

The Royal Borough of Kensington and Chelsea
Silchester Road Central Reservation Consultation Report

Report by the Transport Projects Manager

August 2025

1. Background

- 1.1. This paper summarises the responses received to the recent public consultation on a raised central reservation on Silchester Road, near an existing zebra crossing. The proposals, including a plan, can be found on the [Consultation and Engagement hub](#).
- 1.2. The scheme was proposed in response to concerns from Kensington Aldridge Academy over near-miss collisions as a result of vehicles approaching a 90 degree bend at inappropriate speeds. There was also an actual vehicle collision the mature tree immediately outside the Academy's entrance. Video surveys showed that over 1,100 vehicles a day encroached on the existing marked central reservation.
- 1.3. As part of the proposed upgrades to Quietway 2 (now Cycleway 27), Transport for London (TfL) had already funded RBKC designs for a raised central reservation to help reduce speeds on this wide section of road where Silchester Road meets Lancaster Road, with the aim of improving conditions for cyclists using the Cycleway. In response to the school's request for intervention, officers prioritised consultation on this Cycleway scheme.
- 1.4. If introduced, the cost of implementing the central reservation would be approximately £36k, subject to detailed design, and would be funded by TfL through its Cycleway Network Development budget.

2. Consultation

- 2.1. From 23 June to 3 August 2025, the Council undertook non-statutory public consultation on a proposed raised central reservation in Silchester Road. Residents living near each proposal (c. 1,230 households/businesses) received letters signposting them to the consultation available on the Council's consultation and engagement hub. Local ward councillors, residents' associations and community groups were made aware of the consultation by email.
- 2.2. There were 16 responses to the consultation, with 13 of those supporting the scheme in full and three supporting in part. 15 responses were from residents of the local area; one support-in-part response was from further away on Lansdowne Road.

3. Analysis of key themes arising from consultation responses

- 3.1. As noted above, the Council received no objections to the proposals. Respondents who supported the proposals in part made a number of comments about road

safety and road user behaviour. Officers have not provided a response to comments considered out of scope of the proposals, or to the positive points raised, but the table below responds to specific suggestions that some respondents made for amending the design of the scheme. Appendix 1 lists the responses received in full.

Issue	Officer Response
A segregated or mandatory cycle lane could be introduced and reduce speeds instead.	There is no evidence that mandatory cycle lanes reduce speeds more successfully than narrowing the carriageway. Whilst a segregated cycle lane may have the effect of narrowing the carriageway, this would be a substantially more expensive scheme than the Council currently has funds to implement.
Speed humps and/or speed cameras should also be introduced.	<p>The Council currently has no powers to introduce or enforce with speed cameras. That power lies with the Police.</p> <p>The zebra crossing at this location is already raised but the speeds are more problematic through the bend, rather than on the approaches which is where and b) the issue is speeds through the bend rather than on the approaches.</p>
The existing zebra crossing is too close to the bend and should be placed away from the bend in the road with traffic lights.	One of the factors influencing where zebra crossings are implemented includes identifying where desire lines for pedestrians are most likely to be. Although it is true that the Council would prefer not to implement zebra crossings on a bend, at this location the crossing is far enough from the bend that drivers have adequate sightlines. There have been no collisions at the existing crossing and the current location serves the leisure centre and school, enabling pedestrians to cross and then continue north, east or west. A crossing further away would not offer this level of service to pedestrians. Traffic and pedestrian flows do not meet the threshold for a signalised (traffic light) controlled crossing at this location.

4. Next Steps

- 4.1. Following consideration of all comments received, the Director of Highway and Regulatory Services has decided to proceed to detailed design and implementation of the proposed raised central reservation on Silchester Road.

Appendix 1: Responses received to the consultation to introduce a raised central reservation on Silchester Road

Support in Part Response One

A 'raised median strip' may work, though any sensible driver slows down coming to a bend in the road anyway. The existing Zebra crossing is very close to the bend in the road and any drivers unused to the proposed changes can NOT see around corners. A crossing away from the bend in the road would be good. Maybe traffic lights???

When the pupils come out of school, a lot of them are NOT looking at traffic & the prevailing view of adults as well as teenagers 'seems to be' that you can cross the road WITHOUT LOOKING. There are also a lot of people on wheels of many varieties who do NOT follow any type of rules or have any sense that they are not the only road or pavement users.

Maybe schools could re-introduce road safety in lessons, as well as raise awareness that a car MIGHT JUST KILL you if it hits you and the poor driver will take the blame. Maybe stagger school leaving times as when the school empties out, it is like the Wild West 10 locally.

Support in Part Response Two

Needs to be expanded. First, I want to say that there are islands in the road near the Baptist Church and the crossing at school entrance. What is needed are speed bumps...large speed bumps. This road is like a drag racing strip (not to mention the loud bikes and modified cars racing on the motorway above. It goes on all day until early hours morning. I realise this is a failing of the Department Transport and police. People like always complain they are short staffed, but it is more than that. It is not in their DNA to just sit there and nab some of the worst offenders. Of course on the M1, sitting stationary with a speed gun is OK but not here. I'm sympathetic, the only time you see police is screaming down Silchester to a major crime incident; and there are many, ask them...thus is a major road for police, sirens blazing.

I have complained to police in the area several times about a guy with a modified motorbike as loud as a 747 JET on takeoff... I'm not exaggerating. He is not the only one. I have a thick file of licence plate numbers of offensive drivers to give police. Perhaps I should give them to you. Perhaps police should do their job and not expect to solve the problem driving through every day or so. Why should I do the job for police? I cannot believe anyone has not been killed there. Because it is a school boys race loud cars through and I have complained to the Aldridge Academy about it. Here is an innovation you don't have about: putting cameras up. Not that police will ever look at the footage. No...the really money is on the M5 or M1 motorway where the drivers are a rich cash cow of revenue.

Having witnessed the excessive speeds and noise here for almost 5 years, it's a miracle nobody has died, and there are kids down here. In a few hours I could write enough tickets to finance the council deficit for a week, maybe two. No again, because the courts aren't able to handle it and police have zero time to show up anyways.

I do commend you for at least noticing the problem. When somebody is killed there We will at least sleep better knowing we tried.

If you want the collection of license #s collected by me, I'll be glad to turn them over. I guess I have not reported it online to police because:

- 1). Nothing will be done.
- 2). Accused of being a vexatious complainer.

Btw/ Words alone cannot even begin to express the problem here on this road. To top it off Aldridge Academy has commissioned a major construction contract since last August 2024. Workers start work before 8 am (video proof) and work late and weekends too. Other residents are being disturbed. Yesterday a huge Crane was in place and I can only say that nobody here was consulted on this major construction project. No surprise. Point is this: MORE congestion.

Two weeks ago on Friday at 11pm a company was cutting tiles with a large tile cutter as if it were 12 noon. What on earth is wrong with the system here? Nothing statutory here, ever.

Support in Part Response Three

I think this is a pretty half hearted attempt to reduce dangerous traffic in the borough, whilst reducing the width of the road should slow vehicles, and public realm improvements provided by planters on the road should be encouraged, I think this small strip is unlikely to make a big difference. Instead we should be encouraging people NOT to drive their children to school/ drive short distances in the Borough - which is only encouraged by Borough wide parking permits. Further, this is labelled as a 'quietway' for cycling, yet you are now admitting that there have been several near misses - might this be an opportunity to add a protected (a first for the borough!) or at the very least, a solid line cycle lane along the route. This would force vehicular traffic to reduce speed, as well as potentially encouraging some of that traffic to switch to active travel modes - reducing pollution and congestion, as well as increasing safety.

Support in Full Response One

Any measures to calm traffic and reduce traffic speeds are to be welcomed. Measures to ensure compliance with 20mph speed limit are to be welcomed too.

Support in Full Response Two

I like green and want a beautiful safer place.

Support in Full Response Three

[No comment supplied]

Support in Full Response Four

Safety all the way. Safety first.

Support in Full Response Five

I often see vehicles speeding on this road. the 20MPH limit should be observed. I will support most traffic calming measures. Please install speed cameras. I will support most traffic calming measures. Ideally, please install radar speed signs and/or speed cameras.

Support in Full Response Six

As long as there are no reductions in residential parking

Support in Full Response Seven

[No comment supplied]

Support in Full Response Eight

Well done.

Support in Full Response Nine

It seems to be a good solution.

Support in Full Response Ten

These seem like sensible proposals to improve road safety on what can be a dangerous corner.

Support in Full Response Eleven

Anything that makes it safer for young people, visitors and residents crossing the road near the school helps. And also support vehicle drivers to manoeuvre the bend safely to look out for themselves, pedestrians and other road users.

Support in Full Response Twelve

My cat and two of my neighbour's cats have been killed by vehicles speeding on Lancaster Road coming from Silchester Road. I support these proposals as long as they slow speeding on Lancaster Road. I'd also support other measures including signs and potentially speed cameras.

Support in Full Response Thirteen

The volume of traffic has increased over the years, as has the speed of the traffic. Buses, in particular turn at this bend and drivers unfamiliar with this road aren't always aware of the bend