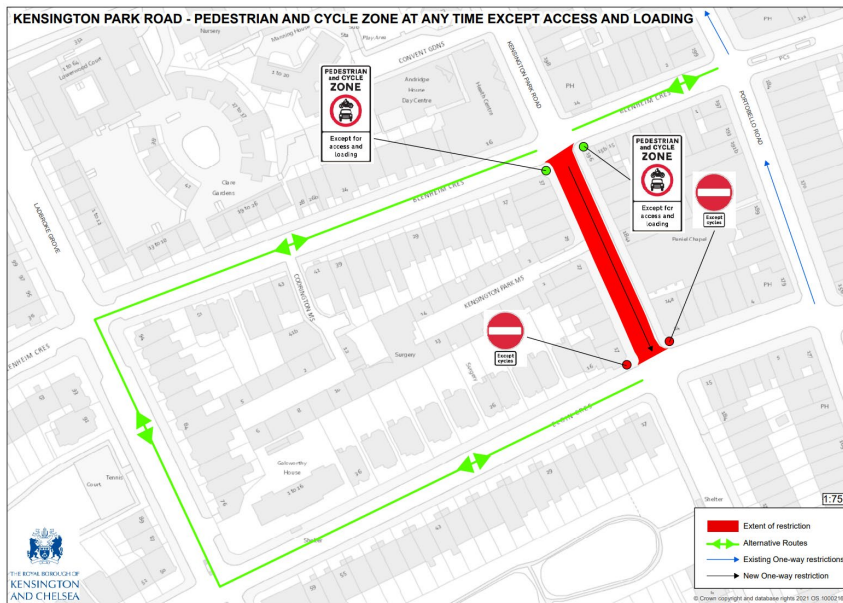


Traffic Management Order Proposed Changes

Proposal Reference Number – M011
Ward – Colville
Street – Kensington Park Road
Title of Proposal – Pedestrian and Cycle Zone
Proposed new restriction
<p>Experimental Order to:</p> <ul style="list-style-type: none">(a) prohibit motor vehicles from entering the length of Kensington Park Road that lies between Blenheim Crescent and Elgin Crescent; and(b) provide a south-eastbound one-way system applying to all vehicles except pedal cycles in Kensington Park Road, between Blenheim Crescent and Elgin Crescent, with an accompanying 'no entry' restriction into Kensington Park Road at its junction with Elgin Crescent and a compulsory right turn except cycles from Kensington Park Mews into Kensington Park Road. <p>Access would be retained for emergency vehicles, for any vehicle requiring access to Kensington Park Mews and for any vehicle requiring access to the length of Kensington Park Road referred to above for the purpose of loading or unloading or parking.</p>
Reason for change
<p>The Experimental Order was required to provide a pedestrian and cycle zone and one-way except cycles south-eastbound restriction in Kensington Park Road, between Blenheim Crescent and Elgin Crescent with an accompanying 'no entry' restriction into Kensington Park Road at its junction with Elgin Crescent and a compulsory right turn except cycles from Kensington Park Mews into Kensington Park Road. The measures contributed towards the Council's response to support businesses, particularly hospitality businesses, following the Coronavirus pandemic lockdowns of 2020 and early 2021 and they are consistent with the Council's objective to make our streets cleaner and greener with less transport-related pollution.</p>
Other comments
<p>The Order was introduced on an experimental basis so that its effects can be monitored and varied where necessary. The Council is now considering in whether the provisions of the Order should be continued indefinitely by means of an Order made under sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984.</p>

Map



Lead Officer

James McCool

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07739317238

Closing date for statutory consultation for proposal

7 November 2021

Number of objections/support/comments received

19 Objections, 8 Support and 7 Comments

The text of the correspondence received reads:

Objection 1

“I am appalled by your letter dated 3 May 2021 re. closure of part of Kensington Park Rd.& Blenheim Crescent. Whilst you mention the effect of Covid on local businesses you seem to overlook the effect the lockdown has had on the elderly and people with walking difficulties who were in total lockdown for months. As a cancer patient & most people in the vicinity we were just beginning to regain a bit of normality by going either by 52 or 23 bus to meet friends for a coffee or a meal in that particular area. We are told to use public transport on one hand then withdraw the facility.

I would understand the closing of the very bottom part of Kensington Park Rd which is not a bus route but not Elgin Crescent. This is very short sighted and shows a lack of empathy for the community.”

Objection 2

"I am writing to register a complaint about the traffic restriction at the junction of Kensington Park Road and Blenheim Crescent towards Elgin Crescent. This is creating more traffic into Ladbrooke Grove and more pollution. I do not know why this has been done you've cut down residence parking bays. Now it takes longer to get from A to B."

Objection 3

"The summer partial closure of the end of Kensington Park Road to traffic to facilitate the restaurants extending onto the road has not been a popular measure for residents in Elgin Crescent who have experienced a greater difficulty parking in their residents' bays. The section of Elgin Crescent between Kensington Park Road and Ladbrooke Grove already has a reduced level of parking as it is a **bus route in both directions** so the Ladbrooke Grove end is restricted solely for bus usage. We recently had 2 disabled parking bays introduced next to the bus stop further reducing general parking and now we have the unwanted overspill of both diverted traffic from Kensington Park Road and more restaurant goers parking in the road.

The existing **signage** is very confusing as it is not clear that the road is one way rather it seems most drivers take the signage to mean that the road is closed. This end of Kensington Park Road is the location for a busy nursery and a lively community church so there are plenty of reasons why this road should not be restricted in either direction. On several Fridays there have been large piles of food rubbish and boxes stacked in Kensington Park Road because of confusion about access to collect it. The majority of members of the Markets Street Action Group on 28/7 disagreed with the road closure when it was discussed. I note that there is now a high level camera installed to monitor the use of the road. This is a very poor time to conduct the investigation as it coincides with large number of residents being on holiday and the schools being closed so does not provide a very accurate view of normal usage.

To add to our problems the Council also proposes to install a **large cycle hangar** in Elgin Crescent because TfL bus drivers are apparently incapable of avoiding tree branches. It is clear when the site is inspected that when cars are parked in this area then buses cannot get close enough to the trees to bump into them so in fact rather than constructing islands or imposing cycle hangars the residents cars are actually useful. In this section of Elgin Crescent the vast majority of my neighbours store their bicycles at the rear of their homes conveniently accessing the communal garden entrances on Ladbrooke Grove/Kensington Park Road. On the other side of the road neighbours use their side entrances or store their cycles inside. Surely these hangars should be located in the roads where there is most demand for them not imposed on roads where there is already a shortage of resident bays. The most obvious area for the cycle hangar is in Kensington Park Road where users park their bikes at the moment, at the far end of Elgin Crescent (which is not used as a bus route and which has no disabled bays) or in Portobello Road itself as it now pedestrianised for much of the week, not to further reduce the already limited parking in this section of Elgin crescent any further.

I hope that you and your colleagues will give further consideration to these issues."

(Follow up comments)

"I appreciate the need for you to document the closed section of the Kensington Park Road but I question that mid-August during school holidays (especially in a road with a nursery and a busy community church) is a good time to assess a scheme which has been running since Spring as it does not give a clear picture of usage of non-restaurant customers. I definitely find it more difficult to park since the closure of the end of Kensington Park Road and it is an additional irritation given the recent withdrawal of bays for disabled parking and now the cycle hangar in a section of the street which is already a bi-directional bus route with non-parking bus waiting areas so the context of the Kensington Park Road bays needs to be seen in this context.

The recent Markets Streets Action Group discussed this partial road closure and there was clear opposition to scheme from members including from the Chair of the Market Traders regarding restricting two way access. I can assure you that my neighbours do not consider that the very large scale outdoor areas now devoted to eating outside make our neighbourhood more "attractive or vital" - by and large the dining units are tatty, especially those with artificial flowers, badly coordinated as a group and poorly used recently weather leading us to conclude that too many tables and chairs have been licensed. The planters at the end of the road are also tatty and carelessly conceived with no ostensible landscape design whatsoever. There are some excellent low key outdoor dining areas in Golborne Road and the best examples from here and elsewhere in RBKC should be studied and used as models for the 2022 scheme".

Objection 4

"Please I object to this plan as this will cause more traffic on the road and this doesn't help with pollution."

Objection 5

"This discriminates against the old and disability groups who need access to this area restaurants& shops taxis should be allowed access"

Objection 6

"Remove it ASAP there is no school there !!"

Objection 7

"Please return the road to how it was previously.
The existing temporary scheme has caused more congestion and pollution."

Objection 8

"Too much traffic moved into surrounding areas"

Objection 9

"Im at a loss as to these crazy schemes of road closures. Doubling of journey times or even more in some cases. It creates more pollution elsewhere sending traffic further afield just to go 75 yards or so and that polluting traffic sends out more toxic emissions to and through more populated areas with children. As an engineer restricting flow only restricts velocity and increases problematic symptoms elsewhere. Im assuming there is a hidden agenda by local councillors engineered by Transport for London on certain issues of restricting traffic flow and increasing financial revenues. I have always said before you can charge a congestion fee you first have to create congestion."

Objection 10

"The scheme is just an inconvenience traffic just goes around the block. Ridiculous idea. Cancel."

Objection 11

"To you however it may concern any closure of roads is an absolute ridiculous thing to do absolute madness to close roads to taxis especially Black Cab's just in case you did not know some people cannot walk or even cycle"

Objection 12

"I think that this no entry is completely unnecessary and will only increase journey times, traffic and pollution in neighbouring streets. It will make Taxi and private hire journeys longer and cause the fares in those journeys to be increased for no apparent reason other than to further punish drivers for having the cheek to actually drive their perfectly legal vehicles. Please think again and reinstate the road space for all users."

Objection 13

"As someone who works in the area, I believe it is time to take out these hysterical covid schemes and get things back to normal. These schemes have been proven to be discriminatory and affect the less mobile, elderly and disabled especially those that have to rely on wheelchair door to door access.

The winter is coming and any need for outdoor eating is at an end. The majority are now double vaccinated and those more vulnerable are going to get a booster. The vaccination rollout has been a game changer and ALL these strange road schemes in the name of covid should be removed with immediate effect."

Objection 14

"Totally unnecessary for doing what you done get it back to normal asap"

Objection 15

"Have you people got nothing better to do than ruin everyone's life with your LTN's You created them during lockdown without consulting anyone who lived in the area except the cycling community who of course agreed even if they lived in Edinburgh and now you want to know if the closure is a good idea and what a good idea it would be if we kept it permanently, it's all very well but the consequence of closing this small bit of road is the traffic and pollution you're adding to the surrounding streets I've driven up and down KPRd for 50 years and never happened across so problem but you guys think you know better. I say open it up again."

Objection 16

"Cycle nonsense is a complete waste of taxpayers money!"

Objection 17

"Obviously, I hope that every business comes out of lockdown successfully however it seems that the restaurants are being favoured at the expense of other retail. Already the majority of parking bays have been suspended around us for the outdoor dining (initially until end of June, now until end of September) meaning our customers will struggle to park and now our section of the road is being closed which means the usual drive-by trade we get - the aforementioned window is a great advert for customers driving by - will

also disappear. I also noticed that this was being called a 'trial' - does this mean that permanent road closure of this block is being considered?

I appreciate that the outdoor dining will attract people to the street but in my experience (I have had the shop in this location for 20 years), this rarely helps the other type of retail there, in fact, quite the reverse"

(Further comments)

"Surely a much better idea is to revert the street to normal and then close the section between Elgin and Blenheim on summer weekends from May to September only. The restaurants can have tables all over the road and then it can all be removed again on Sunday night.

It's just not viable to close the road, pave the road or allow these obstructive platforms to remain and detrimentally impact the non-hospitality businesses.

I was on St John's Wood High Street this evening and Westminster has clearly not allowed anything permanent which makes so much more sense. The road is open as usual"

(Further comments)

"Our business has now been jeopardised by the erection of unsightly restaurant structures along the road and the associated road closure and suspension of parking bays.

I receive your newsletter and was therefore made aware of a 'consultation' being carried out to further extend these licences or make changes to the road on a permanent basis. Again, no businesses or residents that I have spoken to on the affected block have been notified of a consultation

It is clear to me that the road should revert to previous usage but perhaps with temporary weekend closures during the summer months - no platforms, no structures, open road, resumption of parking. Here is why:

1. No one is aware of any consultation process. It seems as if this is being carried out intentionally under the radar. As above, I would like to see details of the alleged one week consultation carried out in order to extend the licences.
2. The structures are unsightly and ruin the look of a historic street of early Victorian buildings.
3. The structures give a closed-off, blocked appearance to what was a wide open street, formerly easy to navigate for pedestrians and vehicles (see pictures attached).
4. There has been no planning involved creating a myriad of, sometimes, dangerous problems.
5. The road closure is causing congestion on surrounding roads in the area - Blenheim Crescent, Elgin Crescent, Ladbrooke Grove, Westbourne Park Road. Increased congestion is disruptive to local businesses and residents and means increased CO2 emissions.
6. The road closure is making deliveries extremely stressful for both the drivers - they can't park, it adds hours to their days we've been told and it's dangerous to navigate - and for businesses - we have had deliveries go elsewhere and actually missing (see pictures attached).

7. The suspension of both residents and visitor parking bays has impacted all surrounding businesses. Moreover there is a pre-school in this block and it is finding it impossible for parents to reach the school easily and to drop off and collect.

8. The lack of planning consideration given to the structures has caused excessive flooding in certain spots in the street when it rains.

9. The narrowness of the roads at Blenheim and KPR created by the erection of the structures has caused incidents of confrontation between drivers and moped riders. The police have been called on a few occasions and I worry for the welfare of my staff and customers in this situation.

10. As there is no space on the road other than outside my shop, an unsightly amount of rubbish piles up outside the store front and is made worse by constant fly tipping. I have notified the Waste department and Environmental Health and have had no solution offered (see pictures attached).

11. The use of outside heaters in these structures is ecologically damaging. It is estimated that one such heater emits approximately 3,300 kg of CO₂ per year,. They use an extraordinary amount of energy for not much heat but significant CO₂ emissions. This seems at odds with RBKC's self-proclaimed Green Plan to become carbon neutral by 2030.

12. Catering to the hospitality trade only in this stretch of street creates a diversity problem. Notting Hill is rightly proud of its market culture (Portobello and Golborne) which is a great attraction to the area. The range of offer from both markets and the surrounding shops on those streets ranges from the lower-to the higher end and is therefore inclusive. By planning a permanent closed off, 'al fresco' experience on KPR with the existing hospitality there, only a narrow section of society is being catered to which does not sit well with the ethos of the immediate area.

13. Kensington Park Road seems plagued with utility works year round. Permanent structures or a paved area will make utility work extremely difficult and disruptive to local business and residents and may require the dismantling and rebuilding of certain structures on the road depending on where access is required.

14. There is a severe mobility issue. Previously KPR was an open road with wide pavements. Now, it is difficult to easily cross the road as the structures block access and this causes a very serious problem for those with disabilities, prams, small children.

15. I am interested to know how this additional trading space will affect the rateable values of the restaurants concerned and similarly, how the rateable value of surrounding businesses who suffer because of them, will be decreased?

16. Letting the restaurants have free rein to build and place tables in any available spot has caused tension in a street of traders where previously there was none. I include tension between the restaurants themselves as they feel as if certain ones have come off much better than others. It's a divisive issue which can be simply resolved by just being taken away.

Surely a much more sensible idea is to encourage temporary outdoor dining during the summer months only? This could potentially involve closing the road between the mews and Blenheim Crescent on weekends only and letting the restaurants put tables out into the whole road. This approach has been implemented really successfully on Northcote Road in Wandsworth and has proved super popular with residents and visitors. It has the added bonus of being temporary and thereby the street can return to normal trading during the week.

In brief, I feel that this was a knee jerk decision taken quickly in the middle of a pandemic when little or no consultation and certainly no planning was required. I don't believe it serves a purpose for the community as a whole and I don't believe it has unilateral support"

Objection 18

"I note with concern that the section of Kensington Park Road running between Blenheim and Elgin Crescents has been closed to traffic. Can you please confirm if this is a temporary measure or designed to last through the summer to aid the cafes and restaurants? This would be a policy that the residents would be strongly against."

(Follow up comments)

"I also did not receive a letter from RBKC re street closures and Kensington Park Road.

Needless to say I am completely against the "street closures to support hospitality to recover from the Pandemic". I hope that I am proved wrong but clearing the road of cars along Kensington Park Road will be a perfect spot for social disorder as the summer progresses. Has nothing been remembered from last year ! The throng gathered outside Mediterraneo, the shooting in Blenheim Crescent, the deafening music blaring from Luna Rosso as early as noon. It is completely depressing that RBKC, our local MP and councillors are placing the needs of small businesses over the needs of the residents. Goodness knows the residents have been vocal. There has been and continues to be so much to be upset about in our streets. How is it possible that the residents have not received notice of this closure? To say that 1800 notices have been sent out is nonsense. Again, we say that the actions of RBKC are becoming increasingly suspect".

Objection 19

I am writing to formally complain about the very limited consultation process and serious consequences of road closure on Kensington Park Road and the lack of data to support the proposal most notably:

- The impact on traffic in and around the surrounding area
- Reduced parking for permit holders
- The very serious effects on businesses reliant on passing traffic, a capacity for window shopping and ease of access to the shops. We have seen the detrimental effects of traffic planning on virtually every High St in the country and this proposal will compound the problems for KPR.
- Increased rubbish
- The inherent prejudice and discrimination in supporting 'lifestyle' choices for the residents of KPR, providing a greener space with better air quality to a very affluent street while increasing the noise and air pollution to other surrounding areas of the Borough many of which are dense estates. And in conjunction for the poorer members of the community reliant on Portobello Market for cheaper food etc, access made more difficult and surrounding street traffic and air quality affected.

The proposal is opportunistic and based on a loose analysis of measures taken mid pandemic when the hospitality trade like retail was suffering and they had little choice but to take every opportunity open to them to remain in business. The current proposal gives no weight or consideration to the trading needs of other businesses in the area and indeed a more normal environment minus lockdown. I have to say even the presentation as 'Al Fresco dining' without a discussion or information on the consequences is patronising and dismissive of the needs of small businesses, residents and of issues of diversity. The impact alone of diverted traffic is considerable.

You are proposing to permanently pedestrianise Kensington park road and other areas within Kensington and Chelsea, you are also proposing major development works and allowing permanent structures for 'Al fresco dining'. The impact on traffic for local people is considerable and indeed on the air quality for people living in the surrounding area to bear the increased impact of noise and air pollution. The police, who have had increased call outs to Kensington Park Road since the 'temporary' road closure have not been consulted, I would advise this. Kensington and Chelsea residents need confidence to know that what you're consulting on will not increase traffic on Blenheim crescent, Ladbroke grove, Elgin crescent, Westborne Park road and Westborne grove as so far, it has. This impacts all businesses and schools.

There is no protection for businesses dependent on road access for deliveries, advertising and trade from passing traffic.

There is little consideration for the access needs of people with limited mobility. The street is already a difficult space to negotiate for anyone with limited mobility and increasing street furniture and little control of how people choose to use that exacerbates the problems. Also, the reduction in parking directly affects their choices.

Furthermore creating pedestrian space as well as the proposals for Portobello Road is more of gentrification and has a direct impact on working class people whom the market and surrounding area has been a source of community and place of work. The expansion of expensive restaurants further divides the community.

I have been a resident in Kensington and Chelsea for 27 years. I can see no benefit to the Borough as a whole, it benefits only hospitality providers in the street and is a serious detriment to other businesses and to the quality of life of residents in surrounding streets.

I consider the authority has the responsibility to cater for the needs of all residents not just the more affluent or those providing hospitality.

These measures will drive out smaller businesses, or is that the intention?

Why create a magnitude of problems for every other business and resident when there were none?"

Support 1

"What a fabulous idea! Well done! It will improve everyone's lives for the better and make for a lovely traffic free "village feel" environment. Please can you make this and other proposed streets closures permanent."

(Follow up email)

"Please can you get someone to reposition the Road Closed & Diversion signs, both of which have been moved. This has resulted in a considerable number of vehicles using the road which is extremely dangerous to people sitting on roadside tables and pedestrians in the road."

Support 2

"I am a local resident and frequently visit or use this stretch of Kensington Park Road between Blenheim Crescent and Elgin Crescent. I visit some of the shops and restaurants along there, my GP practice is Colville centre on Kensington Park Road and I frequently walk and cycle through there to visit the surrounding areas and also commuting to work.

Main observations and comments:

- positive move to introduce such measures
- compliance with traffic order has been increasing
- very welcome to see increased outdoor space for restaurants
- signage is clear and visible to motorists
- still occurrences of vehicles entering but not for purpose of access as they are observed driving through the section and out the other end without stopping
- experience eating out greatly enhanced and more pleasant
- increased space for walking with road now more usable by pedestrians
- increased access to local businesses and shops as I have found myself more likely to eat there because of environment, outdoor dining, more visible and can see what is on offer
- improved experience as a cyclist on junctions, less traffic and reduced movements of vehicles on roundabouts at either end
- reduced movements at Elgin Crescent junction has improved flow of buses on 23 and 52 routes
- observed reduced levels of through traffic as drivers have become aware of the pedestrian/cycle zone
- parking should not be allowed on such sections and should introduce streetscape improvements e.g. planting, expanded dining spaces with provision for loading and pickups
- **it would be good and I would support this being made permanent and I would support the concept being rolled out wider in surrounding area**
- making it permanent should be done by enhancing character of area e.g. pedestrianising the Blenheim Crescent junction, introducing planting and maintaining a filtered cycle route and maintaining access via Elgin Crescent junction
- further measures should be made to build on this as part of a local area plan to enhance public realm, the character and environment e.g. Blenheim Crescent between Portobello and Kensington park Road would benefit from pedestrianisation, permanent pedestrianisation of Portobello Road and other schemes that reduces traffic volumes, prevents rat running and reduces parking on busy but narrow streets.
- enhance the outdoor dining areas so as they are attractive purpose-built spaces
- enhance streetscape so that it is level and can be navigated easily with step free movement and make appearance to be a pedestrian and cycle zone and not a road"

Support 3

“The one way system in Kensington Park road is an excellent improvement to this highly pedestrian and lively surroundings.
Excellent initiative, thank you.”

Support 4

“many thanks for inviting feedback regarding the closure of Kensington Park Road. I use this area a lot for shopping and restaurant visits. My experience of this measure has been very positive and I would like to encourage you to make this change permanent. This has really improved the experience of spending time in this part of the Portobello Area, particularly with children who can roam more freely and safely, but also for people with mobility impairments who have limited space on pavements.

I would encourage you to go further and also close Blenheim Crescent up to Portobello Rd for motorized traffic to create a more relaxed atmosphere in this vital local business and enjoyment area. There is quite a bit of anti-social behaviour by people in excessively sized cars, particularly on Blenheim Crescent incl speeding, illegal parking and idling. Closing this partly (from Ken Park Rd to Portobello Rd with many shops and restaurants) would also reduce the dangers to pedestrians by crossing motor traffic on Portobello Rd at the junction with Blenheim Crescent.”

Support 5

“Can I please confirm the status of the pedestrian and cycle zone on Kensington Park Road (between Elgin and Blenheim Crescent). There are signs suggesting this is 'active' and the road is closed to traffic, however this is being used frequently by all traffic. When i've been walking and challenged a motorist i've been told a few times that this is no longer active. So can I confirm what the status actually is please? If it is still active can I check why you have no enforcement, as this is being used as a regular road. If it is no longer active then can I suggest you remove the signs stopping traffic to avoid any confusion.

(Follow up email)

I personally think the scheme is a great idea and given the dining etc on Kensington Park Road this feels like a perfect location for something like this. I also agree the signage is very clear that the road is closed. That said, compliance is awful. I work in data and analytics and am wary of an anecdote, however I live on Blenheim Crescent and walk my dog daily, so by this point I feel I have a decent sample given i've crossed and been down that section of road hundreds of times vs just a one off view. Almost without exception, if I try to walk down the road from Elgin Crescent to Blenheim or vice versa, I am met by a vehicle and it has only been one single time that it was a Kensington Park Mews resident. This is not loading traffic, (I see a lot of this for the restaurants in the morning), it is people driving straight through, both north and southbound. I noticed it is not marked as closed in googlemaps (as below), which maybe is contributing? As i've had multiple people suggest the scheme is no longer active (which I was sceptical of given the signage, and nice to have confirmation from you that it is indeed still active).

The signs are very clear to me - however people are just essentially doing what they want and not following rules and the lack of enforcement is clearly emboldening them. I really would hope you seriously think about cameras as otherwise this will continue - even another short survey as someone will only need to be there for a few minutes to see how

frequent traffic is on this stretch now. I'd be happy to submit a short unedited video on one of my walks - I can pretty much guarantee on the short walk from Elgin to Blenheim or vice versa I will see multiple vehicles using this as a standard road.

Thanks again for your response and happy to provide any additional comments if useful. I really do think if you enforced this it could work as intended, vs the current situation of taking your life into your hands as a pedestrian if you try and walk down there on what is a closed road but not being treated as one."

Support 6

I live at the northern end of Kensington Park Road, firstly I want to applaud your initiative to restrict traffic on a section of this road to help local restaurants, however I have observed that a considerable number of cars, vans and taxi's are still passing straight through, just ignoring the signage. Can I ask if you would consider any further measures to address this problem, would NPR cameras help, or more planters and bolder signage with more robust wording, otherwise more drivers will realise they can flout these directives with impunity. My thoughts are that NPR could make these measures self funding and dare I say...even turn in a surplus.

Support 7

As a local resident whose flat overlooks the newly closed section of Kensington Park Road between Elgin and Blenheim Crescents, I am writing to thank you for this excellent improvement. Unfortunately most of the motor traffic is ignoring the closure and cars and mopeds are using the section as a through road in breach of the closure. Assuming it was pedestrianised a young family had to take evasive action yesterday and I myself have been nearly knocked down a couple of times. Please erect better barriers at both ends as you have done for the daily Portobello road closure. A discreet camera to catch and fine offenders would also be good. Could you confirm that the moped delivery drivers are not allowed to enter the closed section?

Support 8

"The closing of Kensington Park Road between Elgin crescent and Blenheim Crescent is, I believe, a stroke of genius and I commend the Council for being so forward looking. However, somebody there is soon going to be a very serious accident if there is not regular enforcement of the closed road and the one way system for necessary access. Cars continue to ignore the signs on the planters at both ends and whizz both ways along Kensington Park Road. There needs to be more signage and some sort of enforcement in place on a regular basis. If access is for residents only then it is confusing to continue to have the pay and display parking bays available on a closed road. The greatest violators of the pedestrian only system are food delivery drivers on motorcycle who dangerously drive at high speeds both ways through the system and parents of preschoolers at Strawberry Fields Nursery who somehow don't feel that the rules apply to them.

Please provide clarity to local businesses and residents as to what is and is not allowable and then enforce the rules before we have a tragic accident".

(Follow up comments)

"The closure of Kensington Park Road between Blenheim Crescent and Elgin Crescent has been wonderful for the local restaurants and again I applaud you and the council for making the bold decision to do this. However, creating a closed road with only limited low level signage and absolutely no enforcement has made the closed road a high speed cut through and there will inevitably be a tragic incident between a motor vehicle and a pedestrian, possibly involving the outdoor diners in the road. With every passing day motorists become bolder in speeding through – in both directions! Motorcycle food delivery couriers take no notice of the signage whatsoever and are often the worst offenders, zooming through both ways at high speeds and on both side of the road weaving around pedestrians. You must either make some effort to enforce the restrictions and penalise the offenders or reopen the road before a tragedy occurs. At least when the road is open people are expecting that there may be vehicular traffic and act accordingly. When they believe a road has been closed and pedestrianised they stop looking out for motor vehicles and are extremely vulnerable. In the meantime please could you increase the signage at both ends so all drivers understand that there is no entry except for residents of Kensington Park Mews. While I realise this is not entirely true the excuse of many drivers is that they are going to park in one of the available parking spaces – which are always full – but it provides them an excuse to cut through. At least go and spend some time along that stretch of road and witness for yourself how dangerous it has become particularly at both the beginning and the end of the day.

I think this is a great scheme and hope it might become an annual tradition However, we must find a way to stop the scofflaws taking advantage of the closed road in order to reduce the likelihood of a tragic accident. I hope you will agree."

(Follow up comments)

"Volumes indeed are much lower than before but consequently they are at a significantly higher average speed which in my mind actually makes the road more dangerous. Additionally despite it being clear from the signage that the road is 100% closed from the entrance on Elgin Crescent cars and vans continue to enter. Of course the motorcycles and delivery riders ignore all traffic rules so it is no surprise that they are the biggest offenders.

Today I tried to point out to someone in a Rangerover entering from Elgin Crescent that the road was closed and they were effectively driving the wrong way up a one way street that was actually closed. For my efforts I was punched and threatened and told that next time I would be beaten unconscious. I will be fine, but it just shows the challenges of having traffic rules when there is no official enforcement.

Might I suggest that should the council determine that the outdoor dining should remain in place for the long run and that Kensington Park Road should be "closed" between Elgin and Blenheim that you also consider another option. I would suggest the permanent closure of Kensington Park Road between Kensington Park Mews and Blenheim. This would allow the safe outdoor dining and would stop the cut through that has currently been created. I don't expect that any of the council's services or any of the emergency services would be negatively impacted by this. Of course each end would need to be much more comprehensively blocked so it was impossible for vehicles other

than bicycles to get through. I hope you will consider this as an option as the current arrangement is not fit for purpose”.

Comment 1

“I’ve received a notice which states that traffic will be blocked on Ken Park Road between Elgin and Blenheim. Where will the buses be diverted? I live on Arundel Gardens. Buses cannot come along this street, as we have very expensive drainage put in, as part of a greener London initiative. Also, our street is more narrow. Will this also increase general road traffic and parking constraints on neighbouring roads? I must not be reading this letter correctly. Please can you clarify, and send me a map of the works?”

Comment 2

“I am writing in concern to the parking regulations for the summer at No. [redacted] Kensington Park Road. My father who is [redacted] years old and will be returning from a care home who lives [redacted] I will need full-time care including myself in the evenings and during the day as his daughter and power-of-attorney. [redacted] of social services is dealing with this case presently. He is walking with a walking frame and may need a wheelchair. We have a parking permit and have done for over 60 years while my father has lived at the property and myself, we will need access and the car to be able to access at any time of the day to suit his changing needs. I am currently walking with a walking stick I will need to be able to access his private apartment at an urgent and constant basis. He also has a community alarm through the Royal Borough of Kensington and Chelsea set up at this address and has done for some years. Can you please assist me in this matter. Access to this building will also determine his return to his home of 60 years. The registration of our car is Presently [redacted]. Please advise on this matter as soon as possible.”

(Follow up comments)

“Two resident bays are being used by the restaurant. This means there is limited space for all residents, on all this road. Can you provide a disabled bay please? My father has limited mobility and is walking with a walking frame. Please advise.

Comment 3

“Licensed taxis should have access for the elderly and people with disabilities.”

Comment 4

“Hi there, you have a temporary road closure of Kensington Park Road at the above location. The signs are clear and there are even road closed signs. However sitting outside of the Orasay restaurant this evening therefore must have been over 250 vehicles (mainly mopeds) driving through the closed roads, even some London Taxis. It certainly wasn't at all relaxing sitting outside and was quite like sitting next to a motorway. I am not a fan of CCTV enforcement however in this location with very clear signage and the sheer number of vehicles flouting the rules you may want to consider some enforcement. Clearly the drivers know that there is no enforcement there.”

Comment 5

“Further clarity needs to be considered in the section of Kensington Park Road between Elgin and Blenheim Crescents. It is Posted “Road Closed” at Blenheim Crescent junction. Yet, several cars per minute and many more L Reg Scooters drive through at speed. Today, I tried to notify drivers yet all insisted there was no signs prohibiting traffic. Or that

is is only closed to traffic coming from the other direction. The scooters, dozens zoom through with no regard to traffic flow or pedestrians. Clearly they think pedestrians don't belong on this closed Road.

On the Elgin junction it is also posted "Road Closed", and "only Cycles" (the motor scooter drivers think they are "cycles") but the RBKC planning specified pedal bikes.

The pedestrians, bicycles, dining tables, motor scooters and passenger vehicles are all using the same space! It's chaotic and dangerous. The footpaths cannot be used by pedestrians because they are blocked by the restaurants and waitstaff. Pedestrians are forced into the road with motor vehicles. Clarity must be made to ensure safety of pedestrians and diners. The motor vehicles must be given stricter instruction and penalties for not obeying the posted traffic rules and creating danger to human life.

1. Put a barrier that can be raised or opened for residents and deliveries. Strict driving and parking area for motor scooters. Perhaps motor scooters must dismount if "making a delivery" or use parking bays.
2. Traffic camera to make fines for vehicles using the pedestrian area 2. Cycle lane for pedal bikes, perhaps they must dismount

Or

Remove the dining and road closure. Restore area as a through road. Pedestrians on footpaths, motor vehicles and cycles in the road.

The experiment is not working for the community and certainly not pedestrians. Non-local-resident Drivers and non-commercial L-plate motor scooters use this shortcut without penalty. I urge you to visit this experiment area on a Saturday during busy lunch time. Hundreds of motor vehicles drive through per hour. Imagine walking through this area with children. I look forward to hearing your thoughts after a visit to the area".

Comment 6

"I understand why you have closed the road to traffic but cannot understand why you have not done it the correct way. This weekend was chaos with most of the traffic ignoring your signs and driving through. People and children had to jump out of the way of cars and vans whose response to the closure was f*ck off. If you are going to continue with this idea then carry it out correctly before someone gets killed."

Comment 7

"The shrinking road space, and inconclusive "road closed" status has meant cars, couriers, delivery vans and mopeds are running riot taking advantage of the fact that while signs have been put up, there is absolutely ZERO other support in policing or action being taken to hold those accountable who still are driving down it".

Council's response to the points of objection and other comments

A pedestrian and cycling zone was introduced on an experimental basis in May 2021 on Kensington Park Road between Blenheim Crescent and Elgin Crescent. The aim of this

measure was to remove through traffic to create an attractive environment for walking, cycling, outdoor dining and local shopping.

Under the experimental scheme, northbound motorised traffic is prohibited, and southbound movements are limited to access only. Loading and unloading is permitted at all times. Access by taxi (or any other class of motor vehicle) is permitted from Blenheim Crescent at all times. Access to Kensington Park Mews is maintained. There are no implications for access to the area by the emergency services or by disabled persons.

The part of Kensington Park Road between Elgin Crescent and Blenheim Crescent is not on a bus route.

The traffic restrictions do not change the number or designation of car parking bays on the street. Currently there are two residents' permit parking bays and four paid for parking bays suspended on the section of the street that is subject to temporary traffic restrictions. The parking suspensions were arranged in accordance with the Council's adopted policy to Support al fresco hospitality in Kensington and Chelsea and are not related to the Experimental Order.

In early May 2021, Council officers affixed notices on lamp columns on the street inviting members of the public to contact us with their views. In addition, the Council sent notification letters to 1800 neighbouring residents and businesses in advance of introducing the restriction.

The traffic restrictions aim to remove traffic from Kensington Park Road so there is some displacement of traffic onto nearby roads including Elgin Crescent and Ladbroke Grove. The Council monitors the average length of time it takes for motorists to drive down Ladbroke Grove, the recommended diversionary route. There has been no discernible impact on traffic conditions on Ladbroke Grove. The degree of traffic congestion recorded in recent months is no different to how it was in September 2019. The Council has had no complaints about traffic conditions on Ladbroke Grove. The Council has not received any reports of traffic congestion on Elgin Crescent (save for during utility works that were unrelated to the traffic scheme on Kensington Park Road).

The traffic restrictions have been effective in greatly reducing traffic flows on the relevant section of Kensington Park Road. The Council carried out traffic surveys in August 2021 to learn how the restrictions were performing and these confirmed that most motorised traffic diverted away from the area. The 12-hour volume figures recorded in August 2021 were 187 northbound and 510 southbound. For context, the 12 hours volume figures recorded in June 2015 were 2483 northbound and 2144 southbound. Overall volumes in August 2021 were down about 85 per cent from a typical day in 2015. Any comparison between a mid-summer period during a pandemic and an average day in 2015, needs to be qualified. One would expect traffic volumes to be lighter during Summer, but not to this extent.

For both northbound and southbound traffic flows, the recorded 85th percentile speed (the speed at which 85 per cent of traffic travels at or below) was below 20 mph. The traffic restrictions, by reducing the volume of motorised traffic using the street has made it easier for pedestrians to identify gaps in traffic when crossing the roadway. There have been no

recorded traffic collisions on the street since the experimental restrictions became effective.

Given the traffic restrictions have not resulted in traffic congestion, there is no evidence that the restrictions have impacted on-air quality. The marked reduction in traffic volumes on Kensington Park Road between Blenheim Crescent and Elgin Crescent has improved environmental conditions on that stretch.

Much of the correspondence relates to poor compliance. Compliance issues are evident within the Council's traffic survey data. There is a significant number of prohibited north bound movements, many of which are motorcycles and mopeds. An average of 53 northbound car/ van movements were recorded between 7am and 7pm. Of the southbound flows about 75% relate to through traffic, i.e. prohibited movements.

Appropriate traffic restriction signage has been in place during the experimental period. The Council placed planters at both ends of the street as gateway markers of the restricted area and to impede prohibited traffic movements. The Council also installed "Road Closed" warning signs at both ends of the restricted area to discourage through traffic from entering the area. Some motorists have been wilfully ignoring the signage. Many of these are on mopeds. The Council has no real way of controlling moped drivers and we have issues with mopeds throughout the borough. Nonetheless the Council intends to make modifications to the on-street layout and to the signage in order to improve compliance rates.

Decision

Officers recommend that The Kensington and Chelsea (Prescribed Routes) (No. 9) Experimental Traffic Order 2021 which:

- (a) prohibits motor vehicles from entering the length of Kensington Park Road that lies between Blenheim Crescent and Elgin Crescent; and
- (b) provides a south-eastbound one-way system applying to all vehicles except pedal cycles in Kensington Park Road, between Blenheim Crescent and Elgin Crescent, with an accompanying 'no entry' restriction into Kensington Park Road at its junction with Elgin Crescent and a compulsory right turn except cycles from Kensington Park Mews into Kensington Park Road.

be made permanent.

Date of decision - 3 August 2022