

## **Results of the Informal Public Consultation**

### **Raised Zebra Crossing on St Quintin Avenue by Pangbourne Avenue and Wallingford Avenue (Dalgarno and St Helen's wards)**

**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 a raised traffic table on St. Quintin Avenue, west of its junction with Pangbourne Avenue and Wallingford Avenue.

#### **2. Description of proposal**

- 2.2 Having secured LIP funding for a new zebra crossing in St. Quintin Avenue, the Council commissioned a preliminary design, before consulting local residents on the proposed scheme.
- 2.3 The proposal is to provide a new zebra crossing on a raised table to the west of the junction with Pangbourne Avenue and Wallingford Avenue. The new zebra crossing will have a central pedestrian island, close to the location of the existing pedestrian refuge, which would be removed during the construction of the raised table.
- 2.4 To allow for clear visibility of pedestrians crossing at the new zebra, five metres of resident parking bay (equivalent to one parking space), on the northern side of St. Quintin Avenue, will need to be converted to double yellow lines.
- 2.5 Zig-zag markings, which are required at a zebra crossing, will also mean that approximately eleven metres of single yellow line restriction on the northern side of St Quintin Avenue and 18 metres on the southern side will be removed. The majority of the off-peak parking here could not be utilised as any vehicle parking there would have either blocked the road because of the central refuge island or blocked access to private off-street parking.
- 2.6 Approximately 15 metres of out of controlled hours single yellow line parking on the southwestern corner of the junction with Wallingford Avenue is also proposed to be converted to double yellow lines, to improve visibility on the westbound approach to the zebra crossing and to aid traffic flow at the junction.
- 2.7 The refuge on the eastern side of the junction will be unaffected.
- 2.8 The cost of installing the raised zebra crossing would be approximately £60K subject to detailed design.
- 2.9 The layout of the zebra crossing is shown in the consultation plan in Appendix 2.

### **3. Consultation**

- 3.1 The non-statutory consultation ran for six weeks between 16 September and 27 October 2024.
- 3.2 The consultation consisted of resident letters, an online consultation page and online survey, street notices and emails to local resident associations.
- 3.3 Key stakeholders, such as the emergency services, utility companies, refuse collection teams and neighbouring boroughs were also informed of the consultation by email.
- 3.4 The resident letters were delivered to 2,679 addresses in the vicinity of St. Quintin Avenue. A copy of the letter is included in Appendix 3.
- 3.5 There were 86 responses to the consultation using the online survey and one response by email after the consultation closed.
- 3.6 Seventy-three of the responses (84 percent) supported the proposal, seven (eight percent) supported in part and seven (eight percent) objected to the scheme. All the responses are provided in Appendix 1 (attached separately).
- 3.7 Eighty-three of the 87 responses came from residents of Kensington and Chelsea. All the respondents who described themselves as residents of the borough gave W10 postcodes. Two listed their residential status as 'other' but had local connections: one was a homeowner (presumably on St. Quintin Avenue) and the other had a child who attended a local school. Two respondents were visitors to the borough.
- 3.8 The main comments in support of the scheme were:
  - It will slow vehicles down (26 respondents);
  - It will help elderly, young and disabled people cross the road (26 respondents); and
  - The proposals will make crossing the road feel safer (24 respondents).
- 3.9 A summary of the main reasons for objecting, as well as their frequency, is 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 or supported them in part.

**Table 1 - Summary of objections**

<b>Summary of objections to the proposals</b>		<b>Qty.</b>
1	There is another pedestrian crossing nearby so this one is not necessary.	5 (1*)
<p>The nearest controlled pedestrian crossings are by St. Helens Gardens and Highlever Road. Both are zebra crossings, and both are just over 180 metres from the proposed crossing location. The current distance between those crossings is 370 metres (almost a five minute walk). The section of St. Quintin Avenue, where this crossing is proposed is considered to have a high pedestrian severance level, when assessing traffic volume, traffic speeds, the width of the road, walking potential and the distance between controlled pedestrian crossings.</p>		
2	The zebra crossing will reduce traffic flow and cause congestion.	5
<p>Should the crossing be installed, drivers will need to stop more frequently at this point than they currently do. But given existing traffic volumes 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>		
3	There is no need for the crossing and/or the crossing point does not lead to or from anywhere so it is not particularly busy	4 (1*)
<p>Many of the supporters of the proposals mention walking trips to and from Kensington Memorial Park, the medical centre, the health centre, the nursing home, Pangbourne House nursery and other nurseries and schools in the area. The high level of support for the crossing is also an implicit indication of latent demand for this location.</p>		
4	The crossing is needed across a different road (such as St. Helens Gardens and Kelfield Gardens) rather than where it is proposed.	0 (6*)
<p>When the Council considers locations for zebra crossings we need to ensure there is sufficient justification for the crossing. 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. In this year's prioritisation exercise, had all three locations been considered, St. Quintin Avenue (which had already been approved from a previous round) would have ranked as a higher priority than a new crossing on St. Helens Gardens or Kelfield Gardens.</p>		

5	The crossing should be on the eastern side of the junction, rather than the western side where it is proposed.	0 (5*)
<p>When we assessed the section of St. Quintin Avenue by Pangbourne Avenue we discounted the eastern side of the junction due to the two established trees on the northern and southern footways here. The trees would have limited the width of the crossing and obscured the view of the road for pedestrians waiting to cross the road.</p> <p>Pedestrian crossing surveys carried out over two days show that the volume of pedestrians crossing on the east and west sides of the junction are very similar, with six more people using the western side to cross between 7am and 7pm, as an average over the two days of surveys.</p> <p>We concluded that proposed the crossing on the western side of the junction was preferable to removing one or both of the trees, though it is acknowledged that most people wanting to access the facilities to the east of Pangbourne Avenue will need to cross that road to use the crossing on St. Quintin Avenue.</p> <p>The speed and the volume of traffic using Pangbourne Avenue is significantly lower than that of St. Quintin Avenue, so we have not proposed a second zebra crossing over Pangbourne Avenue. We may consider one in the future but it would be subject to our usual prioritisation process and would most likely have been ranked much lower than St. Quintin Avenue.</p>		
6	The loss of parking is not acceptable.	2
<p>The majority of the parking loss is the conversion of out of hours parking (single yellow lines) to no waiting at any time (double yellow lines). Most of the single yellow line that is proposed to be converted would be unsafe or very inconsiderate to park on currently as it would either block the road due to the pedestrian islands, or it would block access to private driveways. The single yellow line outside of that area falls within ten metres of the junction with Wallingford Avenue, and anyone parking in that area would be contravening Highway Code rule 243 - do not park within 10 metres of a junction.</p> <p>The five metres of residents parking bay (equivalent of one space), which is proposed to be removed, is to provide clear visibility of pedestrians waiting to cross at the proposed zebra crossing. Parking occupancy surveys carried out in 2022 show that the residents parking bays in the area where the five metre reduction is proposed are no more than 89 percent occupied during their busiest periods (weekday evenings and weekday afternoons). The surveys suggest that there will be available parking in the immediate area for the single displaced vehicle.</p>		
7	The flashing beacons will disturb nearby residents at nighttime.	2
<p>As St Quintin Avenue is a residential street and the beacons may be visible from people's homes, hoods will be fitted to the beacons to shade the sides facing towards residential properties.</p>		

8	The raised table will increase noise and pollution as drivers brake and accelerate.	2
<p>The council's standard design for raised tables specifies sinusoidal ramps, which gives a smoother and quieter transition between the carriageway and raised tables, compared to standard straight ramps. Recent examples on St Quintin Avenue and on Holland Park have not resulted in any noise complaints from residents.</p> <p>However, officers consider the benefit of slowing traffic as they approach the proposed zebra crossing will outweigh the potential disbenefit of any slight increase in vehicle noise.</p>		
9	The money should be spent elsewhere, such as tackling crime or policing or on cycling improvements.	2
<p>The funding for the proposed zebra crossing has been allocated by Transport for London 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. There is no cycling improvement scheme that could be delivered this year in place of the zebra crossing.</p>		
10	The crossing is too close to the priority junction.	1 (1*)
<p>The position of the zebra crossing will allow sufficient space for at least one vehicle to wait, when pulling out of either of the side roads, as recommended in national design guidance for zebra crossings.</p>		
<b>Summary of additional comments on the proposals</b>		<b>Qty.</b>
11	These measures are not sufficient to slow traffic or reduce traffic volumes. Add speeds bumps or other measures as well.	0 (2*)
<p>While the crossing will be on a raised table, which should slow traffic on the approaches, the scheme was not designed to reduce speeds along the whole road.</p> <p>The Council has no funding for road humps other than through Neighbourhood Community Infrastructure Levy, and in those cases should sufficient ward NCIL funding be available, the application will need to be supported by local ward councillors.</p> <p>The crossing design will ensure that it is a safe crossing for pedestrians to use, in isolation, without any supplementary measures.</p>		
12	The side roads should be narrowed as well to make it easier to cross there.	0 (1*)
<p>The speed and the volume of traffic using Pangbourne Avenue and Wallingford Avenue are significantly lower than those on St Quintin Avenue, so we have not proposed any additional zebra crossings or highway adjustments to those roads. We may consider further changes in the future if they are thought to be necessary but they would be subject to our usual scheme allocation and prioritisation process.</p>		

#### **4. Emergency Services Consultation Responses**

- 4.1 Emergency services, refuse collection company, utilities companies and neighbouring council have been informed of the consultation. No comments have been received in response to the proposals from those organisations.

#### **5. Further Consultation Required Including Traffic Orders**

- 5.1 Should the proposed zebra crossing be approved to proceed, further 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 proposed zebra crossing officers **recommend to the Director the new zebra crossing and raised table proceed as proposed.**

## **Appendix 1**

### **Responses received for “St. Quintin Avenue - Proposed Zebra Crossing” consultation**

(See attached document)

## **Appendix 2**

### **St. Quintin Avenue Zebra Crossing - Consultation Plan**

(See attached document)



## Appendix 3

### St. Quintin Avenue Zebra Crossing Consultation Letter Text

Dear Resident / Occupier,

#### St. Quintin Avenue - Proposed Zebra Crossing on a Raised Traffic Table

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, one of the sites where the Council is proposing to introduce a **new zebra crossing, on a raised traffic table**, is across St. Quintin Avenue, near Pangbourne Avenue and Wallingford Avenue.

#### 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/stquintin\\_zebra\\_crossing](https://consult.rbkc.gov.uk/communities/stquintin_zebra_crossing) or scan the QR code below, by **Sunday 27 October 2024**.



The Council's Director for Highways and Regulatory Services will consider all the comments received, in consultation with Dalgarno and St. Helen's 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](mailto:traffic@rbkc.gov.uk).

Yours faithfully,

**ENDS**