

OFFICER DECISION
DIRECTOR OF HIGHWAY AND REGULATORY SERVICES
5 AUGUST 2026
CONSIDERATION OF THE RESPONSES RECEIVED TO THE PROPOSAL TO
INTRODUCE A ZEBRA CROSSING ON LEDBURY ROAD AT THE JUNCTION
WITH TALBOT ROAD

1. EXECUTIVE SUMMARY

- 1.1 In June and July 2026, the Council consulted on a proposal to introduce a new zebra crossing and footway extensions on Ledbury Road, at the junction with Talbot Road. This report considers the responses received and makes a recommendation on how to proceed.

2. RECOMMENDATION

- 2.1 After considering the responses received to the consultation, officers recommend that the Director for Highway and Regulatory Services proceed to introduce a new zebra crossing and footway extensions on Ledbury Road, at the junction with Talbot Road, with an amendment;
- Subject to detailed design and visibility displays, to shorten some of the lengths of footway proposed to make the scheme parking-neutral by shortening the length of footway widening on south-west Talbot Road (to create two parking bays) and south-east Ledbury Road (to create one parking bay before the vehicular crossover).

3. BACKGROUND

- 3.1 From 1 June to 12 July 2026, the Council undertook consultation on introducing a new zebra crossing and footway extensions on Ledbury Road at the junction with Talbot Road. The proposals can be viewed [here](#). Enabling more walking is one of the Council's transport objectives and helping to make it easier and safer for pedestrians to cross the road is an important step in meeting that objective.
- 3.2 The proposed crossing would make it easier for people to cross the road, with extended footways giving greater visibility between pedestrians and drivers. The crossing is also expected to provide breaks in traffic flow for cyclists using the Cycleway along Talbot Road.
- 3.3 A total of 1,189 households living near the proposal received letters sign-posting them to the consultation hosted on the Council's Consultation and Engagement hub. Thirty-six responses were received; 24 in support (67 per cent), eight objections (22 per cent) and four support in part (11 per cent). The responses received are set out in full in Appendix 1.

4. CONSIDERATION OF OBJECTIONS

- 4.1 Table 1 illustrates the objections and support in part comments raised by respondents and officer responses. All responses received (including comments supporting the proposals) are listed in full in Appendix 1. Officers have not responded to out-of-scope comments such as making Ledbury Road one-way.

Table 1: Officers' responses to issues raised by respondents

Reason for objection	Officer response
Six respondents believed the crossing would exacerbate issues with traffic congestion and associated pollution and noise from drivers honking horns.	Officers are aware of existing complaints about congestion arising at points where the road narrows. While the proposed removal of some parking on the north-eastern kerb is primarily intended to increase visibility for all road users at the crossing, it should also reduce the conflict between vehicles passing here. While drivers may need to stop more frequently at this point than they currently do, vehicle delays are typically five seconds for a single person crossing but may increase where irregular streams of people cross over extended periods
Six respondents felt there was no need for the crossing as the existing traffic islands south of the junction were adequate.	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. 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.
Three respondents said there was no case for the crossing, for example because few pedestrians cross here or because no collisions had been observed.	In the absence of a formal crossing point, people will tend to cross informally at multiple points along a road. From the number of supportive responses received to the consultation, officers are confident that a crossing here would be well used by the local community.

Two respondents felt the proposals were a waste of scarce funds.	The proposals would be funded by Transport for London via their Cycleway Network Delivery funding. These funds are ring-fenced for improvements for pedestrians and cyclists along Cycleway routes. If the proposals did not proceed, the funding would be allocated to a different Cycleway project in another borough.
Two respondents said they would have preferred that the zebra crossing be provided south of the junction, where the existing pedestrian islands are located.	Placing the crossing to the north of the junction provides an additional benefit, in addressing reports from residents concerned at the congestion on Ledbury Road caused by narrow widths – an issue further reflected in the consultation responses. Introduction of the crossing here and the proposed removal of the length of parking on the north-eastern kerb is expected to reduce the conflict between vehicles passing here as well as provide good visibility for all road users at the crossing.
Two respondents objected to the footway extensions proposed, stating the footways were wide enough already and that the build outs will exacerbate issues with cars passing.	The footway extensions are provided in space that is currently 'dead space' in the carriageway and not in areas that would restrict two vehicles passing. Officers judge that this space would be better utilised by pedestrians as well as helping to reduce the crossing distance for pedestrians, which will reduce the time that drivers have to wait. In consideration of the responses received, subject to detailed design and visibility displays, officers do recommend shortening some of the lengths of footway proposed, those being the length of footway widening on south-west Talbot Road (to create two parking bays) and south-east Ledbury Road (to create one parking bay before the vehicular crossover).
One respondent objected to the loss of parking bays.	The proposed removal of the length of parking on the north-eastern kerb is primarily intended to increase visibility for all road users at the crossing, but is also expected to reduce the conflict between vehicles passing here, which is an issue much reflected in the consultation responses. From the

	number of supportive responses received to the consultation, officers believe the benefit to the community in removal of this parking and provision of a new crossing outweighs the loss of parking amenity. In consideration of the responses received, subject to detailed design and visibility displays, officers recommend shortening some of the lengths of footway proposed to make the scheme parking neutral - those being the length of footway widening on south-west Talbot Road (to create two parking bays) and south-east Ledbury Road (to create one parking bay before the vehicular crossover).
One respondent objected to the proposals on the grounds of contributing to street clutter.	Officers believe the benefit in providing a zebra crossing outweigh the negligible addition to street furniture by way of the proposed belisha beacons, particularly as the informal crossing islands would be removed.
One respondent objected on the basis that cyclists ignore zebra crossings.	Whilst we cannot guarantee that all road users will give way to pedestrians using the crossing, this is not a reason to fail to provide facilities for pedestrians.
One respondent objected believing the proposals would make drivers that already speed between Westbourne Grove and the narrow section of Ledbury Road make it more dangerous to cross between Artesian Road and Colville Terrace than at present.	It is unclear why introduction of a crossing would exacerbate high speeds between Artesian Road and Colville Terrace.

5. COMMENTS FROM THE METROPOLITAN POLICE SERVICE (MPS)

- 5.1 The MPS requests that the proposed tactile paving at either side of the crossing be red in colour in line with guidance stating tactiles should be provided in high visual contrast for sight impaired pedestrians. They further request that tactile stems be added in line with guidance that controlled crossings should have stems that extend to the rear of the footway / building line in order to guide sight-impaired pedestrians to the crossing.
- 5.2 They comment that the plan shows an existing contra flow cycle lane in Talbot Road and asked if any consideration has been given to a splitter island at the junction of Ledbury Road and Talbot Road in order to protect cyclists entering

Talbot Road, believing there is an elevated risk of conflict due to the proposed footway build outs.

- 5.3 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.
- 5.4 As cyclists have right of way turning into Talbot Road from Ledbury Road and do not need to wait to give way as they might at other junctions, where they may be at more risk of car strike, officers believe a splitter island is not necessary at this location. It is unclear why an extension to the footway would pose more risk to cyclists, when ample widths are provided for both cycle and carriageway lane.

6. FINANCIAL IMPLICATIONS

- 6.1 The scheme is expected to cost £90k to implement. These funds would be secured from Transport for London as part of the 2027-28 Cycleway Network Development allocation.

Appendix 1 – Responses received to the Ledbury Road/Talbot Road Zebra Crossing and Footway Extension Proposal

Support

1	Having 2 kids it's very very dangerous today without a zebra. That would be Life changing for us !!
2	[No comment supplied]
3	Fully supportive. It is way too dangerous today Thanks a lot for considering doing that. .
4	I have lived very close to Ledbury Road for nearly 40 years and have to cross it at least twice a day, usually at the junction with Talbot Road. Even though there is now a pedestrian island, I do not feel very safe crossing here. This is because of the speed of many of the vehicles, the fact that drivers often seem oblivious to the presence of pedestrians trying to cross, and the fact that one has to look out for vehicles approaching from Talbot Road as well as coming along Ledbury Road in both directions. I can never be sure a driver has seen me, and if he or she will stop. I have also had near-misses with cyclists not looking where they are going. When there is a large delivery vehicle on the northernmost part of Ledbury Road, it is even more dangerous, as one can't see what is coming down from Westbourne Park Road, often at speed. I've also noticed that disabled people and mothers with prams or with small children have trouble with the current crossing as the pedestrian island is not very big. They often look very anxious when they are waiting to cross. For these reasons, I'm very much in favour of the introduction of a new zebra crossing near the Ledbury Road and Talbot Road junction.
5	This zebra crossing is desperately needed. It is currently very dangerous to cross the road. Many of us are doing so with small children on our way to the Colville Primary School.
6	It is essential to finally have a zebra crossing. My kinds started secondary school and there is no zebra or traffic light to cross Ledbury road from Westminster side to RBKC. 100% support of this initiative from our family
7	I cycle and walk at the junction every week day and the proposed crossing will make me feel much safer from speeding cars as they hurtle down ledbury road.
8	It will have ability to allow me to cross over no longer hoping a car driver slows for me.. also many elderly will be safer
9	I think this is a great - and long overdue! - idea.
10	The road is congested and measures are needed, I support any and all ideas. Between Talbot and Westbourne Park the issues are perpetual.
11	As a cyclist and pedestrian I often find it difficult to cross this junction so these changes are welcome
12	Very important for safety of local residents especially those with children constantly on school run. It would also help limit speed as cars are always racing down Ledbury at unsafe speeds
13	I live on Ledbury Road north of the Junction with Talbot Road. I hope the proposed work will also calm the traffic and reduce the incidence of road rage in this part of Ledbury Road. I had hoped work at the junction of Ledbury Road and Westbourne Grove would have helped but I still regularly hear car horns and shouting by drivers on my stretch of Ledbury Road. Making Ledbury Road north of the junction of Talbot Road oneway would improve the quality of life for people in the area and will stop drivers using it as a rat run. I have mentioned this before in earlier surveys. I am aware that this part of Ledbury Road forms a border between RBKC and WCC but I hope this improvement will be accepted by both Boroughs.
14	[No comment supplied]

15	It is very much needed. I use a mobility scooter and it is quite terrifying crossing Ledbury Road. Sight lines are not good at the Talbot Road Junction. Your proposals will improve it dramatically.
16	[No comment supplied]
17	[No comment supplied]
18	Much needed, a busy crossing point for pedestrians and significant conflict with often fast moving vehicles obstructed by parked vehicles Vehicles often travelling fast - platform + speed bumps on north and south approach of junction would further improve safety and assist cycle traffic cross the junction on the designated cycle way
19	If the "Give Way" end of the road width on Talbot Road is going to be the same size as the "Give Way" end of the road width on Powis Terrace - please consider installing an island that separates the cycle path to the vehicle path (exactly as demonstrated on Powis Terrace) because too many vehicles break the no entry rule, every single day, on the Talbot Road junction with Ledbury Road.
20	[No comment supplied]
21	[No comment supplied]
22	I regularly cross Ledbury at this junction, walking and cycling, and there is always the danger of cars suddenly speeding up in order to clear the bottleneck which develops between the Talbot Road junction and Westbourne Park Road. This will make the crossing safer.
23	[No comment supplied]
24	[No comment supplied]

Objection

1	The air pollution will be even worse. I can't open my bedroom windows in the rush hour or most weekends due to traffic at a standstill as the road is blocked by traffic. There is a safe place to cross already. To have a pedestrian crossing will mean traffic will be virtually at standstill all day outside this is an area full of tourists at all times . Make the road one way then it will be safer and less congested.
2	This incompetent council instead of solving a problem at hand it is creating one. Ledbury Road starting from the junction with Talbot Road leading to westbound park road is a nightmare the environmental noise and constant beeping and fighting amongst drivers as well as residents you did not bother to address the Elephant in the room and to go and crate another problem under a banner of safety you make me think and believe that this council is useless not get for purposes
3	The necessary place for a new pedestrian crossing on Ledbury Road has always been between Artesian Road and Colville Terrace. At present there there is a very useful pedestrian refuge on Ledbury Road at the junction you are intending to change. This gives pedestrians and cyclists crossing Ledbury Road some protection. Removing this would be a huge loss. Drivers already speed up between Westbourne Grove and the narrow section of Ledbury Road where they often need to give way. Your scheme could make this effect greater and make it more dangerous crossing between Artesian Road and Colville terrace than at present. Make the crossing there and leave alone the junction you are unnecessarily planning.
4	. No persuasive case for safety, on the contrary, pedestrian crossings are increasingly ignored by cyclists. As someone with serious sight impairment the greater danger for me is now relying on crossings/lights and not seeing cyclists ignoring them. . the current traffic island provides me with alll the safety and opportunity to cross that I need. - this is a primarily residential street whihc is undermined by any unnecessary "street furniture" etc.
5	Parking is allowed on both sides of Ledbury Road in its narrower section between Westbourne Park Road and Talbot road. The road widens slightly after that, going towards Westbourne Grove.

	it is rare that 2 vehicles moving in opposite direction can pass each other in that section of the street. Stubborn drivers sometimes block circulation, by insisting they want to pass first. As a result, cars queue either upstream or downstream. attempting to negotiate a quick exit from the narrow section of the road. klaxoning endlessly is frequent. The introduction of a zebra crossing accross Ledbury Road will only exacerbate the issue. The impact of the queuing is only likely to increase. I am not aware of any pedestrian accident occurring at that ntersection for as long as i can remember. Therefore, i cannot see how the zebra crossing introduction can be justified. Nevertheless, thank you for the consultation.
6	There is no need for a pedestrian zebra crossing where planned. The existing pedestrian island is good enough to cross Ledbury Rd. There are enough problems with traffic congestion at this junction due to the narrow section of Ledbury road between Talbot road and Westbourne park road. Drivers have to stop at this junction to give way to an incoming car from the top of Ledbury road (vehicles turning from Westbourne park road into Ledbury Rd) or the opposite where drivers have to stop at the top of Ledbury Road to let another vehicle coming from the other direction and this is a daily chaotic situation when 2 vehicles in opposite directions try to go through as there is no room for it in this section of road. There is damage done to parked cars as well as continuous blowing of horns and drivers shouting at each other when the driving cars get stuck and all this noise is very disturbing for the residents. This section of road between Talbot Road and Westbourne Park Road should become a one direction only road. And this should have priority in your planning. A zebra crossing will cause more traffic chaos than already exists here and is a project not needed. The existing pedestrian island is good enough. Money should not be spent on this ridiculous idea.
7	I think this is an ill-advised proposal on several fronts. I strongly object to it. For context, I live adjacent to the proposed crossing, I walk, bike and drive across it several times daily; morning, day and night. I have the perspective of a pedestrian, a cyclist and a driver as well as a resident. For pedestrians: the island on the other side of the road (where the majority of pedestrians actually cross over Ledbury Road) is already suitable for the limited walking traffic at that point. This is also where most people will keep crossing, regardless of the zebra crossing. For Motorists, the single biggest issue in that section is that the narrowness of the section from Talbot Road to Westbourne Park Road means that cars are almost always lining up on either end to allow for one flow of traffic to go before the other. It can get particularly bottled up during rush hours. Adding a zebra crossing at that point will create a hugely inefficient flow of traffic and lead to massive congestion as people from the top end try to make it down while others coming from the south get stuck intermittently to allow pedestrians across. Furthermore, traffic there from the south will block anyone coming out of Talbot road (from either direction). One only has to spend a short time observing traffic flow here already to know that adding a zebra crossing will create a huge bottleneck and potential gridlock. For cyclists, the additional traffic queues will create more potential for harm as the road flow gets narrower still and stuck. For residents, in addition to unnecessary increase in traffic at a critical thoroughfare to the area (this is the main road coming from Westbourne Park Road) will increase pollution, and the honking

	(which already happens when drivers are negotiating right of way/waiting) will add to headaches. The Council has already removed several parking spaces in this immediate vicinity over the last couple of years: e-bike zones, e-scooter zones, 3 new bike sheds, new restaurant outdoor eating areas on Talbot Road itself, as well as other single spots for specialist drivers. This in addition to the increased demand for spaces from diners at these new eateries during evening hours. The ripple effect is easily observed by watching residents touring the neighbourhood endlessly looking for a place to park. I'm uncertain what problem this proposal is trying to fix. It will certainly be creating a whole host of new ones that will increase dangers and inconveniences to visitors and residents alike. Please do not proceed with it.
8	Thank you for your letter of 1.6.26 about Ledbury Road/Talbot Road junction's zebra crossing and footway extentions. I believe that the Council is tight on money and I don't think that you should go ahead with this proposal because 1. Ledbury Road is not particularly busy 2. There is already an island in the middle of Ledbury Road at the Talbot Road junction which is helpful 3. The footway is wide enough. If you would like to make a change in this area perhaps you could make Ledbury Road 'one-way' from Westbourne Park Road to Talbot Road as it is quite tight. Thanking you for your attention.

Support in part

1	I would prefer to keep the crossing in its current place and extend it a make it safer. One of the key issues at the junction in question is that traffic can only ever move in one direction because of the width of the road. Drivers tend to accelerate when they come out of the channel and before driving into it to avoid having the oncoming traffic go through. I suggest you make the to end of Ledbury Rd a one way street.
2	I would prefer the crossing to be on the south side of the junction where the pedestrian island is currently. Personally I use this crossing daily and would need to cross Talbot Road again twice as I always need to be on the south side of Talbot road. This is because of where I live and the places I go which are all on the south side of Talbot road. I am very pleased about having a proper crossing, however, because I never feel safe using the island in the middle of Ledbury Road. Traffic can often go quite fast and cars turning right onto Talbot Road sometimes cut the corner.
3	I support a safe crossing for pedestrians and cyclists. A zebra crossing is good but the numbers of pedestrians here is not high. The island on the south side was only improved less than a year ago. This part of Ledbury Road does get congested with cars, due to its narrow width.
4	I think a zebra crossing would be fine, although I don't think it's particularly necessary there. But building out the footway is a ridiculous idea - and it seems unlikely that anyone could have come up with it if they'd actually spent any time on the ground in that location. I've lived a block away for almost 30 years, and as a driver and pedestrian I can say that there are certainly issues with Ledbury Road, but the pedestrian crossing doesn't address them and the build-outs could make it significantly worse. In addition, the suggestion that the build-outs would reduce speed is risible, since cars are often already at a standstill at that junction due to the bottleneck caused by the narrower length of road from the Talbot Road junction north to Westbourne Park Road. Drivers frequently behave stupidly and selfishly on that stretch, leading to gridlock: frustrating both for travellers and residents who have to live next to it. I've seen calls to make it one-way, but personally I don't think that there's an adequate alternative route for the contraflow traffic -

however some measures might be attempted, using signage, to improve driving behaviour. That would be a far more useful thing for residents - and then if that worked, a pedestrian crossing could be more relevant. However, the build-outs would still be a pointless idea; pedestrians are already visible, and if there were a zebra crossing then they would of course be much more so.

In short, if the current plan goes ahead I can see much-increased chaos at that junction as well as in the above-mentioned stretch of road.