

ROYAL BOROUGH OF KENSINGTON AND CHELSEA

PROPOSED MISCELLANEOUS PARKING AND WAITING RESTRICTIONS AND CHANGE TO MAXIMUM PERMITTED DIMENSIONS FOR VEHICLES ADAPTED FOR USE BY DISABLED PERSONS IN RESPECT OF RESIDENTS' PERMITS AND DISABLED PERSONS' PURPLE BADGES

Abbotsbury Road, Basil Street, Beaufort Street, Bina Gardens, Blantyre Street, Blenheim Crescent, Brompton Road, Brompton Square, Bywater Street, Cale Street, Cambridge Gardens, Campden Grove, Campden Street, Cathcart Road, Child's Place, Coulson Street, Cremorne Estate, Dalgarno Way, Dove Mews, Drayton Gardens, Dulford Street, Earl's Court Square, Edwardes Square, Elkstone Road, Elm Park Gardens, Elystan Place, Finborough Road, Freston Road, Fulham Road, Gertrude Street, Golborne Road, Gore Street, Grenville Place, Harcourt Terrace, Harriet Walk, Hillgate Street, Holland Park, Holland Street, Holland Villas Road, Hollywood Road, Hortensia Road, Kempford Gardens, Kensington High Street, King's Road, Ladbroke Grove, Ladbroke Terrace, Lorne Gardens, Lower Addison Gardens, Markham Square, Markham Street, Munro Mews, Notting Barn Road, Oakwood Court, Orchard Close, Old Brompton Road, Pavilion Road, Pavilion Street, Pennant Mews, Pottery Lane, Queensdale Road, Redcliffe Street, Rootes Drive, Royal Crescent Mews, Russell Road, St Helen's Gardens, St Luke's Road, St Mark's Road, Sedding Street, Sirdar Road, Sloane Square, Sloane Street, Southern Row, Stanhope Gardens, Symons Street, Tetcott Road, Victoria Gardens and Warwick Road

*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 north-east side of **Abbotsbury Road**, to convert 5 metres (16ft) of double yellow lines adjacent to the existing residents' parking bay outside the flank wall of No. 19 Melbury Road situated in Abbotsbury Road, to residents' parking;
 - (b) on the south-west side of **Abbotsbury Road**, to convert 4 metres (13ft) of single yellow line (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm), from the existing residents' parking bay to lamp column 014, outside the flank wall of No. 13 Melbury Road situated in Abbotsbury Road, to residents' parking;
 - (c) on the south-west side of **Abbotsbury Road**, to convert 2 metres (7ft) of double yellow lines, going south from lamp column 014, outside the flank wall of No. 13 Melbury Road situated in Abbotsbury Road, to residents' parking;
 - (d) on both sides of **Basil Street**, to convert 7 metres (23ft) of pedestrian crossing markings at the former junction with Sloane Street, to a pedestrian and cycle zone with no waiting at any time;
 - (e) on the north-west side of **Basil Street**, to convert 5 metres (16ft) of double yellow lines outside the flank wall of No. 5 Sloane Street, situated in Basil Street, to a pedestrian and cycle zone with no waiting at any time;
 - (f) on the north-west side of **Basil Street**, to convert to convert 17 metres (56ft) of single yellow line (hours of control: Mon-Sat 8.30am to 6.30pm) opposite the rear of No. 6 Sloane Street, situated in Basil Street, to a pedestrian and cycle zone with no waiting at any time;
 - (g) on the north-west side of **Basil Street**, to convert 36 metres (118ft) of double yellow lines opposite No. 3 Basil Street and the rear of No. 6b Sloane Street, situated in Basil Street, to a pedestrian and cycle zone with no waiting at any time;
 - (h) on the south-east side of **Basil Street**, to convert the first 5 metres (16ft) of double yellow line, north of the residents' parking bay outside Nos. 1 to 12 Basil Mansions, Basil Street, to doctor's bay (D08);
 - (i) on the north-west side of **Basil Street**, to remove 27 metres (89ft) of advisory 'keep clear' entrance markings outside Nos. 1 to 7 Court House, Basil Street;
 - (j) on the south-east side of **Basil Street**, to convert 58 metres (190ft) of double yellow lines outside No. 3 Basil Street and the rear of Nos. 6 and 6a Sloane Street, situated in Basil Street, to a pedestrian and cycle zone with no waiting at any time;
 - (k) on the south-east side of **Basil Street**, to remove 21 metres (69ft) of advisory 'keep clear' entrance markings outside No. 3 Basil Street;
 - (l) on the eastern corner of the junction of **Beaufort Street** and **Fulham Road**, to convert 3 metres (10ft) of pedestrian crossing markings to 'at any time' waiting and loading restrictions;
 - (m) on the western corner of the junction of **Beaufort Street** and **Fulham Road**, to convert 3 metres (10ft) of pedestrian crossing markings to 'at any time' waiting and loading restrictions;

- (n) on the north side of **Blenheim Crescent**, to convert 5.5 metres (18ft) of residents' parking outside Nos. 22 and 24 Blenheim Crescent, to personalised disabled bay No. 795;
- (o) on the west side of **Brompton Road**, to convert an e-scooter and dockless bicycle bay opposite Nos. 299-301 to 303 Brompton Road, to 5 metres (16ft) of residents' parking;
- (p) on the west side of **Bywater Street**, to convert 6.6 metres (22ft) of residents' parking outside Nos. 12 and 13 Bywater Street, to personalised disabled bay No. 801;
- (q) on the south side of **Cambridge Gardens**, to convert 3 metres (10ft) of personalised disabled bay No. 682 outside No. 105 Cambridge Gardens, to a cycle hangar bay. This would be the westernmost three metres of this personalised disabled bay;
- (r) on the south side of **Cambridge Gardens**, to convert 3.7 metres (12ft) of personalised disabled bay No. 682 outside No. 105 Cambridge Gardens, to residents' parking. This would be the easternmost three metres of this personalised disabled bay;
- (s) on the north side of **Campden Grove**, to convert 2 metres (7ft) of residents' parking outside No. 12 Campden Grove to double yellow lines;
- (t) on the south side of **Campden Street**, to convert of 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, max stay 4 hours) outside the flank wall of No. 119 Kensington Church Street, situated in Campden Street, to single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm);
- (u) on the north-west side of **Child's Place**, to convert 5 metres (16ft) of single yellow line (hours of control Monday to Saturday 8.30am to 6.30pm) outside No. 1a Child's Place, to residents' parking
- (v) on the south-east side of **Coulson Street**, to convert 5 metres (16ft) of single yellow line (hours of control Monday to Saturday 8.30am to 6.30pm) alongside 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). This would be an on-street change only - no change would be made to the Traffic Orders;
- (w) within **Cremorne Estate**, to convert a RBKC Housing Disabled parking bay (DIS) to a RBKC Housing Residents Permit (CME) (Bay number 24). This is a Traffic Order change only, so there is no change to the on-street provision;
- (x) within **Cremorne Estate**, to convert two RBKC Housing Visitor Permit Bays (VIS) to RBKC Housing Residents Permit bays (CME) (Bay numbers 46 and 47). These are all Traffic Order changes only, so there is no change to the on-street provision;
- (y) within **Cremorne Estate**, to convert three RBKC Housing Visitor Permit Bays (VIS) into four RBKC Housing Visitor Permit Bays (VIS) (Bay numbers 38, 39, 40, 41). These are all Traffic Order changes only, so there is no change to the on-street provision;
- (z) on the south side of **Dalgarno Way**, to convert personalised disabled bay No. 662 outside Nos. 1 to 25 Block X, Peabody Estate, situated in Dalgarno Way, to residents' parking;
- (aa) on the western corner of the junction of **Drayton Gardens** and **Fulham Road**, to convert 3 metres (10ft) of pedestrian crossing markings to 'at any time' waiting and loading restrictions;
- (bb) on the eastern corner of the junction of **Drayton Gardens** and **Fulham Road**, to convert 1 metre (3ft) of pedestrian crossing markings to 'at any time' waiting and loading restrictions;
- (cc) on the north-west side of the southern arm of **Earl's Court Square**, to change the hours of control for the School Keep Clear markings outside St Cuthbert's with St Matthias School on Earl's Court Square, from Monday to Friday 8am to 9.30am and 2.30pm to 4pm to Monday to Friday 8am to 9.30am and 2.30pm to 5pm;
- (dd) on the eastern corner of the junction of **Edwardes Square** and **Kensington High Street**, to remove double kerb blips (indicating no loading at any time) for 33 metres (108ft) from the junction of Edwardes Square and Kensington High Street, to outside No. 275 Kensington High Street. This is an on-street change only - there would be no change to the traffic order.
- (ee) on the south side of **Elkstone Road**, to convert 4.7 metres (15ft) of Doctor's Parking bay (D02) outside 31 Elkstone Road, to a Blue Badge Disabled Bay (hours of control: Monday to Friday 8.30am to 6.30pm. Maximum stay four hours, no max stay outside these times);
- (ff) on the north-east side of **Elm Park Gardens**, to convert personalised disabled bay No. 453 outside Nos. 1 to 20 Elm Park Gardens Estate, situated in Elm Park Gardens, to residents' parking;
- (gg) on the south-west side of **Elm Park Gardens**, to convert 6.6 metres (22ft) of residents' parking outside No. 2 Elm Park Gardens, to personalised disabled bay No. 794. This will be the first 6.6 metres of this residents' bay, adjacent to the single yellow line;
- (hh) on the north-east side of **Finborough Road**, to convert personalised disabled bay No. 767 outside Nos. 101 and 103 Finborough Road to residents' parking;
- (ii) on the north-east side of **Freston Road**, to convert 5 metres (16ft) of residents' parking outside Nos. 86 and 88 Freston Road, to personalised disabled bay No. 793;
- (jj) on the north-west side of **Gertrude Street**, to convert 4.5 metres (15ft) of single yellow line (hours of control Monday to Saturday 8.30am to 6.30pm) outside the flank wall of No. 58 Limerston Street, situated in Gertrude Street, to residents' parking;

- (kk) on the north-west side of **Golborne Road**, to convert of all the single yellow line (hours of control Friday 7am to 6.30pm and Saturday 7am to 1.30pm), between the junctions with Bevington Road and Wornington Road, to single yellow line (hours of control Monday to Thursday 7am to 8.30am, Friday 7am to 6.30pm, and Saturday 7am to 1.30pm). The 23 Pay-by-phone visitor parking bays (hours of control: Monday to Thursday 8.30am to 6.30pm, max stay 10 hours) will be unaffected by this change;
- (ll) on the south-east side of **Golborne Road**, to convert of all the single yellow line (hours of control Friday 7am to 6.30pm and Saturday 7am to 1.30pm), between the junctions with Bevington Road and Wornington Road, to single yellow line (hours of control Monday to Thursday 7am to 8.30am, Friday 7am to 6.30pm, and Saturday 7am to 1.30pm). The 20 Pay-by-phone visitor parking bays (hours of control: Monday to Thursday 8.30am to 6.30pm, max stay 10 hours) will be unaffected by this change;
- (mm) on the east side of **Gore Street**, to convert car club bay No. KC-232 outside the flank wall of No. 21 Elvaston Place, situated in Gore Street, to an electric vehicle charging bay. This would be an on-street change only - no change would be made to the Traffic Orders;
- (nn) on the east side of **Gore Street**, to convert 5 metres (16ft) of residents' parking immediately north of the car club bay outside the flank wall of No. 21 Elvaston Place, situated in Gore Street, to an electric vehicle charging bay. This would be an on-street change only - no change would be made to the Traffic Orders;
- (oo) on the east side of **Grenville Place**, to convert the southernmost 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 No. 10 Grenville Place, to a Diplomatic Parking bay (at all times);
- (pp) on the south-west side of **Harcourt Terrace**, to convert 6.6 metres (22ft) of residents' parking outside Nos. 32 and 34 Harcourt Terrace, to personalised disabled bay No. 797;
- (qq) on the east side of **Hillgate Street**, to convert 16.6 metres (54ft) of residents parking outside Nos. 11 to 13 Hillgate Street, to double yellow lines;
- (rr) on the west side of **Hillgate Street**, to convert 8.4 metres (28ft) of residents' parking outside Nos. 14 to 18 Hillgate Street, to double yellow lines;
- (ss) on the west side of **Hillgate Street**, to convert two Pay-by-phone bays (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours) outside Nos. 20 and 22 Hillgate Street, to double yellow lines;
- (tt) on the west side of **Hillgate Street**, to convert two Pay-by-phone bays (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours) outside Nos. 26 and 28 Hillgate Street, to double yellow lines;
- (uu) on the west side of **Hillgate Street**, to convert the northernmost 1.3 metres (4ft) of residents parking opposite No. 7 Hillgate Street to double yellow lines;
- (vv) on the east side of **Holland Park**, to convert 5 metres (16ft) 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) outside No. 79 Holland Park, to residents' parking. This is a traffic order change only, there would be no change to the restriction on-street;
- (ww) on the south side of **Holland Street**, 5 metres (16ft) of residents' parking opposite No. 22 Holland Street, to double yellow lines;
- (xx) on the east side of **Holland Villas Road**, to convert one Pay-by-phone 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. 19 Holland Villas Road, to 5 metres (16ft) of residents' parking. This would be the Pay-by-phone bay which is adjacent to the car club bay;
- (yy) on the north-east side of **Hollywood Road**, to convert 5 metres (16ft) of residents' parking outside No. 5 Hollywood Road, to a Pay-by-phone visitor parking bay (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 4 hours);
- (zz) on the north-east side of **Hollywood Road**, to convert 5 metres (16ft) of residents' parking outside No. 43 Hollywood Road, to double yellow lines and kerb build-out;
- (aaa) on the north-east side of **Hollywood Road**, to convert 5 metres (16ft) of residents' parking outside Nos. 37 and 39 Hollywood Road, to double yellow lines and kerb build-out;
- (bbb) on the north-east side of **Hollywood Road**, to convert 20 metres (66ft) of loading bay (Monday to Saturday 8.30am to 6.30pm) to loading bay (hours of control: at all times, max stay 40 minutes, no return within 2 hours)
- (ccc) on the north-east side of **Hollywood Road**, to convert 2 metres (7ft) of 'at any time' waiting and loading restrictions outside No. 45 Hollywood Road, to loading bay (hours of control: at all times, max stay 40 minutes, no return within 2 hours)
- (ddd) on the north-east side of **Hollywood Road**, to convert two Pay-by-phone visitors' parking bays (hours of control: Monday to Saturday 8.30am to 6.30pm, maximum stay 4 hours) outside Nos. 51 and 53 Hollywood Road, to 10.9 metres (36ft) of double yellow lines and kerb build-out;

- (eee) on the south-west side of **Hollywood Road**, to convert a Pay-by-phone visitor parking bay (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 4 hours) outside No. 1a Hollywood Road, to 5 metres (16ft) of residents' parking;
- (fff) on the south-west side of **Hollywood Road**, to convert 2.5 metres of single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm) outside No. 2 Hollywood Road, to residents' parking;
- (ggg) on the south-west side of **Hollywood Road**, to convert 6 metres (20ft) of residents' parking outside Nos. 10 and 12 Hollywood Road, to double yellow lines and kerb build-out;
- (hhh) on the south-west side of **Hollywood Road**, to convert 2 metres (7ft) of residents' parking outside No. 16 Hollywood Road, to double yellow lines and kerb build-out;
- (iii) on the south-west side of **Hollywood Road**, to convert 1 metre of double yellow lines outside the flank wall of No. 27 Cathcart Road, situated in Hollywood Road, to residents' parking;
- (jjj) on the north-east side of **Hortensia Road**, to convert the southernmost Pay-by-phone visitor parking bay (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours) outside Knight's House, Hortensia Road, to Personalised Disabled Bay No. 803;
- (kkk) on the central section of **Kempsford Gardens**, to convert 11 metres (36ft) of the central carriageway to two Pay-by-phone visitor parking bays (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 4 hours) from a point 6 metres (20ft) north of the junction with Old Brompton Road to a point 17 metres (56ft) north of the junction with Old Brompton Road;
- (lll) on the east side of **Kempsford Gardens**, to convert 10 metres (33ft) of Pay-by-Phone visitor parking bays (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 4 hours) outside the flank wall of No. 324 Old Brompton Road, to double yellow lines;
- (mmm) on the west side of **Kempsford Gardens**, to convert 10 metres (33ft) of residents' parking opposite the flank wall of No. 324 Old Brompton Road, situated in Kempsford Gardens, to double yellow lines;
- (nnn) ens, to double yellow lines.
- (ooo) on the north-west side of **King's Road**, to convert the easternmost 15 metres (49ft) of single yellow line (hours of control Monday to Saturday 8.30am to 6.30pm) outside Nos. 54 to 64 King's Road, to three Pay-by-phone visitor parking bays (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours);
- (ppp) 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);
- (qqq) on the south-east side of **King's Road**, to convert 10 metres (33ft) of 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 Nos. 393 and 395 King's Road, to two Pay-by-phone visitor parking bays (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours);
- (rrr) on the south-east side of **King's Road**, to convert the westernmost 5 metres (16ft) of single yellow line (hours of control Monday to Saturday 8.30am to 6.30pm) outside Nos. 441 to 457 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);
- (sss) 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 Friday 8.30am to 10am and 4.30pm to 6.30pm and Saturday 8.30am to 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);
- (ttt) on the east side of **Ladbroke Grove**, to convert a loading bay with hours of control of Monday to Friday 10am to 4pm, and Saturday 10am to 1.30pm (maximum stay 40 minutes, no return within 2 hours) and a No loading restriction of Monday to Friday 8.30am to 10am and 4pm to 6.30pm and Saturday 8.30am to 10am, to a loading bay with hours of control of Monday to Friday 8.30am outside No. 126 Ladbroke Grove, to 6.30pm and Saturday 8.30am to 1.30pm (maximum stay 40 minutes, no return within 2 hours). This would be an on-street change only – no change would be made to the Traffic Orders;
- (uuu) on the north-east side of **Ladbroke Terrace**, to convert of 6.6 metres (22ft) of residents' parking outside Gate Hill Court on Ladbroke Terrace, to a Blue Badge Disabled Bay (Maximum stay four hours, Monday to Friday 8.30am-6.30pm. No max stay outside these times). This would be located 5 metres (16ft) north of the southernmost end of the residents' bay;
- (vvv) on the south-west side of **Lorne Gardens**, to convert personalised disabled bay No. 633 outside No. 14 Lorne Gardens, to residents' parking;
- (www) on the south-east side of **Lower Addison Gardens**, to convert 4.4 metres (14ft) of solo visitor motorcycle bay (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) outside No. 1 Lower Addison Gardens, to residents' parking;

- (xxx) on the south-east side of **Lower Addison Gardens**, to convert 3 metres (10ft) of double yellow lines in Lower Addison Gardens opposite the entrance to Hansard Mews, to residents' parking. This is a traffic order change only, there would be no change to the restriction on-street;
- (yyy) on the south-east side of **Lower Addison Gardens**, to convert 3 metres (10ft) of undesignated highway in Lower Addison Gardens opposite the entrance to Hansard Mews, to double yellow lines. This would be an on-street change only - no change would be made to the Traffic Orders;
- (zzz) on the west side of the west arm of **Markham Square**, to convert six Pay-by-phone visitor parking bays (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours) outside Nos. 1 to 8 Markham Square, to 32 metres (105ft) of residents' parking;
- (aaaa) on the south-west side of **Munro Mews**, to convert personalised disabled bay No. 738 outside the rear of No. 326 Portobello Road, situated in Munro Mews, to residents' parking;
- (bbbb) on the east side of **Notting Barn Road**, to convert 17 metres (58ft) of unrestricted highway from a point 8 metres (26ft) north of the junction with Barlby Road, to a point 25 metres (82ft) north of the junction with Barlby Road, to double yellow lines;
- (cccc) on the west side of **Notting Barn Road**, to convert 17 metres (58ft) of unrestricted highway (with advisory Zig Zag markings and an advisory RBKC Housing contractors' parking bay) from a point 8 metres (26ft) north of the junction with Barlby Road, to a point 25 metres (82ft) north of the junction with Barlby Road, to double yellow lines;
- (dddd) on the south side of the southern arm of **Oakwood Court**, to convert 6.6 metres (22ft) of residents' parking outside the entrance to Nos. 85 to 100 Oakwood Court, to personalised disabled bay No. 799;
- (eeee) on the both sides of **Old Brompton Road**, to convert 9 metres (30ft) of 'at any time' waiting and loading restrictions, on both sides of Old Brompton Road, at its junction with Kempsford Gardens, to a zebra crossing;
- (ffff) on the north side of **Old Brompton Road**, to convert 10 metres (33ft) of 'at any time' waiting and loading restrictions outside Hunter House, Old Brompton Road, to pedestrian crossing zig-zag markings;
- (gggg) on the north side of **Old Brompton Road**, to convert 7.5 metres (25ft) of 'at any time' waiting and loading restrictions, outside No. 324 Old Brompton Road, to pedestrian crossing zig-zag markings;
- (hhhh) on the south side of **Old Brompton Road**, to convert 1 metre (3ft) of double yellow line opposite Hunter House, Old Brompton Road, to pedestrian crossing zig-zag markings;
- (iiii) on the south-east side of **Old Brompton Road**, to convert 7 metres (23ft) of 'at any time' waiting and loading restrictions, opposite No. 324 Old Brompton Road, to pedestrian crossing zig-zag markings;
- (jjjj) on the north side of **Old Brompton Road** (Brompton Cemetery service road) to convert the westernmost 12 metres (39ft) of the westernmost residents' parking bay to double yellow lines and footway buildout;
- (kkkk) on the north side of **Old Brompton Road** (Brompton Cemetery service road) to convert 5 metres (16ft) of 'at any time' waiting and loading restrictions, adjacent to the eastern end of westernmost residents' parking bay on the north western side of the service road opposite the entrance to Brompton Cemetery on Old Brompton Road, to residents' parking;
- (llll) on the south side of **Old Brompton Road** (Brompton Cemetery service road) to convert 5 metres (16ft) of residents' parking bay in the central section of the westernmost residents' parking bay, to double yellow lines and footway buildout, This would be the 5 metres (16ft) in the central section of the westernmost residents' parking bay, leaving 7.5 metres (25ft) of residents' parking remaining on the western side of the new buildout and double yellow lines, and 10.5 metres (34ft) of residents' parking on the east of that section;
- (mmmm) on the north-west side of **Orchard Close**, to convert personalised disabled bay No. 708 outside Nos. 17 to 20 Orchard Close, to residents' parking;
- (nnnn) on the east side of **Pavilion Road**, to convert 3 metres (10ft) of Doctor's Parking bay (D07) outside the flank wall of No. 3 Basil Street, situated in Pavilion Road to double yellow lines;
- (oooo) on the east side of **Pavilion Road**, to convert 2 metres (7ft) of Doctors' Parking bay (D08) outside No. 7 Pavilion Road, to single yellow line (hours of control: Mon-Sat 8am to midnight);
- (pppp) on the east side of **Pavilion Road**, to convert 3 metres (10ft) of Doctor's Parking bay (D08) outside the flank wall of No. 3 Basil Street, situated in Pavilion Road to Doctor's Parking bay (D07) – This would move doctor's bay (D07) north 3 metres of existing location;
- (qqqq) on the east side of **Pavilion Road**, to remove 4 metres (13ft) of advisory 'keep clear' entrance markings outside the flank wall of No. 3 Basil Street, situated in Pavilion Road;
- (rrrr) on the north side of **Pavilion Street**, to convert 6 metres (20ft) of Doctor's Parking bay (D24) opposite the flank wall of No. 133 Pavilion Road, situated in Pavilion Street, to residents' parking;
- (ssss) on the west side of **Pottery Lane**, to convert 5 metres (16ft) of residents' parking outside No. 33 Pottery Lane, to single yellow line (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm);

- (tttt) on the north side of **Queensdale Road**, to convert 5 metres (16ft) of 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 No. 12 St Ann's Villas, situated in Queensdale Road, to residents' parking. This would be a Traffic Order change only - no changes would be made on-street;
- (uuuu) on the south side of **Queensdale Road**, to convert 5 metres (16ft) of residents' parking (hours of control Monday to Friday 8.30am to 10pm, Saturday 8.30am to 6.30pm and Sunday 1pm to 5pm) outside the flank wall of No. 35 Addison Avenue situated in Queensdale Road, from a point 10 metres west of the eastern end of this residents' bay to a point 15 metres west of the eastern end of this residents' bay, 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). 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;
- (vvvv) on the south-east side of **Redcliffe Street**, to convert 6.6 metres (22ft) of residents' parking outside No. 15 Redcliffe Street, to personalised disabled bay No. 767;
- (wwww) on the west side of **Rootes Drive**, to convert personalised disabled bay No. 546 outside the flank wall of No. 31 Shrewsbury Street, situated in Rootes Drive, 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);
- (xxxx) on the west side of **Royal Crescent Mews**, to convert 5 metres (16ft) of double yellow lines opposite the flank wall of 57 Queensdale Road, situated in Royal Crescent Mews, to residents' parking;
- (yyyy) on the south-west side of **Russell Road**, to convert 11 metres (36ft) of single yellow line (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) opposite Nos. 4 to 6 Russell Road to residents' parking. This would be an on-street change only – no change would be made to the Traffic Orders;
- (zzzz) on the west side of **St Helen's Gardens**, to convert 5 metres (16ft) of residents' parking (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) opposite No. 54 St Helen's Gardens, from a point 10 metres south of the northern end of this residents' bay to a point 15 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;
- (aaaa) on the west side of **St Luke's Road**, to convert personalised disabled bay No. 737, outside No. 22 St Luke's Road, to residents' parking;
- (bbbb) on the west side of **St Mark's Road**, to convert 5 metres (16ft) of residents' parking north-west of the vehicular entrance to The Westway Centre at No. 69 St. Mark's Road, to double yellow lines. This would be an on-street change only – no change would be made to the Traffic Orders;
- (cccc) on the west side of **St Mark's Road**, to convert the northernmost 6.6 metres (22ft) of residents' parking outside the flank wall of No. 110 Barlby Road, situated in St. Mark's Road, to personalised disabled bay No. 804;
- (dddd) on the west side of **Sedding Street**, to convert 5.9 metres (19ft) of Doctor's Parking Bay (D11) opposite the flank wall of Sloane Terrace Mansions, situated in Sedding Street, to a Blue Badge Disabled bay (hours of control Monday to Friday 8.30am to 6.30pm, maximum stay 4 hours. No max stay outside these times);
- (eeee) on the west side of **Sirdar Road**, to convert the southernmost 6.6 metres (22ft) of residents' parking outside Nos. 33 and 35 Sirdar Road, to personalised disabled bay No. 805;
- (ffff) on the east side of the eastern arm of **Sloane Square**, to introduce 20 metres (66ft) of Bus Stand outside the Royal Court Theatre on Sloane Square. This would be a traffic order change only – no change would be made On-Street;
- (gggg) on the west side of **Sloane Street**, to introduce 10 metres (33ft) of 'at any time' waiting and loading restrictions across the former junction with Basil Street;
- (hhhh) on the south side of **Southern Row**, to convert 6.6 metres (22ft) of residents' parking opposite the vehicular entrance to Winnington House, Southern Row, to personalised disabled bay No. 802;
- (iiii) on the west side of **Stanhope Gardens**, to convert 2 metres (7ft) of solo visitor motorcycle bay opposite No. 2 Stanhope Gardens, to single yellow line (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm). This is a traffic order change only, there would be no change to the restriction on-street;
- (jjjj) on the south side of **Symons Street**, to convert 6 metres (20ft) of Doctor's Parking Bay (D29) opposite No. 6 Symons Street, to a Pay-by-phone visitor parking bay (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours);
- (kkkk) on the east side of **Tetcott Road**, to convert 6.6 metres (22ft) of residents' parking outside Nos. 47 and 49 Tetcott Road, to personalised disabled bay No. 798;

- (lllll) on the north-east side of **Victoria Gardens**, to convert 6 metres (20ft) of residents' parking, outside Nos. 16 and 17 Victoria Gardens, to personalised disabled bay No. 806;
- (mmmmm) on the east side of **Warwick Road**, to convert 6.6 metres (22ft) of residents' parking outside Nos. 86 and 88 Warwick Road, to personalised disabled bay No. 800; and
- (nnnnn) to convert single yellow line waiting restriction situated at the following locations to double yellow lines waiting restriction:
- i. on the east side of **Bina Gardens**, around the southern junction with **Dove Mews** and outside the flank wall of No. 156 Old Brompton Road, situated in Bina Gardens, for a distance of 18 metres (59ft);
 - ii. on the west side of **Bina Gardens**, outside the flank wall of No. 158 Old Brompton Road, situated in Bina Gardens, for a distance of 7 metres (23ft);
 - iii. on the northern corner of the junction of **Bina Gardens** and **Dove Mews**, for a distance of 8 metres (26ft);
 - iv. on the eastern corner of the junction of **Bina Gardens** and **Old Brompton Road**, for a distance of 10 metres (33ft);
 - v. on the western corner of the junction of **Bina Gardens** and **Old Brompton Road**, for a distance of 5 metres (16ft);
 - vi. on the north-east side of **Blantyre Street**, outside the vehicular entrance to No. 123 Cheyne Walk, situated in Blantyre Street, for a distance of 4 metres;
 - vii. on the west side of the western arm of **Brompton Square**, outside No. 27 Brompton Square, for a distance of 8 metres (36ft). This would be an on-street change only – no change would be made to the Traffic Orders;
 - viii. on the north side of **Cale Street**, opposite Nos. 5 to 9 Cale Street, for a distance of 33 metres (108ft);
 - ix. on the south side of **Cale Street**, outside Nos. 1 and 3 Cale Street, for a distance of 10 metres (33ft);
 - x. on the north-west side of **Cathcart Road**, outside the vehicular entrance to No. 20 Cathcart Road, for a distance of 6 metres (20ft). This would be an on-street change only – no change would be made to the Traffic Orders;
 - xi. on the eastern corner of **Drayton Gardens** and **Old Brompton Road**, for a distance of 3 metres (7ft);
 - xii. on the western corner of **Drayton Gardens** and **Old Brompton Road**, for a distance of 10 metres (33ft);
 - xiii. on the south-east side of **Dulford Street**, outside the entrance to Allom and Barlow House on Dulford Street, for a distance of 6 metres (20ft). This would be an on-street change only – no change would be made to the Traffic Orders;
 - xiv. on the north side of **Elystan Place**, opposite its junction with Markham Street, for a distance of 16 metres (52ft);
 - xv. on the east side of **Harriet Walk**, at the rear of Nos. 44 to 49 Lowndes Square situated in Harriet Walk, for a distance of 93 metres (305ft);
 - xvi. on the east side of **Harriet Walk**, at the rear of Nos. 37 to 43 Lowndes Square, situated in Harriet Walk, for a distance of 70 metres (230ft);
 - xvii. on the east and north sides of **Harriet Walk**, from its junction with Lowndes Street to the flank wall of No. 14 Harriet Walk, for a distance of 99 metres (325ft);
 - xviii. on the south side of **Harriet Walk**, from its junction with Lowndes Street to No. 17 Harriet Walk, for a distance of 93 metres (305ft);
 - xix. on the west side of **Harriet Walk**, at the rear of Nos. 190 to 192 Sloane Street, situated in Harriet Walk, for a distance of 20 metres (66ft);
 - xx. on the east side of **Kempsford Gardens**, outside the flank wall of No. 324 Old Brompton Road, situated in Kempsford Gardens, for a distance of 9 metres (30ft);
 - xxi. on the south-east side of **King's Road**, outside No. 413 King's Road, for a distance of 5.5 metres (18ft);
 - xxii. on the west side of **Markham Street**, outside the flank wall of No. 1 Cale Street situated in Markham Street, for a distance of 7 metres (23ft);
 - xxiii. on the north side of **Old Brompton Road**, outside Nos. 154 and 156 Old Brompton Road, for a distance of 7 metres (23ft);
 - xxiv. on the north side of **Old Brompton Road**, outside Nos. 158 and 160 Old Brompton Road, for a distance of 7 metres (23ft);
 - xxv. on the south side of **Old Brompton Road**, outside No. 151 Old Brompton Road, for a distance of 7 metres (23ft);
 - xxvi. on the south side of **Old Brompton Road**, outside No. 153 Old Brompton Road, for a distance of 7 metres (23ft);
 - xxvii. on the east side of **Pavilion Road**, outside No. 7 Pavilion Road for a distance of 2 metres (7ft);

- xxviii. on the east side of **Pavilion Road**, outside Nos. 9 to 15 Pavilion Road for a distance of 2.5 metres (8ft). This section of single yellow line is between the Pay-by-phone visitor parking bay and Car Club bay No. KC-115;
 - xxix. on the east side of **Pavilion Road** outside Nos. 9 to 15 and 17 Pavilion Road, for a distance of 15 metres (49ft);
 - xxx. on the east side of **Pavilion Road**, outside Nos. 17 to 23 Pavilion Road, and the rear of the Millennium Hotel and the rear of Marland House, for a distance of 80 metres (262ft);
 - xxxi. on the east side of **Pavilion Road**, outside No. 49 Pavilion Road, for a distance of 2 metres (7ft). This section of single yellow line is between the shared use motorcycle bay and the residents' bay;
 - xxxii. on the south side of **Pennant Mews**, outside the garage to the rear of No. 5 Lexham Gardens, situated in Pennant Mews, for a distance of 10 metres (33ft); and
 - xxxiii. on the north side of **Queensdale Road**, outside the flank wall of No. 12 St Ann's Villas, situated in Queensdale Road, for a distance of 5 metres. This would be an on-street change only - no change would be made to the Traffic Orders; and
- (ooooo) 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
- (ppppp) provide that the maximum permitted vehicle dimensions, in respect of applications for residents' permits and disabled persons' purple badges for vehicles adapted for use by disabled persons, would be at the discretion of the Council.
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 "June 23 Misc" and can be inspected at the Pembroke Road Council Offices, 37 Pembroke Road, London, W8 6PW 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 or by post to: Traffic Orders, Transportation and Highways, Room 1.02, Council Offices, 37 Pembroke Road, London, W8 6PW, quoting reference "June 23 Misc" by **2nd August 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 21st June 2023

ANDREW BURTON

Director of Transport and Regulatory Services