The Royal Borough of Kensington and Chelsea

EXECUTIVE DECISION

Report Title: 2026 Zebra Crossing Schemes

Date: 14 September 2026

Decision Maker:	Executive Director of Environment and Neighbourhoods
Reporting Officer:	Head of Transportation and Highways
Executive Decision	ED5014329
Access to information	Public (Part A)
Wards:	Stanley

1. EXECUTIVE SUMMARY

1.1 This decision relates to three proposed zebra crossing schemes at Cale Street (junction with Sydney Street), Ixworth Place (at the junction with Cale Street) and Sydney Street (north of the junction with Britten Street). The decision report considers the consultation results and recommends that the proposals should proceed, using the Council's TfL Local Implementation Plan budget for 2026-27.

2. RECOMMENDATIONS

2.1 The Executive Director is recommended to approve:

(i) The proposed schemes in Cale Street, Ixworth Place and Sydney Street to move to design and implementation without amendments, subject to consideration of any responses received in relation to the statutory consultation on the proposed parking alterations and Section 23 Road Traffic Regulation Act 1984 zebra crossing notices (Option 1 in all cases).

3. REASONS FOR DECISION

3.1 From June to August 2026, the Council consulted on proposals to introduce new zebra crossings at Cale Street (junction with Sydney Street), Ixworth Place (at the junction with Cale Street) and Sydney Street (north of the junction with Britten Street). The proposals followed requests from residents and, in the case of Cale Street and Ixworth Place, parents and staff at Oratory RC Primary School.

3.2 After consulting with local residents and users, a decision is required on whether to proceed with constructing the proposed improvements.

4. BACKGROUND

4.1 Kensington and Chelsea Council is striving to become a greener, safer, and fairer borough. Each year officers receive numerous requests for new zebra crossings all across the borough. With limited funds available, to prioritise locations based on need, each year officers review the list of crossing requests and rank the priority of each site based on various criteria, for example 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. The Council can then prioritise its resources where they will give the most benefit.

4.2 That review process identified locations in Cale Street, Ixworth Place and Sydney Street as priorities for intervention.

4.3 The Cale Street location had been selected for its proximity to Oratory Roman Catholic Primary School and the recreation area and playground near St Luke's. The location is within a local area that has been identified by Transport for London (TfL) as a 'Very High' priority to improve road safety in the drive towards 'Vision Zero.'

4.4 In the most recent five-year period (up to the end of December 2025), four pedestrians have been slightly injured in collisions crossing Cale Street close to the proposed zebra crossing.

4.5 The Ixworth Place by Cale Street location was also raised by Oratory Roman Catholic Primary School as a key location to cross for pupils and parents/carers when travelling to and from the school. Concerns raised included the lack of visibility on the corner of Ixworth Street and Cale Street, as well as the crossing distance, and the narrowness of the pedestrian refuge island. The area also falls within TfL's allocation as a 'Very High' priority for improvement to achieve Vision Zero.

4.6 By combining the consultation and delivery of the Ixworth Place crossing with the Cale Street crossing, the Council will make some savings in both officer resources and delivery costs.

4.7 The Syndey Street location also falls on a section of road that TfL have rated as having a 'high' level of pedestrian severance. There was a collision resulting in a serious pedestrian injury here in 2024.

4.8 Officers consulted local people on introduction of new zebra crossings to improve safety at the three locations in June, July, and August 2026. This report considers the consultation responses.

5. OPTIONS, ANALYSIS AND PROPOSALS

5.1 Plans showing the proposals, as consulted upon, are available at the consultation web pages (see Section 15). Because of their close proximity, the Cale Street and Ixworth Place schemes were consulted on together. The key features of the schemes were:

Cale Street

5.2 Introduction of a zebra crossing on Cale Street at the junction with Sydney Street.

5.3 Footway buildouts on the southern side of Cale Street / Sydney Street, to narrow the carriageway to reduce speeds and increase visibility between pedestrians and drivers.

5.4 Removal of one residents' parking bay to accommodate part of the crossing's zig zag marking.

5.5 Conversion of Single Yellow Line to Double Yellow Lines at the junction to increase visibility.

5.6 Conversion of Single Yellow Line and Double Yellow Line to zebra crossing zig zag markings.

Ixworth Place

5.7 Introduction of a zebra crossing on Ixworth Place, north of the junction with Cale Street.

5.8 Removal of the existing pedestrian islands on Ixworth Place, north of the junction with Cale Street.

5.9 Footway buildouts on both sides of the junction, to narrow the carriageway to reduce speeds and increase visibility between pedestrians and drivers.

5.10 Conversion of Single Yellow Line to School Keep Clear Markings.

5.11 Conversion of Single Yellow Line to Double Yellow Line on each junction.

5.12 Conversion of Single Yellow Line and School Keep Clear markings to zebra crossing zig zag markings.

5.13 Removal of two residents' parking bays to accommodate the crossing's zig zag markings and improve visibility.

Sydney Street

5.14 Introduction of a zebra crossing on Sydney Street at the junction with Britten Street.

5.15 Footway buildouts on western and eastern arms of Sydney Street, to narrow the carriageway to reduce speeds and increase visibility between pedestrian and drivers.

5.16 Reduction of resident parking bays by 17.5m (approximately four spaces) to accommodate the zebra crossing zig zags and footway buildout.

5.17 A further statutory consultation was undertaken on changes to parking and loading in July 2026 for the changes at Cale Street and Ixworth Place. A further statutory consultation on changes to parking and loading on Sydney Street is scheduled in October 2026.

5.18 Section 23 Road Traffic Regulation Act 1984 notices would also be published advertising the introduction of the new zebra crossings, assuming the officer recommendation is approved.

5.19 Section 6 of this report sets out the main themes of the feedback that the Council received through the public consultation and officers' responses to that feedback. There are three options to consider for each scheme:

Option 1 – Proceed with the scheme that was consulted upon.

5.20 Subject to consideration of the separate parking and loading consultation, this option would mean that the Council proceeds with the changes upon which it consulted. This is the recommended option.

Option 2 – Proceed with an amended scheme.

5.21 The Council could opt to proceed with an amended scheme in response to issues raised during the consultation.

Option 3 - 'Do nothing'

5.22 The Council could opt not to make any changes at this location. Whilst a minority of respondents feel that the proposed changes are not required, given the level of support from the local community for the proposed scheme, and the benefits to improving pedestrian links and the safety of the junction, officers do not recommend this option.

6. CONSULTATION AND COMMUNITY ENGAGEMENT

6.1 From 22 June to 2 August 2026, the Council undertook non-statutory public consultation on the proposed changes at Cale Street and Ixworth Place. The Sydney Street proposals were consulted on from 29 June to 9 August 2026. The responses received are set out in full in Appendix 1.

6.2 Residents living near each proposal (2,086 households/businesses for Cale Street and Ixworth Place and 736 for Sydney Street) received letters directing them to the consultations on the Council's Consultation and Engagement hub.

6.3 Street notices directing residents to the consultation web pages were fixed to lamp columns on the roads approaching the three junctions.

6.4 Local ward councillors, residents' associations, and community groups were made aware of the consultations by email.

6.5 Key stakeholders, such as the emergency services, utility companies, refuse collection teams and neighbouring boroughs were also informed of the consultation by email.

Summary of Responses for Cale Street and Ixworth Place Zebra Crossings

6.6 There were 80 responses to the consultation. Ninety-five percent of respondents supported or supported-in-part the Cale Street crossing and 91 per cent of respondents supported or supported-in-part the Ixworth Place crossing (Table 1).

Table 1 Responses to the Cale Street and Ixworth Place Crossing consultations

	Cale Street		**Ixworth Place**	
Response	No.	%	No.	%
Support	74	92.5%	70	87.5%
Support in part	2	2.5%	3	3.8%
Object	4	5.0%	3	3.8%
No opinion	0	0%	4	5.0%
Total	**80**	**100%**	**80**	**100%**

6.7 Pedestrian safety was the strongest supporting argument made, particularly relating to child safety because of the proximity of both proposed crossings to Oratory Primary School and St Luke's Playground and Gardens, difficulties crossing the roads due to traffic volumes, speeding vehicles, poor driver behaviour and limited visibility. Respondents frequently described the current situation as unsafe and highlighted the high volume of child pedestrian movements throughout the day. Several commented that they had witnessed near misses or dangerous incidents firsthand.

6.8 The main concern raised by supporters was the precise location of the crossings. A small number of respondents supported the proposals in principle but suggested moving the crossings further away from the junctions to reduce the risk of traffic queues and vehicles blocking crossing points.

6.9 The small number of objections focused primarily on traffic impacts, including concerns about congestion and associated bus delays and pollution. A few respondents felt existing crossing facilities were sufficient.

Summary of Responses for Sydney Street Zebra Crossing

6.10 There were 10 responses to the consultation. Seven respondents (70 per cent) supported the Sydney Street crossing in full (six) or in part (one) whilst three (30 per cent) objected.

6.11 Pedestrian safety was the strongest supporting argument made, with respondents who commented in favour feeling that the crossing would provide a safer and more convenient place to cross Sydney Street, reduce potential conflict between pedestrians and vehicles, and encourage walking. One respondent specifically highlighted the benefits for school children travelling to and from nearby community facilities, citing poor visibility at the current crossing location.

6.12 Opposition focused on the practical impacts on traffic and parking. Concerns included increased congestion on Sydney Street, potential displacement of traffic onto nearby residential streets, and the loss of residents' parking spaces. These objections also questioned whether the crossing is necessary, noting that there are already pedestrian crossing facilities within a short distance and suggesting that council resources could be better prioritised elsewhere.

6.13 One of the three objections was from the Brewery Logistics Group raising concerns that the proposals would prevent loading to the nearby pub and restaurant.

Officer responses to issues raised

6.14 Unless indicated otherwise, the following issues were raised in respect of all three proposed crossings.

The crossings should be moved further from the junctions to reduce the potential impact on vehicle journey times and air quality.

6.15 Several respondents felt that the crossings on Ixworth Place and Cale Street should be further back from the junctions to avoid traffic on the major roads having to wait in the main road if there were pedestrians using the crossing.

6.16 Traffic Signs Manual (Chapter 6) suggests at least five metres (approximately one car’s length) be provided where vehicles are undertaking turning movements into a crossing. All proposed schemes achieve this clearance. In general, crossings are best placed at junctions, where they tend to serve the most pedestrians. Where they are placed further from desire lines, people tend to continue to cross without formal crossing points rather than go out of their way.

6.17 Should the crossings be installed, drivers may need to stop more frequently at these points than they currently do. Vehicle delays are typically six seconds for a single person crossing but may increase where irregular streams of people cross over extended periods (such as school finishing times) or dependent on the mobility of the pedestrian. However, the roads are currently operating well below capacity so broader network impacts are unlikely.

6.18 In the case of the Cale Street crossing, locating the crossing would have required loss of car parking, which could not be replaced closer to the junction without compromising the visibility of informally crossing pedestrians continuing along Sydney Street.

The footway extensions will cause congestion and associated noise, poor air quality, and delays to bus journey times.

6.19 Where footway extensions are proposed, ample space is provided to accommodate vehicles using the carriageway lanes in both directions.

There is already a crossing nearby and/or pedestrian islands nearby.

6.20 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. The nearest controlled crossing to Cale Street is 60 metres away, with an uncontrolled crossing 50 metres away from the proposed zebra crossing. Although there is an existing zebra crossing across Sydney Street, at the junction with Cale Street, the proposed zebra on Cale Street would provide safe access to and from St Luke's Playground. The local school community originally requested the proposals for Cale Street and Ixworth Place, but the high number of supportive comments received to the consultation suggest the proposals have found value outside of that community too.

6.21 The proposed zebra crossing on Sydney Street is located a significant distance away from existing pedestrian crossing facilities. The nearest formal crossing 170 metres away from the proposal, and the nearest informal crossing 160 metres away.

6.22 Under the Highway Code (Rule 195), vehicles must give way to pedestrians using zebra crossings. The proposals therefore offer far greater amenity to pedestrians than pedestrian islands.

Zebra crossings are dangerous, especially when compared to signalised crossings, and many school children have been hurt on Zebras.

6.23 While drivers are less likely to yield to pedestrians at a zebra crossing than to stop at a red traffic signal, zebra crossings are an effective way of helping pedestrians cross roads safely. The cost and traffic impact of using signalised pedestrian crossings in place of the proposed zebras make that

option unviable. Proposals are a waste of funds at a time when council budgets are stretched.

6.24 The proposals would be funded from the Council's Local Implementation Plan funds from Transport for London. These funds are ring-fenced for improvements that contribute towards safer streets.

Loss of four residents' parking bays [Sydney Street proposals].

6.25 Parking occupancy surveys suggest that, although demand is higher at the western kerbside where there are more residential properties, this loss can be accommodated without overly affecting resident parking availability by utilising the eastern kerbside parking. Provision of the crossing should ensure it is easier to access these parking spaces by foot than previously.

Impact on essential deliveries — including brewery logistics — to The Sydney Arms and Mezcalito restaurant.

6.26 The Brewery Logistics Group (BLG) responded to object to the Sydney Street proposal, saying they had significant concerns regarding the position of the proposed zebra crossing in relation to the servicing requirements of both The Sydney Arms pub and the Mezcalito restaurant. The BLG response asked how the Council had considered its statutory duty under Section 122 of the Road Traffic Regulation Act 1984, which requires authorities to secure and maintain reasonable access to premises.

6.27 The proposed crossing is north of the Britten Street junction whereas both The Sydney Arms and Mezcalito are to the south, where there are closer legal loading opportunities than the parking bays proposed for removal. Officers have additionally spoken to both premises and both confirmed they do not foresee any issues with loading as a result of the proposals.

Comments from the Metropolitan Police Service (MPS)

6.28 The MPS supported all three consultations in part, suggesting that all tactile provisions be red in colour, to provide a tonal contrast for sight-impaired users. For Ixworth Place, the MPS noted that the tactile paving is short, and should either extend back to the building line, or be increased in length. For the Sydney Street proposal, they suggested that the number of zebra crossing zig-zag markings on the northern side should be increased from the two proposed to a minimum of eight, to deter against vehicles blocking visibility.

6.29 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, colour, and length of tactile paving tails at controlled crossings, and this will inform the final detailed design if the proposal proceeds.

6.30 Providing eight zig zags on the southbound approach to the proposed Sydney Street crossing (the northbound approach already proposes eight zig zags) would require considerable loss of parking bays. The visibility splay illustrates that the high visibility between drivers and pedestrians allows drivers enough time to stop for the crossing.

7. LEGAL IMPLICATIONS

7.1 The proposed highway improvements can be carried out in accordance with Part III of the Road Traffic Regulation Act 1984 (in conjunction with the Traffic Signs Regulations and General Directions 2016) and Part V of the Highways Act 1980. Any changes to the Traffic Management Order(s) would be subject to the procedural requirements set out in the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

7.2 The Council has had regard to its duties contained in section 122 of the Road Traffic Regulation Act 1984 as well as section 16 of the Traffic Management Act 2004.

7.3 The Council has also had regard to its public sector equality duty contained in section 149 of the Equality At 2010 as well as having regard to its obligations under the European Convention of Human Rights as it has effect under the Human Rights Act 1998.

8. SAFETY AND OTHER RISK CONSIDERATIONS

8.1 A Health and Safety Impact Assessment has been completed and is enclosed as Appendix Two. The proposals are considered neutral in terms of safety, with some anticipated positive outcomes for road safety, particularly relating to children.

8.2 All designs have undergone a stage 1 Road Safety Audit. No significant issues were raised with any of the proposals. The minor issues that have been noted can be addressed during the next stage of design (should the schemes proceed).

9. FINANCIAL, PROPERTY AND ANY OTHER RESOURCES IMPLICATIONS

9.1 The Cale Street and Ixworth Place zebra crossing schemes are estimated to cost a total of £200k, with expenditure planned in the final quarter of the 2026/27 financial year.

9.2 The Sydney Street zebra crossing scheme is estimated to cost a total of £100k, with expenditure planned in the first quarter of the 2027/28 financial year.

9.3 The Cale Street and Ixworth Place schemes will be funded from the Council's approved 2026/27 TfL Local Implementation Plan (LIP) allocation.

The Sydney Street scheme is proposed to be funded through the Council's 2027/28 LIP allocation; however, the 2027/28 LIP submission has not yet been approved by TfL and therefore funding is not confirmed at this stage. Should the required LIP funding not be secured, the scheme would need to be reviewed, and alternative funding identified before implementation or would need to be deferred/stopped.

9.4 Following completion, while the schemes all introduce additional markings as well as new Belisha beacons, none of the schemes are expected to result in an increase in maintenance costs sufficient to warrant seeking a revenue growth bid. Any ongoing revenue requirements will continue to be covered through existing Highways Maintenance revenue budgets.

10. ENVIRONMENTAL IMPLICATIONS

10.1 None

11. EQUALITIES IMPACT ASSESSMENT AND IMPLICATIONS

11.1 An Equalities Impact Assessment has been completed and is enclosed as Appendix Three. The proposals are considered neutral in terms of effect on protected groups, with some anticipated positive outcomes for road safety, particularly relating to children.

12. HUMAN RESOURCES IMPLICATIONS

12.1 None

13. OTHER KEY CONSIDERATIONS

13.1 None

14. APPENDICES

14.1 Appendix One – Consultation Responses

14.2 Appendix Two – Health and Safety Impact Assessment

14.3 Appendix Three – Equalities Impact Assessment

15. SUPPORTING AND BACKGROUND DOCUMENTS

15.1 Cale Street and Ixworth Place Proposed Zebra Crossings Consultation
https://consult.rbkc.gov.uk/communities/cale-ixworth

15.2 Sydney Street Proposed Zebra Crossing Consultation
https://consult.rbkc.gov.uk/communities/sydney-street-zebra

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Mandatory clearance process

Cleared by Corporate Finance (RJA)

Cleared by Legal Services (LLM)

Cleared by Director of Communications and Public Affairs (NPT)