

## **Executive Summary**

The Chevening Road School Street Feasibility Study assesses whether a School Street is an appropriate response to traffic and road-safety issues around Chevening Road and the associated schools. Drawing on traffic surveys, site observations, school travel data, collision and air-quality information and stakeholder engagement, the report concludes that there is a clear case for progressing a targeted School Street to consultation, with potential implementation through an Experimental Traffic Order (ETO) if subsequently approved.

### **Key findings and case for a School Street**

The strongest evidence relates to Chevening Road itself, which has the most pronounced school-related traffic peaks in the study area. Traffic rises sharply during morning drop-off and afternoon pick-up and falls significantly during half-term, demonstrating that much of this additional traffic is associated with the school run. The report estimates that traffic on Chevening Road increases by approximately 65% compared with the remainder of the day and around 200% compared with half-term traffic.

This is reinforced by site observations, which identified illegal and inappropriate parking, U-turns, vehicles stopping on school zig-zags, blocked driveways and poor pedestrian visibility immediately around the school. The report therefore identifies this location as the principal road-safety concern and considers a School Street justified primarily as a means of reducing the concentration of vehicles and associated conflicts during school arrival and departure periods.

Carlisle Road and Dunmore Road have relatively low overall traffic but identifiable school-time peaks. Their inclusion is considered necessary to avoid simply displacing school traffic from Chevening Road onto neighbouring residential streets. Brooksville Avenue also experiences significant movements during school periods, particularly around afternoon pick-up. Winchester Avenue, by contrast, carries substantial background traffic throughout the day and is not considered primarily a school-traffic route, so its inclusion is not recommended.

On this basis, the report recommends Option 1: a smaller School Street covering Chevening Road, Carlisle Road, Radnor Road, Dunmore Road and Brooksville Avenue. This is considered the most proportionate option because it targets the roads where the evidence of school-related traffic and safety problems is strongest while limiting the potential for wider network impacts. Proposed operating hours are 7:30–9:00am and 2:30–4:00pm, corresponding with the observed school traffic peaks.

### **Existing Restricted Turns (ETO's) and traffic displacement**

A significant consideration is how the proposed School Street would interact with the existing restricted turns, Experiment Traffic Orders (ETO 's) on the Avenues. The

traffic evidence indicates that these restrictions have substantially reduced morning peak traffic on the affected residential roads. The study finds insufficient evidence that the restricted turns (ETO's) have caused significant additional traffic on surrounding roads.

The report consequently recommends retaining the existing restricted turns (ETO's) arrangements rather than removing or substantially changing them. Historic traffic data suggests that doing so could reintroduce significant morning through-traffic onto narrow residential streets.

### **Recommended approach**

The report recommends progressing Option 1 to consultation while retaining the existing restricted turns (ETOs). However, at this stage, the Council is consulting on both schemes to ensure that residents and other stakeholders have an opportunity to express their views.

**The consultation is seeking views on whether the proposed School Street should be introduced and whether the existing restricted turns (ETO's) should remain in place or be removed. No final decision has been made at this stage, and the consultation responses will help inform the Council's consideration of the schemes and the next steps.**

**The consultation materials can be found here:**

**[Citizen engagement platform](#)**