

Results of the Informal Public Consultation

Zebra Crossing on Sirdar Road by Avondale Park Primary School and Henry Dickens Court (Notting Dale ward)

5 December 2024

1. Introduction

- 1.1 This paper summarises the responses received to the recent consultation on proposals to introduce a zebra crossing on Sirdar Road, between Avondale Park Primary School and Henry Dickens Court.

2. Description of proposal

- 2.2 The proposal is to provide a new zebra crossing between the side entrance to Avondale Park Primary School and the northern entrance to Henry Dickens Court. The new zebra crossing will be between two existing footway buildouts, so a central pedestrian island is not required.
- 2.3 The installation of zig-zag road markings, which are required at zebra crossings, will mean the loss of approximately three metres of residents' parking bay (equivalent to less than one parking space) on the western side of Sirdar Road, just north of the proposed crossing.
- 2.4 Eleven metres of single yellow line restriction on the western side of Sirdar Road, adjacent to the existing footway buildout and into the access to Henry Dickens Court, will need to be replaced with zig-zag markings. However, anyone parking there would block Sirdar Road at the footway buildout.
- 2.5 On the eastern side of Sirdar Road, also adjacent to the footway buildout, eight metres of single yellow line will be converted to zig-zag markings. This section of single yellow line is also not useable due to the narrowing of Sirdar Road.
- 2.6 The existing 'School Keep Clear' markings will also need to be adjusted slightly to allow for the zig-zag markings to be installed on the eastern side of Sirdar Road.
- 2.7 The cost of installing the zebra crossing would be approximately £45K subject to detailed design.
- 2.8 The layout of the zebra crossing is shown in the consultation plan in Appendix 2.

3. Consultation

- 3.1 The non-statutory consultation ran between 20 September and 31 October 2024. It consisted of resident letters, an online consultation page and online survey, street notices and emails to local resident associations.

- 3.2 Key stakeholders, such as the emergency services, utility companies, refuse collection teams and neighbouring boroughs were also informed of the consultation by email.
- 3.3 The resident letters were delivered to 1,736 addresses in the vicinity of Sirdar Road. A copy of the letter is included in Appendix 3.
- 3.4 There were 115 responses to the consultation, all via the online survey.
- 3.5 One hundred and five of the responses (ninety-one percent) supported the proposal in full, two (two percent) supported in part and seven (six percent) objected to the scheme. One (just under one percent) selected the 'no opinion' option. All the responses are provided in Appendix 1 (attached separately).
- 3.6 Ninety of the 115 responses came from residents of Kensington and Chelsea, 87 of whom provided a W10 or W11 postcode.
- 3.7 The main comments made in support of the scheme were:
- It will make it safer and easier for people (including school students) to cross Sirdar Road (59 respondents); and
 - It will ensure reckless or speeding drivers stop to allow people to cross (31 respondents); and
 - The crossing should have been installed years ago and is a matter of urgency (12 respondents).
- 3.8 A summary of the main reasons for objecting, as well as their frequency, are set out in Table 1. Some of the objectors cited more than one reason for objecting. Officers' responses to the objections are included in the table. An asterisk denotes comments made by those who supported the proposals, supported them in part or selected 'no opinion'.

Table 1 - Summary of Objections

Summary of Objections to the Proposals		Qty.
1	The crossing is not necessary because it's not difficult to cross the road. The road is not very busy / people drive slowly along the street	5
Many of the supporters of the proposals say it can be difficult to cross Sirdar Road. They mention that making walking trips to and from schools, nurseries, shops and housing in the area would be easier and feel safer with the introduction of a zebra crossing.		
2	Waste of money or better to spend the money elsewhere	3
The funding for the proposed zebra crossing has been allocated to local road safety improvements and in this case specifically to pedestrian improvements. If the crossing were not to proceed, officers would need to agree with TfL what other transport schemes the money could be spent on.		

3	Parents park poorly and will ignore the zig-zag markings and park on them anyway. There should be more parking enforcement	1 (3*)
<p>Parking on the zig-zag road markings approaching a pedestrian crossing is not permitted and can be enforced by the Police or the Council. The Police can also issue a fixed penalty notices which includes points on a driving licence as well as a fine. Generally, we find that drivers are inclined to avoid parking on zig-zag markings, possibly because the penalty can be more severe than general parking infringements.</p> <p>If we find drivers do ignore the zig-zag marking, should the crossing go ahead, we can request targeted enforcement by the council's Civil Enforcement Officers.</p>		
4	A zebra crossing would cause more congestion, as the already road isn't wide enough for two cars travelling in opposite directions	1
<p>The existing footway buildouts do mean that drivers of large vehicles travelling in opposite directions do need to give way to each other at the moment. Should the crossing be installed, drivers may need to stop more frequently at this point than they currently do. But it is very unlikely that the zebra crossing will cause congestion or queuing or cause any significant delays or increases to journey times, and especially not to the same extent as a signal controlled crossing or a signalised junction.</p>		
5	There is more need for a crossing on St Ann's Road near Freston Road, Stoneleigh Place or Mortimer Square	1 (1*)
<p>When the Council considers locations for zebra crossings we need to ensure there is sufficient justification for the crossing.</p> <p>The justification is based on how likely pedestrians are to use the crossing facility, how hard it is for pedestrians to cross the road currently (how much traffic there is on the street and how wide it is) and also whether the location has a history of collisions that have resulted in injuries (data on non-injury collisions isn't available to us).</p> <p>We prioritise our list of potential locations each year and allocate funding to develop proposals at the locations where they will provide the most benefit.</p> <p>We have logged requests for new zebra crossings along St Ann's Road however in this instance Sirdar Road was ranked as a higher priority than a new crossing on St. Ann's Road.</p>		
6	Drivers ignore zebra crossings and will not stop	1
<p>If the new zebra be installed, it will be clearly visible to drivers approaching it, as will pedestrians crossing there. While some drivers may not yield to pedestrians as they should, we find most drivers do stop for pedestrians at zebra crossings.</p>		

Summary of Comments on the Proposals		Qty.
7	More crossings and/or crossing officers required and traffic calming measures.	0 (10*)
<p>Additional crossings or traffic calming are outside of the scope of this consultation. However, when we received requests for new zebra crossings each one is logged and assessed to see whether it is a viable location. The feasible locations are ranked and funding allocated to progress those sites with the highest priority, such as Sirdar Road.</p> <p>Like most Councils, we no longer provide school crossing officers. The Council has no funding for road humps, other than through Neighbourhood Community Infrastructure Levy (NCIL). Should sufficient ward NCIL funding be available, any application for NCIL funding will need to be supported by local ward councillors.</p>		
8	Consider locating it at the corner of Sirdar and Stoneleigh, or the southern entrance	0 (3*)
<p>Various locations along Sirdar Road were considered for the proposed zebra crossing. The position by the side gate of the school was shown to have the greatest number of pedestrians crossing, compared to other points along Sirdar Road and it was also the suggested location by representatives of Avondale Park Primary School.</p> <p>We may consider other locations nearby in the future but they would be subject to our usual prioritisation process.</p>		
9	Speed cameras should be installed as well.	0 (1*)
<p>Only the police have the power to enforce speeding, rather than councils, either by camera in partnership with Transport for London, or otherwise. They deploy speed cameras based on specific killed and seriously injured road casualty criteria which thankfully are not met in Sirdar Road.</p>		
10	Add painted stop sign at Mortimer Square / Freston Road / St Katherine's Walk	0 (1*)
<p>A give-way marking has now been installed at this junction.</p>		
11	Flashing beacons will disrupt residents	0 (1*)
<p>The residential buildings are set back from the proposed crossing point, so it is unlikely that residents will be disturbed by the flashing beacons. However, should residents find that the flashing beacons are in fact disturbing them, then hoods can be fitted to the beacons to shade the sides facing towards residential properties.</p>		

12	Parents will allow their children to cross unaccompanied. Will the school work to ensure the crossing is used responsibly	0 (1*)
Avondale Park Primary School is signed up to Transport for London's 'Travel for Life' school accreditation scheme. The Council continues to work closely with the school to ensure every child has the knowledge to travel to school safely.		

4. Emergency Services Consultation Responses

- 4.1 Emergency services, our refuse collection company, utilities companies and neighbouring councils have all been informed of the consultation.
- 4.2 Only the Police raised a query and that was related to the proximity of the crossing to the vehicle access for Henry Dickens Court.
- 4.3 There will be sufficient space for one vehicle to wait between the crossing and the access, and the volume of traffic using the access is low, therefore officers believe the position of the crossing is satisfactory.

5. Further Consultation Required Including Traffic Orders

- 5.1 Should the proposed zebra crossing be approved to proceed, a statutory consultation will be required in the form of a Traffic Management Order for the proposed parking restriction changes and a notice in accordance with Section 23 of the Road Traffic Regulation Act 1984 for the establishment of a new zebra crossing.

6. Conclusion

- 6.1 Given the high level of support for the proposal, officers **recommend to the Director that the new zebra crossing proceed as proposed.**

Appendix 1

Responses received for “Sirdar Road - Proposed Zebra Crossing” consultation

(See attached document)

Appendix 2

Sirdar Road Zebra Crossing - Consultation Plan

(See attached document)

Appendix 3

Sirdar Road Zebra Crossing Consultation Letter Text

Dear Resident / Occupier,

Sirdar Road - Proposed Zebra Crossing

Enabling more journeys to be made on foot 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.

The Council receives many requests each year for new pedestrian crossings from residents across the borough. We review every request to determine which locations are feasible, then each year we assess which ones will provide the most benefit. The assessment considers whether there have been any injury collisions at the location, how difficult it is for pedestrians to cross the road and how many people are likely to use the crossing. We then focus our resources on delivering the two or three sites that offer the most benefit to pedestrians.

This year, following requests from residents and Avondale Park Primary School, one of the sites where the Council is proposing to introduce a **new zebra crossing** is on Sirdar Road, between Avondale Park Primary School and Henry Dickens Court.

Have Your Say

We are keen to hear your views, so this is the chance for you to have your say on these proposals.

If you would like to **support** or **object** to these proposals, or make any other comments about them, please visit the Councils' consultation website and complete the short survey at: <https://consult.rbkc.gov.uk/communities/sirdar-road> or scan the QR code below, by **31 October 2024**.



The Council's Director for Highways and Regulatory Services will consider all the comments received, in consultation with Notting Dale ward Councillors and the Lead Member for Planning and Public Realm, before deciding on whether to proceed.

If you have any queries or require further information, please write to traffic@rbkc.gov.uk.

Yours faithfully,

ENDS