


## Traffic Management Order Proposed Changes

<b>Proposal Reference Number</b>	M0008
<b>Ward</b>	Brompton and Hans Town, and Courtfield
<b>Street</b>	Bute Street
<b>Title of Proposal</b>	Bute Street Road Closure
<b>Proposed new restriction</b>	<p>Experimental Order to:</p> <ul style="list-style-type: none"> <li>(a) prevent motor vehicles entering or proceeding in Bute Street;</li> <li>(b) exempt pedal cycles from the existing one-way system in Bute Street;</li> <li>(c) remove the residents parking place and the pay on-street parking places in Bute Street; and</li> <li>(d) provide 'at any time' waiting restrictions throughout Bute Street.</li> </ul> <p>Access would be retained for Blue Badge holders and emergency vehicles and for any vehicle requiring access for the purpose of loading or unloading to or from premises or a market stall in Bute Street.</p>
<b>Reason for change</b>	The Experimental Order was required to remove parking places and provide waiting restrictions and restricted access by motor vehicles throughout Bute Street and exempt pedal cycles from the one-way system in Bute Street. The measures were necessary as a result of an increase in pedestrian and cyclist traffic and movement in the vicinity of Bute Street and as part of the Council's response to the Public Health considerations regarding movement, exercise, and social distancing in connection to the Covid-19 pandemic.
<b>Other comments</b>	The Orders were introduced on an experimental basis so that their effects could be monitored and varied where necessary. The Council is now considering whether the provisions of the Orders should be continued indefinitely by means of Orders made under section 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984.
<b>Map</b>	

	 <p>BUTE STREET - EXPERIMENTAL ROAD CLOSURE APPLYING TO MOTOR VEHICLES, EXEMPTION FOR PEDAL CYCLES TO EXISTING ONE-WAY SYSTEM, SUSPENSION OF PAY ON-STREET AND RESIDENT PARKING PLACES AND PROVISION OF WAITING RESTRICTIONS</p> <p>THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA</p> <p>© Crown copyright and database rights 2021 OS 100021688</p> <p>Legend:  <span style="color: red;">█</span> Extent of restriction  <span style="color: green;">↔</span> Diversion Route  <span style="color: black;">→</span> Existing One-way restrictions</p>
<p><b>Lead officer</b></p>	<p>James McCool  james.mccool@rbkc.gov.uk  07739317238</p>
<p><b>Closing date for statutory consultation for proposal</b></p>	<p>5 April 2021 (extended to 20 November 2021 on the street notice)</p>
<p><b>Number of objections received</b></p>	<p>1 objection, 1 email of support and 2 comments were received during the experimental order consultation period and 5 objections, 46 messages of support and 11 comments which contained comments relating to the experimental order (comments received in relation to the streetscape consultation not relevant to the experimental order are not included in this report) were received during the Bute Street streetscape consultation carried out between 29 October and 10 December 2021.</p> <p>In total there were 6 objections, 47 messages of support and 13 comments.</p>
<p><b>Reasons for objections</b></p>	<p>The text of the correspondence received reads:</p> <p><b><u>Objection 1 (Resident)</u></b>  “I'm a resident of Kensington, I'm disabled. Bute Street SW7 has been closed with double yellow lines. including the disabled parking area. I used to do all of my shopping there, I now find it impossible, there is absolutely no access.”</p> <p><b><u>Objection 2 (from streetscape consultation – London Farmers Market)</u></b></p>

“FROM LONDON FARMERS MARKETS operators of the Saturday farmers market (comments already expressed to the working group, RBKC markets team and highways team)

**In their current form we object to the proposals for Bute Street**

The farmers market has been the main catalyst which has helped to put Bute Street on the map and ultimately led to the current public realm proposals on the table. As the business behind establishing the farmers market and making the success it is today over 12 years, we are deeply concerned by the proposals in their current form. We aren't against change, a shared surface would be great but without the street furniture which makes the street less flexible, this would also make the scheme cheaper saving local tax payers money.

The Saturday Farmers market is currently at capacity with stalls, fully booked every week. Any plans to improve Bute Street should address this problem and guarantee additional space for the market stalls not take it away. There are no wins for the farmers market under the current proposals in terms of space, just an overall reduction in space which would lead to a smaller market.

There are no guarantees provided for an alternative market location whilst the works are carried out, a firm commitment to temporary site should be included as part of the scheme or the farmers market may be forced to close for 6 months and lose its following of loyal customers

During the lockdowns of the pandemic the farmers market remained open with social distancing, even still the street was crowded with people, any additional street furniture as part of these plans will add to pedestrian congestion on market days

So in summary the main concerns are as follows:

Loss of space will financially damage the market reducing stall numbers and sales

Possible closure of the market for 6 months with no solution for a temporary location- where will these small businesses sell for 6 months, this would damage sales built up over years and leave people out of work. Should market customers be forced to use Tesco's for 6 months?

Servicing: the extra clutter from seating etc would appear to narrow the access for loading / unloading- this will slow up

market operations possibly causing congestion on surrounding streets and make servicing harder for shops

Trees: in such a small street the residents above will object as they will block their light and require pruning or chopping down when they are mature

The position of trees / planters and seating at both ends of the street block the sight lines to the market and will deter passing trade, the market is currently very visible and draws passersby into the street- this has the real potential to damage trade for retail businesses too

Loss of space for market stalls and shops will create more conflict over the remaining space available requiring more management and resources from the licensing team

Fire Access: All the layouts with seating and Trees do not appear to consider maintaining realistic fire access down the street which has always been possible with the current linear market layout

Permanent seating areas: it isn't clear from the design but permanent seats would encourage the street drinking in the area. A blank canvas would give more options for flexible café seating, with temporary seating it can be removed every night to prevent late night street drinking and makes it easier for market operations, plus cafes will maintain their own seating at their own cost

Bike racks will block pedestrian access around the pub and along Old Brompton Road and encourage cycling through a pedestrianized street

Social distancing: We aren't out of this pandemic yet and if such a scheme was installed and another lockdown was announced the market might well be forced to close as we simply wouldn't be able to manage queues in a smaller more restricted space. **We survived the first pandemic we wouldn't with these changes**

Ideas have been floated about extra space on Harrington Road but without firm guarantees we cannot support the proposals as they stand."

**Objection 3 (from streetscape consultation – Resident)**

"For the record we have submitted the below objection to the proposed scheme by post:

We welcome the general idea of closing Bute Street to traffic. However, placing tables outside the Zetland Arms has had a terrible effect on our quality of life. The noise generated from revellers outside the pub (especially after 9pm) is very significant - we can very clearly hear it in our sitting and bed room. It has affected our social life but also our health in that it is pretty impossible to get to sleep before 12pm.

In addition, by moving pub goers outside, the boundary of where they should be enjoying themselves has become fuzzy. We have come home to people smoking dope on our doorstep and regularly have to clear up dumped food and empty glasses. Often at night but also during the day which has proved upsetting to our children.”

**Objection 4 (from streetscape consultation – Resident)**

“South Ken is already overflowing with rubbish. There are too few bins + people leave rubbish bags out on non-collection days. The "beautification" around the station meant more pavement for chewing gum & cigarette butts. Closing roads = more congestion = more pollution. Privatising public spaces for private businesses is wrong. In winter no one is sitting outside. Heaters are not environmentally friendly. Perhaps allow all day road closures only on Saturday after the market. But road closure permanently makes traffic worse and hurts emergency vehicles navigating increasingly choked up streets. This will create too much noise + rubbish near residential streets.”

**Objection 5 (from streetscape consultation – Resident)**

“Bute Street already attracts anti-social behaviour and litter/garbage all over the street and these changes will increase this. The street is too small to accommodate an increase in market stalls - the stalls are not popular & are disruptive to residents - erection of the stalls begins before 7am on a Saturday morning & despite complaints and requests for the market stall owners to be quiet & respect residents, these are routinely ignored.”

**Objection 6 (from streetscape consultation – Resident)**

“I am appalled but the proposal to pedestrianise Bute Street because there is a great possibility that it may ruin the sustainability of the Farmers’ Market. The Farmers’ Market is an institution and one which has kept many RBKC residents and the farmers who sell there (and tourists from further afield, of course) afloat for years, especially during these past few very difficult years. Being able to meet and speak to the market sellers, and to meet with neighbours, provides the much needed community feel to the area each Saturday morning.

If works are non-negotiable, then I urge you to negotiate the following points:

- The addition of 4 market stall spaces on Harrington Road to ensure stall numbers are not reduced.
- A guaranteed temporary place for the market to move to if the works go ahead.
- A more flexible space for stalls and for restaurant seating and easier access for vehicle servicing from Old Brompton Road.
- Fewer planters and fewer cycle racks to continue to ensure that the market can operate with the same number of stalls.

I hope you will reconsider your plans with urgency.”

**Support 1 (Resident)**

“This would be very good news. Bute street is next to the Lycée and it is often clogged by traffic. Making it a pedestrian area would reduce pollution, a major cause of asthma especially among children. It would also improve the local quality of life, decrease noise level and give a village feel to the streets as there are many cafés and ice cream shops around. Absolutely in favour of a pedestrian Bute Street!!”

**Support 2 to 47 (from streetscape consultation)**

The text for the messages of support received via the streetscape consultation can be found in Appendix 1.

**Comment 1 (London Ambulance Service)**

“The issue we have is Bute Street is one way already and so controls how we can access it. I am concerned that if the signage does not allow us to claim an exemption under the RTA then we won’t be able to gain access to it at all.”

**Follow up email**

“The sign is confusing as you are saying the road is closed when you can quite clearly see it is not. Due to the other one way street this road is a natural route through for us. I can see crews that are being guided by sat nav not entering this street and there being delays getting to calls.”

**Comment 2 (Brewery Logistic Group)**

“Can I just check on this one for me, I need to understand where the delivery for the Zetland Arms can be undertaken from once the changes take place? For info the cellar (BELOW GROUND) is in Bute St and the Dray normally parks adjacent to the cellar in Bute St. I don’t think that stopping on Old Brompton is an option as we would obscure the crossing as well as causing congestion, hence the need to clarify.”

**Comment 3 (from streetscape consultation - Courtfield ward councillor)**

“This is my personal response as a local resident [redacted] who uses Bute Street several times in a typical week, as well as my response as one of the six relevant councillors.

I support the proposal overall.

My one observation would be to ban cycling as well as motor vehicles (except for servicing and emergency access). Cyclists make for an unpleasant experience for pedestrians, who have to be constantly on their guard against collision. It is a very short stretch of road and would therefore be a marginal loss to the Borough's cycling network. As with motor vehicles, there are plenty of safe alternative routes for cyclists passing through this area.

I am sure [redacted] will be writing to residents to encourage participation in the consultation.”

**Comment 4 (from streetscape consultation – Brompton and Hans Town ward councillor)**

“Please see below my response to the consultation:

By BHT Ward councillor:

Overall I think it looks great and is an excellent idea, though I think a few minor changes could be considered.

Some comments:

**CYCLING:**

Essential to maintain the access for cyclists through this road, both ways. This route connects with the North /south quiet-way through the Onslows, with Bute street being a safe way for cyclists to avoid the dangerous and confusing south ken junction which is a heavily used bus route. Perhaps this can be made a bit clearer through some of the surface materials? This would also help delivery drivers to the premises as well as pedestrians.

**DRAINAGE:**

After recent flooding I think this needs to be increased, and important to ensure the slope is enough for water flow if there are flash floods. And large catchment areas around the trees too.

**PLANTING**

Looks stunning - I love the mix of large trees and low pollinator planters.

**WATER REFILL FOUNTAIN**

This is the time to put one of these in when the road it being dug up and the water mains can be accessed - we have not met our commitment to install one yet. It is an excellent way to reduce plastic water bottle usage and with the dog friendly

designs it can be a drinking bowl for dogs too. (See attached picture)

**SEATING:**

I think it is important to have seats that can be used by people which are not linked to an establishment.”

**Comment 5 (from streetscape consultation – Onslow Neighbourhood Association)**

“It has been unfortunate that, largely due to the pandemic, no one from ONA was able to participate actively in the working group. Nevertheless, we fully support the permanent pedestrianisation of Bute Street and very much welcome this initiative to improve the look and feel of this little neighbourhood street.

However, we would like to raise some concerns as follows:-  
We feel that the street should be fully pedestrianised during normal trading hours and that deliveries may only be made during specifically mandated periods outside those hours. We also object to the proposal that cyclists be permitted to use the street. We have enough problems with cyclists riding on our pavements already and, if given half a chance, they will undoubtedly use Bute Street as a rat run giving rise to potential collisions with other users. It could even present a problem for the police if criminals were to use it as an escape route. We would be even more strongly opposed if it was ever proposed that scooters, particularly delivery scooters, be permitted.

We would like the Council to ensure that the street will be level and free enough of clutter that it will still be friendly to wheelchair users and families with strollers. The leaflet says that the entire surface, both pavement and road, will be on the same level and paved in natural stone. We regard this as essential.

Saturday’s Farmer Market has been a great addition to our neighbourhood and a place where residents meet on a regular basis. The permanent pedestrianisation of Bute Street should make it easier to keep the market in this ideal location. We are however concerned to hear from a number of stallholders that they are not sure what the new scheme will mean for them. It is also difficult to understand how 18 stalls, as stated on the booklet, could be placed on Bute Street given the number of planters and cycle stands shown.

This brings us to our final concern which relates to the sheer number of tables and chairs that shops or restaurant owners could place on the street. The booklet’s images do not represent nearly as many tables and chairs as are currently allowed on the street, nor is there information in the text about what would be permitted. It would be good to have clarity from the Council as to whether it foresees more tables and chairs



being permitted and whether the same licensing regime will apply as hitherto despite the pedestrianisation.”

**Comment 6 (from streetscape consultation – Pelham Residents’ Association)**

“The Pelham Residents Association is concerned with the content of some of the plans for Bute Street.

We are especially concerned the impact these plans may have on the very successful farmers market that operates every Saturday morning.

Obviously new planting is to be welcomed as well as cycle parking.

HOWEVER we are concerned the market stalls may not be able to be accommodated in this new street layout.

It would be very concerning if stalls had to relocate, perhaps onto the Harrington Road, which is unsafe because of traffic. It also will upset the shopping experience for most users.

Please can we be kept updated on plans as they firm up so we can keep you abreast of our views.”

**Comment 7 (from streetscape consultation - Resident)**

“I am writing to you as a South Kensington resident and member of the Kensington Chelsea and Fulham Conservative Association.

Very briefly, I wanted to state that I am very supportive of the plans that have been presented for the redevelopment of Bute Street but with one caveat: This street, if redeveloped, simply has to be off-limits to cyclists.

Firstly, it is quite frankly impossible to enjoy a so-called pedestrian environment with bikes brushing past. People such as myself walking small dogs cannot relax and enjoy the experience. Ditto for those with small children.

Secondly, I have to be very candid: many cyclists are an absolute menace. It is seemingly not politically correct to raise this issue in a time when so many other London politicians seem so intent on pandering to the “lycra brigade” (as I think we all know in this borough given the furore over the Kensington High Street cycle lane saga). But the reality (and I observe this both as a pedestrian and a car user) is that the majority (sadly, not a minority) of cycle users seem to think that the basic rules of the road don’t apply to them. Red lights are treated as optional. The pavements are seen as fair game if the roads are clogged with traffic. Some of the worst offenders are those who are cycling as delivery drivers for fast food take-out service providers such as Uber Eats and

Deliveroo. We have to call time on this and stop pandering to these individuals.”

**Comment 8 (from streetscape consultation - Resident)**

“I am a resident of Pelham Crescent and much as I welcome RBK&C’s moves to improve public amenities in the borough I am totally opposed to Bute Street changing it’s character at the expense of one single market stall.

It all works fine as it is.

You have already approved a ridiculous public area which puts my particular house at an extreme security risk as it back straight onto the proposed public space between the two office buildings to be constructed on the south side of Pelham Street.

As a result of this it is hard to trust that your priority is the interests of your community as much as the interests of lining the coffers of the council in an already wealthy borough.”

**Comment 9 (from streetscape consultation - Resident)**

“I write in regards to the consultation for the landscaping changes to Bute Street.

I am a local resident (Bina Gardens) and have visited the Saturday farmers market on Bute Street every week for nearly 10 years now, as well as also regularly patronised some of the other businesses on the street (Moxon's fishmonger, Ceru restaurant, Mama Pho restaurant, Oddono's ice cream shop, and the Octavia foundation, to name but a few).

I am writing primarily due to a lack of clarity on some of the outcomes of the proposed improvements. While they are clearly well-intentioned, I am concerned that some of the proposals will potentially have unintended negative side-effects both during and after the completion of the improvement works.

Specifically:

No information about how the farmers market will be able to operate during the works (at least six months). There should be a guaranteed and appropriate temporary space for the market to operate during the works, with the same number of stalls and similar stall space.

No guarantee that the same number of stalls and stall space available to the market after the works as currently. That should be the case.

No guarantee of continued easy flexible space use for restaurant seating after the works end. That should be the case.

Unclear information about continued easy access for business delivery and market vehicles serving Bute St during and after the works end. That should, self-evidently, be the case.”

**Comment 10 (from streetscape consultation - Resident)**

“As a resident in the Courtfield area thank you for giving me the opportunity to the Bute Street consultation. I welcome this well thought out proposal which will enhance the neighbourhood. But I would like to bring up one area of concern relating to bicycles and scooters. On the plan there is provision for cycle stand (03). Am I right in assuming for private cycles? Not rentals. Will the road be closed to cycles being ridden and ridden scooters (as well as traffic) both of which have become a hazard on pavements in the area. Clear signs banning traffic including cyclists.”

**Comment 11 (from streetscape consultation - Resident)**

“I'm unsure how Reece Mews will be affected by the permanent closure of Bute Street & I would prefer to see a response to how the loss of parking & thoroughfare pressure caused would impact an already over used "rat run". That said, the residents of both Kendrick & Reece Mews would welcome a pedestrian/resident only street as well, so perhaps the model would work on both.”

**Comment 12 (from streetscape consultation - Resident)**

“Hello, I'm writing to support the pedestrianisation of Bute Street. Thank for you putting these plans together – even the temporary scheme has clearly been a great improvement. It is good that full access is retained for both pedestrians and those on bike. I would like you to look however at how people on bike can access it – the quietway network, such as it is, is very limited and accessing Bute Street from many directions would not be a an option for many given the streets do not feel safe for those on bikes. (I am a resident and relatively often pass through the Bute St area by bike).”

**Comment 13 (from streetscape consultation – Resident and Business)**

The full text of this long hand written letter received via the streetscape consultation can be found in Appendix 2.

**Comment 14 (from streetscape consultation - Business)**

“You will have to put in place something to stop cars driving in. As a business owner on Bute Street cars always try to drive through.”

<p><b>Council's response to objections</b></p>	<p>Many of the points made in the response to the streetscape consultation relate to the farmer's market or streetscape issues such as seating etc. Only the points relevant to the traffic order restrictions are addressed below.</p> <p>The Blue Badge bay has been relocated nearby on Harrington Road (outside No. 27). This location is less than 20 metres from the previous location.</p> <p>The road is open to certain classes of traffic including the emergency services. The sign is intended to deter general traffic. A broad clear running lane is retained for permitted vehicular movements including those of the emergency services.</p> <p>The traffic restrictions covered by the Traffic Management Order have been in place since 4 July 2020. There is no evidence of significant traffic impacts on surrounding streets, including on Reece Mews. The restrictions resulted in the removal of 24 parking bays (14 resident bays and 10 visitor bays). The displaced parking demand appears to have been absorbed into the wider area without significant impacts,</p> <p>Loading and unloading is still allowed in Bute Street. The removal of car parking has freed up the kerbside for servicing. There is no evidence of servicing activity being displaced onto neighbouring streets.</p> <p>The suggestion that servicing hours be time limited to occur only during mandated hours is not part of this proposal. This is something that could be considered at a future date.</p> <p>Bute Street is on one of the borough's designated cycling "Quietways" and this route is on our website and on published cycle maps. The Quietway has remained operational since the restrictions changed. The Traffic Management Order permits two-way cycling, which has allowed southbound cyclists to avoid the need to use a short section of Old Brompton Road. The Council has received no evidence of harmful conflicts resulting from the mixing of cyclists and pedestrians on the street. Given that emergency and servicing access is maintained banning cycling would not be practicable. Council policy seeks to make the Borough more walkable and more conducive to cycling. Banning cycling would be contrary to this objective. The Traffic Management Order is consistent with draft Local Plan Policy T6 on Active Travel.</p>

	<p>If cycling were banned, there would still be space for a ‘thief’ or ‘criminal’ to escape either on the pavement – endangering pedestrians - or where access must be maintained for emergency vehicles on a bike/bicycle. A blanket ban on cycling would not stop crime of this type.</p> <p>Through moped traffic is prohibited but mopeds servicing or accessing Bute Street are permitted. The volume of moped traffic is a concern borough wide. Council officers are not aware of any particular concerns related to moped traffic on Bute Street.</p> <p>There is concern about through traffic using the street in contravention of the current traffic restriction. If this issue is persistent the Council could consider deploying a traffic enforcement camera to the location to improve compliance with the restrictions.</p> <p>Temporary traffic management arrangements will be put in place to facilitate the construction of any streetscape scheme. This traffic management order relates to the permanent traffic management on the street in the absence of any temporary traffic restrictions that may be imposed from time to time to facilitate street works or development works.</p> <p>The traffic management order does not authorise the placement of pavement furniture on the street. The licensing of pavement furniture is carried out under different powers. All licence applications to place pavement furniture on street are carefully assessed on their own merits. The impact of pavement furniture on servicing and on market operations is considered when assessing pavement licensing applications.</p>
<p><b>Decision</b></p>	<p>Officers recommend that The Kensington and Chelsea (Prescribed Routes) (No. 12) Experimental Traffic Order 2020, The Kensington and Chelsea (Charged-For Parking Places) (Amendment No. 18) Experimental Traffic Order 2020 and The Kensington and Chelsea (Free Parking Places, Loading Bays and Waiting, Loading and Stopping Restrictions) (Amendment No. 17) Experimental Traffic Order 2020 which:</p> <ul style="list-style-type: none"> <li>• prevent motor vehicles entering or proceeding in Bute Street;</li> <li>• exempt pedal cycles from the existing one-way system in Bute Street;</li> <li>• remove the residents parking place and the Pay-by-phone visitor parking places in Bute Street; and</li> </ul>

	<ul style="list-style-type: none"> <li>• provide 'at any time' waiting restrictions throughout Bute Street.</li> </ul> <p>[Note: access would be retained for Blue Badge holders and emergency vehicles and for any vehicle requiring access for the purpose of loading or unloading to or from premises or a market stall in Bute Street]</p> <p>are made permanent.</p>
<b>Date of decision</b>	3 March 2022

## Appendix 1

### Messages of support from streetscape consultation

<u>Support No.</u>	<u>From</u>	<u>Text</u>
2	<u>Resident</u>	I was pleased to receive today your proposals to improve Bute Street which I welcome and support.
3	Resident	I live in Queensberry Place (for the past 15 years) and I walk to work in Victoria. The closing of Bute St to traffic under the lockdowns has been an important improvement to our neighbourhood and I support continuing with it and improving the streetscape. I support the plans as published with one exception/comment as follows: The consultation document refers to "spill-out space for the cafes and restaurants"; I would like to see the street regularly used for extensive outdoor dining, more than is implied by the word 'spill-out'. Please keep at least as many regular outdoor seats as in the summer of 2021 and more if possible. This applies to the Zetland which should also be a beneficiary with extensive outdoor seating; I walk to work via Pavillion Road and that is a vibrant and attractive location for locals to relax, drink and eat. I would like see Bute St just as vibrant. Please do not limit the amount of outdoor seating; As an aside If you have any influence on the types of tenants, I would prefer to see more eateries and fewer estate agents. For example, the KFH office on the northern end of Bute St used to be Pizzeria Romana.
4	Resident	I am writing as local resident to express my agreement to the proposals concerning Bute street. The pedestrianisation has worked well during the lockdown and the draft proposals are pointing to the right direction. It is though important that there remains enough space for <b>all the stalls</b> of the farmers' market and the shoppers to queue on Saturday mornings.
5	Resident	I support the plan for Bute Street provided that there will be enough stall for the open market
6	<u>Resident</u>	Fully in favour of pedestrianisation per your brochure. As green as possible please with good quality seating and TREES. I love what has been achieved in the Sloane Square area.
7	<u>Resident</u>	I am a local resident living in Roland Gardens and confirm that I would like the proposed scheme to be introduced. It will add greatly to our local environment and provide a quiet oasis in the middle of a busy trafficked area.

<b>Support No.</b>	<b>From</b>	<b>Text</b>
8	Resident	I am in favour of the proposed scheme, being on Thurloe Square I frequently need to choose between visiting Pavilion Road or Bute Street, and I often choose Pavilion Road because it is a much nicer experience. I think it is important to keep provision for the market and as a young family it is important that consideration is given to access to those with prams or wheelchairs on the weekend when the market is in place. Don't fill the street with so many obstructions that when the stalls are in place and the crowds are there that it is difficult to navigate due to planters, tables and chairs etc. It might also be helpful to have so additional design restrictions to the shop fronts on the street to make the look and feel of the street a bit more cohesive
9	<u>Resident</u>	I am in favour of the proposed pedestrianisation of Bute St. I am a local resident and I visit Bute St regularly. I am also a member of ONA, and I would ask that you please take into account their concerns as mentioned below.
10	Resident	I'm writing to express my support for your plans to fully pedestrianise Bute Street. My main caveat regards the amount of street furniture that will be permitted, which could affect the ability of families with strollers and wheelchair users to navigate their way down the street. The drawings in the booklet you produced do not reflect the number of tables and chairs currently permitted for the restaurants on the street. When you add in the bike racks and planters that you propose, the street could end up being very difficult even for pedestrians. I hope the Council can communicate with the restaurants and shops on the street about what will be allowed ahead of completing the works. I would also like to draw attention to the current problem with the pub on the southeastern corner. Many patrons are spilling out into the Old Brompton Road and creating a noise and traffic hazard late into the night. This problem has gotten much worse since the lockdowns. Can the Council ask the pub to do more to keep its patrons respectful of the residents? Finally, I am also concerned that the Farmers Market stallholders will all be able to return. I heard that some stallholders still are not sure about their future status.
11	Resident	I am emailing regarding the proposed scheme for the permanent pedestrianization of Bute Street. I think this will be a huge improvement, I agree with the Onslow Neighbourhood Association that there should be a pathway that is kept clear enough so that people with strollers or wheelchair users can easily move along the street, that it shouldn't be dominated by restaurant tables and chairs and that the Bute Street Farmers Market should continue to operate as it is a great benefit to the community.



<b>Support No.</b>	<b>From</b>	<b>Text</b>
12	Resident	I am a resident in Sumner Place SW7 3NT and wanted to write to confirm my approval and endorsement of the proposed plans to pedestrianise Bute St.
13	Resident	I am sorry that this response is late but I only just learned about the questionnaire. I totally support having Bute Street remain a pedestrian zone - it has made a very nice atmosphere in the neighborhood. And I TOTALLY support the Saturday market which has made a huge difference to us as local residents. Again, a big addition to the local atmosphere and excellent stalls which supply us with many different things and which we love.
14	Resident	Should have been done years ago
15	Resident	I am in favour of it
16	Resident	Great idea
17	Resident	more traders space for Saturday farmers' market and seating during the week for restaurants. Otherwise we have enjoyed a non-traffic Bute street. Moveable planters are a solution for more room
18	Resident	No traffic brilliant idea. We love our Bute street, would like more market stalls as on proposed pictures
19	Resident	This is a fantastic idea! Thanks you for taking the initiative. Would love to see more of this
20	Resident	Would make such an improvement to the street and the area, hope it's a success!
21	Resident	Love the proposal. Only hope we can do more of these
22	Resident	It would make a significant improvement. Excellent plan
23	Resident	Fantastic!
24	Resident	Love!
25	Resident	Great idea!
26	Resident	Looks wonderful!
27	Resident	Allow restaurants outside seatings as now. Planters on wheels, as now. No traffic, only for the traders. We love our Farmers market and would welcome room for more traders. Important - rubbish collections regularly. Also, Glendower Street could have some improvements
28	Resident	a very welcome improvement to Bute Street
29	Resident	I think it's a great idea
30	Resident	Looks great!

<b>Support No.</b>	<b>From</b>	<b>Text</b>
31	Resident	This is brilliant!. The Community really needs this. It would be great to see more plants and trees.
32	Resident	It looks very good
33	Resident	I think & know 22 weeks plus is going to be very problematic. I like pedestrianisation as is and I am up for trees being planted especially if they are like the oaks you have planted outside S. Ken station. I must admit I hate repaving - looks very 2015 & I actually like London kerbs - would it need to be totally repaved?
34	Resident	I think it's a great idea. It looks good and like a nice upgrade to what's already a great pedestrian street. Can there be also more frequent open air market or food truck or other concessions in the form of pop-ups?
35	Resident	I think the area would be greatly enhanced by introducing these plans. I regularly go to Bute Street to enjoy the restaurants and the outdoor seating is much appreciated and enjoyable in the summer. It would be great for the local businesses.
36	Resident	some reservations: No bike rack at start of road. Yes to pedestrianisation and natural stone and trees. Concerns: too much clutter with bike racks and seating. Also not enough space when there is a market; bike rack at start of Bute Street is poor design and not a pleasant site at entrance to the road. Bike racks are not attractive and many already nearby
37	Resident	such great news! Would love to see this. Any grass that could be put in would be much appreciated. I know the dogs would be very grateful as there isn't any grass in the area aside from up in Hyde Park
38	Resident	Love the new plans and very much in favour
39	Business	it really looks amazing, it would be so nice to have some public space in this area. We are very much in favour of it
40	Business	The new scheme looks fantastic.
41	Business	I would love this to happen but it is important to manage the noise disruption during the installation. It becomes impossible to function as a school when we have building work happening outside our window on Bute Street
42	Business	I am the owner and resident for the past 28 years in Bute Street. I do not object to the plans and support the idea. However, I expect Royal Borough of Kensington and Chelsea to ensure restaurants respect entirely the licensed opening and closing hours. Also, with the increased

<b>Support No.</b>	<b>From</b>	<b>Text</b>
		number of visitors, the council need to make sure that the street is kept clean at all times. What do the council plan to do about the increased noise levels for all of the residents in Bute Street?
43	Business	It looks very nice. It will be lovely when it is done. The pedestrian street is also a fantastic idea. Well done.
44	Business	What a nice idea. Thank you so much it will look great
45	Unknown	I think this is an excellent plan and I fully support it.
46	Unknown	This is an excellent proposal. Bravo!
47	Unknown	It seems a very good proposal.

## Appendix 2

### Text of hand written letter submitted as part of the streetscape consultation

"I write as both a resident and with a business concern. I have lived in RBKC since 2007 and had the privilege of being a continuing manager of the farmers market held there on Saturdays since 2009.

My response comes at a relatively late stage. This is due to the death of an elderly relative in France last year and subsequent legal and administrative duties as next of kin and co-executor for them. This has entailed me needing to be away on several occasions firstly during the summer feedback was first sought and then twice recently in late October/early November, and again last week.

I have heard that there were proposed changes, but have not until reading of its now in this consultation been aware that a working party had been set up.

None of the producers who have traded at the market had an idea of the changes, until this consultation was sent to them from our office a few weeks ago.

Bute Street has always been pedestrian only (bar access for delivery between 07:00 and 09:00) for the duration of the market on Saturdays. In the early days we dealt with frequent challenges from drivers resentful of not being able to use the road as a short cut, and needless to the safety of pedestrian customers and in more recent years Deliveroo scooter drivers who occasionally seemed to feel that they were exempt from the NO VEHICLE signs, but the pedestrian status had been well observed for 2-3 years before March 2020.

The extended trial pedestrianisation is excellent as it has secured opportunities for the cafes/restaurants to increase client numbers during clement weather months – previously, shops and business would tell us it has been good when the market was there on Saturdays as it meant no cars.

It also provided a peaceful and more agreeable eating/drinking experience, and we try hard as a market on Saturdays to ensure our pack up and departure after selling stops at 2pm is as prompt as possible so that these businesses needing to set up in the street can do so as quickly as possible.

We keep the stalls extension from the Kerb no more than 3m to ensure safe and quick access by emergency services at all times, and make sure, amongst the arrival and set-up procedure between 0700 and 0845 am that vehicles that need to deliver to other businesses can do so as feasibly as possible.

I request cyclists to dismount for the length of the street during market opening hours on Saturday, to ensure the greater safety of all, especially children, the elderly and anyone with an impairment.

The consultation refers to the market as being 'well-known' – all traders have worked hard over the last twelve years to establish a reputation for top quality produce, that is fresh, relatively local (100-150 miles of the M25) and produced to high criteria; and we

have many regular long term customers who travel a good distance to us weekly on account of this.

Many customers were not aware of the consultation when I mentioned it to them last time I was managing in November. No consultation forms have been available at the market, some traders asked me to mention this.

I will now respond to the details in the consultation.

1. "Accommodating the farmers market in Saturdays" is mentioned along with 'provision for 18 market stalls' – we currently have 19 to 20 stalls trading at the market. The majority are 3 metre stalls, but some (veg stalls, trailer, fish) are 4.6 metres or 6 metres.

Although not specified in the consultation I am assuming 18 stalls means the 3 metre stalls, giving a total of 54 metres space. Our current space used is 72 metres, so given the density of traffic and the narrow width of pavements, I cannot see how this would be safe or viable.

The market needs to be in an ensured fully pedestrian area during operation to be safe for all customers, especially small children, but also as mentioned previously the elderly and impaired, I would challenge anyone to feel they could adequately ensure that safety in a road with traffic, to say nothing of the accompanying poor air quality.

2. Regarding the diagrams of the proposals, please can you explain to me how access for delivery/market/emergency vehicles can happen? Maybe I am not seeing it correctly but both ends of Bute Street appear inaccessible due to the trees envisaged. Quite apart from the logistical difficulties for the market on Saturdays, I imagine this may be problematic for the other businesses in the street.

To me this appears that the proposals reduce the trading capacity of the market by 25%, and would hardly seem to support our MP Felicity Buchans request made on 21<sup>st</sup> September 2020 at the opening of the High Street Kensington farmers market to "support small businesses".

As you will be aware our farmer and producers only trade on Saturdays/Sundays and are quite rightly concerned about a threat to their livelihood, particularly in present times.

If the intention is to reduce market capacity by what 'green' criteria is a decision to be made to tell someone they can no longer trade because a bicycle rack has been installed in what was their allocated spot?

2. [sic] I note there is mention of exploring options to increase this number – but with no further detail. Someone mentioned extending into Harrington Road.

4. There is reference to anti-flooding measures.

In 12 years of managing the market through all seasons and weathers, the only flooding issue to occur was when ongoing work by Thames Water sprung a leak a few years back and we arrived at 7am to an inundated road. I have (but stand to be

corrected) a general feel that this is perhaps a more serious problem for private households in RBKC.

#### 5. Re planters

I was happy when the two at the Old Brompton Street end were introduced, however saddened to see the plant sections trashed with cigarette ends and half finished glasses of alcohol over the months.

In addition to this, I feel that when we talk of greening the street, we need to think carefully about requirements for standards of human behaviour to support this.

We request all of our producers to take their rubbish with them, I stay until gone 3pm to ensure that the street is clear of our rubbish, and occasionally sweep up after someone has forgotten. I would request that all other premises do the same and also request environmentally responsible behaviour of their clientele.

During market hours, I attach three large clear plastic bags to lamppost for disposal of rubbish and they are well used not just for the packaging from our sausage/burger stall but also coffee cups and other waste.

It is somewhat galling to arrive at 07:00 to broken glass, cans, unfinished drinks and random food waste from the night before. I will – though it is in no way my responsibility – clear these up

- 1) for safety
- 2) provide an acceptable hygienic environment for selling food
- 3) not to detract from the hard work our producers have put in preparing their produce for sale

I would like to see equal responsibility being taken by all business for a good environmental standard.

Also since so many of the businesses in Bute Street are involved with food, would it not be possible – and desirable to arrange food waste collection here?

I am aware that this being trialled in households, but surely some steps can be made to deal sustainably with food waste from all the food and hospitality businesses in RBKC?

I would like to welcome any further information regarding details for the market to pass on to those who trade there.

Thank you for your time and attention reading this.

[redacted]

\* we are all aware of the improved air quality when cleaning our faces and hair after market day, and by extension know our lungs are favoured also.”