

The Royal Borough of Kensington and Chelsea
Holland Park School 'School Street' Consultation Report
Report by the Transport Projects Manager
9 July 2026

DECISION

After considering the evidence for the proposal and the grounds for those objecting, or partially objecting, to it, **I AGREE** to proceed with a traffic management order to enable a School Street to operate on Airlie Gardens as described in section 2 of this report.



Andrew Burton
Director of Highway and Regulatory Services

16 July 2026

1. Introduction

- 1.1. School Streets temporarily remove motor traffic outside a school by creating timed road closures during school opening and closing times. They are a well-established way of helping more school children and others to walk, cycle, scoot or wheel to school, providing a virtually traffic-free environment which reduces the risk of collisions, congestion and poor air quality directly outside school gates. The Council introduced its first School Street on Lonsdale Road for Colville Primary School in 2019 and the borough now has 11 active School Streets.
- 1.2. From 20 May to 1 July 2026 the Council consulted on a new School Street in Airlie Gardens in response to requests from Holland Park School and from residents. The request was to help manage drop-offs and pick-ups in Airlie Gardens, which can cause high levels of congestion and difficulty for residents trying to access their properties.

2. Proposals

- 2.1 Full details and a map of the proposed School Street closure is available on the [Council's Consultation and Engagement Hub](#). The proposed operating times for the road closure were 8.00 – 8.30am and 3.00 - 3.30pm, reflecting the school's operational requirements.
- 2.2. The proposed closures would be operational during the school term and would not operate during the school holidays or at weekends. Vehicles already in the

zone when the closures begin would be able to leave at any time, but vehicles would not be able to enter the restricted section of the street during this time, unless they have been given an exemption. Residents and business within the School Street zone are able to register for a free exemption.

- 2.3. Under the proposal, collapsible barriers would be used at the times of operation, preventing vehicles from entering the closed streets. School staff or parent volunteers would operate these barriers. Timed 'Pedestrian and Cycle Zone' signs would be placed at each closure point to inform drivers of the timed restrictions in place.
- 2.4. If approved, officers propose to introduce the scheme from the start of the new school year, in early September 2026.

3. Consultation

- 3.1. On 20 May, officers wrote to households and businesses nearest the proposed School Street, signposting them to the consultation on the Council's consultation hub. Ward councillors were also informed on 5 March and 8 May that the consultation was due to take place and were supportive of the consultation taking place.
- 3.2. Officers notified 2,906 households and 196 businesses and the consultation received 15 responses (a 0.5% response rate). Seven responses supported the School Street in part, three respondents supported in full and five respondents objected to the proposals. There were no responses from ward councillors.

4. Analysis of key themes arising from consultation responses

- 4.1. The table below summarises respondents' issues and officer responses. Appendix 1 lists the responses received in full. Officers have not provided a response to the positive points raised, but acknowledge that introduction of a School Street closure is likely to prevent congestion and improve air quality immediately outside of the school gates.

Issue	No. Respondents Raised	Officer Response
Parents will instead park in surrounding streets, including Bedford Gardens	5	Some parents may still choose to drive, and may park in surrounding streets – and can do so legally if they hold a Resident's Permit. But parking is likely to be for very short periods of time during the closures and to be dispersed over surrounding streets rather than immediately outside the school as at present. Officers have not observed high levels of parking in any one particular street at locations other School Streets have been implemented.

Displacement of traffic, increasing congestion and emissions, particularly on Campden Hill Road.	4	While a degree of displacement is almost inevitable when a road is closed, because Airlie Road is a dead-end road, there will be no through traffic to be displaced, so the traffic impacts are expected to be negligible. Indeed, to the extent that parents choose to park further away from the school (see previous theme) this may mean fewer vehicles on the section of Campden Hill Road closest to Airlie Gardens.
Exemptions for the School Street should be extended to residents who hold parking bays in Kensington Heights car park, which has its entry on Airlie Gardens	2	Officers will ensure that exemptions are extended to residents with car parking in the Kensington Heights car park, even if their address is not in Airlie Gardens.
The time it takes to open barriers would be inconvenient for residents with exemptions.	1	The barriers will be staffed during the closure hours so the wait should be very short and the inconvenience relatively minor. On balance, officers believe this small inconvenience is acceptable compared to the benefits of making the street safer for school children.
The scheme doesn't address traffic and speeding on Campden Hill Road.	1	The proposals are not intended to address traffic or speeding on Campden Hill Road. Residents wishing the Council to lay road humps to encourage lower speeds should submit a Neighbourhood Community Infrastructure Levy request on the Council's website
scheme doesn't address the bottleneck issue on Campden Hill Rd caused by parking spaces	1	The Council recently converted sections of single yellow line to double yellow line on Campden Hill Road to reduce the bottleneck effect. It has no plans to remove residents parking bays
Flow of students should be shared between the two school entrances (Airlie Gardens and Campden Hill).	1	The Council has no power to compel the school to use both entrances. If the School Street closure were implemented, officers would prefer students use Airlie Gardens where most traffic would no longer be permitted.
School street was used to drop off children for many years before and it was disruptive for residents	1	The council has no record of a School Street having operated in Airlie Gardens or the respondent's home street.

Appendix 1: Responses received to the Airle Gardens School Street consultation

Support-in-Part Responses

1	The plan may lead to traffic congestion between the hours of 8 and 8.30 at the junction of Airlie gardens and Campden Hill Road. That would cause a serious problem to traffic flow on this fairly busy road and would be a very bad thing
2	Bedford Gardens is a street also used by cars dropping off or picking up school children. When picking up the cars fill every available resident parking place that is available. It is not possible to identify those who have no permit to do so and residents are often prevented from parking. Some other deterrent - eg a parking warden in attendance - might be helpful at the times of greatest demand.
3	Pedestrianising Airlie Gardens during school hours is a good idea but only addresses part of the issue. A major problem is parents collecting children at the end of the day who park on residents' bays and along single and double yellow lines on nearby streets, leaving engines IDLING. This creates unnecessary pollution for residents and children walking in the area. Any scheme needs enforcement or monitoring to prevent idling and illegal parking, otherwise the problem is simply displaced rather than solved.
4	I would appreciate if the flow of students could be shared between the two school entrances (Airlie Gardens and Campden).
5	Blocking the street to school run drivers is an excellent plan but, in addition to giving access to residents of Airlie Gardens, access is also needed to drivers who park their cars in the Kensington Heights car park which has its entry on Airlie Gardens. We rent a space in that car park from the owner of one of the flats in Kensington Heights, and frequently find school visitors cars blocking the entrance to the car park (at all times of the day). We also need access to this car park, which can only be accessed via Airlie Gardens, but we live on Campden Hill Road and so, under the current proposals, we would be unable to apply for an exemption and would therefore be blocked from accessing our allocated car parking space. We would need the exemption to apply for the car parking space that we have, not for one specific car because we sometimes park one of our other cars in our space (we have 3 cars, but only ever park one in the car park at a time).
6	I use the car park under Kensington Heights and have done for 18 years. The entrance to the car park is off the designated road but I am not a resident of Airlie Gardens but Campden Hill Road. Can I please be provided with an exemption for my vehicle?
7	A good idea though I have reservations.

	1. The busy-ness and speeding on Campden Hill Rd is not addressed. 2. The bottlebeck issue on Campden Hill Rd is not addressed. This is caused by maintaining parking spaces on that street. I think they need to go, or be reduced in number. 3. My main worry is regarding residents of nearby streets, including my own- Bedford Gardens: that the school mums and chauffeurs will be parked on these streets, cloggong them up, blocking drive ways, etc. If you go ahead, all this will take some managing.
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Supportive Responses

1	The council should do any and everything to reduce the number of private cars involved with students traveling to and from school.
2	[No comment received]
3	[No comment received]

Objections

1	This will result in vehicles parked illegally in Bedford gardens and surrounding streets and blocking access to driveways. It would be viable only if intense traffic warden coverage at this time but I don't believe that will happen
2	This will end up spilling traffic onto an already busy area, the streets around the school are usually extra busy since Campden hill road is one of the main arteries connecting HSK to Notting Hill. It means that local residents will have more of an issue getting out of the area if parks are parked around the neighbourhood. I also feel that it is not safe for children to walk across an busy street without supervision.
3	It will make Camden Hill (leading to Thornwood Gardens) much more congested than it is already at school dropping and leaving times.

4	School street was used to drop off children for many years before! It was a total nightmare for us, residents of this street! I vehemently oppose to the proposed changes also due to traffic nightmare, level of pollution as parents are waiting with cars running! This cannot and should not happen!!
5	I do not think it is necessary to close the entire road during school opening and closing times, this is because during school opening times it is rush hour for those who live here it is extremely inconvenient to have to wait for the staff to move the barriers on the way to work, or simply just attempting to leave the premises with the car. This hasn't been implemented for the last 20 years, and I do not think it is at all necessary to do it now, it is over excessive considering how much of the street is being blocked off.