

ROYAL BOROUGH OF KENSINGTON AND CHELSEA

PROPOSED MISCELLANEOUS PARKING AND WAITING RESTRICTIONS AND ARTICLE AND SCHEDULE CHANGES NECESSARY FOR THE INTRODUCTION OF CYCLE HANGAR PARKING PLACES AND RESIDENTS' LAMP COLUMN ELECTRIC VEHICLES CHARGING PARKING PLACES AND THE REMOVAL OF PROVISIONS RELATING TO RESIDENTS' ELECTRIC VEHICLE CHARGING PLACES

Allen Street, Ashburn Place, Aubrey Road, Beaufort Street, Blenheim Crescent, Bonchurch Road, Bramerton Street, Chesterton Road, Clanricarde Gardens, Coulson Street, Cranley Gardens, Dilke Street, Drayton Gardens, Elgin Crescent, Elm Park Gardens, Elm Park Road, Elystan Street, Exmoor Street, Gloucester Road, Gore Street, Grenville Place, Harriet Walk, Holland Park, Hollywood Road, Kensal Road, Kensington Park Road, Ladbroke Grove, Ladbroke Road, Lansdowne Mews, Lansdowne Road, Lansdowne Walk, Lonsdale Road, Margaretta Terrace, Moore Street, Nevern Place, Nevern Road, Norland Road, Old Court Place, Pangbourne Avenue, Pavilion Road, Princes Place, Radnor Walk, Russell Gardens Mews, Scarsdale Villas, Shrewsbury Street, St Loo Avenue, St Michael's Gardens, Stanhope Gardens, Sunbeam Crescent, Sydney Street, Talbot Road, Tregunter Road, Walmer Road, Warwick Road, West Eaton Place, Westbourne Grove, Westgate Terrace and Wornington Road

*The Kensington and Chelsea (Free Parking Places, Loading Bays and Waiting, Loading and Stopping Restrictions) (Amendment No. *) Order 2022 and The Kensington and Chelsea (Charged-For Parking Places) (Amendment No. *) Order 2022.*

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 north-east side of **Allen Street**, to convert 6.6 metres (22ft) of residents' parking outside No. 1 to 24 Allen House, situated in Allen Street, to personalised disabled bay No. 750. Should the personalised disabled bay no longer be required, it would be converted back to residents' parking;
 - (b) on the north-east side of **Allen Street**, to convert a Pay-by-phone visitor parking bay (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours) outside Nos. 1 to 24 Allen House, situated in Allen Street, to 6 metres (20ft) of residents' parking;
 - (c) on the south-west side of **Allen Street**, to convert 5 metres (16ft) of residents' parking outside Nos. 1 to 10 Wynnstay Gardens, situated in Allen Street, to a Pay-by-phone visitor parking bay (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours);
 - (d) on the north-east side of **Ashburn Place**, to convert car club bay No. 214 outside No. 40 Ashburn Place to 5 metres (16ft) of residents' parking;
 - (e) on the south-west side of **Aubrey Road**, to convert 3 metres (10ft) of single yellow line (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) outside Aubrey Lodge immediately south of the residents' bay, on Aubrey Road, to a cycle hangar bay;
 - (f) on the south-west side of **Beaufort Street**, to convert 3 metres (10ft) of residents' parking outside Nos. 9 to 16 Beaufort Mansions, situated in Beaufort Street, to a cycle hangar bay;
 - (g) on the north-west side of **Blenheim Crescent**, to convert 3 metres (10ft) of residents' parking opposite No. 131 Blenheim Crescent to a cycle hangar bay;
 - (h) on the north-west side of **Bonchurch Road**, to convert car club bay No. 202 approximately 35 metres (115ft) north-east of its junction with Portobello Road to 5 metres (16ft) of residents' parking;
 - (i) on the south-west side of **Bramerton Street**, to convert car club bay No. 209 outside the flank wall of No. 241 King's Road, situated in Bramerton Street, to 5 metres (16ft) of residents' parking;
 - (j) on the south-east side of **Chesterton Road**, to convert 3 metres (10ft) of car club bay No. 241 outside No. 155 Chesterton Road to a cycle hangar bay;
 - (k) on the south-east side of **Chesterton Road**, to convert to convert 2.5 metres (8ft) of car club bay No. 241 outside No. 155 Chesterton Road to residents' parking;
 - (l) on the west side of **Clanricarde Gardens**, to convert 2.5 metres (8ft) of residents' parking outside No. 48 Clanricarde Gardens to an on-carriageway bicycle stand bay;
 - (m) on the south-east side of **Coulson Street**, to convert 5 metres of single yellow line (hours of control Monday to Saturday 8.30am to 6.30pm) outside the flank wall of No. 14 Lincoln Street, situated in Coulson Street, to one Pay-by-phone visitor parking space (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours,);
 - (n) on the south-east side of **Coulson Street**, to convert 4 metres (13ft) of a Pay-by-phone visitor parking bay (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours,) outside No. 11 Coulson Street to residents' parking;

- (o) on the south-east side of **Coulson Street**, to convert 1 metre (3ft) of a Pay-by-phone visitor parking bay (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours) outside No. 11 Coulson Street to single yellow line (hours of control Monday to Saturday 8.30am to 6.30pm);
- (p) on the south-west side of **Cranley Gardens**, to convert car club bay No. 216 outside Nos. 4 and 6 Cranley Gardens, to 5 metres (16ft) of residents' parking;
- (q) on the north side of **Dilke Street**, to convert 6 metres of 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) and 0.6 metres (2ft) of single yellow line (Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) opposite Nos. 5 and 6 Dilke Street, to personalised disabled bay No. 757. Should the personalised disabled bay no longer be required, it would be converted back to residents' parking;
- (r) on the south-west side of **Drayton Gardens**, to convert car club bay No. 235 outside No. 44 Drayton Gardens to 5 metres (16ft) of residents' parking;
- (s) on the south-east side of **Elgin Crescent**, to convert personal disabled bay No. 628 outside Nos. 67 to 69 Elgin Crescent to 6.6 metres (22ft) of residents' parking;
- (t) on the north-east side of **Elm Park Gardens**, to convert car club bay No. 244 outside No. 1 Elm Park Gardens to 5 metres (16ft) of residents' parking;
- (u) on the north-east side of **Elm Park Gardens**, to convert 10 metres (33ft) of residents' parking outside No. 5 Elm Park Gardens to two electric vehicle charging bays;
- (v) on the south-east side of **Elm Park Road**, to convert 5 metres (16ft) of residents' parking outside No. 76 Elm Park Road to an on-carriageway bicycle stand bay;
- (w) on the north-east side of **Elystan Street**, to convert car club bay No. 205 outside Nos. 1 to 12 Crown Lodge, situated in Elystan Street, to 5 metres (16ft) of residents' parking;
- (x) on the north-east side of **Exmoor Street**, to convert 6.1 metres (20ft) of residents' parking outside No. 5 Exmoor Street to personalised disabled bay No. 530;
- (y) on the north-east side of **Exmoor Street**, to convert personalised disabled bay No. 530 outside No. 5 Exmoor Street to 5.5 metres of residents' parking;
- (z) on the east side of **Gloucester Road**, to convert two Pay-By-Phone visitor bays (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours) outside the flank wall of Nos. 1 to 7 Queen's Gate Gardens to two electric vehicle charging bays;
- (aa) on the west side of **Gloucester Road**, to convert car club bay No. 230 outside No. 96 Gloucester Road to 5 metres (16ft) of residents' parking;
- (bb) on the east side of **Gore Street**, to convert car club bay No. 232 outside the flank wall of No. 21 Elvaston Place, situated in Gore Street, to one electric vehicle charging bay;
- (cc) on the east side of **Gore Street**, to convert 5 metres (16ft) of residents' parking outside the flank wall of No. 21 Elvaston Place, situated in Gore Street, to one electric vehicle charging bay;
- (dd) on the east side of **Grenville Place**, to convert car club bay No. 231 outside the flank wall of No. 83 Cornwall Gardens, situated in Grenville Place, to 5 metres (16ft) of residents' parking;
- (ee) on the east side of **Grenville Place**, to convert 10 metres (33ft) of residents' parking outside No. 18 Grenville Place to two electric vehicle parking bays;
- (ff) on the west side of **Harriet Walk**, to convert 7 metres (23ft) of Pay-by-phone visitor parking (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours) outside Nos. 1 to 68 Richmond Court, situated in Harriet Walk, to an on-carriageway bicycle stand bay. This is the northernmost bay in the bank, nearest the boundary wall of Richmond Court and No. 207 Sloane Street;
- (gg) on the north-west side of **Holland Park**, to convert 3 metres (10ft) of residents' parking at the northern end of the residents' bay outside No. 35 Holland Park to a cycle hangar bay;
- (hh) on the south-west side of **Hollywood Road**, to convert 6.6 metres (22ft) of residents' parking outside Nos. 1 to 10 Hollywood Court, situated in Hollywood Road, to personalised disabled bay No. 758. Should the personalised disabled bay no longer be required, it would be converted back to residents' parking;
- (ii) on the north-east side of **Kensal Road**, to convert 10 metres (33ft) of Zebra Crossing and Pedestrian Zig Zags outside 190 Kensal Road to double yellow lines;
- (jj) on the north-east side of **Kensal Road**, to convert 10 metres (33ft) of double yellow line outside the rear of Nos. 1 and 2 Tollbridge Close, situated on Kensal Road, to Zebra Crossing and Pedestrian Zig Zags;
- (kk) on the south-west side of **Kensal Road**, to convert 10 metres (33ft) of Zebra Crossing and Pedestrian Zig Zags outside 175-177 Kensal Road to double yellow lines;
- (ll) on the south-west side of **Kensal 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 10 hours) opposite the rear of No. 2 Tollbridge Close, situated on Kensal Road to 5 metres (16ft) of Zebra Crossing and Pedestrian Zig Zags;

- (mm) on the south-west side of **Kensal Road**, to convert 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) opposite the rear of No. 1 Tollbridge Close, situated on Kensal Road, to Zebra Crossing and Pedestrian Zig Zags;
- (nn) on the central of the carriageway of **Kensington Park Road**, to permanently introduce an electric scooter and dockless parking bay that is 5 metres (16ft) x 2.5 metres (8ft) adjacent to the flank wall of No. 2 Horbury Crescent, currently marked on-street as an electric-scooter bay under an experimental order;
- (oo) on the north-east side of **Kensington Park Road**, to convert 6.6 metres (22ft) of residents' parking outside No. 46 Kensington Park Road to personalised disabled parking bay No. 756. Should the personalised disabled bay no longer be required, it would be converted back to residents' parking;
- (pp) on the south-west side of **Ladbroke Grove**, to convert personalised disabled bay No. 706 outside No. 255 Ladbroke Grove to 6.6 metres (22ft) of residents' parking;
- (qq) on the south side of **Ladbroke Road**, to convert car club bay No. 229 outside No. 13 Ladbroke Road to 5 metres (16ft) of residents' parking;
- (rr) on the south-west side of **Lansdowne Road**, to convert car club bay No. 226 outside No. 29 Lansdowne Road, to 5 metres (16ft) of residents' parking;
- (ss) on the south-east side of **Lansdowne Walk**, to convert car club bay No. 227 outside No. 1 Lansdowne Walk to 5 metres (16ft) of residents' parking;
- (tt) on the south-east side of **Lonsdale Road**, to convert car club bay No. 213 outside the flank wall of No. 8 Colville Road, situated in Lonsdale Road, to a Pay-by-phone visitor parking bay (hours of control Monday to Friday 8.30am-6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours);
- (uu) on the north-east side of **Margaretta Terrace**, to convert personalised disabled bay No. 273 outside No. 15 Margaretta Terrace, to 6.6 metres (22ft) of residents' parking;
- (vv) on the north-east side of **Moore Street**, to convert 4 metres (13ft) of single yellow line (Monday to Saturday 8.30am to 6.30pm) outside the flank wall of Nos, 61 to 63 Cadogan Street, situated in Moore Street, to residents' parking;
- (ww) on the south-west side of **Moore Street**, to convert 5.5 metres (18ft) single yellow line (hours of control Monday to Saturday 8.30am to 6.30pm) outside No. 1a Moore Street to one Pay-by-phone visitor parking bay (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 4 hours) and resize the existing adjacent Pay-by-phone visitor bays outside No. 1A Moore Street, to leave three similarly sized Pay-by-phone visitor bays of 6 metres (20ft) in length;
- (xx) on the south-east side of **Nevern Place**, to convert 3 metres (10ft) of on-carriageway bicycle bay outside No. 1 Nevern Place and 1 metre (3ft) of car club bay No. 218 outside No. 3 Nevern Place to a visitor motorcycle parking bay (hours of control Monday to Saturday 8.30am to 6.30pm);
- (yy) on the south-east side of **Nevern Place**, to convert 4 metres (13ft) of car club bay No. 218 outside No. 3 Nevern Place to an on-carriageway bicycle bay;
- (zz) on the north-east side of **Nevern Road**, to convert 3 metres (10ft) of residents' parking at the southern end of the residents' bay outside the flank wall of Nos. 52 and 53 Nevern Square, situated in Nevern Road, to a cycle hangar bay;
- (aaa) on the south-west side of **Nevern Road**, to convert 6.6 metres of residents' parking outside No. 17 Nevern Road to personalised disabled bay No. 749. Should the personalised disabled bay no longer be required, it would be converted back to residents' parking;
- (bbb) on the pedestrianised southern arm of **Norland Road**, to introduce a pedestrian and cycle zone that would prohibit all traffic from the road, except for cyclists, vehicles used by the emergency services and vehicles required for emergency work carried out by utility companies;
- (ccc) on the north-east side of **Pangbourne Avenue**, to convert car club bay No. 217 outside No. 134 Pangbourne Avenue, to 5 metres (16ft) of residents' parking;
- (ddd) on the east side of **Pavilion Road**, to convert 6 metres (20ft) of visitor solo motorcycle bay (hours of control Monday to Saturday 8.30am to 6.30pm) outside Nos. 9 to 15 Pavilion Road to single yellow line (hours of control Monday to Saturday 8am to Midnight);
- (eee) on the east side of **Pavilion Road**, to convert 7 metres (23ft) of residents' parking opposite the junction with Rysbrack Street to a visitor solo motorcycle bay (hours of control Monday to Saturday 8.30am to 6.30pm);
- (fff) on the south-east side of **Princes Place**, to convert 4.5 metres (15ft) of residents' parking outside Nos. 48 to 49 Princes Place to an on-carriageway bicycle stand bay;
- (ggg) on the north-east side of **Radnor Walk**, to convert car club bay No. 240 outside the flank wall of No. 115 King's Road, situated in Radnor Walk, to 5 metres (16ft) of residents' parking;
- (hhh) on the north-east side of **Russell Gardens Mews**, to convert 5 metres (16ft) of residents' parking opposite Nos. 29 and 31 Russell Gardens Mews to double yellow lines;
- (iii) on the north-west side of **St Loo Avenue**, to convert car club bay No. 211 outside Nos. 1 to 10 St Loo Court, situated in St Loo Avenue, to one electric vehicle charging bay;
- (jjj) on the north-west side of **St Loo Avenue**, to convert 5 metres (16ft) of residents' parking outside Nos. 1 to 10 St Loo Court, situated in St Loo Avenue, to one electric vehicle parking bay;

- (kkk) on the south-east side of **St Michael's Gardens**, to convert 3 metres (10ft) of resident's parking at the westernmost end of the residents' bay outside the flank wall of No. 218 Ladbroke Grove, situated in St Michael's Gardens, to a cycle hangar bay;
- (lll) on the north-west side of **Scarsdale Villas**, to convert car club bay No. 203 outside the flank wall of No. 65 Earl's Court Road, situated in Scarsdale Villas, to one Pay-by-phone visitor parking bay (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours);
- (mmm) on the south-east side of **Shrewsbury Street**, to convert 6.6 metres (22ft) of residents' parking outside No. 53 Shrewsbury Street to personalised disabled bay No. 753. Should the personalised disabled bay no longer be required, it would be converted back to residents' parking;
- (nnn) on the south-west side of **Shrewsbury Street**, to convert personalised disabled bay No. 249 outside No. 2a to f Shrewsbury Street to 6.6 metres (22ft) of residents' parking;
- (ooo) on the north-east side of **Stanhope Gardens**, to convert one echelon residents' parking bay opposite No. 56 Stanhope Gardens to a diplomatic parking bay (at all times);
- (ppp) on the south side of **Sunbeam Crescent**, to convert one echelon residents' parking space opposite No. 40 Sunbeam Crescent to personalised disabled bay No. 752. Should the personalised disabled bay no longer be required, it would be converted back to residents' parking;
- (qqq) on the south-west side of **Sydney Street**, to convert car club bay No. 246 outside No. 13 Sydney Street to 5 metres (16ft) of residents' parking;
- (rrr) on the south-east side of **Talbot Road**, to permanently 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), currently marked on-street as an electric-scooter bay under an experimental order, outside No. 105 to 107 Talbot Road, to 5.5 metres (18ft) of electric scooter and dockless bicycle parking bay;
- (sss) on the north-west side of **Tregunter Road**, to convert car club bay No. 236 outside No. 46 Tregunter Road to 5 metres (16ft) of residents' parking;
- (ttt) on the south-west side of **Walmer Road**, to permanently convert 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), currently marked on-street as an electric-scooter bay under an experimental order, adjacent to No. 31 Kenley Walk, situated in Walmer Road, to an electric scooter and dockless bicycle parking bay;
- (uuu) on the north-east side of **Warwick Road**, to convert 6.6 metres (22ft) of residents' parking outside No. 1 to 86 Durrels House, situated on Warwick Road, to personalised disabled bay No. 754. Should the personalised disabled bay no longer be required, it would be converted back to residents' parking;
- (vvv) on the north-east side of **Warwick Road**, to convert 4 metres (13ft) of residents' parking outside Nos. 1 to 86 Durrels House, situated in Warwick Road, to visitor solo motorcycle parking (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm);
- (www) on the north-east side of **Warwick Road**, to convert 6.6 metres (22ft) of residents' parking outside Nos. 1 to 86 Durrels House, situated on Warwick Road, to personalised disabled bay No. 740. This is the southernmost section of the residents' bay. Should the personalised disabled bay no longer be required, it would be converted back to residents' parking;
- (xxx) on the north-east side of **Warwick Road**, to convert personalised disabled bay No. 740 outside Nos. 1 to 86 Durrels House, situated on Warwick Road, to 6.6 metres of residents' parking;
- (yyy) on the north-west side of **West Eaton Place**, to convert 6.6 metres (22ft) of residents' parking outside Nos. 1 and 3 West Eaton Place to personalised disabled bay No. 755. Should the personalised disabled bay no longer be required, it would be converted back to residents' parking;
- (zzz) on the north-west side of **Westbourne Grove**, to convert 3 metres (10ft) of residents' parking directly in front of the existing taxi rank outside Portobello Court, situated in Westbourne Grove, to double yellow lines;
- (aaaa) on the south-west side of **Westgate Terrace**, to convert car club bay No. 237 outside the flank wall of No. 47 Redcliffe Square, situated in Westgate Terrace, to 5 metres (16ft) of residents' parking;
- (bbbb) on the north-east side of **Wornington Road**, to convert 6.6 metres (22f) of residents' parking outside Nos. 186 to 196 Wornington Road to personalised disabled bay No. 751. Should the personalised disabled bay no longer be required, it would be converted back to residents' parking;
- (cccc) to convert single yellow line waiting restriction situated at the following locations to double yellow lines waiting restrictions:
 - i. on the north-west side of **Lansdowne Mews**, opposite the garage entrance of No. 3 Greens Court, situated in Lansdowne Mews for a distance of 7 metres (23ft); and
 - ii. on the south-east side of **Old Court Place**, outside Nos. 2 to 6 Old Court Place and the flank wall of No. 8 for a distance of 16 metres (52ft);
- (dddd) 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 restrictions and parking places currently operate);
- (eeee) to amend the Articles of the Charged-For Parking Places parent Order to correct an existing drafting error relating to an Article reference within that document;

- (ffff) to introduce provisions in the Free Parking Places and Waiting, Loading and Stopping Restrictions parent Order necessary for the introduction of cycle hangar parking places;
- (gggg) to remove all provisions from the Charged-For Parking Places parent Order relating to residents' electric vehicle charging places; and
- (hhhh) to introduce provisions in the Charged-For Parking Places parent Order necessary for the introduction of residents' lamp column electric vehicles charging parking places.
[Note: residents' lamp column electric vehicles charging parking places are being proposed separately].
3. NOTICE IS HEREBY GIVEN that the Council proposes, under section 23 of the Road Traffic Regulation Act 1984, to relocate a zebra pedestrian crossing in **Kensal Road**, east of the junction with Wedlake Street, 10 metres (33ft) further to the east. Associated zig-zag markings would be placed on the carriageway either side of the crossing in accordance with the Zebra, Pelican and Puffin Pedestrian Crossing Regulations and Directions 1997 and these will indicate "at any time" restriction on waiting by vehicles, including waiting for the purposes of loading or unloading goods from a vehicle.
4. A copy of the Orders and other documents may be obtained via email by contacting trafficorders@rbkc.gov.uk or by contacting Chris Eales by telephone on 020 7361 2553 quoting reference "Jan 22 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.
5. Anyone wishing to 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 or by post to: Traffic Orders, Transport Policy, Room 308, Council Offices, The Royal Borough of Kensington and Chelsea, 37 Pembroke Road, London, W8 6PW, quoting reference "Jan22Misc" by **23rd February 2022**.
6. 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 12th January 2022

MEHMET MAZHAR

Director of Transport and Regulatory Services