

ROYAL BOROUGH OF KENSINGTON AND CHELSEA

PROPOSED MISCELLANEOUS PARKING AND WAITING RESTRICTIONS

Addison Avenue, Addison Road, Arundel Gardens, Bard Road, Basil Street, Beaufort Street, Blenheim Crescent, Brunswick Gardens, Cavaye Place, Chelsea Bridge Road, Chesterton Road, Cheyne Row, Christchurch Street, Clarendon Cross, Clarendon Road, Darfield Way, De Vere Gardens, Draycott Avenue, Duchess of Bedford's Walk, Eardley Crescent, Edith Grove, Egerton Terrace, Elkstone Road, Exmoor Street, Fernshaw Road, Finborough Road, Flood Street, Hazlewood Crescent, Holland Park, Ifield Road, Kemsford Gardens, Kensal New Town Estate, Kensington Court, Kensington Square, Ladbroke Crescent, Lansdowne Crescent, Launceston Place, Lennox Gardens, Lexham Mews, Longridge Road, Lower Addison Gardens, Lower Sloane Street, Melbury Road, Nevern Square, Onslow Square, Pavilion Road, Peel Street, Pembridge Place, Penzance Place, Phillimore Gardens, Pimlico Road, Pottery Lane, Queen's Gate, Queen's Gate Gardens, Redcliffe Road, Redcliffe Square, Royal Hospital Road, St Mark's Road, Shalcomb Street, Shrewsbury Street, Sloane Street, Southern Row, Stafford Terrace, Sutton Way, Sydney Place, Thurloe Street, Tite Street, Uverdale Road, Vicarage Gate, Walmer Road and Whitehead's Grove

*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 **Addison Avenue**, to convert the northernmost three metres (10ft) of a solo visitor motorcycle bay (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) outside the flank wall of 168 Holland Park Avenue, situated in Addison Avenue, to a cycle hangar bay;
 - (b) on the north-east side of **Addison Road**, to convert 3 metres (10ft) of residents' parking from a point 23 metres (75ft) south of the vehicular entrance to Woodsford Square to a point 26 (85ft) metres south of the vehicular entrance to Woodsford Square, to a cycle hangar bay. This would be the first three metres of this residents' parking bay, adjacent to the single yellow line;
 - (c) on the north-west side of **Arundel Gardens**, to convert 3 metres (10ft) of residents' parking outside the flank wall of No. 6 Arundel Gardens, adjacent to the single yellow line, to a cycle hangar bay;
 - (d) on the south-west side of **Bard Road**, to convert one accessible permit bay (hours of control: Monday to Friday 10am to 6.30pm and Saturday 8.30am to 1.30pm) and 1 metre (3ft) of double yellow lines outside Cian House, No. 10 Bard Road, to a Blue Badge disabled bay (hours of control: Monday to Friday 8.30am to 6.30pm, maximum stay 4 hours. No maximum stay outside these times);
 - (e) on the south-west side of **Bard Road**, to convert four accessible permit bays (hours of control: Monday to Friday 10am to 6.30pm and Saturday 8.30am to 1.30pm) from a point 7 metres (23ft) north of Cian House, No. 10 Bard Road, to a point 29 metres (95ft) north of Cian House, No. 10 Bard Road, to single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm);
 - (f) on the south-east side of **Basil Street**, to convert doctor's permit bay (No. D01) (hours of control: Monday to Friday 8.30am to 10pm and Saturday 8.30am to 6.30pm) outside No.7 Basil Street, to 6 metres (20ft) of single yellow line (hours of control Monday to Saturday 8.30am to 6.30pm);
 - (g) on the south-east side of **Basil Street**, to convert 5 metres (16ft) of residents' parking outside No.13 Basil Street, to doctor's permit bay (No. D01) (hours of control: Monday to Friday 8.30am to 10pm and Saturday 8.30am to 6.30pm);
 - (h) on the south-west side of **Beaufort Street**, to convert 6.6 metres (22ft) of residents' parking outside Nos. 9 to 16, Beaufort Mansions, situated in Beaufort Street, to personalised disabled bay No. 772;
 - (i) on the north-west side of **Blenheim Crescent**, to convert car club bay No. 212 outside No. 2 Blenheim Crescent to 5 metres (16 ft) of residents' parking;
 - (j) on the north-east side of **Brunswick Gardens**, to convert car club bay No. 32 opposite the flank wall of No. 8 Vicarage Gate, situated in Brunswick Gardens, to an electric vehicle charging bay;
 - (k) on the north-east side of **Brunswick Gardens**, to convert 5.5 metres (18ft) of residents' parking adjacent to the car club bay, opposite the flank wall of No. 8 Vicarage Gate, situated in Brunswick Gardens, to an electric vehicle charging bay;
 - (l) on the north-east side of **Brunswick Gardens**, to convert 5 metres (16ft) of residents' parking outside the flank wall of No. 1 Inverness Gardens, situated in Brunswick Gardens, to a Pay-by-

- phone visitor bay (hours of control: Monday to Friday 8.30am-6.30pm and Saturday 8.30am-1.30pm, max stay 4 hours). This would be next to the newly created electric vehicle charging bays;
- (m) on the south-west side of **Brunswick Gardens**, to convert the southernmost Pay-by-phone visitor bay (hours of control: Monday to Friday 8.30am-6.30pm and Saturday 8.30am-1.30pm, max stay 4 hours) outside the flank wall of No. 8 Vicarage Gardens, situated in Brunswick Gardens, to car club bay No. 32;
 - (n) on the south-west side of **Chelsea Bridge Road**, to convert 17 metres (56ft) of bus stop marking from opposite a point 36 metres (118ft) southeast of the vehicular entrance to Chelsea Barracks on Chelsea Bridge Road to opposite a point 53 metres (174ft) southeast of the vehicular entrance, to Chelsea Barracks on Chelsea Bridge Road, to double yellow lines and at any time loading restrictions;
 - (o) on the south-west side of **Chelsea Bridge Road**, to convert 2.5 metres (8ft) of bus stop marking opposite a point 34 metres (112ft) southeast of the vehicular entrance to Chelsea Barracks on Chelsea Bridge Road to opposite a point 36.5 (120ft) metres southeast of the vehicular entrance to Chelsea Barracks on Chelsea Bridge Road, to pedestrian zig zag markings;
 - (p) on the south-west side of **Chelsea Bridge Road**, to convert 23 metres (75ft) of double yellow lines and at any time loading restrictions opposite a point 59 metres (194ft) southeast of the vehicular entrance to Chelsea Barracks on Chelsea Bridge Road to opposite a point 82 metres (269ft) southeast of the vehicular entrance to Chelsea Barracks on Chelsea Bridge Road, to bus stop marking;
 - (q) on the south-west side of **Chelsea Bridge Road**, to convert 29 metres (95ft) of double yellow lines and at any time loading restrictions opposite a point 5 metres (16ft) southeast of the vehicular entrance to Chelsea Barracks on Chelsea Bridge Road to opposite a point 34 metres (112ft) southeast of the vehicular entrance to Chelsea Barracks on Chelsea Bridge Road, to pedestrian crossing and pedestrian zig zag markings;
 - (r) on the south-east side of **Chesterton 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 the flank wall of No. 34 St Mark's Road, situated in Chesterton Road, to a cycle hangar bay;
 - (s) on the south-east side of **Chesterton Road**, to convert car club bay No. 241 outside No. 155 Chesterton Road, to 5 metres (16ft) of residents' parking;
 - (t) on the north-east side of **Cheyne Row**, to convert 5 metres (16ft) of residents' parking, outside the flank wall of No. 49 Cheyne Walk, situated in Cheyne Row, to single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm);
 - (u) on the north-east side of **Cheyne Row**, to convert 8 metres (26ft) of double yellow lines outside the flank wall of No. 49 Cheyne Walk, situated in Cheyne Row, to single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm);
 - (v) on the north-west side of **Christchurch Street**, to convert personalised disabled bay No. 640 outside the flank wall of No. 6 Tite Street, situated in Christchurch Street, to 6 metres (20ft) of residents' parking;
 - (w) on the south-east side of **Clarendon Cross**, 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 No.1c Clarendon Cross to a cycle hangar bay. This would be the first three metres of single yellow line adjacent to the residents' parking bay;
 - (x) on the south-west side of **Clarendon Road**, to convert 3 metres (10ft) of residents' parking from a point 6 metres (20ft) south of the junction with Dulford Street to a point 9 metres (30ft) south of the junction with Dulford Street, to a cycle hangar bay. This would be the first three metres of this residents' parking bay;
 - (y) on the south side of **Darfield Way**, to convert 10 metres (33ft) of residents' parking opposite Goodrich Court, Darfield Way, to two electric vehicle charging bays. This would be the first ten metres of parking adjacent to the single yellow line;
 - (z) on the west side of **De Vere Gardens**, to convert personalised disabled bay No. 565 outside Hale House, No. 34 De Vere Gardens, to 6 metres (20ft) of residents' parking;
 - (aa) on the south-west side of **Draycott Avenue**, to convert 6.6 metres (22ft) of residents' parking outside Nos. 1 to 12 Avenue Court, Draycott Avenue, to personalised disabled bay No. 765;
 - (bb) on the south-west side of **Eardley Crescent**, to convert first 3 metres (10ft) of residents' parking outside 1 Eardley Crescent to a cycle hangar bay;
 - (cc) on the south-west side of **Edith Grove**, to convert personalised disabled bay No. 691 outside Nos. 108 and 110 Edith Grove, to 6.6 metres (22ft) of residents' parking;
 - (dd) on the south-west side of **Egerton Terrace**, to convert car club bay No. 106 opposite No. 17 Egerton Terrace to a Pay-by-phone visitor parking bay (hours of control: Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours);
 - (ee) on the north side of **Elkstone Road**, to convert four 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) opposite Nos. 29 to 31 Elkstone Road, to 20 metres (66ft) of residents' parking. This would be the first four Pay-by-phone visitor parking bays, adjacent to the single yellow line;
- (ff) on both sides of **Exmoor Street**, to introduce double yellow lines for a distance of 8 metres (26ft) on both sides of the entrance to the gates of RBKC Housing Balfour of Burleigh Estate, situated in between No. 17 Exmoor Street and Nos. 37 to 42 Balfour House;
- (gg) on the north-east side of **Fernshaw Road**, to convert car club bay No. 245 outside the flank of No. 1 Edith Terrace, situated in Fernshaw Road, to 5 metres (16 ft) of residents' parking;
- (hh) on the north-east side of **Finborough Road**, to convert one Pay-by-phone visitor parking bay (hours of control: Monday to Saturday 8.30am to 6.30pm, maximum stay 4 hours) outside Nos. 101 and 103 Finborough Road, to personalised disabled bay No. 767;
- (ii) on the north-east side of **Finborough Road**, to convert one Pay-by-phone visitor parking bay (hours of control: Monday to Saturday 8.30am to 6.30pm, maximum stay 4 hours) outside No. 105 Finborough Road, to residents' parking;
- (jj) on the south-west side of **Flood Street**, to convert car club bay No. 239 outside Nos. 1 to 2 Honiton House, Flood Street to a Pay-by-phone visitor parking bay (hours of control: Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours);
- (kk) on the north side of **Hazlewood Crescent**, 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) outside Nos. 101 to 223 Holmefield House, Hazlewood Crescent, to 12 metres (39 ft) of double yellow lines;
- (ll) on the north side of the northern arm of **Holland Park**, to convert two diplomatic parking bays (at all times) outside No. 66 Holland Park, to 11 metres (36ft) of residents' parking;
- (mm) on the east side of **Holland Park**, to convert one echelon residents' parking space opposite No. 36 Holland Park, to 2.5 metres (8ft) of single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm). This would be the northernmost space in this bank of echelon residents' parking spaces;
- (nn) on the south-west side of **Ifield Road**, to convert 6 metres (20ft) of residents' parking outside Nos. 84 and 86 Ifield Road, to a cycle hangar bay for two cycle hangars;
- (oo) on the north-east side of **Kempsford Gardens**, to convert 3 metres of residents' parking outside No. 2 Kempsford Gardens, to a cycle hangar bay;
- (pp) on the north-east side of **Kempsford Gardens**, to convert 2 metres (7ft) of residents' parking outside No. 2A Kempsford Gardens, to single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm);
- (qq) on **Kensal New Town Estate**, to convert RBKC Housing resident permit holders bay No. 42, to a RBKC Housing disabled bay (DIS) bay;
- (rr) on the east side of the eastern arm of **Kensington Court**, to convert two Pay-by-phone visitor parking bays (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours) outside Nos. 2 and 3 Kensington Court, to two diplomatic parking bays (at all times);
- (ss) on the east side of the eastern arm of **Kensington Square**, to convert 10 metres (33ft) of residents' parking outside Nos. 8 and 9 Kensington Square, to two Pay-by-phone visitor parking bays (hours of control: Monday to Saturday 8.30am to 6.30pm, maximum stay 4 hours);
- (tt) on the south-east side of **Ladbroke Crescent**, to convert 2 metres (7ft) of single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) and 1 metre (3ft) of residents' parking outside the flank wall of No. 129 Ladbroke Grove, situated in Ladbroke Crescent, to a cycle hangar bay;
- (uu) on the south-east side of **Lansdowne Crescent**, to convert 4.4 metres (14ft) of residents' parking and 1.6 metres (5ft) of 'at any time' waiting and loading restrictions outside No. 18 Lansdowne Crescent, to personalised disabled bay No. 766;
- (vv) on the east side of **Launceston Place**, 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) opposite No. 7 Launceston Place, to two electric vehicle charging bays. These are the second and third northernmost Pay-by-phone visitor bays from the car club bay;
- (ww) on the east side of **Launceston Place**, to convert one Pay-by-phone visitor bay (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours) opposite No. 6 Launceston Place, to 5.7 metres (19ft) of solo visitor motorcycle bay (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm). This is the Pay-by-phone bay adjacent to the car club bay;
- (xx) on the east side of **Launceston Place**, to convert 10 metres (33ft) of residents' parking outside Nos. 32 and 33 Launceston Place, to 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);
- (yy) on the west side of **Launceston Place**, to convert 7 metres (23ft) of solo visitor motorcycle bay (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) outside Nos. 4 and 5 Launceston Place, to residents' parking;

- (zz) on the south-west side of **Lennox Gardens**, to convert the southernmost 3 metres (10ft) of residents' parking adjacent to No. 52 Lennox Gardens, to a cycle hangar bay;
- (aaa) on the south-east side of **Longridge Road**, to convert personalised disabled bay No. 217 outside No. 11 Longridge Road, to 6 metres (20ft) of residents' parking;
- (bbb) on the north-west side of **Lower Addison Gardens**, to convert 1 metre (3ft) of single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) and 4 metres (13ft) of residents' parking outside No. 28 Lower Addison Gardens, 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);
- (ccc) on the north-west side of **Lower Addison Gardens**, to convert 1 metre (3ft) of residents' parking, outside No. 28 Lower Addison Gardens, to single yellow line (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm);
- (ddd) on the south-east side of **Lower Addison Gardens**, to convert 10.2 metres (33ft) of residents' parking outside the flank wall of No. 166 Holland Road, situated in Lower Addison Gardens, to two electric vehicle charging bays. This is the first 10.2 metres of this residents' bay, adjacent to the resident permit holder's motorcycle parking bay;
- (eee) on the north-east side of **Lower Sloane Street**, to convert 24 metres (79ft) of no loading (hours of control: Monday to Friday 7am to 7pm and Saturday 8am to 1.30pm) outside Nos. 89 to 95 Lower Sloane Street (from the junction with Royal Hospital Road to a point 24 metres north of the junction), to 'at any time' loading restrictions;
- (fff) on the east side of **Lower Sloane Street**, to convert 4 metres (13ft) of single yellow line (hours of control: Monday to Saturday 7am to 7pm) and loading restriction (Monday to Friday 7am to 10am and 4pm to 7pm) immediately north of the junction with Sloane Gardens, to pedestrian zig zag markings;
- (ggg) on the west side of **Lower Sloane Street**, to convert 1.3 metres (4ft) of pedestrian zig zag markings opposite the junction with Holbein Mews, to double yellow line and at any time loading restrictions;
- (hhh) on the west side of **Lower Sloane Street**, to convert 2.3 metres (7.5ft) of single yellow line (hours of control: Monday to Saturday 7am to 7pm) and loading restriction (Monday to Friday 7am to 10am and 4pm to 7pm) opposite the junction with Sloane Gardens, to pedestrian zig zag markings;
- (iii) on the north-east side of **Melbury Road**, to introduce at any time loading restrictions for a total of 14 metres (46ft) outside No. 59 Melbury Road, and extending around the corner of the junction with the vehicular entrance to Melbury Court;
- (jjj) on the north-west side of **Nevern Square**, to convert one Pay-by-phone visitor parking bay (hours of control: Monday to Saturday 8.30am to 6.30pm, maximum stay 4 hours) and 1 metre (3ft) of single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm) outside the flank wall of No. 58 Warwick Road, situated in Nevern Square, to personalised disabled bay No. 769;
- (kkk) on the south-west side of **Onslow Square**, to convert 3 metres (10ft) of double yellow lines outside No. 39 Onslow Square, to a cycle hangar bay;
- (lll) on both sides of **Pavilion Road**, to convert a Restricted Parking Zone (hours of control 8am to 8pm Monday to Sunday) in the pedestrian and cycle zone outside Nos. 237 to 255 Pavilion Road, to a Restricted Parking Zone at all times;
- (mmm) on the south-east side of **Peel Street**, to convert 6.6 metres (22ft) of residents' parking outside No. 39 Peel Street, to personalised disabled bay No. 771;
- (nnn) on the south-east side of **Peel Street**, to convert personalised disabled bay No. 704 outside Nos. 47 and 49 Peel Street, to 5.5 metres (18ft) of residents' parking;
- (ooo) on the north-east side of **Pembridge Place**, to convert 1 metre (3ft) of residents' parking outside No. 6 Pembridge Place, to single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm);
- (ppp) on the south-east side of **Penzance Place**, to convert personalised disabled bay (No. 735) outside Nos. 1 to 8 Hayne House, in Penzance Place, to 6 metres (20ft) of residents' parking;
- (qqq) on the north-west side of **Pimlico Road**, to convert 8 metres (26ft) of loading restrictions (hours of control: Monday to Friday 8am to 6.30pm and Saturday 8am to 1.30pm) outside the flank wall of Nos. 89 to 95 Lower Sloane Street, situated in Pimlico Road (from the junction with Lower Sloane Street to a point 8 metres east of the junction), to 'at any time' loading restrictions;
- (rrr) on the north-east side of **Pottery Lane**, to convert 10 metres (33ft) of resident's parking opposite Nos. 43 to 47 Pottery Lane, to double yellow lines;
- (sss) on the north-east side of **Pottery Lane**, to convert 10 metres (33ft) of single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) outside Nos. 20 to 22 Pottery Lane, to residents' parking;
- (ttt) on the east side of the northbound carriageway of **Queen's Gate**, to convert car club bay No. 233 opposite No. 61 Queen's Gate on the western side of the central reservation, to 5.5 metres (18ft) of residents' parking;

- (uuu) on the south side of the southern arm of **Queen's Gate Gardens**, to convert the easternmost three metres (10ft) of residents' parking outside the flank wall of No. 41 Queen's Gate Gardens, to single yellow line (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm);
- (vvv) on the south-west side of **Redcliffe Road**, to convert personalised disabled bay No. 614, outside No. 46 Redcliffe Road, to 6 metres (20ft) of residents' parking;
- (www) on the east side of **Redcliffe Square**, to convert 3 metres (10ft) of residents' parking outside No. 6 Redcliffe Square, to a cycle hangar bay;
- (xxx) on the south-west side of **St Mark's Road**, to convert 3 metres (10ft) of residents' parking outside No. 91 St Mark's Road, to a cycle hangar bay;
- (yyy) on the south-west side of **St Mark's Road**, to convert the first 2 metres (7ft) of residents' parking outside No. 91 St Mark's Road, to double yellow lines and kerb build-out for a tree pit;
- (zzz) on the south-west side of **Shalcomb Street**, to convert 2.5 metres (8ft) of Pay-by-phone visitor parking bay (hours of control: Monday to Saturday 8.30am to 6.30pm, maximum stay 4 hours), outside the flank wall of No. 476 King's Road, situated in Shalcomb Street, to double yellow lines. This proposal would result in the loss of one Pay-by-phone visitor parking bay;
- (aaaa) on the west side of **Shrewsbury Street**, to convert 3 metres (10ft) of residents' parking outside No. 10 Shrewsbury Street, to a cycle hangar bay;
- (bbbb) on the west side of **Sloane Street**, to convert 3.5 metres (11ft) of at any time waiting and loading restrictions, outside No. 6b Sloane Street, to bus stop marking;
- (cccc) on the south side of **Southern Row**, 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 No. 46 Southern Row, to personalised disabled bay No. 768;
- (dddd) on the south side of **Southern Row**, 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 No. 44 Southern Row, to residents' parking;
- (eeee) on the south side of **Southern Row**, to convert club bay No. 221 opposite Nos. 52 and 54 Southern Row, 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 10 hours);
- (ffff) on the south-east side of **Stafford Terrace**, to convert club bay No. 208 outside the flank wall of No. 14 Argyll Road, situated in Stafford Terrace, to a Pay-by-phone visitor parking bay (hours of control: Monday to Saturday 8.30am to 6.30pm, maximum stay 4 hours);
- (gggg) on the east side of **Sutton Way**, to convert 6.7 metres (22ft) of residents' parking outside Nos. 1 to 30 Ketton House, Sutton Way, to personalised disabled bay No. 770;
- (hhhh) on both sides of **Thurloe Street**, to convert a pedestrian zone with no waiting at any time (from the junction with Exhibition Road for a distance of 44 metres (144ft)) to a Pedestrian and Cycle zone with no waiting at any time for a total distance of 66 metres (217ft) from the junction with Exhibition Road. The current allowance for loading between 7am and 10am would remain. Outside of these hours, all traffic would be prohibited from the road, with the exception of cyclists, vehicles used by the emergency services and vehicles required for emergency work carried out by utility companies;
- (iiii) on the south-west side of **Tite Street**, to convert 6.6 metres (22ft) of residents' parking outside Nos. 4 and 6 Tite Street, to personalised disabled bay No. 640;
- (jjjj) on the south-west side of **Tite Street**, to convert 1.3 metres (4ft) of single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) outside the flank wall of No.25 Tedworth Square, situated in Tite Street, to residents' parking;
- (kkkk) on the south-east side of **Vicarage Gate**, to convert 3 metres (10ft) of residents' parking opposite No. 7b Vicarage Gate, to a cycle hangar bay;
- (llll) on the south-east side of **Vicarage Gate**, to convert 2 metres (7ft) of residents' parking opposite No. 7b Vicarage Gate, to an on-carriageway cycle stand bay;
- (mmmm) on the west side of **Walmer Road** to convert 5 metres (16ft) of residents' parking opposite No. 267 Walmer Road, to double yellow lines; and
- (nnnn) on the north-west side of **Whitehead's Grove**, to convert 6 metres (20ft) of residents' parking, opposite Nos. 19 to 21 Whitehead's Grove, to personalised disabled bay No. 644; and
- (oooo) to convert single yellow line waiting restriction situated at the following locations to double yellow lines waiting restrictions:
 - i. on the south-east side of **Cavaye Place**, outside Nos. 1 to 12 Cavaye House, situated in Cavaye Place, for a distance of 10.3 metres (34ft);
 - ii. on the south-west corner of the junction of **Chelsea Bridge Road** and **Royal Hospital Road**, for a distance of 2 metres (7ft);
 - iii. on the north-east side of **Cheyne Row**, outside No. 12 Cheyne Row, for a distance of 6 metres (20ft);
 - iv. at the eastern side of the junction of **Duchess of Bedford's Walk** and **Phillimore Gardens**, for a distance of 10 metres;
 - v. on the north side of **Lexham Mews**, opposite No. 18 Lexham Mews, for a distance of 6 metres (20ft);

- vi. at the on the north-west corner of the junction of **Lower Sloane Street** and **Royal Hospital Road**, for a distance of 5 metres (16ft);
 - vii. on the north-east side of **Pottery Lane**, outside Nos. 34 to 36 Pottery Lane, for a distance of 23 metres (75ft);
 - viii. on the north-east side of **Pottery Lane**, opposite Nos. 39 and 41 Pottery Lane, for a distance of 10 metres (33ft);
 - ix. on the south-west side of **Pottery Lane**, outside Nos. 39 to 55 Pottery Lane, for a distance of 42 metres (138ft);
 - x. on the north-east side of **Sydney Place**, outside Nos. 10 and 12 Sydney Place, for a distance of 11 metres (36ft); and
 - xi. on the south-west side of **Uverdale Road**, opposite No. 41 Uverdale Road, for a distance of 7 metres (23ft);
- (pppp) 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);
3. 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 "Jun 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.
 4. 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 "Jun22Misc" by **27th July 2022**.
 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 15th June 2022

MEHMET MAZHAR

Director of Transport and Regulatory Services