

## ROYAL BOROUGH OF KENSINGTON AND CHELSEA

### PROPOSED MISCELLANEOUS PARKING AND WAITING RESTRICTIONS AND CLERICAL CHANGE IN RELATION TO A PAY ON STREET TARIFF AREAS

Abbotsbury Road, Addison Avenue, Alderson Street, Allen Street, Bevington Road, Blenheim Crescent, Brunswick Gardens, Cadogan Gardens, Cadogan Square, Calderon Place, Campden Hill Road, Chelsea Bridge Road, Chelsea Embankment, Chelsea Manor Street, Cheyne Walk, Child's Place, Collingham Road, Colville Gardens, Colville Road, Colville Terrace, Dalgarno Way, Darnley Terrace, Denbigh Road, Dovehouse Street, Edith Terrace, Egerton Gardens, Elkstone Road, Elm Park Road, Emperor's Gate, Exmoor Street, Fenelon Place, Fernshaw Road, Fulham Road, Gilston Road, Glendower Place, Golborne Road, Hans Place, Harcourt Terrace, Harrington Road, Harrow Road, Hazlewood Crescent, Hobury Street, Holland Park, Holland Villas Road, Holbein Place, Hyde Park Gate, Kensal Road, Kensington Church Street, Kensington High Street, Kensington Park Gardens, Kensington Place, King's Road, Ladbroke Road, Ladbroke Terrace, Lancaster Road, Lennox Gardens, Lexham Gardens, Lionel Mews, Logan Place, Lots Road, Lowndes Square, Millwood Street, Munro Mews, Oakley Street, Old Court Place, Onslow Square, Pencombe Mews, Pembroke Villas, Penzance Street, Queen's Gate, Queen's Gate Terrace, Roland Gardens, Royal Avenue, Russell Road, St Helen's Gardens, St Mark's Road, Shawfield Street, Sirdar Road, Sloane Street, South Parade, Southern Row, Stratford Road, Sutton Way, Tadema Road, Tetcott Road, Thackeray Street, Thurloe Street, Treadgold Street, Tregunter Road, Trellick Tower Estate, Uverdale Road, Vicarage Gardens, Vicarage Gate, Victoria Road, Walton Street, Warwick Road and Westbourne Grove

*The Kensington and Chelsea (Free Parking Places, Loading Bays and Waiting, Loading and Stopping Restrictions) (Amendment No. \*) Order 2023 and The Kensington and Chelsea (Charged-For Parking Places) (Amendment No. \*) Order 2023*

1. NOTICE IS HEREBY GIVEN that the Council of the Royal Borough of Kensington and Chelsea (hereinafter referred to as "the Council") propose to make the above-mentioned Orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Orders would be:-
  - (a) on the south-west side of **Abbotsbury Road**, to convert 10 metres (33ft) of residents' parking outside the flank wall of No. 13 Melbury Road situated in Abbotsbury Road, to two electric vehicle charging bays. This is the southernmost ten metres of this residents' parking bay;
  - (b) on the north-east side of **Addison Avenue**, to convert two echelon residents' parking spaces outside Nos. 9 to 11 Addison Avenue to two electric vehicle charging bays. These are the two northernmost bays in this bank of residents' parking bays;
  - (c) on the west side of **Alderson Street**, to convert personalised disabled bay (No. 470), which is situated 10 metres (33ft) north of the junction with Kensal Road, to 5 metres (16ft) of residents' parking, in Alderson Street;
  - (d) on the north-east side of **Allen Street**, to convert 10 metres (33ft) of residents' parking outside the flank wall of Nos. 1 to 12 Abingdon Gardens, Abingdon Villas, situated in Allen Street, to two electric vehicle charging bays. This will be the southernmost 10m of the bay;
  - (e) on the north-east side of **Allen Street**, to convert 0.9 metre (3ft) of 'at any time' waiting and loading restriction outside the flank wall of Nos. 1 to 12 Abingdon Gardens, Abingdon Villas, situated in Allen Street, to residents' parking. This is the first 0.9m north of the residents' parking bay;
  - (f) on the south-west side of **Allen Street**, to convert 5 metres (16ft) of residents' parking outside No. 1 Alma Terrace, Allen Street, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). This would be the southernmost 5 metres of this residents' bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
  - (g) on the north-east side of **Bevington Road**, to convert two Pay-by-phone visitor parking bays (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 10 hours) opposite St Joseph's Close, situated in Bevington Road, to two electric vehicle charging bays. These are the 4th and 5th bays (from the most northernly) in the bank of 11 bays;
  - (h) on the north-west side of **Blenheim Crescent**, to convert 5 metres (16ft) of residents' parking opposite No. 137 Blenheim Crescent, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). This would be the southernmost 5 metres of this residents' bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;

- (i) on the south-east side of **Brunswick Gardens**, to convert 5 metres (16ft) of residents' parking outside the flank wall of No. 53 Palace Gardens Terrace, situated in Brunswick Gardens, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). This would be the easternmost 5 metres of this residents' bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (j) on the east side of **Cadogan Gardens**, to convert 5 metres (16ft) of residents' parking opposite the flank wall of No. 28 Cadogan Gardens, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm, Saturday 8.30am to 6.30pm and Sunday 1pm to 5pm, maximum stay 12 hours, no return within 1 hour). This would be the southernmost 5 metres of this residents' bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (k) on the west side of **Cadogan Square**, to convert 10 metres (33ft) of residents' parking opposite Nos. 9 to 11 Cadogan Square, to two electric vehicle charging bays. This is the southernmost 10 metres of this residents' parking bay;
- (l) on the north-east side of **Calderon Place**, to convert 5 metres (16ft) of residents' parking outside the flank wall of No. 5 North Pole Road situated in Calderon Place, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). This would be the northernmost 5 metres of this residents' bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (m) on the north-east side of **Campden Hill Road**, to convert one Pay-by-phone visitors' parking bay (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 2 hours) outside Nos. 142 and 144 Campden Hill Road, to double yellow lines. This would be the southernmost Pay-by-phone bay;
- (n) on the north-east side of **Campden Hill Road**, to convert 1.6 metres (5ft) of single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) outside No. 146 Campden Hill Road, to Pay-by-phone visitor parking bay (hours of control hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 2 hours);
- (o) on the north-east side of **Campden Hill Road**, to convert 4.5 metres (15ft) of residents' parking outside No. 148 Campden Hill Road, to Pay-by-phone visitor parking bay (hours of control hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 2 hours);
- (p) on the south-west side of **Campden Hill Road**, to convert 5 metres (16ft) of residents' parking opposite junction with Peel Street in Campden Hill Road, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). This would be the northernmost 5 metres of this residents' bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (q) on the northern side of **Chelsea Embankment**; to convert 50 metres (164ft) of residents' parking outside Chelsea Court, on Embankment Gardens, to ten Pay-by-phone visitor parking bays (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours);
- (r) on the north-eastern side of **Chelsea Manor Street**, to convert 3.5 metres (11ft) of residents' parking opposite No. 74 Chelsea Manor Street, to double yellow lines;
- (s) on the north-west side of **Cheyne Walk**, to convert 10 metres (33ft) of residents' parking outside No. 63 Cheyne Walk, to two electric vehicle charging bays. This is the westernmost ten metres of this residents' parking bay;
- (t) on the south-east side of **Child's Place**, to convert 6.6 metres (22ft) of residents' parking outside Nos. 18 and 19 Child's Place, to personalised disabled bay No. 789;
- (u) on the north-east side of **Collingham Road**, to convert car club bay No. 052 opposite No. 35 Collingham Road, to a Pay-by-phone visitor parking bay (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours);
- (v) on the south-west side of **Colville Gardens**, to convert 5 metres (16ft) of residents' parking opposite No. 43 Colville Gardens, from a point ten metres north of the current bank of Pay-by-phone bays to a point fifteen metres north of the current bank of Pay-by-phone bays, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;

- (w) on the south side of **Colville Terrace**, to convert 2 metres (7ft) of residents' parking outside No. 3 Colville Terrace, to double yellow line with advisory market trader bay markings. This is the westernmost two metres of the existing residents' parking bay;
- (x) on the south side of **Colville Terrace**, to convert 14 metres (46ft) of single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) with advisory market trader bay markings outside the flank wall of No. 154 Portobello Road and Nos. 1 and 2 Colville Terrace, to double yellow line with advisory Market Trader markings. The advisory Market Trader bays will be remarked and moved eastwards by two metres, so that they no longer extend over the pedestrian zig zag markings at the junction of Colville Terrace and Portobello Road;
- (y) on the south side of **Dalgarno Way**, to convert 5 metres (16ft) of residents' parking from opposite Drake Court in Dalgarno Way, to opposite the junction with Webb Close in Dalgarno Way, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). This would be the westernmost 5 metres of this residents' bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (z) on the north side of **Darnley Terrace**, to convert 5 metres (16ft) of residents' parking outside the flank wall of No. 16 St Ann's Road situated in Darnley Terrace, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm, Saturday 8.30am to 6.30pm and Sunday 1pm to 5pm, maximum stay 12 hours, no return within 1 hour). This would be the westernmost 5 metres of this residents' bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (aa) on the north-east side of **Denbigh Road**, to convert 5 metres (16ft) of residents' parking outside No. 13 Denbigh Road, to double yellow lines;
- (bb) on the south-west side of **Denbigh Road**, to convert 5 metres (16ft) of residents' parking opposite No. 247 Westbourne Grove, situated in Denbigh Road, to double yellow lines;
- (cc) on the north-east side of **Dovehouse Street**, to convert 2.6 metres (8.5ft) of double yellow line opposite Nos. 105 to 107 Dovehouse Street, to e-scooter and dockless bike bay;
- (dd) on the north-east side of **Dovehouse Street**, to convert 2.9 metres (9.5ft) of e-scooter and dockless bike bay opposite Nos. 105 to 107 Dovehouse Street, to residents' parking. This would be the easternmost section of the existing e-scooter and dockless bike bay;
- (ee) on the north-east side of **Dovehouse Street**, to convert 28 metres (92ft) of single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm) outside the Royal Marsden Hospital on Dovehouse Street, from a point 15 metres south of the junction with Fulham Road to the junction with Dudmaston Mews, to an ambulance bay;
- (ff) on the north-east side of **Dovehouse Street**, to convert 12.5 metres (41ft) of single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm) and no loading Monday to Friday 8.30am to 5pm, opposite Nos. 145 and 149 Dovehouse Street, to an ambulance bay;
- (gg) on the north-east side of **Dovehouse Street**, to convert 6 metres (20ft) of single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm) outside the entrance to the Rapid Diagnostic and Assessment Centre on Dovehouse Street, to an ambulance bay;
- (hh) on the south-east side of **Edith Terrace**, to convert 5 metres (16ft) of residents' parking opposite the flank wall of No. 46 Fernshaw Road, situated in Edith Terrace, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm and Saturday 8.30am to 6.30pm, maximum stay 12 hours, no return within 1 hour). This would be the easternmost 5 metres of this residents' bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (ii) on the north-west side of **Egerton Gardens**, to convert 5 metres (16ft) of residents' parking outside No. 67 Egerton Gardens to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm and Saturday 8.30am to 6.30pm, and Sunday 1pm to 5pm or Sunday 8.30am to 6.30pm on Special Occasions, maximum stay 12 hours, no return within 1 hour). This would be the easternmost 5 metres of this residents' bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (jj) on the north side of **Elkstone Road**, to convert 5 metres (16ft) of residents' parking from a point approximately 40 metres east of the eastern junction with Edenham Way, to a point approximately 45 metres east of the eastern junction with Edenham Way, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). This would be the westernmost 5 metres of this residents' bay, adjacent to the single yellow line. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;

- (kk) on the north-west side of **Elm Park Road**, to convert 5 metres (16ft) of residents' parking outside the flank wall of No. 35 Park Walk situated in Elm Park Road, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm and Saturday 8.30am to 6.30pm, maximum stay 12 hours, no return within 1 hour). This would be the easternmost 5 metres of this residents' bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (ll) on the north-east side of the southern arm of **Emperor's Gate**, to convert 5 metres (16ft) of residents' parking opposite No. 24 Emperor's Gate (directly to the rear of No. 6 Emperor's Gate), to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). This would be the northernmost 5 metres of this residents' bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (mm) on the north-east side of **Exmoor Street**, to convert five Pay-by-phone visitor parking bays (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 10 hours ) opposite the flank wall of No. 160 Barlby Road, situated in Exmoor Street, to 26 metres (85ft) of School Keep Clear markings (hours of control Monday to Friday 8am to 9am and 2.30pm to 4pm) with underlying single yellow lines (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm);
- (nn) on the north-east side of **Exmoor Street**, to convert 6 metres (20ft) of single yellow line (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) opposite Nos. 2 to 4 Exmoor Street (directly south of the existing bank of Pay-by-phone bays), to one Pay-by-phone visitor parking bays (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 10 hours);
- (oo) on the north-east side of **Exmoor Street**, to convert 6 metres (20ft) of single yellow line (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm ) opposite Nos. 2 to 4 Exmoor Street (directly north of personalised disabled bay No. 226), to one Pay-by-phone visitor parking bays (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 10 hours);
- (pp) on the north-west side of **Fenelon Place**, to convert 13 metres (43ft) of double yellow lines outside the flank wall of the Marriott Residence Inn, Nos. 181 to 183 Warwick Road, situated in Fenelon Place, to two electric vehicle rapid charging bays (maximum stay one hour) and feeder pillar infrastructure;
- (qq) on the north-east side of **Fernshaw Road**, to convert 6.6 metres (22ft) of residents' parking outside Nos. 39 and 41 Fernshaw Road, to personalised disabled bay No. 783;
- (rr) on the south-west side of **Fernshaw Road**, to convert 10 metres (33ft) of residents' parking opposite the electrical sub-station in Fernshaw Road, to two electric vehicle charging bays;
- (ss) on the south-east side of **Fulham Road**, to convert 18 metres (59ft) of single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm) and no loading restriction Monday to Friday 8.30am-10am and 4.30pm-6.30pm and Saturday 8.30am-10am outside Pelham Court, to residents' parking. This will extend the existing residents' bay outside the entrance of Pelham Court by 18 metres westwards;
- (tt) on the south-east side of **Fulham Road**, to convert 6.6 metres (22ft) of single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm) outside No. 105 to 109 Fulham Road, to a blue badge disabled bay (blue badge holders only: Monday to Friday 8.30am to 6.30pm, maximum stay 4 hours, with no maximum stay outside these times). This bay will be adjacent to the existing blue badge disabled bays;
- (uu) on the south-west side of **Gilston Road**, to convert 15 metres (49ft) of residents' parking outside Nos. 5 and 5A Gilston Road to double yellow lines;
- (vv) on the north-west side of **Golborne Road**, to convert a Pay-by-phone visitor parking bay (hours of control Monday to Thursday 8.30am to 6.30pm, maximum stay 4 hours) with underlying single yellow line (hours of control Friday 7am to 6.30pm and Saturday 7am to 1.30pm) and advisory market trader bay markings, outside No. 68 Golborne Road, to personalised disabled bay No. 787;
- (ww) on the south-west side of **Hans Place**, to convert one echelon residents' parking place outside No. 27 Hans Place, to an echelon residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm, Saturday 8.30am to 6.30pm and Sunday 1pm to 5pm or Sunday 8.30am to 6.30pm on Special Occasions, maximum stay 12 hours, no return within 1 hour). This is the eighth echelon bay from the junction with Pont Street and contains a lamp column with a charging socket. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (xx) on the north-east side of **Harcourt Terrace**, to convert 6.6 metres (22ft) of residents' parking outside No. 79 Harcourt Terrace to personalised disabled bay No. 782;

- (yy) on the south side of **Harrow Road**, to convert 25 metres (82ft) of single yellow line (hours of control Monday to Saturday 8am to 6.30pm) and No Loading restriction Monday to Friday 8am to 9.30am and 4.30pm to 6.30pm, from opposite the junction with Wakeman Road to a point 25 metres (82ft) east, to bus cage;
- (zz) on the north-east side of **Hazlewood Crescent**, to convert personalised disabled bay (No. 724) outside Holmefield House, on Hazlewood Crescent, situated 60 metres (197ft) north of the junction with Golborne Gardens, to 6 metres (20ft) of residents' parking;
- (aaa) on the north-east side of **Hobury Street**, to convert two Pay-by-phone visitor parking bays (hours of control: Monday to Saturday 8.30am to 6.30pm, maximum stay 4 hours) opposite No. 16 Hobury Street, to two electric vehicle charging bays. These are the two southernmost Pay-by-phone visitor parking bays in this bank of three bays;
- (bbb) on the east side of **Holland Park**, to convert one echelon residents' parking space opposite No. 36 Holland Park, to an echelon residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). This is the seventh echelon bay from the north with an electric vehicle charger installed in the lamp column. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (ccc) on the south-west side of **Holland Villas Road**, to convert 3 metres (10ft) of residents' parking outside No. 37 Holland Villas Road to double yellow lines. This will be the northernmost 1.5 metres (5ft) of the bay and the southernmost 1.5 metres (5ft) of the bay;
- (ddd) on the east side of **Hyde Park Gate**, to convert 10 metres (33ft) of residents' parking outside Chancellor Couse, Hyde Park Gate, to two electric vehicle charging bays. The electric vehicle charging bays would be between 8 metres and 18 metres north of the southern end of this residents' parking bay;
- (eee) on the north side of **Kensal Road**, to convert 5 metres (16ft) of residents' parking opposite No. 243 Kensal Road, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). This would be the easternmost 5 metres of this residents' bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (fff) on the south-east side of **Kensington Park Gardens**, to convert 5 metres (16ft) of residents' parking outside No. 6 Kensington Park Gardens to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). The bay would be situated 15 metres to 20 metres west of the motorcycle bay outside No. 4 Kensington Park Gardens. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (ggg) on the north-west side of **Kensington Place**, to convert personalised disabled bay No. 689 outside No. 46 Kensington Place, to 6 metres (20ft) of residents' parking;
- (hhh) on the south-east side of **King's Road**, to convert 5 metres (16ft) of single yellow line (hours of control Monday to Saturday 8.30am to 6.30pm) and no loading Monday to Saturday 4pm to 6.30pm, outside World's End Place, east of the existing Blue Badge Disabled bays, to one Pay-by-phone visitor parking bay (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours);
- (iii) on the south-east side of **King's Road**, to convert 5 metres (16ft) of single yellow line (hours of control Monday to Saturday 8.30am to 6.30pm) and no loading Mon-Fri 8.30am-10am and 4.30pm-6.30pm and Sat 8.30am-10am to the rear of No. 29 Ann Lane situated on King's Road, to one Pay-by-phone visitor parking bay (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours);
- (jjj) on the south-east side of **King's Road**, to 5 metres (16ft) of convert single yellow line (hours of control Monday to Saturday 8.30am to 6.30pm) and no loading Monday to Friday 8.30am to 10am and 4.30pm to 6.30pm and Saturday 8.30am to 10am outside No. 395 King's Road, to one Pay-by-phone visitor parking bay (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours);
- (kkk) on the south-east side of **King's Road**, to convert 5 metres (16ft) of single yellow line (hours of control Monday to Saturday 8.30am to 6.30pm) outside No. 301 King's Road, to one Pay-by-phone visitor parking bay (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours);
- (lll) on the south-east side of **Kings Road**, to convert 25 metres (82ft) of At Any Time loading restriction opposite Nos. 122 to 124 King's Road, to peak time loading restriction (No loading Monday to Saturday 7am to 10am and 4pm to 7pm);
- (mmm) on the south-east side of **Ladbroke Road**, to convert to convert 10 metres (33ft) of residents' parking opposite Bowden Court, Ladbroke Road, to two electric vehicle charging bays. This is the easternmost ten metres of this residents' parking bay;

- (nnn) on the north-east side of **Ladbroke Terrace**, to convert 10 metres (33ft) of residents' parking outside the flank wall of No. 23 Ladbroke Square, situated in Ladbroke Terrace, to two electric vehicle charging bays. This is the northernmost ten metres of this residents' parking bay;
- (ooo) on the north-east side of **Ladbroke Terrace**, to convert 5 metres (16ft) of residents' parking outside No. 5 Ladbroke Terrace to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). This would be the southernmost 5 metres of this residents' bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (ppp) on the north-west side of **Lancaster Road**, to convert 5 metres (16ft) of residents' parking opposite Morland House, Lancaster Road from 15 metres to 20 metres south of the northern end of this residents' bay, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (qqq) on the north-west side of **Lennox Gardens**, to convert 4.9 metres (16ft) of Blue Badge disabled bay (maximum stay four hours, Monday to Friday 8.30am to 6.30pm. No maximum stay outside these times) outside St. Columba's Church in Lennox Gardens, to single yellow line (hours of control Monday to Saturday 8.30am to 6.30pm);
- (rrr) on the south-east side of **Lennox Gardens**, to convert 1.7 metres (6ft) of single yellow line (hours of control Monday to Saturday 8.30am to 6.30pm) outside Knightsbridge School in Lennox Gardens, to blue badge disabled bay (maximum stay four hours, Monday to Friday 8.30am to 6.30pm. No maximum stay outside these times);
- (sss) on the south-east side of **Lennox Gardens**, to convert 4.9 metres (16ft) of Pay-by-phone visitor parking bay (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours) outside Knightsbridge School in Lennox Gardens, to blue badge disabled bay (maximum stay four hours, Monday to Friday 8.30am-6.30pm. No maximum stay outside these times);
- (ttt) on the south-east side of **Lennox Gardens**, to convert 5 metres (16ft) of residents' parking outside Knightsbridge School in Lennox Gardens, to a Pay-by-phone visitor parking bay (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours). This would be the 5 metres adjacent to the newly created blue badge bay;
- (uuu) on the south-east side of **Lexham Gardens**, to convert 5 metres (16ft) of residents' parking outside the flank wall of No. 99 Earl's Court Road, situated in Lexham Gardens, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). This would be the easternmost five metres of the residents' bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (vvv) on the south-east side of **Lots Road**, to convert two Pay-by-phone visitor parking bays (hours of control: Monday to Saturday 8.30am to 6.30pm, maximum stay 4 hours) opposite No. 12 Lots Road, to two electric vehicle charging bays. These are the first two bays next to the Disabled Blue Badge bay;
- (www) on the south-west side of **Millwood Street**, to convert 5 metres (16ft) of residents' parking on the flank wall of No. 64 Chesterton Road situated in Millwood Street, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). This would be the southernmost five metres of the residents' bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (xxx) on the north-east side of **Oakley, Street**, to convert car club bay No. 096 outside No. 5 Oakley Street, to a Pay-by-phone visitor parking bay (hours of control: Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours);
- (yyy) on the south-west side of **Onslow Square**, to convert 5 metres (16ft) of residents' parking outside St Paul's Church, Onslow Square, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm, Saturday 8.30am to 6.30pm and Sunday 9am to 5pm, maximum stay 12 hours, no return within 1 hour). The bay will be next to the disabled Blue Badge parking bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (zzz) on the east side of **Pembroke Villas**, to convert personalised disabled bay No. 620 outside the flank wall of No. 22 Pembroke Road, situated in Pembroke Villas, to 7 metres (23ft) of residents' parking;

- (aaaa) on the north-west side of **Penzance Street**, to convert 10 metres (33ft) of residents' parking opposite Nos. 10 to 11 Penzance Street, to two electric vehicle charging bays. This would be the easternmost ten metres of this residents' parking bay;
- (bbbb) on the west side of **Queen's Gate**, to convert 14 metres (46ft) of single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) outside Glendower Preparatory School in Queen's Gate, to advisory school keep clear markings with underlying single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm);
- (cccc) on the north side of **Queen's Gate Terrace**, to convert 10 metres (33ft) of residents' parking outside the flank wall of No. 26 Queen's Gate, situated in Queen's Gate Terrace, to two electric vehicle charging bays. This would be the easternmost ten metres of this residents' parking bay;
- (dddd) on the north-east side of **Roland Gardens**, to convert 5 metres (16ft) of residents' parking outside Nos. 1 to 92 Roland House, Roland Gardens, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). This would be the northernmost five metres of residents' bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (eeee) on the north-west corner of **Royal Avenue**, to introduce 25 metres (82ft) of at any time loading restrictions;
- (ffff) on the north-east side of **Russell Road**, to convert 5 metres (16ft) of residents' parking outside Creek House, Russell Road, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). This would be the first five metres of residents' parking bay to the south of the entrance to Creek House. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (gggg) on the south-west side of **St Helen's Gardens** to convert car club bay No. 162 outside No. 53 St. Helen's Gardens to 5 metres (16ft) of single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm);
- (hhhh) on the south-west side of **St Mark's Road**, to convert to convert 10 metres (33ft) of residents' parking outside the tennis courts in St Mark's Road, east of the junction with St. Mark's Close, to two electric vehicle charging bays. This would be the westernmost ten metres of this residents' parking bay;
- (iiii) on the south-west side of **St Mark's Road**, to convert 6.6 metres (22ft) of residents' parking outside Nos. 95 and 97 St. Mark's Road, to personalised disabled bay No. 791;
- (jjjj) on the south-west side of **St Mark's Road**, to convert 5 metres (16ft) of residents' parking outside No. 227 St. Mark's Road, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). The bay will be south of the personalised disabled parking bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (kkkk) on the south-west side of **Shawfield Street**, to convert 5 metres (16ft) of residents' parking outside the flank wall of No. 18 Redesdale Street, situated in Shawfield Street, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm. Saturday 8.30am to 6.30pm and Sunday 1pm to 5pm, maximum stay 12 hours, no return within 1 hour). This would be the southernmost 5 metres of this residents' bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (llll) on the north-east of **Sirdar Road**, to convert 6.6 metres (22ft) of residents' parking outside No. 64 Sirdar Road, to personalised disabled bay No. 786;
- (mmmm) on the west side of **Sloane Street**, to convert 12 metres (39ft) of single yellow line (hours of control: Monday to Saturday 8am to 6.30pm) outside No. 9 Sloane Street, to double yellow lines and at any time loading restrictions;
- (nnnn) on the west side of **Sloane Street**, to convert 4 metres (13ft) of single yellow line (hours of control: Monday to Saturday 8am to 6.30pm) outside No. 15 Sloane Street, to double yellow lines and at any time loading restrictions;
- (oooo) on the west side of **Sloane Street**, to convert 1.5 metres (5ft) of double yellow lines and at any time loading restrictions outside Nos. 17 to 25 Sloane Street, to single yellow line (hours of control: Monday to Saturday 8am to 6.30pm);
- (pppp) on the west side of **Sloane Street**, to convert 14.5 metres (48ft) of single yellow line (hours of control: Monday to Saturday 8am to 6.30pm) outside Nos. 35 to 37 Sloane Street, to double yellow lines and at any time loading restrictions. This is the northernmost 14.5 metres of the 15.3 metres of single yellow line. The southernmost 0.8 metres will remain as it currently is;
- (qqqq) on the west side of **Sloane Street**, to convert 12.5 metres (41ft) of double yellow line and at any time loading restrictions outside Nos. 38 to 40 Sloane Street, to single yellow line (hours of control: Monday to Saturday 8am to 6.30pm);

- (rrrr) on the south-east side of **Stratford Road**, to convert of 6.6 metres (22ft) of residents' parking outside St. Philip's Church, Stratford Road, to personalised disabled bay No. 620. This is the westernmost 6.6 metres of the residents' parking bay, at the junction with Earl's Court Road;
- (ssss) on the north side of **Southern Row**, to convert 6.6 metres (22ft) of residents' parking outside No. 84 Southern Row, to personalised disabled bay No. 790. The bay would be situated from a point 30 metres (98ft) west of the junction with West Row, to a point 23.4 metres (77ft) west of the junction with West Row;
- (tttt) on the east side of the western arm of **Sutton Way**, to convert 6.7 metres (22ft) of personalised disabled bay No. 770, outside Nos. 1 to 30 Ketton House, Sutton Way, to residents' parking;
- (uuuu) on the east side of the western arm of **Sutton Way**, to convert, 6.7 metres (22ft) of residents' parking opposite Nos. 7 to 12 Jacotts House, Sutton Way, to personalised disabled bay No. 770. This will be the northernmost 6.7 metres (22ft) of the residents' parking bay;
- (vvvv) on the south-west side of **Tadema Road**, to convert 6.6 metres (22ft) of residents' parking outside Nos. 12 and 12A Tadema Road, to personalised disabled bay No. 784;
- (wwww) on the south-west side of **Tetcott Road**, to convert 5 metres (16ft) of residents' parking opposite No. 37 Tetcott Road, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm and Saturday 8.30am to 6.30pm, maximum stay 12 hours, no return within 1 hour). This would be the northernmost five metres of the residents' bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (xxxx) on the south side of **Thackeray Street**, to convert 10 metres (33ft) of residents' parking outside No. 15 Thackeray Street, to two electric vehicle charging bays. This would be the easternmost ten metres of this residents' parking bay;
- (yyyy) on the south side of **Thurloe Street**, to convert doctor's bay (D15) (hours of control: Monday to Friday 8.30am to 10pm and Saturday 8.30am to 6.30pm) outside No. 14 Thurloe Street, to 5.5 metres (18ft) of residents' parking;
- (zzzz) on the north-west side of **Treadgold Street**, to convert 5 metres (16ft) of residents' parking opposite the flank wall of Nos. 28 to 29 Stoneleigh Street situated in Treadgold Street, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). This would be the westernmost 5 metres of this residents' bay adjacent to the mandatory school keep clear marking. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (aaaa) on the north side of **Trellick Tower Estate**, to convert an RBKC Housing resident permit holders bay (No. 14) to a RBKC Housing disabled bay (DIS);
- (bbbb) on the north-west side of **Tregunter Road**, to convert 11.5 metres (38ft) of residents' parking opposite Nos. 1 to 3 Tregunter Road, to two electric vehicle charging bays. This is the westernmost 11.5 metres of residents' parking;
- (cccc) on the south-east side of **Uverdale Road**, to convert 5 metres (16ft) of residents' parking outside flank wall of No. 13 Tadema Road situated in Uverdale Road, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm and Saturday 8.30am to 6.30pm, maximum stay 12 hours, no return within 1 hour). This would be the easternmost 5 metres of this residents' bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (dddd) on the south-east side of **Vicarage Gardens**, to convert 6.6 metres (22ft) of residents' parking outside Nos. 14 and 15 Vicarage Gardens, to personalised disabled bay No. 792;
- (eeee) on the west side of **Victoria Road**, to convert 5 metres (16ft) of residents' parking opposite Nos. 73 to 75 Victoria Road, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). This would be the northernmost five metres of residents' parking bay adjacent to an existing bollard charger. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (ffff) on the north-east side of **Warwick Road**, to convert one Pay-by-phone visitor parking bay (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours) outside Durrels House, Warwick Road, to personalised disabled bay No. 785. This would be the northernmost Pay-by-phone bay, approximately 33 metres (108ft) north of the zebra crossing;
- (gggg) on the north-east side of **Warwick Road**, to convert personalised disabled bay (No. 696) opposite Kendall House, on Warwick Road, to 6 metres (20ft) of residents' parking;
- (hhhh) on the north-west side of the **Warwick Road** spur to the rear of the New Apostolic Church, to convert one Pay-by-phone visitor parking bay (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours), opposite the flank wall of No. 160 Warwick Road, to personalised disabled bay No. 788;



- (iiii) on the north-west side of **Westbourne Grove** to convert 5 metres (16ft) of residents' parking outside Denbigh House, Westbourne Grove, to a residents' lamp column electric vehicle charging bay (hours of control Monday to Friday 8.30am to 10pm and Saturday 8.30am to 1.30pm, maximum stay 12 hours, no return within 1 hour). This would be the easternmost five metres of residents' parking bay. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control when the bay would be available to anyone charging an electric vehicle;
- (jjjj) on the south-east side of **Westbourne Grove**, to convert 9 metres (30ft) of bus cage outside Nos. 245 and 247 Westbourne Grove to double yellow lines;
- (kkkkk) on the south-east side of **Westbourne Grove**, to convert a Pay-by-phone visitor parking bay (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours) outside Nos. 237 and 239 Westbourne Grove to 5 metres (16ft) of bus cage; and
- (lllll) to convert single yellow line waiting restriction situated at the following locations to double yellow lines waiting restrictions:
- i. on the south-west side of **Camden Hill Road**, opposite Nos. 144 and 146 Camden Hill Road, for a distance of 10 metres (33ft);
  - ii. on the south-west side of **Chelsea Bridge Road**, approximately 100 metres (328ft) north-west of its junction with Ebury Bridge Road, for a distance of 15 metres (49ft) north-westbound;
  - iii. on the north-east side of **Colville Road**, from its southern junction with Westbourne Grove for a distance of 11.5 metres (38ft) northwards;
  - iv. on the south-west side of **Colville Road**, from its junction with Westbourne Grove for a distance of 8.5 metres (28ft) northwards;
  - v. on the southern corner of the northern junction of **Colville Road** and **Westbourne Grove**, opposite Nos. 230 to 236 Westbourne Grove, for a distance of 6.5 metres (21ft);
  - vi. on the north-eastern side of **Denbigh Road**, outside the flank wall of No. 247 Westbourne Grove, situated in Denbigh Road, for a distance of 6 metres (20ft);
  - vii. on the south-western side of **Denbigh Road**, opposite the flank wall of No. 247 Westbourne Grove, situated in Denbigh Road for a distance of 12 metres (39ft);
  - viii. on the north-western corner of the junction of **Denbigh Road** and **Pencombe Mews**, for a distance of 6 metres (20ft);
  - ix. on the south-eastern corner of the junction of **Denbigh Road** and **Pencombe Mews**, for a distance of 7 metres (23ft);
  - x. on the north-east side of **Dovehouse Street**, opposite Nos. 117 to 131 Dovehouse Street, for a distance of 37 metres (121ft);
  - xi. on the north-east side of **Dovehouse Street**, opposite its junction with South Parade and No. 145 Dovehouse Street, for a distance of 26 metres (85ft) on the south-west side of **Dovehouse Street**, outside Nos. 145 to 153 Dovehouse Street, for a distance of 40 metres (131ft);
  - xii. on the south-west side of **Dovehouse Street**, from its junction with Dudmaston Mews, for a distance of 16 metres in a northerly direction;
  - xiii. on the southern corner of the junction of **Dovehouse Street** and **South Parade** outside Nos. 119 to 131 Dovehouse Street, for a distance of 26 metres (85ft);
  - xiv. on the north-east side of **Exmoor Street**, opposite Nos. 2 and 4 Exmoor Street, for a distance of 5 metres (16ft);
  - xv. on the north-west side of **Fulham Road**, outside the flank wall of No. 1 Pelham Crescent, and Nos. 2 to 6 Fulham Road, for 45 metres (148ft);
  - xvi. on the north-west side of **Fulham Road**, outside the flank wall of No. 27 Pelham Crescent, for 18 metres (59ft);
  - xvii. on the north-west side of **Fulham Road**, outside Rose Square (from the junction with Foulis Terrace to the entrance to Rose Square), for 62 metres (203ft);
  - xviii. on the north-west side of **Fulham Road**, from the flank wall of No. 34 Sumner Place to the entrance to Sydney Close, to No. 58 Fulham Road, for 71 metres (233ft). This is a traffic-order change only, as double yellow lines are already present on street;
  - xix. on the north-west side of **Fulham Road**, outside Nos. 80 to 92 Fulham Road, for 48 metres (157ft);
  - xx. on the north-west side of **Fulham Road**, outside Nos. 94 to 108 Fulham Road, for 50 metres (164ft);
  - xxi. on the north-west side of **Fulham Road**, outside Nos. 110 to 116 Fulham Road, for 25 metres (82ft);
  - xxii. on the north-west side of **Fulham Road**, outside No. 126 Fulham Road, for 9 metres (30ft);
  - xxiii. on the north-west side of **Fulham Road**, from the flank wall of 37 Cranley Gardens to the flank wall of 1 Elm Place, for 45 metres (148ft);

- xxiv. on the north-west side of **Fulham Road**, outside the southern wall of Evelyn Gardens, opposite Elm Park House, for 58 metres (190ft);
- xxv. on the north-west side of **Fulham Road**, outside Nos. 246 to 248 Fulham Road, for 13 metres (43ft);
- xxvi. on the north-west side of **Fulham Road**, outside Nos. 256 to 262 Fulham Road, for 37 metres (121ft);
- xxvii. on the north-west side of **Fulham Road**, outside Nos. 342 to 348 Fulham Road, for 20 metres (66ft);
- xxviii. on the south-east side of **Fulham Road**, outside Nos. 1 to 15 Keppel House, Fulham Road, for 37 metres (121ft);
- xxix. on the south-east side of **Fulham Road**, outside Nos. 105 to 109 Fulham Road, for 10.5 metres (34ft);
- xxx. on the south-east side of **Fulham Road**, outside Nos. 155 to 167 Fulham Road, and Pelham Court, for 18 metres (59ft);
- xxxi. on the south-east side of **Fulham Road**, outside the Outside Institute for Cancer Research, and Royal Brompton Hospital, for 76 metres (249ft);
- xxxii. on the south-east side of **Fulham Road**, outside the Western Synagogue Cemetery from the junction with Old Church Street to the junction with Dudmaston Mews, for 60 metres (197ft);
- xxxiii. on the south-east side of **Fulham Road**, outside Nos. 245 to 261 Fulham Road, for 50 metres (164ft);
- xxxiv. on the south-east side of **Fulham Road**, outside the flank wall of 112 Elm Park Gardens, for 18 metres (59ft);
- xxxv. on the south-east side of **Fulham Road**, outside Elm Park House, for 59 metres (194ft);
- xxxvi. on the eastern corner of the junction of **Glendower Place** and **Harrington Road**, for a distance of 35 metres (115ft);
- xxxvii. on the north side of **Holbein Place**, outside the flank wall of Sloane Square Underground Station, situated in Holbein Place, for a distance of 7.5 metres (25ft);
- xxxviii. on the east side of **Kensington Church Street**, outside Nos. 158 to 172 Kensington Church Street, for a distance of 30 metres (98ft);
- xxxix. on the north-west side of **Kensington High Street**, outside Phillimore Court, for 38 metres (125ft);
  - xl. on the north-west side of **Kensington High Street**, outside Nos. 160 to 188 Kensington High Street, for 84 metres (276ft);
  - xli. on the north-west side of **Kensington High Street**, outside Troy Court, Nos. 208 to 214 Kensington High Street, for 21 metres (69ft);
  - xlii. on the south-east side of **Kensington High Street**, outside Nos. 141 to 147 Kensington High Street, for 21 metres (69ft);
  - xliii. on the south-east side of **Kensington High Street**, outside Nos. 159 to 163 Kensington High Street, for 15 metres (49ft);
  - xliv. on the south-east side of **Kensington High Street**, outside Nos. 165 to 181 Kensington High Street, for 37 metres (121ft);
  - xlv. on the south-east side of **Kensington High Street**, outside Nos. 187 to 195 Kensington High Street, for 25 metres (82ft);
  - xlvi. on the south-east side of **Kensington High Street**, outside Nos. 219 to 223 Kensington High Street, for 14 metres (46ft);
  - xlvii. on the south-east side of **Kensington High Street**, at the junction with St. Mary Abbot's Place, for 8 metres (26ft);
  - xlviii. on the south-east side of **Kensington High Street**, outside Earl's Terrace for 17 metres (58ft) west of the end of the zig zags of the pedestrian crossing;
  - xliv. on the south-east side of **Kensington High Street**, outside No. 255 Kensington High Street, for 23 metres (75ft);
    - i. on the south-east side of **Kensington High Street**, outside Nos. 225 to 235 Kensington High Street, for 30 metres (98ft);
    - ii. on the north-west side of **King's Road**, outside Nos. 54 to 64 King's Road, for 29 metres (95ft);
    - iii. on the north-west side of **King's Road**, outside Nos. 68 to 70 King's Road, for 8 metres (26ft);
    - iiii. on the north-west side of **King's Road**, outside No. 72 King's Road, for 5 metres (16ft);
    - liv. on the north-west side of **King's Road**, outside Nos. 74 to 82 King's Road, for 28 metres (92ft);
    - lv. on the north-west side of **King's Road**, outside Nos. 316 to 318 King's Road, for 8 metres (26ft);

- lvi. on the north-west side of **King's Road**, outside Nos. 356 to 372 to 382 King's Road, for 37 metres (121ft);
  - lvii. on the north-west side of **King's Road**, outside Nos. 428 to 440 King's Road, for 49 metres (161ft);
  - lviii. on the north-west side of **King's Road**, outside Nos. 446 to 456 King's Road, for 39 metres (128ft);
  - lix. on the north-west side of **King's Road**, outside Nos. 458 to 464 King's Road, for 25 metres (82ft);
  - lx. on the north-west side of **King's Road**, outside No. 474 King's Road, for 11 metres (36ft);
  - lxi. on the north-west side of **King's Road**, outside Nos. 476 to 486 King's Road, for 31 metres (102ft);
  - lxii. on the north-west side of **King's Road**, outside Nos. 492 to 500 King's Road, for 40 metres (131ft);
  - lxiii. on the south-east side of **King's Road**, outside Nos. 219 to 231 King's Road, for 23 metres (75ft);
  - lxiv. on the south-east side of **King's Road**, outside No. 239 King's Road, for 12 metres (39ft);
  - lxv. on the south-east side of **King's Road**, outside Nos. 241 and 257 King's Road, for 48 metres (157ft);
  - lxvi. on the south-east side of **King's Road**, outside Nos. 301 and 303 King's Road, for 6 metres (20ft);
  - lxvii. on the south-east side of **King's Road**, outside Nos. 331 to 343 King's Road, for 24 metres (78ft);
  - lxviii. on the south-east side of **King's Road**, outside Nos. 389 to 393 King's Road, for 23 metres (75ft);
  - lxix. on the south-east side of **King's Road**, outside No. 413 King's Road, for 6 metres (20ft);
  - lxx. on the south-east side of **King's Road**, situated to the rear of Nos. 28 and 29 Ann Lane situated on King's Road, for 8 metres (26ft);
  - lxxi. on the south-east side of **King's Road**, outside Nos. 441 to 457 King's Road, for 15 metres (49ft);
  - lxxii. on the south-east side of **King's Road**, outside Nos. 467 to 487 King's Road, for 26 metres (85ft);
  - lxxiii. on both sides of **Lionel Mews**, outside the garage to the rear of Nos. 1 and 3 Telford Road, situated in Lionel Mews, for a distance of 49 metres (161ft);
  - lxxiv. on the south-east side of **Logan Place**, at the rear of Nos. 7 to 10 Logan Mews, situated in Logan Place, for a distance of 24.5 metres (80ft);
  - lxxv. on the north-western and south-western sides of the traffic island in **Lowndes Square**, south of the junction with William Street, for a distance of 13.5 metres (45ft);
  - lxxvi. on the south-east side of **Munro Mews**, opposite Nos. 22 and 24 Munro Mews, for a distance of 6 metres (20ft);
  - lxxvii. on the north and east sides of **Old Court Place**, outside No. 9 Old Court Place, for a distance of 12 metres (39ft);
  - lxxviii. on the east side of **Sloane Street**, outside No. 149 Sloane Street, for a distance of 16 metres (52ft). The existing loading restriction which prohibits loading between 12pm to 6.30pm Monday to Friday would remain unaffected;
  - lxxix. on the south-east side of **Vicarage Gate**, outside the entrance to the underground car park of Vicarage Gate House, in Vicarage Gate, for a distance of 10 metres (33ft); and
  - lxxx. on the south-east side of **Walton Street**, outside Nos. 49 to 53 Walton Street, for a distance of 13 metres (43ft);
- (mmmmm) to modify the traffic order definitions of certain other parking places and waiting restrictions so they better reflect what is currently on the ground (there would be no change to the way these restrictions and parking places currently operate on-street); and
- (nnnnn) to make a clerical change relating to the pay on street tariff areas applicable to Vicarage Gate, to reflect the current on-street charges.

3. A copy of the Orders and other documents may be obtained via email by contacting [trafficorders@rbkc.gov.uk](mailto:trafficorders@rbkc.gov.uk) or by contacting Chris Eales by telephone on 020 7361 2553 quoting reference "Feb 23 Misc" and can be inspected at the Customer Service Centre, Kensington and Chelsea Town Hall, Hornton Street, London, W8 7NX during normal office hours on Mondays to Fridays inclusive.
4. Anyone wishing to support or object to any of the proposals or make any other representations in respect of them, should send a statement in writing to that effect, and in the case of an objection, stating the grounds thereof to the Council, by email to: [trafficorders@rbkc.gov.uk](mailto:trafficorders@rbkc.gov.uk) or by post to: Traffic Orders, Transport Policy,

Room 308, Council Offices, 37 Pembroke Road, London, W8 6PW, quoting reference "Feb 23 Misc" by **22<sup>nd</sup> March 2023**.

5. Under the Local Government (Access to Information) Act 1985, any letter you write to the Council in response to this Notice may be made available to the press and to the public, who would be entitled to take copies of it if they so wished.

Dated 8<sup>th</sup> February 2023

**MEHMET MAZHAR**  
Director of Transport and Regulatory Services