned turns **on the above-listed roads only** would be removed and replaced with School Street Zone term-time restrictions.

Exemptions from timed School Street restrictions would include the bullet point list on [Slide 5](#).

The 'zone' refers to properties within the dotted blue line.



# Option 1- Targeted School Street Zone (Chevening Road)

## Rationale

Option 1 directly responds to resident petitions received by the Council and addresses high traffic volumes on Chevening Road during term time, particularly at school drop-off and pick-up periods.

The proposed School Street Zone is as minimal as can be effective, designed to avoid creating turning or access issues at the zone boundaries for residents of Dunmore Road, Radnor Road, and Carlisle Road.

Under this option, the ETO on the Avenues would be considered separately.

# Option 2 Concept Design

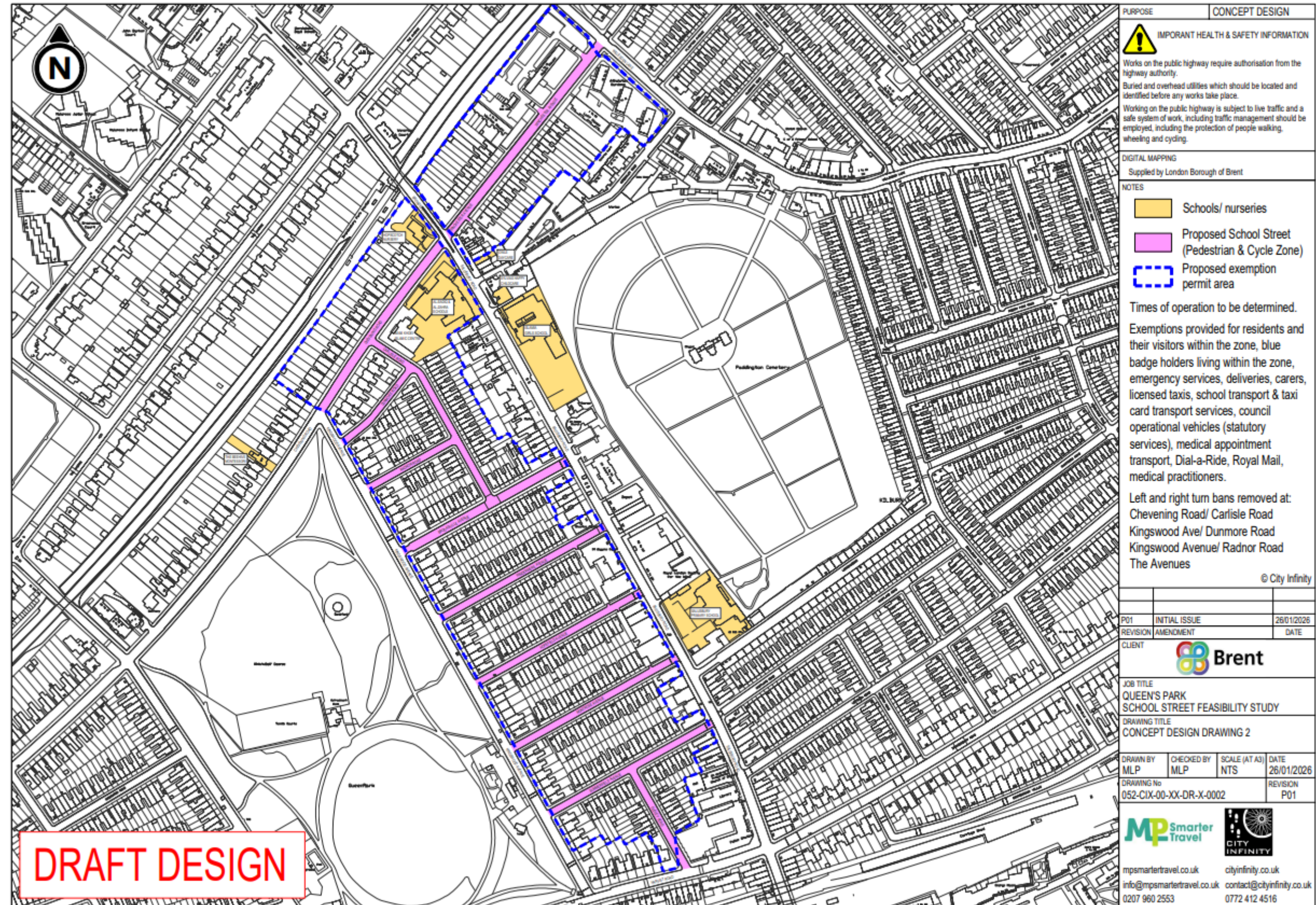
The *Option 2 Concept Design* shows a potential larger School Zone covering Chevening Road, Dunmore Road, Radnor Road, as well as 'the Avenues' and Dudley Road. It also covers Winchester Avenue, to the northeast of Salusbury Road.

Times of operation are to be determined.

If this option is progressed to implementation (ETO – Experimental Traffic Order), then all current banned turns on the above-listed roads only would be replaced with School Street Zone term-time restrictions.

Exemptions from timed School Street restrictions would include the bullet point list on [Slide 5](#).

'The zone' refers to properties within the dotted blue line.



## Option 2 – Larger School Zone Rationale

Option 2 targets a wider area to include all of the Avenues and removes the existing Experimental Traffic Order (ETO) banned turns. The timed restrictions would supersede all banned turns on the Avenues.

The expanded zone would create a larger traffic-reduced environment, enabling local children to walk more safely to nearby schools, including those on Salusbury Road, and nearby nurseries that use these routes.

School Zones can be applied to wider areas than simply the road on which the school is located. These zones can reduce the impact of displacement on the directly surrounding residential roads and more effectively reduce through traffic. School zones that include streets on which a school is not directly located, operate throughout the borough.

Outside-school drop-off and/or pick-up periods, the area would remain open to through-traffic, helping to minimise displacement and reduce impacts on the wider road network.

# Option 3 Concept Design

The *Option 3 Concept Design* shows a potentially smaller School Zone covering Chevening Road, Dunmore Road, Radnor Road, and Winchester Avenue, paired with a review of the existing traffic management measures on the Avenues.

The times of operation of the School Zone are to be determined.

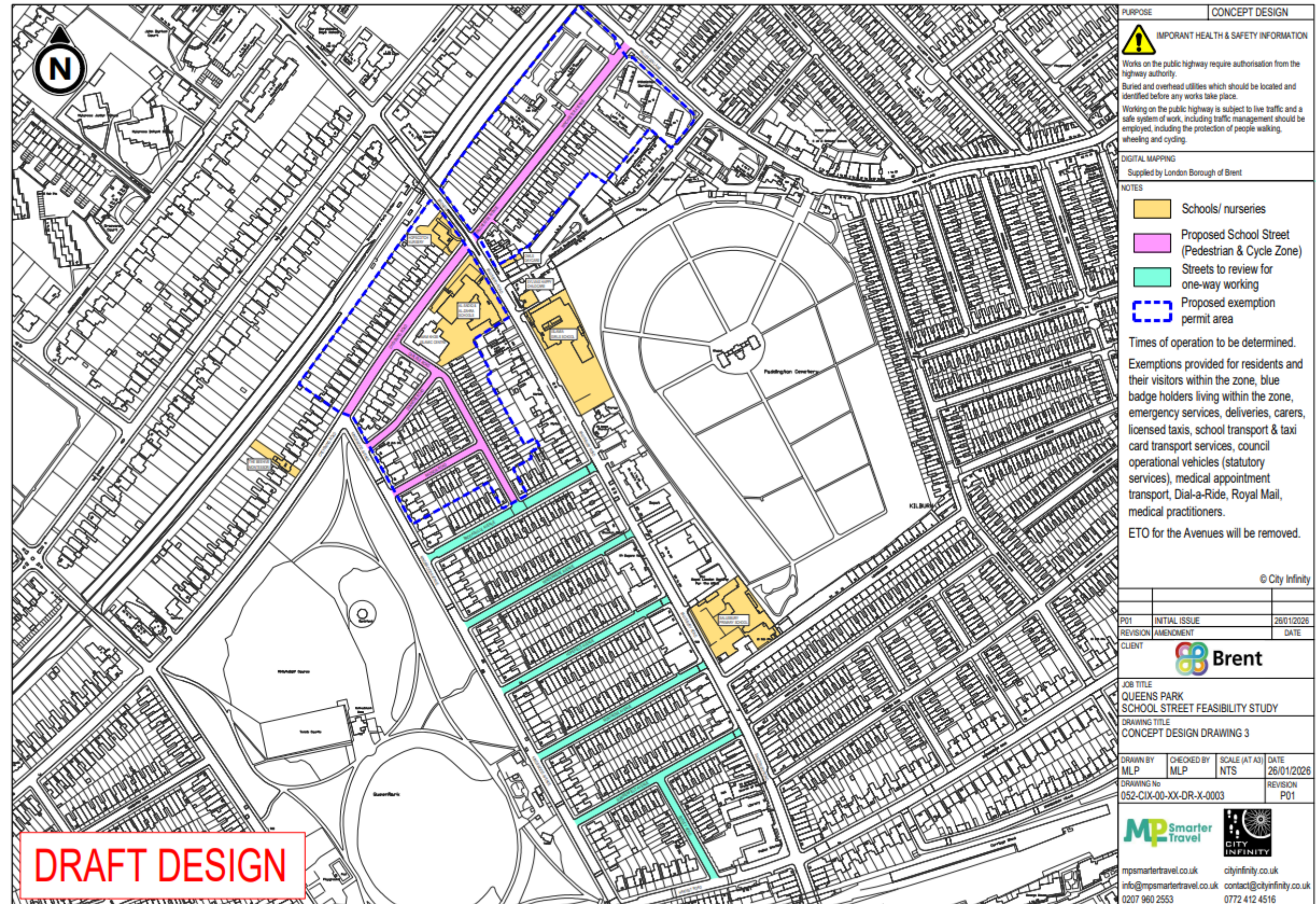
If this option is progressed to implementation (ETO – Experimental Traffic Order), then all current banned turns on the above-listed roads would be removed and replaced with School Street Zone term-time restrictions.

This option considers the introduction of one-way systems, with potential changes informed by traffic volumes when determining the direction of travel. The existing banned turns on the avenues would also be removed.

Any changes on these roads aim to balance reduced through traffic, whilst reducing the impact of displacement, if possible.

Exemptions from timed restrictions would include the bullet point list on [Slide 5](#). Non-timed restrictions such as point no entry or one-way access apply to everyone, 24 hours a day.

'The zone' refers to properties within the dotted blue line.



# Option 3 – Hybrid School Street and Traffic Management Approach Rationale

Option 3 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 by introducing one way running on certain avenues (yet to be identified). This option is intended as a compromise between Options 1 and 2.

The dominant traffic flow direction along the Avenues would be reviewed to identify where one-way operation might most effectively minimise congestion and reduce through traffic, while causing the least inconvenience to the residents in and outside the zone.

Any introduction of one-ways or no-entry points on these roads would aim to reduce through traffic, while addressing the high levels of concentrated traffic and congestion in the pre-ETO morning peak, while also seeking to reduce the impact of displacement on other areas.

The final feasibility report will include a comprehensive assessment of traffic data from all available count sites, including an analysis of directional flows, to inform the preferred layout and operational approach.

# Recommendations

Undertake wide-area traffic analysis to assess the cumulative impact of planned and existing schemes on both school-related traffic and through-traffic in the wider area.

Use the analysis to identify the optimal solution to reduce congestion while maintaining local access and permeability.

Ensure any proposed traffic management measures support safe school access, minimise displacement of traffic to neighbouring streets, and align with wider transport objectives.

Take the preferred option identified through feasibility forward to public consultation, inviting feedback from residents, schools, businesses, and other stakeholders for a decision.

# Next steps

This document is an interim progress update. The scheme is complex, with many schools located nearby. A detailed traffic analysis is being undertaken to identify the optimal solution—one that protects schools and residences from high traffic levels while still allowing effective access within the area, wherever possible.

The next steps as part of this School Zone Feasibility study are:

- Public consultation will take place in **Summer 2026**.
- A final decision is expected by **Autumn 2026**.

Subject to consultation, 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.