

The Royal Borough of Kensington and Chelsea

Abbotsbury Road Zebra Crossing Consultation

Report by the Transport Projects Officer

30 July 2026

1. Background

- 1.1 In 1976, an historic problem of speeding resulted in Abbotsbury Road becoming the first road in England to have road humps installed. Whilst the one-year trial was found to reduce drivers' speeds and traffic volume, there was no statistically significant change in the number or severity of casualties. To address this, five traffic islands were installed both to deter a "racing line" and to aid pedestrians to cross the road. Four of these islands, however, cannot function as pedestrian crossing points because (a) there are no dropped kerbs and (b) the central refuge is too small to accommodate a person with a buggy.
- 1.2 As part of the Council's policy of improving pedestrian amenity, the Council proposes to replace the traffic island close to the North Abbotsbury Gate with a zebra crossing on a new flat-top road hump (a "raised zebra crossing". This is the only one of the five entrances to Holland Park from the west or north that meet the criteria for being a fully accessible entrance.
- 1.3 This paper summarises the responses received to the recent consultation on that proposal, a plan of which can be found on the [Consultation and Engagement Hub](#).
- 1.4 The proposals involve removal of the central traffic island in favour of a zebra crossing on a raised table, with footway buildouts to narrow the crossing distance and improve visibility between pedestrians and drivers. The design of the zebra crossing would require the loss of 33 metres of double yellow line and 18 metres of single yellow line, requiring further statutory consultation. The design of the zebra crossing would require the loss of 33 metres of double yellow line and 18 metres of single yellow line, requiring further statutory consultation.
- 1.5 Each year we receive numerous requests for new zebra crossings all across the borough. With limited funds available, to prioritise locations based on need, each year we review our list of crossing requests and rank the priority of each site based on various criteria, for example as how difficult it is for pedestrians to cross in a particular location, whether there have been any collisions injuring pedestrians at the location, and whether there is likely to be a demand to cross based on which local amenities are nearby. We can then prioritise our resources where they will give the most benefit.
- 1.6 This location was ranked as a priority due to the relatively high volumes of traffic throughout the day, and as the proposed crossing would serve multiple amenities, such as Holland Park, as well as a nearby business and nursery.

- 1.7 If introduced, the zebra crossing is expected to cost in the region of £70k, subject to detailed design, and would be funded from the Council's 2026-27 TfL Local Implementation Plan allocation.

2. Consultation

- 2.1 Between 16 February and 29 March 2026, the Council undertook non-statutory public consultation on the introduction of a raised zebra crossing on Abbotsbury Road. Residents living near each proposal (c. 1,500 households/businesses) received letters signposting them to the consultation on the Council's Consultation and Engagement Hub. Local ward councillors, residents' associations and community groups were made aware of the consultations by email.
- 2.2 Key stakeholders, such as the emergency services, utility companies, refuse collection teams and neighbouring boroughs were also informed of the consultation by email.
- 2.3 There were 77 total responses to the consultation via the online portal. The responses can be found in full in Appendix 1. In summary:
- Fifty responses (65 per cent) supported the proposal in full, believing that the proposal would increase safety and reduce speeds.
 - Six (eight per cent) supported the proposals in part and three of those also suggested an additional zebra crossing be implemented south of the proposal, by Holland Park's 'Ted's Gate' entrance.
- 2.4 Twenty-one (27 per cent) objected to the scheme believing that pedestrian crossing demand at the location is low and that the proposal would increase congestion and traffic on Abbotsbury Road.
- 2.5 The Metropolitan Police Service responded to the consultation requesting that the colour of the tactile paving should be in line with guidance to indicate to partially sighted people that the crossing is controlled.
- 2.6 The Council uses tactile paving in accordance with the Council's Streetscape Guidance, which is not red but would be of a similar material to the surrounding paving but in a contrasting colour tone. The Council acknowledges that this is a departure from DfT guidance. The Council is currently reviewing its policy on the design and colour of tactile paving at controlled crossings, and this will inform the final detailed design if the proposal proceeds.

Analysis of key themes arising from consultation responses

- 2.7 The table below summarises key themes regularly mentioned by respondents across the consultation. Officers have not responded to comments out of scope of the proposals, for example poor rental e-bike parking.

Issue	Officer Response
Waste of resources Twelve respondents believed that the proposal is a waste of Council funding and resources, stating that the funds would be better spent elsewhere (i.e. on improvements to the facilities within Holland Park).	Funding for the crossing is from the Council's Local Implementation Plan allocation from Transport for London. The funding is therefore ringfenced for the purpose of delivering zebra crossing schemes within the borough.
Crossing is not necessary Eleven respondents stated that there is not enough demand for a crossing at this location. Three respondents believe that there is not enough traffic and speeding on Abbotsbury Road, with three more stating that the existing traffic calming measures (road humps) already significantly reduce speeds in the area. Six respondents believe that the existing layout and informal crossing are sufficient. Four respondents stated that there have not been any pedestrian incidents recorded at this location Two respondents stated that there is an existing signalled crossing nearby, and therefore a zebra crossing at the proposed location is not necessary. One respondent stated that there are too many crossings across the borough.	The Council's zebra crossing prioritisation process assesses all requests based on a number of variables, including collision and injury data, speeds, volume, proximity to existing crossings and amenities to name a few. The criteria in which officers assess our sites is based on guidance in Chapter 6 of the Department for Transport's Traffic Signs Manual. This location has having high volumes of traffic in both directions, and requests from residents. The nearest pedestrian crossing is located on Holland Park Avenue (290 metres north of the proposed site). Whilst the existing traffic humps aid in reducing speeds, a raised zebra crossing would aid pedestrians to cross safely, especially vulnerable groups and those with children. The traffic humps would be retained under this proposal. Under the Highway Code (Rule 195), vehicles must give way to pedestrians using zebra crossings. The proposal therefore offers far greater amenity to pedestrians than the existing informal crossing islands. Whilst there have not been any pedestrian collisions at the proposed location within the past three years, it is important to note that collisions are one of many factors that are considered when prioritising and assessing zebra crossing locations. The proposal

Issue	Officer Response
	seeks to improve the existing crossing facilities on Abbotsbury Road where demand particularly exists for those visiting Holland Park. The Council's policy is to provide safe and reliable crossings around the borough to improve connectivity and reduce the risk of injury and harm.
Proposals will increase speeds, congestion and associated poor air quality and noise Ten respondents believe that the proposal would increase congestion, with some suggesting that this would lead to an increase in pollution and noise.	Should the crossing be installed, drivers may need to stop more frequently at this point than they currently do. But it is not expected that the zebra crossing will cause congestion, queuing or cause any significant delays or increases to journey times. Vehicle delays are typically five seconds for a single person crossing but may increase where irregular streams of people cross over extended periods. It is unclear why respondents felt the proposal would increase speeds.
Proposals will make accessing crossovers more difficult Eight respondents stated that the proposal would restrict access to resident off-street parking.	The proposed crossing does not impede access to any cross-overs (driveways). For some residents, the proposed crossing may reduce speeds, and create gaps in traffic flow, improving opportunities for those exiting driveways.
Further crossings are desirable / alternative locations for proposal Four respondents stated that a crossing south of the proposal, by Holland Park's Ted's Gate entrance, would be useful for residents and visitors. Three respondents stated that a crossing at the junction of Holland	The Council complete a prioritisation exercise for all zebra crossing requests received. Some of these have not been previously requested by residents, and those that have will be undertaken at the feasibility stage later this year (including one to serve the 'Ted's Gate' entrance).

Issue	Officer Response
Park and Holland Park Avenue would be preferred. One respondent stated that this proposed crossing be moved to Holland Park Road, south of the proposal, outside the Cameroonian High Commission.	There is already an existing signalised crossing on Holland Park, at its junction with Holland Park Avenue. A proposal outside the Cameroonian High Commission would not score highly due to its proximity to existing crossings.
Belisha beacons will negatively impact nearby residents Three residents stated that the flashing belisha beacons would be disruptive to those living directly outside the proposed zebra crossing.	The proposed belisha beacons would include a shroud, as per the concept drawing specifications. The shroud would prevent the beacons shining light into nearby homes.
Alternative layout/scheme would be preferable One respondent suggested that improvements to the existing layout would be preferred. Suggestions include: improved signage, road markings and/or traffic calming measures. One respondent suggested that speed cameras be installed as an alternative measure as they would deliver similar benefits at a fraction of the cost.	Zebra crossings by nature provide a higher level of service to pedestrians wishing to cross, especially those with mobility constraints as they require traffic to stop for pedestrians to cross. Abbotsbury Road has existing road humps to reduce speeds and offer road safety benefits. Councils have no legal powers to install or operate speed cameras.
Proposals will cause an increase in collisions. Two respondents raised concerns that there would be an increase in collisions as vehicles would be	There is no data to suggest a correlation between the introduction of a zebra crossing with an increase of collisions. Reduced speeds are associated with lower degrees of harm when collisions do occur.

Issue	Officer Response
slowing and stopping at a zebra crossing.	
The proposed location has low visibility due to a bend in the road One respondent commented on the lack of visibility of pedestrians and commented on the location of the proposal near a bend in the road.	Whilst there is a very gentle bend in the road, visibility splays have been assessed to ensure that no existing features such as trees, and no proposed features would impede intervisibility between pedestrians and motorists. Footway buildouts would be provided to ensure there will be ample visibility to and from the crossing.
Removal of existing lamp column Two respondents raised concerns about the removal of the existing lamp column.	The Council's Street Lighting Team is working with the Transport Projects Team to ensure the area is well-lit. Further detailed assessments will be carried out during the design stage of the project.

3. Next steps

- 3.1 Following consideration of all comments received, the Director of Highway and Regulatory Services has decided to proceed with the detailed design and implementation of the proposed zebra crossing on Abbotsbury Road, subject to statutory consultation in relation to the changes to single and double yellow line provision.
- 3.2 The Council is required to give statutory notice of new zebra crossings under section 23 of the Road Traffic Regulation Act 1984. Officers would arrange this following completion of the detailed design.

Appendix 1: Consultation responses received

Objections	
1	This crossing is completely unnecessary - it is a total waste of valuable council funds. A crossing already exists here which is safe and easy to use. It would be far better to locate a crossing further down the road by the main Abbotsbury Road entrance to the park. That is where there are most pedestrians crossing to go in and out of the park. The proposed location is also wrong because it will cause further congestion on the bend of the road where the bikes are already a massive public nuisance. [Additional Response] Total unnecessary. Huge waste of public resources. Very low pedestrian use. Existing crossing more than adequate for safety. Absolutely no need for another crossing. Will increase congestion on residential street. Causing more air pollution and noise pollution for residents. Will block access to residents property. Safety issue which should be addressed are electric bikes - left all over making it very unsafe for pedestrians and motorists
2	My children traverse Abbotsbury Road at this crossing very safely everyday to and from Holland Park School, in addition to us crossing to visit the park. I don't believe that spending valuable council funds would add any measurable improvement in safety or convenience. I believe that council funds would be better spent elsewhere, like improving the new basketball court in Holland Park (a wonderful addition).
3	Not necessary in view of the amount of pedestrian traffic. I often cross Abbotsbury road on foot and if there is an issue its more at the oakwood court junction. this is not needed.
4	1. There already exists a light-controlled crossing about x4 minutes walk from the Park, on the same side as the Park. Who are the people who are asking for a crossing in the new location and why can they not use the existing crossing? 2. There is, in the planned location for the zebra crossing, a (much needed) street light in the middle of the road. IF pedestrians need to cross here (and there is no need to do so other than residents opposite the Park) they can already cross safely. 3. Resident's living in 111 and 113 Abbotsbury Road will be trying to drive into their driveways right beside the proposed crossing. 4. The money proposed to be used to create the crossing could be better used by the Council. [Additional Email Response] Thank you for the flier concerning the proposed crossing. I have already objected. I cannot understand why those making this proposal think there is a need to place a zebra crossing at the proposed location. I have lived [redacted] for over x25 years; there is no need. There are no shops, Care Home, Hotel, restaurants or side roads or paths on the opposite side, that people might need to cross to reach. Where there is a side

	path, opposite the Park entrance opposite Oakwood Court, there is no zebra crossing! Most people walk to and from the Park on the same side of the road as the Turtle Park entrance into the Park. On occasion, young school children walking to and from the Park, in the presence of teachers, cross the road but the teachers stop the traffic, when they need to do so, and would still do so if there was a zebra crossing. It is a waste of limited resources when there is no need. [Additional Email Response] As I have stated, in the over 25 years that I have lived on Abbotsbury Road, no one has ever suggested, so far as I am aware, a need for a pedestrian crossing to get across Abbotsbury Road. I have crossed our road more than most, having had a dog for many years, and I have never had a problem crossing. If the crossing were to be put there it will inevitably lead to more people crossing than is, and has been, the case. This will lead to traffic back up, noise and pollution. I don't want to have to reverse out of my property on to a zebra crossing, with the attendant safety risks. We don't want flashing lights at night. This is not Kensington High Street, but a residential road. The family or families, living in Abbotsbury Close, that you say have suggested this crossing, have many places to cross and are not impacted by the traffic issues this proposal raises. We strongly object to the proposal.
5	Very few people walk along the side of the road opposite the park There are lots of closes from which cars come Pedestrians use the park side as it has a much more continual pavement The cars are not constant on the road and it is easy to cross after a very short wait without a crossing. The road is quite attractive without a crossing There have been no pedestrian accidents on it to my knowledge
6	I'm a 5 year + resident of Abbotsbury Close (which is on the Western Side of Abbotsbury Road and only accessible from Abbotsbury Road). I regularly walk and drive (motoscooter) along both directions of the Road. I have three children [redacted]. I would question the basis for this. Have you measured foot traffic, or otherwise collected data on safety and other issues? By my observation, Abbotsbury Road is relatively low vehicular traffic (and there is now considerable speed calming), and there is not significant foot traffic across the Road to/from the Park. Just as many people cross the road to the park through the South Abbotsbury Entrance (often via. Oakwood Lane), it seems to me. Why have you chosen the North end? Is it because it has a nice big roundel/etc of an entrance to the park? It does not seem to be a common route into the park from the Tube, busses or otherwise (it seems to me the vast majority of people enter/exit via. the Greek Embassy on Holland Park and Kensington High Street next to the Design Museum). It's not particularly travelled by school children, it seems, compared to say Campden Hill Road (which does not have speed calming, and seems to be more problematic vehicular route). So this consultation is hard to answer because there is no data to base an answer on. I don't know whether the funds should be spent here, or elsewhere? Should they be spent on the North or South Entrance? Maybe rather than a crossing, you should improve the intermediate islands at both Entrances? How do we know anything

	about whether or not this is a good priority and good spend of funds and the right spend of funds?
7	No one crosses there + traffic is slow there . Will create politiinspektør , noise , huge spending for Nothing . Issues for residents to go out / in there driveway.
8	Excessive number of pedestrian crossings now in RBKC Smack in the face to residents who are facing massive cuts to services and hikes in council tax due to the funding position. Why is there money for this but not eg to open Notting Hill Gate library? Existing provision is fine Will cause additional traffic delays Pedestrian footfall here isn't high enough to justify something as major as a crossing Not having a crossing here makes it safer as pedestrians take more care when crossing No details given about the KSIs here at this junction. If they don't exist this isn't justified Traffic speed is not a problem here due to the extensive speed ramps already in place Have people forgotten how to cross the road?
9	Simply because the cost would be unjustified by the few people crossing the road at this point. I cannot remember when I last drove along Abbotsbury Road and saw anyone crossing at this point! The hire bikes often parked on the double yellow line at this point are more of an obstacle. The current central island refuge is quite sufficient to slow the traffic as the road bends at this point. Moreover flashing yellow lights at night will be most unwelcome to the nearby houses with bedrooms on the road side. Speed cameras would be less expensive to install and much more effective! It would even record the scooters and over powered delivery "bikes" often exceeding the speed limit!
10	As a resident of Abbotsbury rd and user of Holland Park I am able to monitor the foot traffic that passes in front of my home directly, as my home is [redacted] where you are hoping to position the zebra crossing. 90% of pedestrians walk on my side of the street (the park side) almost no one uses the other side. This is because most visitors come from the tube station and Holland Park ave shops. This leads them on the east side of the street. They have no need for a zebra crossing. We already have a crossing on Abbotsbury rd that is barely ever used. Do you intend to remove this? What would be much more useful for pedestrians including my three children and myself would be a crossing on Holland Park at the corner of Abbotsbury rd. this road is very wide. Cars refuse to stop even when pedestrians are mid crossing the road. It is most dangerous. A zebra crossing here would slow traffic that races down Holland Park whilst putting an island mid way would help create a safe place for pedestrians to wait whilst crossing a wide rd. this would be a much more useful placement rather than a crossing no one uses. Have you done any pedestrian surveys? Have you looked at the way people behave when walking to the park? I think not! This crossing would be a waste of community resources. I do not agree with this crossing at all.
11	As a resident of Abbotsbury rd I never see people struggling to cross abbotsbury rd from one side to the other to access the park. However, I do see a clear need for a some form of pedestrian crossing at the junction of Holland Park and Abbotsbury rd whether that is a traffic island or a zebra crossing. That junction is always busy with both traffic and pedestrians and clearly pedestrians need some form of of crossing to navigate that junction.

12	I walk and drive along this road segment dozens of times a day, including weekends, and have done so for years. In my view, there is absolutely no need for a costly zebra crossing at this location. Very few residents appear to cross here regularly; indeed, I am usually the only one, and cars already stop when I do. Pedestrians coming from Holland Park tube station or from the shops on Holland Park Avenue tend, in my observation, to cross at two main points where a zebra crossing might be more relevant, although I am not necessarily convinced of the need even there. These are: on Holland Park, just after the Greek Embassy, where there is another park entrance; and on Holland Park, at the intersection with Abbotsbury Road. A zebra crossing on Abbotsbury Road, which is a residential street with many driveways, would create further congestion where traffic should instead be redirected towards Holland Road. Have you considered a Kensington & Chelsea residents-only restriction, similar to arrangements used in Fulham on roads leading to the bridges? A crossing here would also increase pollution, including fine particles caused by repeated braking, and would create significant difficulties for residents trying to enter and leave their driveways. It may also make it harder for residents simply to cross the road directly in front of their own homes. This is wholly disproportionate to the very small number of pedestrians crossing there each day, and particularly surprising given the exorbitant cost of such a structure. If the concern is the safety of younger or older pedestrians, I would respectfully point out that they do not, in practice, cross in front of this particular exit. I would also add that a zebra crossing does not stop trucks, cars, cyclists or scooter riders who are not paying attention, while it may give pedestrians a false sense of security. One could argue that this is in fact more dangerous than an ordinary crossing. Zebra crossings in London are often problematic because of cyclist non-compliance, speeding vehicles, and poor driver awareness of the updated Highway Code. Pedestrians are too often placed at risk by motorists who fail to stop. Finally, the money saved by not proceeding with this unnecessary scheme could be put to far better use. For example, it could fund a proper, full-sized basketball court with an appropriate flat surface, as the existing basketball area in Holland Park, which I previously lobbied for, has become extremely popular but is now too small and not fit for purpose due to its inadequate surface. Alternatively, it could support free physical activity programmes for elderly residents. I sincerely hope you will consider these comments very carefully. [Additional Email Response] I am writing further to my previous correspondence regarding the proposed zebra crossing on Abbotsbury Road. Following further discussions with residents, I must reiterate that there is clear, consistent and widespread opposition to this proposal from those directly affected. It remains unclear on what basis this scheme is being advanced. From our perspective, it appears to stem either from an isolated pre-election request or from
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the availability of allocated budget, rather than from any robust, evidence-based assessment of public need.

As currently proposed, the crossing would introduce tangible negative consequences, including increased congestion, additional pollution, and significant day-to-day difficulties for residents accessing and exiting their driveways. In addition, the installation of flashing amber lights directly in front of residential properties would create ongoing visual disturbance and negatively impact residents' living environment. These impacts are neither speculative nor minor, and they would directly affect the safety and quality of life of those living on the street. In light of this, I must insist on full transparency regarding the justification for this proposal. I would therefore request that you provide the complete supporting evidence, including any traffic counts, safety analyses, pedestrian flow data, and the decision-making criteria used to prioritise this scheme.

Furthermore, following the consultation, I would be grateful if you could provide anonymised respondent location data (such as postal codes), in order to better understand the geographic distribution and relevance of the feedback received. Given the strength of local opposition and the absence, to date, of clearly communicated supporting evidence, I trust that this proposal will be carefully reconsidered before any decision is finalised. I would appreciate a detailed response at your earliest convenience.

[Additional Email Response]

I am writing further to the ongoing consultation regarding the proposed zebra crossing on Abbotsbury Road.

First and foremost, it is important to underline that, based on daily observation, there is very limited pedestrian demand at the proposed location to cross the road. In practice, the crossing point is used only occasionally by a small number of local families, and drivers already tend to stop to allow pedestrians to cross safely when needed. This raises a fundamental question as to whether a formal zebra crossing is justified at this specific point, and whether the proposal is proportionate to actual usage.

I must also express that serious safety and access concerns remain unresolved, and that proceeding without addressing them would raise significant questions of judgement and proportionality.

I should also note that I have copied into this email almost all the residents directly affected by the proposed crossing, all of whom share the concerns outlined below. This is therefore not an isolated objection, but reflects a concentrated and consistent local position from those who will bear the immediate consequences of the scheme.

Beyond this, the proposal is also likely to generate significant environmental and amenity impacts. Repeated stopping and starting of traffic at the crossing will inevitably increase localised air pollution, particularly from idling vehicles in close proximity to residential properties. Similarly, the pattern of braking and acceleration is likely to lead to a noticeable increase in noise levels, especially during peak periods, affecting the day-to-day quality of life of nearby residents. The installation of crossing infrastructure, signage, road markings, and amber lights flashing will also introduce an element of visual intrusion in what is currently a relatively open residential streetscape. These combined effects should be carefully considered,

	particularly given their concentrated impact on a small number of households. The proposed siting, in such close proximity to a busy junction with Holland Park (the road), introduces what appear to be entirely predictable and avoidable risks. Vehicles stopping at the crossing are highly likely to cause queueing back into the junction, particularly at peak hours, with the resulting impact on visibility, driver behaviour, and traffic flow creating conditions that could increase, rather than reduce, the likelihood of incidents. The interaction between a pedestrian priority crossing and the dynamics of this junction is, at present, difficult to reconcile from a safety perspective. In addition, for residents located near the proposed crossing, the consequences are not theoretical but practical and ongoing. It is foreseeable that vehicles stopping at the crossing will frequently block driveway access, making it difficult, and at times unsafe, to enter or exit properties. The associated zig-zag markings will further constrain available road space and manoeuvrability, potentially forcing residents into unsafe positioning or delayed movements in live traffic conditions. This represents a continuous and material interference with residential access which, to our knowledge, has not been sufficiently addressed. While the overall consultation may indicate a level of broader support, it does not appear to reflect the intensity and concentration of impact on those living directly at the site. It would be concerning if a generalised consultation outcome were to outweigh the legitimate safety, access, and environmental concerns of those most directly affected, particularly where those impacts are both foreseeable and location-specific. In light of the above, and given the apparent mismatch between observed pedestrian usage and the scale of the proposed intervention, I would be grateful if you could provide full transparency on the evidence base supporting this scheme. In particular, I would request access to all relevant traffic and pedestrian flow data, including counts, peak-time analysis, queue modelling, and any studies or assessments carried out by the traffic team in relation to this location, as well as the Road Safety Audit and any environmental impact considerations. A breakdown of consultation responses by proximity to the site would also be important to understand the extent to which directly impacted residents are represented. To be clear, we are not opposed to measures that improve pedestrian safety, albeit not justified by the flow observed. However, this proposal, in its current location, raises sufficiently serious concerns that it warrants reconsideration. This is ultimately not a question of whether pedestrian crossings are desirable in principle, but whether this crossing, in this precise location, within an otherwise harmonious and characterful residential environment, creates more risk than it resolves. At present, the evidence available to us suggests that it may. I would appreciate your response and clarification as to how these concerns will be addressed before any final decision is taken.
13	I am opposed to the proposed zebra crossing by Holland Park (North Abbotsbury Entrance) for the following reasons; - I am not aware of any traffic/pedestrian accidents on this part of Abbotsbury Rd as such I do not see any pedestrian safety requirement for this proposal - The road already has a 20mph speed limit and traffic speed humps which have slowed traffic down significantly to help pedestrians cross the road - There is already a traffic island in Abbotsbury Rd at the proposed crossing point allowing pedestrians to cross and wait half-way if required - The zebra crossing does not add any shorter route for a pedestrian, if going toward Holland Park Avenue there is already a Pelican crossing to help pedestrians at that junction

	- Abbotsbury Rd is already dimly lit and you have proposed to remove a lighting column and replace with Belisha Beacons at the proposed crossing. This will reduce overall light in the area and reduce the safety of pedestrian and motorists I can see no justification for this proposal which in my view is a vanity project and an unnecessary use of public funding in a time when the funding should go to more urgent needs of the council
14	I am wholly opposed to the proposal to introduce a new zebra crossing on Abbotsbury Road by Holland Park (Abbotsbury North entrance). My reasons are as follows: 1. Abbotsbury Road has been blessed with traffic calming measures for several decades in the form of speed bumps that run its length from Holland Park Avenue to Melbury Road and down to High Street Kensington. 2. Abbotsbury Road is already subject to a 20 mph speed limit. 3. There is already a traffic island on Abbotsbury Road opposite the park entrance which facilitates crossing the road. 4. In recent years the Council introduced a dipped pavement on Abbotsbury Road, at the junction with Holland Park, outside Abbotsbury House, to facilitate crossing the road. 5. Abbotsbury Road is not particularly well lit and removing the light currently positioned on the island which is proposed to be replaced with a zebra crossing will only make things worse, for pedestrians, motorists and also cyclists who use the road for access to the Santander bays and otherwise. 6. There is a perfectly good crossing point for those approaching Holland Park from Holland Park Avenue with a signalled pedestrian crossing at the junction with Holland Park (leading to Abbotsbury Road). 7. I have lived on Abbotsbury Road for several decades. To my knowledge, there have been no serious accidents or injuries involving pedestrians crossing the road to access Holland Park. This is not an accident blackspot. 8. Moreover, I do not see that the introduction of the proposed pedestrian crossing will achieve the Council's aim of enabling more walking. Those going to the park are walking already. In summary, there are sufficient traffic calming measures and safe crossing points for pedestrians accessing Holland Park from Abbotsbury Road. Funding is finite. Whilst Mr Thalassites' enthusiasm is to be commended, I would suggest both would be better applied to a more pressing project.
15	It will block the traffic flow in front of our house
16	Increase congestion on a residential street. Will block residence driveways Much More noise with cars stopping and starting and making more pollution Unnecessary, with no real need Questionable increased safety
17	1 VERY LOW PEDESTRIAN USE!!!! 2 Increase traffic and congestion 3 High cost
18	I am writing to formally object to the proposed installation of a new zebra crossing outside our property. While I understand and appreciate the council's commitment to improving pedestrian safety, I have several concerns about the potential impact of this proposal on local residents and the surrounding area.

Firstly, the introduction of a zebra crossing is likely to increase traffic congestion along this stretch of road. Vehicles stopping frequently could lead to queues forming, particularly during peak hours, which may in turn increase noise levels and air pollution directly outside our home.

Secondly, there are concerns regarding road safety. Although zebra crossings are intended to protect pedestrians, their placement in this specific location may create confusion for drivers, especially if visibility is limited or if the crossing is situated too close to junctions or bends. The position of the tree in front of our house on the pavement blocks full sight of any pedestrians crossing, therefore making it extremely unsafe. Additionally, sudden stopping could increase the risk of rear-end collisions.

Moreover, the proposal may impact residential access. Vehicles slowing or stopping near the crossing could make it more difficult for residents to enter or exit driveways safely, leading to inconvenience and potential hazards.

Finally, I would question whether a zebra crossing is necessary at this location. If pedestrian usage is relatively low, less disruptive alternatives—such as improved signage, road markings, or traffic calming measures—may achieve similar safety benefits without the associated drawbacks.

I respectfully request that the council reconsider this proposal and undertake a thorough assessment of its potential impacts, including consultation with local residents and a review of alternative solutions.

Thank you for taking the time to consider my concerns.

[Additional Email Response]

Following [redacted] email below, I wish to express my further concerns regarding the proposed pedestrian crossing on Abbotsbury Road.

I had formally objected to the proposed installation of a new zebra crossing [redacted] Abbotsbury Road. While I understand and appreciate the council's commitment to improving pedestrian safety, I have several concerns about the potential impact of this proposal on local residents and the surrounding area.

Firstly, the introduction of a zebra crossing is likely to increase traffic congestion along this stretch of road. Vehicles stopping frequently could lead to queues forming, particularly during peak hours, which may in turn increase noise levels and air pollution in the direct vicinity of the zebra crossing.

Secondly, there are concerns regarding road safety. Although zebra crossings are intended to protect pedestrians, their placement in this specific location may create confusion for drivers, especially if visibility is limited. The position of the tree in front of our house on the pavement blocks full sight of any pedestrians crossing, therefore making it extremely unsafe for both our family (including two young children) as well as others. The pedestrian crossing combined with the existing location of the island [redacted] - which already poses a challenge for me to exit my drive way, will make it more difficult and dangerous. This alone creates an unsafe and anxious environment for driving in and out of my own driveway. On top of that, the pavement [redacted] will now be blocked by a cluster of people waiting to cross the road, causing constant disruption to my car entering and exiting the driveway. Additionally, sudden stopping could increase the risk of rear-end

	collisions. Moreover, the proposal may impact residential access. Vehicles slowing or stopping near the crossing could make it more difficult for residents in the area to enter or exit driveways safely, leading to inconvenience and potential hazards. Finally, I would question whether a zebra crossing is necessary at this location. If pedestrian usage is relatively low, less disruptive alternatives—such as improved signage, road markings, or traffic calming measures—may achieve similar safety benefits without the associated drawbacks. I have to also agree with [redacted], having lived on the street for [redacted] years and having had two children, I've never ever felt the need for a pedestrian crossing and feel that having a crossing where it is being proposed will not be conducive but rather cause chaos and safety concerns. I respectfully request that the council reconsiders this proposal and undertakes a thorough assessment of its potential impacts, including consultation with local residents and a review of alternative solutions. Thank you for taking the time to consider my concerns.
19	This is unnecessary and also unnecessary expenditure. A zebra crossing at this location will likely increase congestion. The area is residential and the more natural location for a zebra crossing is further up the road closer to Holland Park Avenue. But I reiterate that it is unnecessary and not a good use of funding. Visibility of residents backing out of driveways is not amazing at this specific location either due to trees so a zebra crossing may not be that safe.
20	There will be flashing orange lights all night which will keep us awake. So many cars pass on our residential road already they will stop and start causing more noise and more pressure on us. [Additional comment] Flashing orange lights all night will keep us awake. We live on a residential street and have hundreds of cars going past this will cause yet more noise.
21	More pollution, traffic and noise Benefits not clear - very few people cross the road in that spot
Support in Part	
1	The zebra crossing is a welcome move. However, it would be more useful and relevant if located outside the south Abbotsbury (small gate) entrance, where many people — including residents of Oakwood Court and other pedestrians — need to cross the road to access Holland Park. This side appears to experience higher pedestrian traffic than the north side, including dog walkers and senior citizens who regularly cross at this point. In my view, placing the crossing here would better reflect actual usage and improve safety for a greater number of people.
2	I would prefer - or like in addition! - there to be a zebra crossing at the south entrance to the park on Abbotsbury Road, near Oakwood Court. Many people walk up from Oakwood Court / the west side of the borough to get to Holland Park and Kensington High St at this point. There is no / less reason to cross the road at the north entrance. BUT any zebra crossing along Abbotsbury Road is good; you'd be fascinated to

	see how fast people go between the speed bumps and the outrageous overtaking is astounding. With many thanks
3	I completely agree that this is needed however a few considerations... If placing the crossing directly in front of the crossing, the car parking space directly to the side of the park entrance would need to be removed. This already blocks the view to the road, making it difficult to cross carefully. The intersection of abbotsbury Road and Oakwood court - there is a sloped pavement on the Oakwood court side but not on the Ilchester Road / Park side. This makes crossing with a pram or wheelchair difficult. People fly down this road (as they do on our road - Addison Road) and speed humps don't seem to help. Can additional hump / ramp be included?
4	I support the proposed zebra crossing but more specifically the raised traffic table which slows the car traffic down and will help people to cross. I personally don't use that location as much as the one on the South side of Abbotsbury Road on the corner with Oakwood Court (which leads to tennis courts 1&2) and seems to get more foot traffic as pedestrians come from Olympia. Perhaps it would make sense to replicate this raised traffic table at this location as well - without the need for a zebra - as slowing car traffic down might be enough to enable all to cross safely...
5	1. I'm not sure if a zebra crossing is needed because there is already a little island in the middle of the road which people use. And would it cost a lot of money? 2. If money is to be spent, I feel that a better place to put zebra crossings is where the two huge Holland Park roads meet the Holland Park which leads to Abbotsbury Road. One of the large roads is opposite Abbotsbury House and the other is nearer the Cameroon embassy? These two roads are wide and I always see pedestrians and mothers with buggies having problems crossing these 2 roads on their way to Holland Park. Cars seem to not give way to pedestrians or go very fast and disobey the 20mph. I myself always try to walk along the western pavement and avoid the other pavement because it means I have to cross those 2 big Holland Park roads which can be a little bit scary as traffic may come from 3 directions.
6	I think it's a good idea, though I would prefer one by the exit near the carpark/playground (or have one at both exits). Children come running down that hill after the playground and, of course they should stop in time for the road, but if a mistake is made drivers would be all the more likely to have slowed down and be extra alert if they were about to go over a zebra crossing. Also, even though there is an island there sometimes you do have to wait a long time to cross road with the steady stream of traffic you get, especially on the weekends. Perhaps it could also be raised (or you could let me know who I should be in contact with) that the state of single and double yellow lines along the housed side of the road seems to be a bit of a mess, or at least I can't make sense of it. Outside some houses and their drives there are double yellows and others seemingly at random have single yellows. Outside one entrance to Abbotsbury Close there are no lines (as it should be, it's the middle of a road), on another there is a single yellow. Outside my own drive (51) it is partially single, partially double, which on a Sunday leads to confused people half blocking my drive. I strongly feel that whole side of the street should be double yellow as, when people park on the single yellow sections on a Sunday (the busiest traffic day of the week

	for Abbotsbury Road, especially in Summer) it creates a severe traffic flow problem as cars have to wait for the opposite side of the road to be traffic free before they can pull around the parked car.
Yes, in Full	
1	[No comment received]
2	Increasing traffic not always keeping to 20mph limit
3	Strongly supported
4	[No comment received]
5	Busy road and crossing is needed.
6	[No comment received]
7	[No comment received]
8	[No comment received]
9	Abbotsbury Road and Oakwood Court are really busy roads and cars speed by, the park is on one side with many children on pavements waiting to cross. It's so dangerous. There should be more than one zebra crossing as the speed bumps do nothing to slow down the more dangerous 2 wheelers
10	With an often steady flow of traffic along Abbotsbury Road in both directions, this will enable pedestrians to cross the road more safely.
11	[No comment received]
12	There is a cycle-hire bay just south of the proposed zebra-crossing zone. Bikes are regularly left both north and south of the designated bay. That would mean bikes being parked on the zigzag lines that will extend from the crossing. As the council does not currently penalise or deter bike users from dumping bikes outside the designated zone, how would the council prevent cycles from being left (illegally and dangerously) in the zigzag area?
13	[No comment received]
14	[No comment received]
15	To slow traffic down
16	It will be beneficial to have a safe crossing point into the park. It will also encourage drivers to reduce their speed on Abbotsbury Road.
17	[No comment received]
18	[No comment received]
19	absolutely essential to ensure safe passage of the many pedestrians including children crossing into the Park.
20	I regularly go with my kids to Holland Park and approach from the East. There is a distinct lack of regulated crossings on that road, and there is usually a lot of traffic there at the weekend. I welcome this.
21	[No comment received]
22	Yes, it is needed. And so is the reinstatement of the island at the top of Abbotsbury Road, where it joins Holland Park Avenue There used to be one. Since it was removed, the

	crossing is much less safe and in fact an accident hazard. Abbotsbury Road has become a "rat run" Anything that can reduce that, eg LTZ, would be welcome too.
23	Yes, it is needed. And so is the reinstatement of the island at the top of Abbotsbury Road, where it joins Holland Park Avenue There used to be one. Since it was removed, the crossing is much less safe and in fact an accident hazard. Abbotsbury Road has become a "rat run" Anything that can reduce that, eg LTZ, would be welcome too
24	Congratulations! Let us hope that the work can be given extra priority.
25	It's become a rat run. Hard to cross at certain times.
26	[No comment received]
27	[No comment received]
28	[No comment received]
29	The road can become very busy at certain times of day and crossing it can be difficult. A safe crossing would be particularly helpful for disabled pedestrians and those with young children.
30	I wholeheartedly support this proposal. Most days I cross Abbotsbury Road at the site of the proposed crossing twice (once each way). Although there are calming bumps no vehicles ever slow down or stop to allow pedestrians to cross, even though doing so would make no difference to their journey. This is much needed and will be greatly appreciated by the many users of Holland Park.
31	It is absolutely THE best idea ever ever and SOOOOOOO overdue . I have been trying to get someone to listen on this for 30 years and more and I am SO GLAD this very sensible and practical idea has finally seen the light . That crossing in its current state is terrifying - I see young families , elderly people , passers by and visitors dice with death on a daily basis . Thank god it's going happen . Now please complete the job with the pavement widening into Oakwood court to stop cars flying round the corner , threatening to take out pedestrians crossing Oakwood Court (north leg) on a daily basis .
32	This is long overdue. This previously quiet road has become a rat run and a race track. It is often impossible to cross safely to get to the park.
33	Excellent idea.
34	[No comment received]
35	There are no crossing points on this road so I would welcome a proper pedestrian crossing here.
36	[No comment received]
37	[No comment received]
38	I cross this street daily with a pram and dog and find it very difficult and dangerous, cars / vans often park close to the entrance making it hard to see oncoming cars.
39	[No comment received]
40	I walk and run on this road both alone and with my daughters and would be very happy to have a safer method of crossing the road here.
41	It will be easier to cross from the park.
42	[No comment received]
43	Finally! Abbotsbury has needed a zebra crossing for decades, this is amazing news

44	[No comment received]
45	Yes would make crossing the road safer, now has become very busy
46	I am in FULL support of the crossway. It is long over due both for immediate residents and the general public. Having lived in Oakwood Court for well over a decade, I have seen first hand the increase on traffic as well as the increase in speed and dangerous driving along Abbotsbury Road. It can be long waiting at which ever point one attempts to cross from the west side to the east side of Marloes /Abbotsbury Road and more importantly, quite dangerous to pedestrians and drivers both given the necessity to take a quick advantage of a lull in tracking involves stepping out between cars since there is not a clear spot to cross. In fact the only "safe" marked crossing between Kensington High Street and Holland Park Avenue is the light at Holland Park Avenue. This crossing give clarity and be be safer all around. I do not see how anyone could be against this. Will be money well spent. Please take action and install crossing quickly. . With sincere thanks.
47	It's desperately needed as traffic increases
48	[No comment received]
49	Me and my family including two little girls with the age of 3 and 6 are living almost opposite the planned Zebra Crossing. We are crossing the road multiple times a day and have often problems to make it because of high traffic because of most of the cars exceeding the speed limit. Therefore this zebra crossing will contribute a lot of (a) reducing speeding and (b) improving the safety of my family. Therefore we very much support your plan.
50	[No comment received]