

The Royal Borough of Kensington and Chelsea

EXECUTIVE DECISION

Report Title: Kensington Park Road Streetscape Scheme

Date: 22 May 2025

Decision Maker:	Beau Stanford-Francis, Executive Director for Environment and Neighbourhoods
Reporting Officer:	Mark Chetwynd, Head of Transportation and Highways
Executive Decision number:	ED5007503
Access to information:	Part A
Wards:	Colville

1. EXECUTIVE SUMMARY

- 1.1. During the COVID19 pandemic, the section of Kensington Park Road between Elgin Crescent and Blenheim Crescent became known for outdoor dining. The Council now wishes to make permanent changes to this section of street, to make it a more attractive place in which to spend time, in line with the Council's ambitions to create more amazing spaces in a borough that is greener, safer and fairer for everyone. In October and November 2023, the Council consulted on streetscape improvements to the section of Kensington Park Road between Blenheim Crescent and Elgin Crescent, to understand whether there was support for its proposals and identify any changes that should be made. This report presents and considers the responses received.

2. RECOMMENDATIONS

- 2.1 In relation to the section of Kensington Park Road between Blenheim Crescent and Elgin Crescent, the Executive Director is recommended to:
 - a) Proceed with the amendments detailed as Option 2 of this report and implement that scheme.
 - b) Authorise the Director of Transport and Regulatory Services to determine, prior to construction commencing, whether the scheme is sufficiently similar to

the original proposals as not to be subject to a new consultation following receipt of detailed designs.

3. REASONS FOR DECISION

- 3.1 From 18 October to 29 November 2023, the Council consulted on a streetscape scheme for this section of Kensington Park Road, aiming to make the area a greener, more attractive place in which to spend time as part of wider Council ambitions to create 'amazing spaces' in the borough. The scheme also aimed to support the 'al fresco' dining spaces introduced during the COVID19 pandemic, as well as provide more permanent measures to support and enforce the existing one-way traffic restrictions. The proposals are enclosed as Appendix 1.
- 3.2 After consulting local people on our proposals, a decision is required on whether to proceed with constructing the proposed Kensington Park Road Streetscape scheme.

4. BACKGROUND

- 4.1 In April 2021, to help support local businesses during the Covid19 pandemic, the Council made an Experimental Traffic Order that had the effect of closing the section of Kensington Park Road between Blenheim Crescent and Elgin Crescent to through motor traffic, retaining southbound access only for the purpose of parking or servicing. Access was also retained for pedal cycles in both directions and emergency vehicles (southbound). The restrictions aimed to provide a more pleasant environment for visitors making use of the new outdoor dining areas established in response to the pandemic. In August 2022, the Experimental Traffic Order was made permanent.
- 4.2 The new traffic restrictions proved effective in reducing traffic flows in this section of Kensington Park Road and demonstrated that there was a case for more ambitious measures to activate and improve the street scene. The Council carried out traffic surveys in August 2021 and these showed that overall volumes were around 85 per cent lower than traffic levels in 2015. However, the survey did show that 75 per cent of southbound movements did not stop to park or unload, thereby contravening the traffic order.
- 4.3 On 18 October 2023, the Council commenced consultation on a streetscape scheme for this section of Kensington Park Road, aiming to make the area a greener, more attractive place in which to spend time as part of wider Council ambition to create 'amazing spaces' in the borough. The scheme also aimed to support the 'al fresco' dining spaces introduced during the Covid19 pandemic, as well as provide more permanent measures to support and enforce the existing traffic restrictions. The proposals are enclosed as Appendix 1.

- 4.4 In April and March 2024, the Council consulted on removal of the pedestrian and cycle zone in this section of Kensington Park Road, in favour of a one-way southbound restriction (except cycles). On 30 May 2024, having carefully considered 22 representations received, the Director for Transport and Regulatory Services made the decision to implement the changes by way of statutory traffic order.
- 4.5 The Council's Council Plan and Local Plan reflect the Council's ambitions for a borough that is Greener, Safer, and Fairer. Part of those ambitions include provision of 'amazing spaces' for residents and visitors to enjoy – supporting the local economy.

5. OPTIONS, ANALYSIS AND PROPOSALS

5.1 Option 1 - Implement the scheme as designed

The Council could implement the scheme as originally proposed but this would not take into account the feedback received during the consultation. This option is not recommended.

5.2 Option 2 – Implement the scheme proposed with some amendments after consideration of all responses to the consultation

The Council could implement the scheme with some minor amendments to the design following the consultation. Those amendments being to:

- a) remove the proposed seating outside Notting Hill Community Church,
- b) to consider any impacts of the recent decision to open up the street to southbound traffic following statutory consultation may have on the original design of the scheme (4.4).
- c) to consider what more could be done to mitigate flood risk within the existing physical parameters of the scheme.

This option is recommended.

5.3 Option 3 – Re-design and consult on a new scheme

In response to residents' concerns regarding flooding raised during the consultation, the Council could re-design the scheme to relocate utilities and incorporate sustainable drainage systems (SuDS) and other flood mitigation measures, including ground level planting. However, considering the current level of flood risk in the proposal area it is considered that provision of retrofit SuDS would not achieve benefit proportional to the high cost of diverting significant amounts of utilities and would add significantly to the duration of works. This option is not recommended.

5.4 Option 4 – ‘Do nothing’

The Council could opt not to make any changes to the proposal area. However, this would be a missed opportunity to make use of carriageway space no longer required under the new one-way southbound restriction – and to make the area a greener, more attractive place in which to spend time as part of wider Council ambitions to create ‘amazing spaces’ in the borough. This option is not recommended.

6. CONSULTATION AND COMMUNITY ENGAGEMENT

- 6.1 From 18 October to 29 November 2023, the Council consulted on streetscape improvements for the section of Kensington Park Road between Blenheim Crescent and Elgin Crescent. The consultation was available on the Council’s Consultation and Engagement hub and provided a plan and computer-generated images of the improvements as well as a consultation survey for respondents.
- 6.2 Letters were sent to 3,961 residences and businesses close to the proposals, sign-posting them to the consultation. Local residents’ associations and community groups were contacted by email and notices were posted on-street and in local press. The consultation was also promoted on social media.
- 6.3 One hundred and twenty-seven responses were received to the consultation. Seventy-five per cent of respondents supported the proposals in full or in part, as set out below. Other than demographic profile questions, respondents were simply asked whether they supported the proposals, and whether they wished to make any comments.

Fig 1. Do you support the proposals for Kensington Park Road?

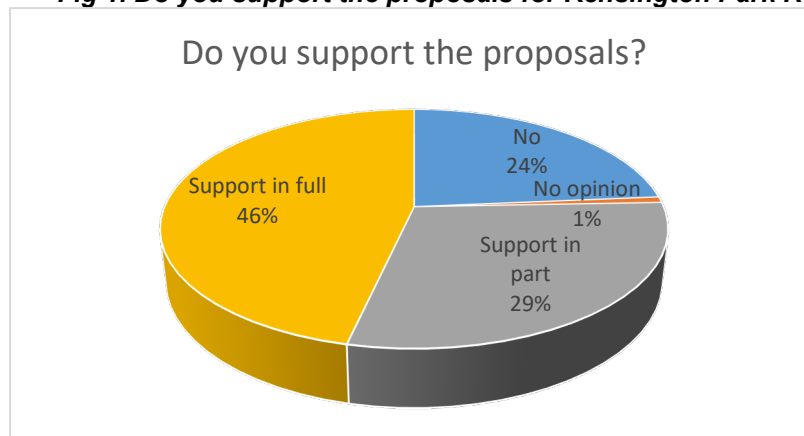


Table 1. Type of respondent

Response	No. Responses	%
Resident of the borough	90	75%
Resident and business owner in the borough	7	6%
Business owner in the borough	6	5%
Visitor to the borough (tourist, commuter, leisure, study etc)	12	10%
Other	5	4%
TOTAL	120	100%

- 6.4. Table 2 summarises the comments made most frequently by respondents. All responses received are listed in full in Appendix 3.

Table 2 – Summary of responses received.

Issue/Comment	No. comments received
Would like area fully pedestrianised	29
Object to road closure	18
Would like more trees/planting	10
Object to loss of parking/loading	9
Food delivery drivers gathering and associated anti-social behaviour (ASB)/dedicated place for food delivery drivers to park	9
Would like existing traffic restrictions enforced	8
Object to more outdoor dining/proposals will lead to too many hospitality businesses and push out retailers	8
Object to new trees/planting	8
Would like less parking available (more space for pedestrians)	7
Scheme will encourage ASB and crime	7
Scheme needs to incorporate sustainable drainage systems (SuDS)/flooding mitigation	6
Waste of money/use money elsewhere/no need for scheme	6
More bins/too much rubbish in street	6
Object to conversion of mini-roundabout to priority junction	5

Would like road to be one-way for motor traffic	4
Would like more cycle parking provided	4
Object to contra-flow cycle lane	4
Object to cycle parking	3
Proposals will lead to more crime	3
Other comments	20

- 6.5. Officer responses to the issues raised are detailed below. Note that out of scope comments, such as concerns regarding desired improvements to Portobello Road or Earl's Court, less letting/estate agencies, licensing conditions and commercial rates, requests for more street cleaning and pest management, redirection of bus routes etc, have not been responded to as part of this consultation but are included in Appendix 3.

Traffic restrictions

- 6.6. Notwithstanding that the streetscape scheme that was consulted on proposed no changes to the existing traffic restrictions, many respondents commented on how traffic should function in the proposal area. Twenty-nine felt the section of road should be fully pedestrianised (with various exemptions such as loading at any time, timed loading, or access only to Kensington Park Mews). Eighteen respondents thought the Council was proposing to restrict vehicle access (and objected to this) or knew the restrictions were already in place and wanted them removed. Often, they suggested that the restrictions had pushed more congestion onto Ladbroke Grove and that they either had already, or would in the future, cause issues for buses. Four respondents and the Lead Member for Planning and Public Realm asked that the "except for access" restriction on southbound traffic be removed, thereby reintroducing southbound through-traffic. Eight people wanted the existing restrictions to be enforced, for example, by camera.
- 6.7. Officers advise that the need to access homes and businesses, (including Kensington Park Mews) makes full pedestrianisation unjustifiable.
- 6.8. Mindful of those respondents who consider the prohibitions and restrictions on southbound traffic to be disproportionate, in May 2024, following consultation, the Director for Transport and Regulatory Services made the decision to revoke the existing pedestrian and cycle zone in this section of Kensington Park Road, in favour of a one-way southbound restriction (except cycles) by way of statutory traffic order. Northbound access will continue to be prohibited (except for cycles).
- 6.9. The Council began camera enforcement of the No Entry restriction from Elgin Crescent in early January 2024, after a period of issuing warning notices.

New Trees/Greening

- 6.10. The consultation proposals included 12 new trees in large planters. Ten respondents said that they would like the proposals to incorporate more trees and/or planting. Several respondents also felt that trees should be planted within the ground, rather than in the planters proposed. Conversely, six respondents objected to the trees currently proposed, with some believing that they would restrict views of businesses - and therefore impact footfall – or would prevent more ‘al fresco’ dining areas. One respondent was concerned that new trees would eventually grow too large, and roots would damage nearby properties. Another respondent said they would prefer it if the trees provided were arranged symmetrically along the street.
- 6.11. Due to the presence of numerous underground utility assets, the scope for many trees is limited (including in a symmetrical arrangement) and planting at ground level is not possible. The proposals involve trees planted into raised containers outside premises without table and chair licences (or alternative locations for these facilities have been provided). In deciding which species of tree to plant, officers will consider the feedback around tree root area and the impact on views into or from shop windows.

Loss of parking/loading

- 6.12. The proposals involve the loss of two ‘pay-by-phone’ parking bays, one residents’ parking bay and an increase in space available for loading and deliveries. Nine respondents objected to the loss of parking and/or loading space, believing this would impact on their ability to park in the road, or harm local businesses. Seven respondents wanted more parking removed, believing the space could be better used by pedestrians, al fresco facilities, or to encourage more sustainable modes of travel. One respondent said that deliveries should be consolidated at selected morning periods and collections of waste at selected evening periods, believing this would remove the requirement for the dedicated loading bays and create more streetscaping opportunities.
- 6.13. Officers consider that the proposals strike a fair balance between providing space for parking and deliveries, and the wider benefits of the scheme, including new planting and widened footways. Timed deliveries are not necessary in the proposal area, and they can be onerous for smaller businesses – often served by smaller delivery firms – to manage. The increase in space for loading bays on both sides of Kensington Park Road would provide improved access for deliveries in a section of road with a significant retail and hospitality offer.

Food Delivery Drivers

- 6.14. Nine respondents raised concerns relating to the increase of food delivery drivers gathering within the proposal area and associated anti-social behaviour (noise etc). Some respondents suggested that the proposals need to include a dedicated place for food delivery drivers to park, either within the proposal area or nearby.
- 6.15. Officers consider that providing designated waiting areas for food delivery drivers is not a good use of valuable kerbside space. Moreover, considering the concerns

raised regarding noise generated by delivery drivers, officers have not identified a suitable location for a designated waiting area in the proposal area.

Outdoor Dining Facilities

- 6.16. Seven respondents objected to the proposals as they believed aspects such as wider footways would encourage more hospitality businesses with outdoor dining facilities, pushing out retailers.
- 6.17. The proposals incorporate a balanced mix of areas with wider footways (or parking/loading bays which will intentionally be suitable for summertime outdoor dining licences) and areas incorporating trees, greenery and seating. Whilst the Council cannot control a change of use from retail to restaurant unit, the areas with wider footways have been proposed outside premises with existing outdoor dining licences. Outside retail premises, we have proposed trees and greenery, which would benefit all businesses by providing a more attractive public space.

Anti-social Behaviour (ASB) and Crime

- 6.18. Seven respondents believed that improving the streetscape would lead to more anti-social behaviour and crime in the area. Respondents were particularly concerned about noise (from diners using al fresco dining facilities), gatherings of people or rough sleepers using the proposed seating areas, drug-dealing and aggressive thefts from retailers. Many respondents commented that these were existing issues in the proposal area but felt the proposals would exacerbate them. Some respondents felt that the introduction of the pedestrian and cycle zone had or would - where respondents incorrectly believed traffic restrictions were being proposed - increase crime in the area.
- 6.19. By way of response, officers advise that the very purpose of the proposed scheme is to encourage street activation including, specifically, al fresco dining. Officers have no evidence that improving streetscape in a local area leads to increases in crime. However, officers have noted concerns from residents during this consultation, and relating to seating facilities in newly delivered schemes in other areas of the borough and now recommend removing the proposed seating outside of Notting Hill Community Church from the proposals.

Sustainable Drainage/Flooding Mitigation

- 6.20. Six respondents raised concerns that the proposals did not incorporate initiatives to help reduce the impact of rain-water flooding. Some respondents remarked that the southern end of the proposal area, as well as several surrounding streets were hit by heavy flooding in 2021.
- 6.21. Prior to the consultation, the Council commissioned a study to explore all opportunities for reducing the risk of flooding both on Kensington Park Road and downstream. Notwithstanding the flooding event in 2021, the study found Environment Agency mapping to rate the majority of this section of Kensington Park Road as being at very low risk of surface water flooding. The southernmost section of the study area is judged at medium or low risk of surface water flooding;

areas of medium flood risk are expected to have a 1 per cent annual chance of flooding (a 1 in 100-years flood), with low-risk areas predicted to have a 0.1 per cent chance of flooding each year (a 1 in 1,000-years flood).

- 6.22. That study found that the number, size and location of underground utilities would prevent meaningful underground rainwater holding tanks being installed without first paying utility companies to move their services. Installing underground flood-water storage was conservatively estimated to double the total scheme cost and add significantly to the duration of works. Accordingly, the Council believes that the level of flood risk in the proposal area is not proportional to the high cost of diverting significant amounts of utilities.
- 6.23. The study suggested that if, notwithstanding the low risk, the Council wished to attenuate rainwater, it may wish to consider replacing proposed paving with landscaping and/or making the paving permeable. Officers advise that feedback from the consultation does not demonstrate a strong case for introducing soft landscaping and experience elsewhere is that the cost and disruption in maintaining the efficacy of permeable paving in urban locations is only justifiable when used as part of a much larger flood attenuation scheme.

Waste of Money/No Need for Proposals

- 6.24. Six respondents felt the proposals were a waste of Council funds and/or that the changes were unnecessary. One respondent said they particularly objected to the expense of levelling and relaying the street.
- 6.25. The Council's Council Plan and Local Plan reflect the Council's ambitions for a borough that is Greener, Safer, and Fairer. Part of those ambitions include provision of 'amazing spaces' for residents and visitors to enjoy – supporting the local economy. No information about the likely cost of the scheme was provided in the consultation, suggesting that the six people making this comment were making a point of principle.

Waste

- 6.26. Six respondents said that the proposals needed to incorporate more waste bins as there was an issue with waste left out on the street. One respondent wanted to see large paladin bins installed on the street.
- 6.27. The Council collects rubbish twice a week, more frequently than most other boroughs in London. Residents and businesses must put out rubbish and recycling on the pavement as near the kerb as possible (without causing obstruction) before 7am on the day of collection (not the night before). It is an offence to put domestic waste out other than on the scheduled days of collection and residents face a Fixed Penalty Notice of £150 or £400, depending on the amount of waste left out. Court action can also be taken against offenders.
- 6.28. Officers consider that the permanent presence of paladin bins on this street would greatly undermine the streetscape benefits of the proposed public realm scheme and do not recommend including these in the detailed design. With regards to litter

bins, requests for litter bins at specific locations can be made to streetline@rbkc.gov.uk. Unrelated to the Streetscape project, officers would then review the request, including monitoring to ascertain if a litter bin is required.

Conversion of mini-roundabout to priority junction

- 6.29. Five respondents felt that the proposed conversion of the existing mini roundabout at the Blenheim Crescent/Kensington Park Road junction would reduce pedestrian amenity and increase risk for those wanting to cross Blenheim Crescent as vehicles would no longer be expected to slow and/or stop at the give-way markings on all arms of the junction. The respondents felt that this risk is heightened as drivers travelling eastbound towards Portobello Road are entering what they regarded as an informal pedestrianised area with outdoor dining and footways with heavy pedestrian footfall, including many tourists taking photos and not always aware of the traffic around them. Linked to this junction, two responses suggested that if the mini roundabout is removed, further improvements should be introduced such as a raised table across the junction and a zebra crossing on the eastern arm. Two responses also stated that the design appeared to be missing tactile paving on the northeastern footway of the Blenheim Crescent/Kensington Park Road junction and believed that all arms needed crossing points with tactile paving and dropped kerbs.
- 6.30. The proposal to convert the mini-roundabout to a priority junction alongside the new surfacing had two purposes, the first of which was to aid enforcement of the pedestrian and cycle zone in Kensington Park Road by giving the proposal area the feel of a road that should not be entered by a motor vehicle. As the Council has since revoked the pedestrian and cycle zone in favour of a one-way southbound restriction this purpose is no longer relevant.
- 6.31. The second benefit of removing the roundabout was that it would enable a wider pavement on the southern side of Blenheim Crescent. Without this wider pavement, there would be no scope for al fresco dining at this location. Officers consider that this remains a compelling justification for removing the mini-roundabout.
- 6.32. Generally, mini-roundabouts experience poorer collision histories than priority junctions – indeed, the Council has undertaken several schemes to convert mini-roundabouts to priority junctions to help address poor collision records. However, the mini-roundabout at Blenheim Crescent/Kensington Park Road has a relatively good safety record – with two slight injury collisions recorded in the last three years.
- 6.33. The respondents are correct that the design is missing a dropped kerb and tactile paving on the northeastern footway, and this will be rectified at detailed design stage.

Contra-flow Cycle Lane

- 6.34. Four respondents said that a contra-flow cycle lane was not necessary in such a small street and that it may lead to collisions, as there is no obvious distinction without a pavement.

- 6.35. The proposal plans do not include a cycle lane on the full length of the proposal area. The marked cycle lanes at the junctions, and cycle symbols periodically northbound aim to highlight to drivers that they should expect cyclists traveling in the opposite direction, helping prevent collisions. However, since the consultation took place, the Council made a decision to revoke the pedestrian and cycle zone in favour of a one-way southbound restriction (except cycles). The road has been operating in this way since June 2024. Officers and designers will need to assess whether, under best practice guidance, reintroduced traffic flows have reached the level that justifies a continuous marked cycle lane.
- 6.36. Whilst the scheme does propose a 'single surface' with consistent paving on both the footway and carriageway areas, the scheme also proposes demarcation and a slight kerb to separate footway/parking and loading bays from the carriageway.

Cycle Parking

- 6.37. Three respondents objected to the proposed cycle stands, with some believing that people were unlikely to cycle to Kensington Park Road, thus making the stands unnecessary. One person asked that the stands be located elsewhere nearby to keep the streetscape in the proposal area less cluttered. Conversely, four respondents felt more cycle parking was needed with two respondents feeling the cycle parking should be located in the carriageway rather than on the footway and that bays for dockless cycles should also be provided.
- 6.38. Cyclists, like motorists, prefer to park their vehicles as close to their end destination as possible. Officer observations are that people do use the existing bike stands close to this part of Kensington Park Road.
- 6.39. The proposals include nine cycle stands, providing space for 18 bicycles. There are currently just two cycle stands in the proposal area. Officers believe the proposals strike a fair balance between demand for cycle parking and keeping footways clear for pedestrians, with no necessity to use carriageway space. A dockless e-bike parking bay is located close by on Elgin Crescent.

Other Comments

- 6.40. Appendix 2 lists comments received sitting outside of the above themes, alongside officer responses.

7 LEGAL IMPLICATIONS

- 7.1. The Council has the power to carry out the following works under its general power of improvement contained in Part V of the Highways Act 1980 – levelling the carriageway and footway, varying the width of the carriageway and footway, placing planters on the highway as well as lighting the highway. The Council also has the power to install a drinking fountain and seating under section 14 of the Public Health Act 1925. Cycle stands can be installed under section 63 of the Road Traffic Regulation Act 1984.

- 7.2. Any changes to on street parking arrangements or to vehicular access will be dealt with under the Road Traffic Regulation Act 1984 in conjunction with The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996. Any changes to road markings would need to be in compliance with The Traffic Signs Regulations and General Directions 2016.
- 7.3. In preparing the recommendations of the report, the Council has had regard to its Network Management Duty contained in section 16 of the Traffic Management Act 2004 as well as its duty to secure the expeditious, convenient and safe movement of vehicles and providing suitable and adequate parking facilities on and off the road in section 122 of the Road Traffic Regulation Act 1984.
- 7.4. The Council has had regard to its Public Sector Equality Duty contained in section 149 of the Equality Act 2010 as well as to its obligations under the European Convention of Human Rights as it has effect under the Human Rights Act 1998.

7. SAFETY AND OTHER RISK CONSIDERATIONS

- 7.1 A completed Safety Impact Assessment is enclosed as Appendix 4. The assessment found no impact on the groups set out.

8. FINANCIAL, PROPERTY AND ANY OTHER RESOURCES IMPLICATIONS

- 8.1 The original estimate of the budget required to construct the streetscape improvement scheme in Kensington Park Road was £1,000,000, when added to the 2024/25 Capital Pipeline. A further £3,000,000 is in the Pipeline for other Streetscape projects.
- 8.2 The amount required to construct this scheme is now forecast to be £1,400,000. This does not include flood mitigation or SuDS initiatives.
- 8.3 It is normal practice to allow a contingency for projects of this nature. Allowing a contingency of five per cent would add a further £70,000 to the budget that should be allowed for the scheme.
- 8.4 Allowing for the above, the revised estimated construction cost for the project is now £1,470,000. This represents an increased budgetary requirement of £470,000 above the original estimate.
- 8.5 The Leadership Team agreed to move the original £1,000,000 allocation from the Capital Pipeline to the Programme as part of the Quarter 3 Budget Monitoring Report on 26 March 2025. A further £470,000 will be taken from the Streetscene Improvements budget held in the Capital Programme. There is, therefore, an approved budget of £1,470,000 to deliver this scheme in the 2025/26 Capital Programme.
- 8.6 The ongoing revenue costs for maintenance of the planted areas and drinking water fountain are estimated to be £5,000 per annum. These costs must be

managed by the service within existing budgets or by gaining approval for additional budget in conjunction with corporate finance through the annual budget setting exercise. Short-term additional funding for reserves has been secured to recognise the increased revenue spend resulting from these types of capital Streetscape schemes for two years from 2024/25, but consideration should be given to the preparation of a permanent base budget growth bid in future years if the costs cannot be contained within current budgets.

8.7 There are no property or IT implications arising directly from this report.

9. ENVIRONMENTAL IMPLICATIONS

9.1 The scheme is expected to contribute to the Council's aim to enhance biodiversity by introducing several new planted areas including five new trees.

10. EQUALITIES IMPACT ASSESSMENT AND IMPLICATIONS

10.1 A completed EqIA is enclosed as Appendix 5.

11. HUMAN RESOURCES IMPLICATIONS

11.1 None

12. OTHER CONSIDERATIONS

12.1 None

13. APPENDICES

13.1 Appendix One: Master plan and CGI visuals for Kensington Park Road (between Blenheim Crescent and Elgin Crescent). NB the appendices must be separate documents.

13.2 Appendix Two: 'Other' comments and officer responses.

13.3 Appendix Three: Responses received to proposals.

13.4 Appendix Four: Safety Impact Assessment

13.5 Appendix Five: Equalities Impact Assessment

14. SUPPORTING AND BACKGROUND DOCUMENTS

14.1 [Council Plan 2023 - 2027](#)

14.2 [Local Plan](#)

14.3 [Kensington Park Road Streetscape Scheme Consultation](#)

Mark Chetwynd
Head of Transportation and Highways

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Mandatory clearance process

Cleared by Corporate Finance: LV

Cleared by Legal Services: LLM

Cleared by Communications: NT

Appendix 1 – Master plan and CGI visuals for Kensington Park Road (between Blenheim Crescent and Elgin Crescent)





Appendix 2 – ‘Other’ comments and officer responses.

	Comment	Officer Response
1	Two respondents said they were concerned about the noise and duration of the works to implement the scheme, with one believing it could lead to local business closure.	The Council must often balance the needs of residents with the disruption caused by new infrastructure. We believe the long-term benefit to residents, businesses and visitors outweighs the temporary inconvenience road works may cause. There are strict controls on when noisier works may take place. Our contractors ensure try to ensure access is maintained to local businesses, with work that may prevent access typically scheduled outside of business hours.
2	Two respondents said they objected to the proposal to install a water fountain.	It is unclear why the respondents object to the introduction of a water fountain. Officers believe this will be a useful addition to the street for those wishing to refill water bottles, and the product chosen is visually unobtrusive.
3	Two respondents felt that, as the businesses in the proposal area would be the main beneficiaries of the improvements, they should contribute to the cost of implementing the scheme.	It is expected that residents, visitors and businesses alike will benefit from the proposals. For example, areas such as the combined planting/seating areas outside of Notting Hill Community Church are free to use and enjoy by anyone. The Council is pro-business and is mindful of the challenges that many businesses face; it regards schemes like this to be of benefit to the local economy. Businesses already contribute to Council budgets via taxes, business rates and other contributions.
4	One respondent felt the scheme should offer more seating.	Whilst seating does offer some benefits, the consultation found some concerns regarding seating and the recommendation is to remove the proposed seating outside of Notting Hill Community Church.
5	One respondent felt the seating and/or planting areas would prevent some business units from providing outdoor dining facilities in the future, restricting their viability.	The proposals aim to balance the possibility for out-door dining areas whilst providing green areas that some units may prefer as they have no need for such facilities. It is worth noting that whilst hospitality businesses with existing tables and chairs licences have been accommodated, other units can apply in future for these licences where suitable loading or car parking spaces exist outside the premises. Officers are recommending removing the proposed seating outside of Notting Hill Community Church.

6	One respondent said that they wanted enforcement of existing al fresco areas as these sometimes overspilled their designated area, blocking footways for pedestrians.	The Council is aware of the need to ensure close monitoring of al fresco areas and has recently reorganised its street enforcement team to provide improved management of our streets.
7	One respondent (on behalf of Better Streets for Kensington and Chelsea and in a personal capacity) said they did not support cars being able to enter the area to pick up or drop off, including to pick up children from the local nursery. Respondent suggests there should be a School Street in place to avoid vehicle congestion at drop off/pick up times, enforced with ANPR cameras.	The Council does not currently support ANPR use for School Streets, considering that issue of fines after the fact, would not prevent a potential collision with a child that physical barriers used at our other School Streets do. If the nursery would like to be considered for a School Street closure and is willing to provide staff to monitor physical barriers, requests can be sent to school.travel@rbkc.gov.uk . This would need to be subject to a separate consultation.
8	One business owner said they would like to apply for an outdoor space so the bay directly in front of their store was not occupied by al fresco facilities as they felt this would affect footfall to their store.	Restaurants or cafes are not able to expand their outdoor facilities in front of another premises without permission of the adjoining property. The Council has no current policy regarding provision of facilities for retailers other than those providing food and drink.
9	One respondent felt that as there are more restaurants on the east side of the road (and that they believed this side received more footfall), that this footway should be wider than the west side.	There are existing outdoor dining facilities on both sides of the road and having two broader footways has greater benefits for pedestrians rather than one.
10	One respondent felt that the carriageway area was too narrow, citing the amount of delivery vehicles, trucks, waste collection vehicles etc that require access to the area. The respondent felt that, as a cyclist (permitted to use the road in both directions), the narrow width was hazardous.	The width of the carriageway is proposed as 4.85m in total. 1.5m is occupied by the contra-flow cycle lane, leaving 3.35m for vehicles – above the recommended 2.7m for a single carriageway lane. This width is appropriate for delivery and waste collection vehicles. However, these widths will be reviewed as part of detailed design, taking account of the Experimental Traffic Order to open the road to through southbound traffic, which will lead to higher volumes of traffic.
11	One respondent said they felt the new street structures were an eyesore.	It is unclear which aspect of the proposals are considered an eyesore, however to a large extent, visual appearance is a matter of subjective taste. Trees, planters, cycle stands and tables and chairs are commonplace in streets across the borough.
12	One respondent believed that the conversion of the mini-roundabout to a priority junction at the Blenheim Crescent/Kensington Park Road junction	This junction is not used by buses. Officer believe the respondent may be confusing this junction with Elgin Crescent/Kensington Park

	would be 'madness' citing that three buses use the junction.	Road. No change is proposed to the mini-roundabout at the Elgin Crescent junction.
13	One respondent said that the Council should encourage all retailers to have deep, large capacity planters against their windows, remarking on two businesses that they considered to have beautiful displays which contributed to biodiversity and improved street flood resilience. The respondent further wanted the Council to require hospitality venues to plant and maintain larger, deeper, moveable planters to mark their al fresco dining areas, saying that rents charged are very low and contribution to their local community should be both required and enforced.	The Council has no powers to require businesses to install planters, nor to contribute to maintenance of such facilities. Large numbers of planters may also not be desirable, contributing to street clutter. However, the Council's al fresco guidance does encourage the use of natural planting in summertime terraces.
14	One respondent said they were concerned about the impact of allowing cyclists, and particularly e-bikes and e-scooters, to use the combined pedestrianised surface as the unregulated speed of these vehicles may increase collisions especially with those with disabilities and tourists anticipating pedestrian only spaces. The respondent felt cycle access should be restricted on Saturdays.	Cyclists and rental e-scooters may only be used in the carriageway area. Footway riding (of cycle or scooters) and the use of non-rental e-scooters remains illegal and is a matter for the Police to enforce. As the carriageway is intended for vehicles, cycles and rental e-scooters rather than pedestrians, officers consider there is no reason to restrict cycle access on Saturdays.
15	One respondent said they would welcome more underground parking for residents to progressively remove vehicles from the streets.	There are few opportunities for underground car parking in the borough, including in the proposal area, and where it is possible, implementation of such facilities is frequently prohibitively expensive.
16	One respondent asked that the space outside Cadogan Hall was kept clear to allow taxi pick-up and drop-off after concerts.	Cadogan Hall is located in Sloane Terrace, a considerable distance from the proposal area. Officers believe the respondent may mean the area outside of Notting Hill Community Church which would have no parking directly outside as part of the proposals. However, a loading bay (suitable for use by taxis) is provided a short distance away adjacent to the church.
17	One respondent asked that the trees used in the scheme were of mixed species and high quality.	Whilst the species of tree has not yet been finalised by the Council's arboricultural officers, it is expected that the species used will be of a drought tolerant type, suited to large containers. All the Council's new trees are of a high quality.
18	One respondent said that the proposals don't take into consideration Notting Hill Carnival and how street trading is spaced	Officers in the Events team will ensure that the street can support street trading during Notting Hill Carnival. Presently, outdoor dining facilities

	out in the proposal area. The believe that if the road surfacing is all at one level, this would make it easier for vehicle strikes to occur.	must already be removed during the Carnival weekend.
19	One respondent asked that security cameras were introduced as many bikes are stolen, and that more lighting was introduced, including Christmas lights during the festive season.	<p>The Community Safety team work closely with the police, using an evidence-led approach on crime locations that would benefit most from the deployable or mobile CCTV resources and this is not currently a location that has been identified. The team can be contacted directly if there is a crime issue here you would like to make us aware of commsafe@rbkc.gov.uk. Residents can view the CCTV Strategy regarding the Council's approach to installing cameras at:</p> <p>https://www.rbkc.gov.uk/community-and-local-life/community-safety/cctv-closed-circuit-television</p> <p>There are opportunities for residents to expand their ward CCTV through submitted an NCIL¹ application. NCIL is currently open for applications until 12 March 2024;</p> <p>https://planningconsult.rbkc.gov.uk/NCILR5/consultationHome</p> <p>Christmas lighting is outside the scoped of this consultation, but the Council can consider provision if businesses wished to fund the lighting.</p>
20	One respondent asked if segregated cycle lanes be factored into the scheme.	The traffic flows on this section of Kensington Park Road are not at levels considered high enough to require segregated cycle lanes. ²

¹ <https://www.rbkc.gov.uk/planning-and-building-control/planning-policy/neighbourhood-community-infrastructure-levy-ncil>

² <https://content.tfl.gov.uk/cycle-route-quality-criteria-technical-note-v1.pdf>

Appendix 3 – Responses received to proposals

Objections

I don't agree with this proposal, as already there is a lot of traffic in the surrounding area. If it closes then there will be more traffic build up. That will cause more harm to the environment.

I find Borough's proposals very disadvantageous to local drivers both residential and business. They are bearing the burden of every the Borough's desire to turn the neighbourhood into a utopian community of a country village. I don't need to see a greener more attractive place to spend time. I would rather see the borough spend its budget on security for residents and businesses and helping independent retailers succeed, not invite people to come to the neighbourhood and spend time. This would make me feel I'm living in a more attractive place. I would also like to see projects that help cars, bikes, scooters, pedestrians exist hand in hand, rather than favouring one over the other. In this case drivers are giving way again. The changes will create bottle necks and aggravation amongst drivers. The reality is people still use cars for their own safety both against physical violence and theft experienced on public transport, bikes, stand up scooters, and even walking, and to protect against getting sick from being in close proximity to the public on public transport. Drivers have been systematically pushed down the ranks of who benefits from the Borough's budget. Narrowing roads and junctions will prevent free flowing traffic, and create and even more stressful experiences for local traffic. Stop punishing the drivers. I also think the long term impact of these proposals will result in vandalism and high levels of maintenance costs.

Just had the enclosed letter from the RBKC.

How do we stop this idiocy?

I brought this up with the RBKC two years ago. No reaction as you can guess...

My enclosed sketch with street plan shows why it is stupid – it blocks a part of a fairly long route and forces longer travel leading to increase in traffic and pollution as people have to drive around.

Some design measures would work (like say at the Exhibition Road) but two-way traffic must be retained.

This is the worst location for such traffic exclusion measures.

Yes, there are shops and cafes there, but what's proposed, and in what's there now, makes no sense.

Some years ago too I proposed turning Basing Street into an urban park/forest, as enclosed. Basing street is not a critical traffic wise as going north one can use Portobello Road, and going south All Saints, for example. I enclose my sketches again.

Yes, the obstruction of flow of traffic is what makes no sense, and leads to much longer routes, and much more traffic and more exhaust pollution. This is already the case.

The whole of KPRd must retain two way traffic.

Basing Street is easy and would not cause any traffic issues.

And btw while I have a car I use it once, or twice a week. I cycle most of my trips.

I would like to object to the road closure/proposed changes on Kensington Park Road. I am a resident and believe this plan will force more traffic on to Ladbroke Grove. It is already incredibly congested in that area Will harm the area's character. Will lead to more delivery drivers lurking and smoking drugs. It will make the area less secure. It will reduce visitor parking. There will be less residents' parking which is already being squeezed by ebike bays and bikes

<p>spilling out from bike bays into car bays. There will be more permanent street structures, which are an eyesore. This proposal is unnecessary and pointless.</p>
<p>priority 'give-way' junction will be madness! 3 buses use this junction. Why should this street have al fresco' dining areas. This was introduced for Covid and has been stopped else where. This street also has a medical centre on it which some people need car access.</p>
<p>Please stop wasting money on yet more gentrification and concentrate on important things like social and affordable housing and upkeep of our existing green spaces.</p>
<p>There seems to be no serious consideration of :</p> <ol style="list-style-type: none"> 1) additional flood risk by raising street levels; or 2) the negative impact on non-restaurant retail premises on either side of the street. <p>Has this proposal been rigorously vetted by [redacted] the flood risk strategy team, to ensure "joined up thinking"? It does not appear so. It would also be interesting to know the anticipated cost of this. Though not in the same league as Exhibition Road, has there been a proper cost/benefit analysis?</p>
<ol style="list-style-type: none"> 1) There are no provisions in the plans to deal with the existing daily problem of waste left on streets, much of it directly in front of the church entrance doors. Seemingly this is by order of the council to restaurants. Many passers by then throw their waste on top. It seems to me that the plans will exacerbate the problems. I can send you as many timed photos as you want to show this issue. 2) Smoking paraphernalia litters the area now, with the smell of various types of products prevalent outside and drifting inside. 3) We are concerned that the elderly and less well able will struggle with access into a building that is in daily use by people of all ages. Parking will be even more restricted with access problems for equipment, deliveries being an ongoing issue. 4) It would appear that plans are purely for tourists at the detriment of local people. <p>So is the plan to install an array of CCTV? To employ wardens to watch the area 24/7 with the vigilance of car parking attendants? To create places not on the street that the local restaurants with their 'Al Fresco' dining can dispose of their waste over the long opening hours?</p>
<p>I have lived in the area since 1986, [redacted], and have seen the area change over the years. While I am generally in favour of some of the restaurant-derived vitality, I think we have long since reached saturation point, and I oppose further development in this way.</p> <p>The pavements are crowded and unamenable to the use of those of us who live in the area. While I was sympathetic to parklet dining during and just after the pandemic, it came as an absolutely enormous relief when it stopped at the end of October this year. I was surprised at how much more comfortable it felt to make trips to the market & to walk the dog without all that invasive tourism. The quiet and the return to normal convinced me to complete the survey and write this message.</p> <p>The area is becoming a destination for mid to high-end food marketing, and it is very alienating to see places where most residents do not dine (with the notable exception of Mike's) - you feel like a stranger in your own part of town. It also reduces the diversity of retailers in the area that are not restaurants.</p> <p>Finally, people do live around there in flats as well as in the mews. It's not just restaurants with a few shops. Blocking the street will make things difficult for them when they are in need to taxi service, etc - and in fact the congestion has become much worse because of the squeeze during the summer. Well intended, but it won't look remotely like the drawings, which are extremely unrealistic. And my response hasn't begun to touch upon the impact on Blenheim Crescent and the shops there.</p>

So no, please don't expand. And in fact I'd be happy if you didn't bring it back even seasonally. Let people fan out and eat at other places. They have legs and the other places would benefit from the footfall.

This will increase car traffic in the area . It's a very important road connecting to Notting hill. I strongly object.

We are strictly object to the plan to close Kensington park road due to the following grounds:

- 1) we are a local business [redacted] based in [redacted] Kensington park road with a very long term lease contract.
2. We have a big clientele who's arriving daily [redacted]the discussed plan is going to cause immense disruption to our ability to maintain this clientele (many of them require assistance and use drivers to drop them off and pick them up at the door)
3. We sell our own brand products[redacted] which requires deliveries in and out on a daily basis - again if the above plan is executed it can cause us a big financial loss.

Moreover, the street is already very restricted with parking, very few pay and display areas. To diminish this completely and prevent an entrance to the road is going to harm our business as I know it will to lots of other businesses in the same road. I would very much appreciate it if you reconsider this plan.

Regarding the proposed changes on Kensington Park Road, I am writing as a concerned shop owner in the area. I, along with many others, strongly oppose these changes. I am representing all the shops and restaurants on the north end on Kensington Park Road myself [redacted]

Here are my specific concerns:

As a resident:

1. Parking Issues: The lack of parking is already a significant problem for residents in the area.
2. Cycling Zone Need: I fail to understand the necessity for a cycle zone in such a small section of the street. Currently, there are no issues with cycling there, and the introduction of a cycle zone might lead to accidents, as there will be no obvious distinction without a pavement.
3. Congestion on Ladbroke Grove: The congestion on Ladbroke Grove has worsened since the implementation of road closures and one-way systems, also it has made cars turn right onto Coville Square crossing over the busy pedestrian zone of Portobello Market and pass the children playground and nursery. There is now a greater risk of someone getting hurt.
4. Deliveroo Drivers and Safety Concerns: The congregation of Deliveroo drivers in closed streets is a significant problem, leading to issues such as drug dealing and threatening behaviour. This problem is likely to escalate with the proposed changes.

As a business:

1. Impact on Trade: Converting this section of the street into a cycle-only pedestrian zone will disrupt familiar routes, potentially decreasing trade not only for businesses on Kensington Park Road but also for surrounding establishments. The north end of Kensington Park Road has already been affected, the restaurant and other shops foot fall is at an all time low. I have had my shop for 30 years and the last time it was this low was when Notting Hill was in the congestion zone.
2. Issues with Delivery Drivers: Delivery drivers, especially from services like Deliveroo and Ubereats, pose a significant problem for businesses as people tend to avoid areas where they congregate due to intimidation.
3. Vandalism Concerns: The current "Road Closed" planters are already subject to vandalism and littering. How will the proposed changes be maintained to prevent similar issues?
4. Obstruction of Storefronts: The presence of trees may potentially block storefronts, impacting the visibility and appeal of businesses.

Overall, as both a resident and a worker in the area, it seems that the proposed plans lack meaningful rationale or benefits. The absence of communication exacerbates the problem, leading to a disconnect between the council's decisions and the residents' actual needs. This is a huge waste of

council tax money.

I suggest that, instead of implementing changes without consultation, there should be efforts to understand the community's preferences beforehand. This approach would likely prevent issues, reduce the need for police interventions, and minimize complaints.

I am writing in response to the proposed changes to Kensington Park Road. I think it would be beneficial for all if a meeting were held where these ideas could be properly discussed with the relevant stakeholders - maybe a mutually acceptable plan could be agreed?

I have talked with the majority of businesses in the street and many local residents and it's no exaggeration to say that I've heard only negative reactions - even from hospitality in the street which I was surprised by.

Designs have been made on this section of Kensington Park Road since the onset of COVID but it's hard to understand the motivation or see the evidence for why changes are necessary - there is literally no need and every single person and business I have spoken to just wishes that the road would revert to its pre pandemic status.

Previous to COVID, Kensington Park Road was a fine looking, wide street with free-flowing traffic, great footfall. It was stringently monitored by Environmental Health who kept a keen eye on the rubbish, fly tipping, restaurant tables and chairs and general street clutter. Recent changes have ruined the look of the street.

There are obvious issues for stakeholders: business disruption, loss of visitor parking, loss of drive-by trade, loss of visibility (not smart to plant trees in front of shop windows), loss of security, traffic build up on Ladbroke Grove but above and beyond these, I fear the council would be making a grave mistake by creating a crime hotspot. Is that the legacy you are looking for?

If you reduce the width of the street, make it access only and part pedestrianise it, you are making these properties, their residents and people on foot more vulnerable - especially at night.

Further, there are numerous restaurants on the street, most of which offer a delivery service through a third party. During COVID when there was reduced traffic, gangs of these riders would gather on the street. They dealt drugs in plain sight, abused passers-by, threatened residents who complained about noise levels and threw bricks through the windows of restaurants who requested they move. In fact, throwing a brick through the window of a business was the default response to anyone who dared to comment.

You are now planning to reduce KPR to a cycle track and install seating - great for a delivery rider rendezvous but not of much use to other cyclists being as it is, a short stretch of road which gives on to non cycle tracks at each end. No point.

As I write (I own a [redacted]), we have our door locked for the second afternoon in a row against a group of nearly 10 kids who are marauding through the area, stealing at will and threatening shop staff. They have stolen from numerous stores and although the police have been made aware, not one officer has turned up since the first report (not by us) yesterday at about 2.30pm.

Creating an area as proposed will only encourage these episodes and who is going to attend or try to stop it? You are putting local people and their property at risk. I think this idea needs much more consideration and consultation with those who live and trade in this street daily and who understand it. I hope that you will do the right thing and invite collaboration from KPR stakeholders.

I am a resident flat owner (since 1983) [reacted]).

I am now a pensioner living alone and with a health condition so my thoughts on and concerns about redevelopment will reflect this.

I am particularly worried about access as this has already caused problems for me with drivers unwilling to enter the restricted area and instead stopping at either the Elgin or Blenheim Crescent ends of this section forcing me to walk with heavy bags.

<p>I would like the road to remain open and accessible to traffic which is possible even with outside eating areas.</p> <p>I would ask that this section of Kensington Park Road be considered over a 24 hour period as at the moment it seems to be purely business oriented. I have always felt particularly safe here because of the continuous usage of the street so worry about it now being deserted after 11pm.</p> <p>The improvements seem to be heavily weighted towards visitors not residents. I have no desire for fountains or fixed seating or planting. I would like to be able to get collected and dropped off as close to my home as possible and for visitors to park nearby.</p> <p>I support the local businesses and am very glad they have managed to continue and revive after the pandemic but this new phase of outdoor eating should not be at the expense of those of us who live here. It does not need to become a mall and traffic should be allowed to pass through this section. I should be very disappointed if things continue in the planned direction of a restaurant parade.</p>
<p>It takes in no consideration of the carnival and how street trading is spaced out here. The narrowing of the road makes it look nice, but what is the real purpose. Similarly having it all level makes it easier for a vehicle attack to happen in a busy street.</p> <p>the trees again change the nature of the street and make it quite unnatural. What happens when the trees grow too big and start to damage the cellars? Appreciate that the trees are usually chosen not to be so aggressive for spreading out their roots, but then what is the point.</p> <p>This format limits what can be done when other roads are closed and traffic needs to be diverted. how does it incorporate any future changes to Portobello Road or other nearby streets. Because it seems like an island surrounded by inactivity on other streets, how will the jigsaw puzzle work once other streets are up for transformation. This action also limits what can happen on the street here. Whilst it is a part of the "amazing places programme" but what is does not consider is what actual placemaking is wanted and more.</p>
IT'S ALL DREADFUL, INSENSITIVE, THOUGHTLESS, SAME AS THE PORTOBELLO ROAD IMPROVEMENT PROPOSAL WHICH HAS BEEN BINNED.
It's totally unnecessary and a waste of money and resources
I strongly believe we need atleast one way traffic to ease congestion in a highly congested area.
<p>Overall the idea is good. However, what will happen to the parking spaces?</p> <p>There has not been much thought for those who are less able to walk and struggle to get about. Yes having wider footpaths makes it easier for wheelchairs, mobility scooters and pushchairs. But a lot of people enjoy the convenience of being able to park around the corner to portobello market. This is already a struggle to find a space in RBKC and this will make it even harder.</p> <p>What about local residents who live on nearby streets who use that road to park?</p> <p>What about businesses having deliveries? If there is not adequate enough space that will mean the road will become congested.</p> <p>Have you considered this being an issue for bus routes? The congestion caused by traffic and deliveries would slow the buses down.</p> <p>Overall I do not think the idea was looked at on a whole and do not agree with this happening.</p>
<p>I regularly travel to the borough for work and leisure (and elsewhere in London) and I'm not in favour of constant impediments to my travelling with restrictions and threat of extortionate fines.</p>
<p>Hello, regarding this scheme-</p> <p>Firstly, I would really like to know if RBKC has actually done a traffic survey of Kensington Park Road (KPR) before progressing this scheme?</p> <p>KPR is over 3/4 mile long, running in a mostly straight line north from Notting Hill Gate, terminating at Westbourne Park Road. KPR is wide enough along its whole length to allow full 2-way traffic, and it flows easily, with only one set of traffic lights and two mini-roundabouts to negotiate. Two bus routes also run along most of its length, and another bus route crosses it (see more on the impact on buses in KNOCK ON EFFECTS, PERIPHERAL DAMAGE below).</p>

Driving north from Notting Hill to the end of KPR, turning left at Westbourne Park Road then leads directly into large and dense residential areas, including The Lancaster West and Silchester estates. Turning right again leads to another dense residential area, including the estate around Tavistock Crescent and the Brunel estate just over the RBKC border in WCC.

So WPR is routinely and well-used by knowledgeable residents who want to drive from Notting Hill Gate and points south to their home in North Kensington; in particular, using WPR does avoid the better known but much more congested Ladbroke Grove (LG) route, and residents using WPR instead of LG are also helping to reduce the congestion on LG.

THE PROPOSED SCHEME TO 'ROAD BLOCK' KPR FOR AN 80-YARD LENGTH

Blocking KPR for just 80 yards out of 3/4 mile is going to destroy the essential functionality and usefulness of KPR for residents who drive.

So to return to the question of whether RBKC has actually done a traffic survey of Kensington Park Road; personally, I really think not!

I give you my 'real-world' traffic survey from simple, personal and regular observation; I walk to and from the Portobello Road four days a week, usually around lunchtime. I always pass through the temporarily 'road blocked' part of KPR, the bit of road in the proposed final scheme; that's a total of 8 passes through to and fro each week, and I am either in this bit of road, or have it in view, for a period of about 3 minutes each time.

On every pass, I always - without exception - see at least one vehicle pass straight through the closed road in my 3-minute pass (I discount vehicles parked/parking or delivering). I do mean WITHOUT EXCEPTION - I have carried out this observation for over a year, since the temporary closure was introduced, so that's over 400 passes through this bit of road, and there has not been a SINGLE occasion when I have not seen at least one vehicle pass through.

That's private cars and motorbikes, food delivery motorbikes, delivery vans, school buses, Uber and Hackney cabs, and even a couple of Council vehicles. Specific observation examples:

- 1) 08/11/2023 11:30am, trip out - 3 x white vans, 1 x Range Rover, 1 x Uber Prius, 1 x 3-wheel motorcycle, trip back - 1 x Ford Ka, 1 x delivery motorcycle, 1 x Range Rover
- 2) 26/11/2023 midday, trip out - 1 x private motorbike, 1 x Mini Cooper, trip back - 1 x private motorbike, 1 x Audi car
- 3) 08/11/2023 11:30am, trip out - 3 x white vans, 1 x Range Rover, 1 x Uber Prius, 1 x 3-wheel motorcycle, trip back - 1 x Ford Ka, 1 x delivery motorcycle, 1 x Range Rover
- 3) 28/11/2023, 11.30am, trip back - 1 x Deliveroo-type motorcycle, 1 x Skoda SUV

At an observed average of close to 2 vehicles seen for each 3-minute viewing, that's on average 30 to 40 vehicles per hour passing through the currently temporarily closed bit of road.

DRIVERS REALLY DO SEE NO VALID RATIONALE FOR THIS 'ROAD BLOCK'

So why are such a large number of drivers all refusing the road restriction and choosing to ignore it?

Yes, there's obviously a small number of drivers 'who think the rules don't apply to me', but that still leaves a very large number of otherwise law-abiding people driving through and disregarding the restrictions, and one really does have to question why.

To me, I think that local residential drivers see a perfectly usable road, 2-lane wide, going where they need to go, but blocked off for no observable or logical reason; it's a pointless aberration. Or maybe it's some sort of strange mistake? So the drivers make the rational choice to simply go ahead.

And residents 'in the know' do also know that all of the diversion routes to bypass the 'road block' are long, complicated, unsatisfactory and with an element of minor added risk (see KNOCK ON EFFECTS, PERIPHERAL DAMAGE below), so again drivers will use the most logical route instead i.e. through the 'road block'.

KNOCK ON EFFECTS, PERIPHERAL DAMAGE

Diversions/alternative routes to avoid 80 yards of closed road-

Coming up KPR from either the north or the south, one diversion choice is to use Blenheim Crescent/Ladbroke Grove/Elgin Crescent (or the reverse) before rejoining KPR. This detour is an unnecessary 1/4 mile longer than the direct route through the 'road block'. The detour also involves feeding in to and exiting the very much busier Ladbroke Grove. And, in Elgin Crescent it involves intermixing with the 23, 52 and 452 bus routes.

For drivers coming down KPR from the south, the alternative to turning left into Elgin Crescent is to turn right - in which, the driver will immediately hit Portobello Road and have to cross it and a stream of shoppers, then loop through narrow 1-vehicle-wide streets including the residential Colville Square, back over Portobello for a second time, then down Blenheim Crescent, avoiding the tourists standing in the middle of the road taking pictures of the Notting Hill Bookshop, before rejoining KPR. This detour is an extra 6-700 yards.

And for drivers coming down KPR from the north, the alternative to turning right into Blenheim Crescent to turn left instead - again, the driver will have to cross Portobello against a stream of pedestrians, thereafter needing to weave through a series of mostly one-way and 1-vehicle-wide streets, before ending up on Westbourne Grove at the 'turquoise island', then going back along Westbourne Grove to finally rejoin KPR. Note - this detour is a full 1/2 mile extra driven distance!

Please also note that the two latter diversions above do mean that diverted drivers are crossing Portobello (sometimes even twice) at right angles to the stream of pedestrian shoppers, which is likely introducing some increased risk of car/pedestrian accidents.

Impact on Buses -

To reiterate, the 23, 52 and 452 bus routes all use the section of Elgin Crescent between KPR and LG in both directions. Elgin Crescent is sufficiently narrow that, though 2 cars can pass in opposite directions, a car and a bus cannot - the buses require that section of Elgin Crescent to be fully empty in order to proceed. Prior to the introduction of the 'road block' on KPR, this section of Elgin Crescent did have minimal traffic, so the latter requirement was not a problem.

However, now there is appreciable increase in the number of vehicles in Elgin Crescent, directly generated as a result of cars diverting from the now-closed KPR. This has resulted in a lot more instances of cars going in one direction ending up head-to-head on Elgin Crescent with a bus, with neither vehicle able to pass.

I regularly use all of these bus routes, getting on at the bus stop on Elgin Crescent, and my personal experience is of increasing and multiple delays to my bus journeys due to the buses in the now 'contested' Elgin Crescent ending up stationary, in an 'impasse' situation head-to-head with an oncoming vehicle.

WHO INSTIGATED THE SCHEME, AND FOR WHAT PURPOSE?

RBKC does have an ongoing 'Place shaping, Strengthening Portobello Road' initiative that includes consultation with residents, businesses and market users, but I can find no reference to this specific scheme (Kensington Park Road Streetscape Scheme KD1007503) within the 'Place shaping, Strengthening Portobello Road' web pages on the RBKC website or, indeed, within the emails I have subscribed to that give updates on the initiative.

As such, KD1007503 is clearly a separate standalone project, initiated separately.

And then yet more confusingly, the RBKC online survey for KD1007503 then seems instead to be about cycling?

Whatever, it's clearly not a resident behind KD1007503. Why would a resident want a good six-figure sum of their council Tax spent on a scheme that will block their local transport route, interfere with their buses, and give them nothing else in return?

I think the likely initiator(s) of KD1007503 are a business, or group of businesses, or one of the commercial property companies that the businesses presumably rent their shops from, and/or the private nursery school based within the Notting Hill Community Church.

And I think that RBKC will have been directly lobbied for this scheme, perhaps with the assistance of a sympathetic RBKC Councillor.

And that the objective is essentially about business - to create a nice piazza to attract more customers to the restaurants and to provide a better 'ambience' and a nicer pickup/dropoff point for parents who use the private nursery for their children.

BUT IT'S DEFINITELY NOT A CASE OF RESIDENTS 'GOOD', BUSINESSES 'BAD'

The ongoing 'Place shaping, Strengthening Portobello Road' initiative does include consultation with all parties in order to achieve a consensus - residents, businesses and market users.

Residents like and appreciate the businesses in and around the Portobello Road. Residents shop in the Portobello area businesses. Residents work in the Portobello area businesses. Residents even own a Portobello area business.

So, there is no conflict.

SUMMARY AND CONCLUSION

Regrettably, the proposed scheme KD1007503q both denies consensus and has introduced conflict, as it does directly disbenefit residents in terms of transport - unnecessary and unjustified obstruction to the routes they drive in order live their lives, and also a negative impact on buses. Residents should not be expected to pay via Council Tax for this scheme, which does not improve, but merely degrades their quality of life. So

- 1) stop this scheme, also remove the temporary closure and revert the road to full, proper traffic use
- 2) restaurants wanting outside tables can still have them; there is adequate road room for both tables AND 2-way traffic in the given road space, as evidenced in 2021 under Covid restrictions, the first year tables and chairs went out, and this section of road operated perfectly well in that mode
- 3) businesses such as restaurants in this short section of KPR should obviously be participating in the development/redevelopment in the immediate (Portobello Road) area, but rather than initiating an independent and competing project detrimental to residents, they should get legitimately involved in a positive, inclusive and appropriate manner way by engaging via RBKC's 'Place shaping, Strengthening Portobello Road' initiative instead

I write as a long-time local resident and frequent visitor to the Portobello area. I find the plans extremely disappointing as a golden opportunity is being lost to create a really good pedestrianised space. It is also a pity that the graphics show the remodelled street without any of the tables and chairs that are there for seven months of the year, as it gives a false impression. This looks to me like the proverbial camel designed by a committee.

More pedestrianisation

I recognise that there needs to be access for vehicular traffic going into Kensington Park Mews. But there seems no reason at all why any vehicular traffic (other than possibly bicycles) should be allowed during the summer months in the section of the block north of Kensington Park Mews. If this were pedestrianised (like for instance Pavilion Road and the southern part of Exhibition Road), it would make a really pleasant area for the restaurants and cafés spilling out onto the pavements. There could be arrangements for deliveries say before 8 a.m, and from my conversations with restaurant managers and shopkeepers, they would not be worried by this. It would also be much easier to enforce that the proposed curious hybrid scheme, as people entering from the south would quickly become used to the fact that the block was a cul-de-sac.

Ideally, many of us would like to see the whole road barred to traffic in summer, with residents of Kensington Park Mews having access but nobody else (in the way that residents of Portobello Court can drive down Portobello Road when it is closed to the traffic). The fact that there would be no parking on the street for other vehicles would itself be a deterrent, except to vehicles stopping briefly to load or unload.

<p>This street is at present a mix of shops and hospitality and it would be good to keep it that way by concentrating the hospitality venues at the north end as at present. At that end, however, barriers between establishments on either side of the road should be discouraged, otherwise it creates a rather unfriendly corridor down the centre of the street, a temptation to fast cyclists..</p> <p>I was particularly mystified as to why it is thought necessary to have a permanent special loading and unloading bay. The restaurants and the butcher's shop tend to have one delivery a day (usually early in the morning), and send out takeaways by bicycle. The Council should be discouraging businesses in this area from having deliveries except in the hours where they cause least trouble.</p> <p>It is not clear what arrangements are being made for Deliveroo bikes, as at least some of the establishments in the street do takeaways. It would spoil what is intended to be a pleasant area for pedestrians if they park on the street. It would be better if they were round the corner.</p> <p>Flooding</p> <p>This is an area prone to flooding and the smoothing out of the pavement could make run-off worse. I find it odd that the Council should apparently be proposing to put in a lot of expensive new paving without apparently any measures to mitigate flooding. There may be technical constraints limiting beneath the road flood infrastructure. But this should be a perfect opportunity for trying out other mitigating measures - planting trees with big root areas and creating soakaways with grilles over them such as one sees in so many continental cities (and some London Boroughs). The Pembridge Association has some interesting ideas on this. I cannot believe that planters can be anywhere as near efficient, especially the low ones portrayed in the artwork. Moreover, they would attract vandals and rubbish and cause real problems during Carnival. Please think again.</p>
<p>As Disabled driver having had to change GPS to Nottinghill surgery it is already hard enough to driver there without new restrictions on the road also so sections are already very narrow without making it even narrower by pandering to restaurants and cyclists. Please leave the end from Westbourne Grove to Westbourne Park Road alone</p>
<p>Parking is very bad in the bought this will make it worse</p>
<p>This is a terrible idea. The existing restrictions have caused enormous problems to traffic flow in and around the area. I am an environmentalist but also a realist.</p>
<p>Quieter roads leading to potential crime increase & vandalism (seen previously after covid when the road was closed)</p> <p>Not resident focused- only tourist focused</p> <p>Transient community</p> <p>Potential local business closure due to long works being carried out and change of access</p> <p>Lack of parking</p> <p>Increased traffic on surrounding roads (particularly Ladbroke Grove)</p> <p>[Additional Comments]</p> <p>I am a resident and work for a business on Kensington Park Road. I amongst many others are not in favour of the changes</p> <p>As a resident:</p> <p>Lack of parking- this is already a huge issue for residents in the area</p> <p>I am a cyclist, what is the need for a cycle zone in such a small part of the street? This doesn't benefit us. There are no issues cycling there currently. It may</p>

however cause more accidents with pedestrians being less aware of cyclists as there is NO obvious distinction as there will be no pavement.

Congestion on Ladbroke Grove is dreadful, since the road closures and one way systems have been in place

Huge problem with deliveroo drivers congregating in closed streets in the area, this will increase as it did when the structures were in place. They congregate wherever they see fit. Drug dealing and threatening behaviour is a huge issue.

As a business:

Making this section of the street a cycle only pedestrian zone will change route familiarity which will decrease trade, not only those impacted on Kensington Park Road but surrounding businesses as well- many are concerned.

Delivery drivers/scooters (Deliveroo & Ubereats)- Hugely problematic for the businesses as people avoid walking where they congregate as its intimidating.

Any surface available for seating (planters and benches) will and is used by them.

More vandalism- 'Road Closed' planters currently in place look dreadful as they have graffiti all over them and rubbish is thrown in and onto the floor. This is not collected and is left, how will these be maintained?

Trees blocking storefronts

As a resident and someone who also works in the area, the plans do not seem to have any real meaning behind them, or benefit. Unfortunately to understand this you have to be a resident in this area and as there is never any communication, the council have a lack of understanding of what residents really want.

Instead of creating a problem then having to rectify it, causing more police call outs and complaints, why not just find out what people want first?

Since no one can drive through Portobello Market until 4 PM and the one way system in the middle of Kensington Park Road driving through the area had become an absolute nightmare. Adding to this an increasing amount of traffic throughout. More and more streets are becoming congested and the proposals i have seen in a letter i have received would make it increasingly difficult. I strongly oppose it as it will create even greater congestion with difficult, complex and impossible driving condition, adding to this the ever increasing and very long lasting road work we are seeing everywhere in our area. Please dont make it worst.

Portobello Road is already struggling with the way cars and mopeds abuse the market before and after road closure times but closing this road of completely you are adding risk to the main market when cars will start to use that as a drive through instead of Kensington Park Road

Changes to road junction which is currently a roundabout. The part of that is between Kensington Park Road and Portobello Road has a lot tourists in the road taking photos of the Notting Hill bookshop re: the film Notting Hill. Anything that reduces the likelihood that motorists travelling towards Portobello Road on Blenheim Crescent, will stop or slow down at the junction with Kensington Park Road is likely to result in injury to pedestrians in the road. These injuries could be life changing or fatal because many cars exceed the 20 mile an hour limit on Blenheim Crescent The roundabout should stay or a very serious traffic stop should be in place at the junction of Kensington Park Road and Blenheim Crescent .

It would be much more sensible to pedestrianize the parallel part of Portobello Road, from Elgin Crescent to Blenheim Crescent so shoppers are not in the road with traffic an inch from their backs while they are shopping from market stalls.

Little is gained from pedestrianizing part of Kensington Park Road. A lot is lost if this happens. Pedestrians are put at greater risk on Blenheim Crescent, more pollution, more women having miscarriages and stillbirths due to air pollution, more congestion on Ladbroke Grove.

The 5.00pm Ladbroke Grove traffic jam lasts until 6.30 pm. It stretches from Harrow Road to Elgin Crescent where some of the conservative voting rich

people live. Local traffic coming from the Town Hall and Kensington generally goes along Kensington Park Road to and then turns right into and left into Portobello Road from where it disperses into eastern North Kensington. This route is one of the few south north routes that goes under the tube line and the Westway, so it is important for residents in Golborne. Stopping it increases the regular traffic jams on Ladbroke Grove. This traffic jam has existed for many years and is not going to stop because roadworks are a feature of that Victorian route and will continue every year. It will get worse when work starts on the Gas Works site.

Residents are already kept await by the fans and air conditioning from the restaurant. Increased business activity in this residential area should not be encouraged.

The pay back for public money spent on the scheme is likely to exceed 20 years if the return to the public is only collected through increased business rates. This is an uneconomic return for the public.

The borough is very big with pockets of green areas and others with high traffic and less green. Planting trees on streets with heavy traffic will help not only with noise but also with general upgrade of the street/area in question. Earl's Court for instance is much less green and in need of much urgent improvements. Earl's Court Road has daily footfall with tube exit, lots of shops and restaurants but not really pedestrian friendly

Support in-part responses

I am one of the people who live so close just on the corner of this street. Firstly I want to say thank you for your passion for working on our area to make it better to live. But unfortunately there is somethings which apparently missed in your explanation. This plan is excellent for people who are coming here as a visitor on have their business in this area but we are already suffering as residents. I think we need to tackle the present problems then think about the new plan related to this area. There are a lot of problems which no one can feel it as a visitor. I will list some of them below.

- the traffic and park places
- crowding and gathering in day time and strangers in late night - dumping the rubbish by people and restaurants in front of our building
- noise making by people in residential area in day time out of Restaurants and strangers after closing time until early morning.
- noise making by rubbish collection after midnight.
- gathering Uber drivers under our building and making noise and not pleasant view in front of our until midnight.

Those were some of our problems which I have mentioned. In your plan there is some things that will make it getting worse. As well as bench and better area for gathering strangers. I have few references with police and council about our complaint already. And I've got some photos and videos about it. I have provided a petition to be signed by neighbours just in case. But I'm really sure you will understand it and will do some changes in your plan and tackle the present problems which will improve the quality of the life of the residents. Again thank you very much for what you do to make our lives easier and more beautiful.

Great to cement the pedestrianised nature of the street, and to introduce greenery. But too many restaurants with existing outdoor seating permits (37, 29, 184) will be precluded in the future, restricting their viability. These locations also happen to have the most vibrant al fresco scene so are central to the objectives. NB the raised sections could be deeper in those locations when the street is properly one way. Mistake in the Traffic Order (oo)? There is a double yellow in that location. local businesses.

The proposed alterations to the street look excellent and would substantially improve the experience for all users, pedestrians and shoppers/dinners. However, it is sad that the opportunity has not been taken to remove all cars and turn it into a pedestrian area. I understand that allowances would need to be made for deliveries, refuse collection and for certain residents with off street parking. One way of achieving this would be via a moving barrier, bollards would be ideal.

I am in favour of the widening of the pavement. However, there needs to be more restrictions on how businesses use these spaces. At the moment they often have no care for pedestrians and block the pavement with chairs, when serving those eating alfresco and with people queueing for their business. It's often hard to move and I find it hard to get by with a push chair. I can't imagine what it's like for those with mobility issues or wheelchair users. Also clear signage for cars needs to be provided. At the moment the plant boxes say that the road is no entry, but cars often drive down this section of road quite quickly. I've almost been hit by cars when crossing the road.

These measures are welcomed and we fully support the proposals to make Kensington Park Road (between Elgin Crescent and Blenheim Terrace) a greener, more attractive place in which to spend time. We support many measures in full however we only partially support some measures specifically those around parking, loading, vehicle access and road layout. Please find below points that outlines why we support specific measures and suggestions to where others can be made more effective in delivering a greener, safer, and fairer space for residents and visitors.

1: Wider footways to give more space to pedestrians, and to facilitate 'al fresco' dining areas:

Fully support increasing space for pedestrians and delivering space for al fresco dining. This has become a popular destination with a lot more people walking along this stretch but as a result the pavements do become crowded at busy times. More space is needed, and pedestrian pinch points addressed. Wider pavements would improve the pedestrian experience and overall accessibility. Al fresco dining has been hugely popular and beneficial to local restaurants, creating more space to facilitate this will strengthen the identity and vibrancy not just of this street but also the surrounding area.

2: Narrowed junctions at each end, to reinforce the existing restrictions on vehicle movements (to complement the camera enforcement due to be introduced shortly):

Fully support improving the safety at junctions and reinforcing restrictions on vehicle movements. Introducing a road layout that effectively makes this section one way for motor vehicles will be very beneficial compared to status quo and addresses some of the biggest flaws with the current layout.

Currently drivers including professional drivers such as black cab drivers routinely ignore the no entry sign on the south junction and drivers will often enter from the north junction and drive through ignoring the "access only" signs. This creates higher levels of through traffic than is suitable on what is a semi-pedestrianised al-fresco dining street. Drivers ignoring existing restrictions and continuing to use this street as a through route will often be driving faster than access only traffic. This presents increased risk at present as people do treat this section as semi-pedestrianised with a lot of people walking in the roadway and crossing between shops. It also creates increased noise and pollution for those dining on the street and ruins the streetscape experience being aspired to. Narrowed junctions will also improve safety while reinforcing pedestrian priority.

3: Continuous, level footways, including over the junction with Kensington Park Mews to give pedestrians priority. The carriageway will be raised by 60mm to footway levels with demarcation and a slight kerb to identify parking and loading bays:

Fully support continuous footways which are much needed, people will often cross the road on this section because it has been seen as semi-pedestrianised and because of the retail offering here. Continuous pavements make this easier for everyone and improves the overall experience especially for those using wheelchairs, walking aid or prams. The biggest barriers currently besides through traffic are the parked vehicles and pavement clutter, reducing parking in this section will provide more space for pedestrian flow, improve movement and comfort levels as well as improve the al fresco dining concept.

4: Conversion of the mini-roundabout at the junction with Blenheim Crescent to a priority 'give-way' junction:

Partially support - Improvements at the Blenheim junction are much needed with drivers still not routinely giving priority to pedestrians as well as frequent occurrences of vehicles parking up across the junctions, crossings and in the roadway on Blenheim Crescent. This reduces visibility significantly on the corners especially on Blenheim Crescent where vehicles drive up from Ladbroke Grove at speed towards the roundabout where a lot of people cross the roads there. Building out the pavement will address some aspects, though double yellow lines should be retained on all four arms of the junction. However, removing the mini roundabout also removes the need for drivers on Blenheim Crescent to give way approaching the junction, this can only reduce pedestrian amenity and increase risk for those wanting to cross Blenheim Crescent. This risk is more so as drivers travelling Eastbound towards Portobello Road are essentially entering what is in all but name another informal pedestrianised area with outdoor dining and heavily congested pavements resulting in pedestrians frequently using the roadway. There needs to be further improvements for pedestrians at this junction with consideration for raised table on the junction, zebra crossing on the Eastern arm which is routinely congested with pedestrians needing to cross, alternative road layout and/or retain mini roundabout.

5: New dropped kerbs and tactile paving introduced at the northern ends of this section of Kensington Park Road, for pedestrians travelling further north on Kensington Park Road, or east and west on Blenheim Crescent:

Fully support although illustration seems to be missing tactile paving / crossing point on the Northeastern pavement of the Blenheim / KPR junction. All four arms need crossing points with tactile paving and dropped kerbs. Double yellow lines should extend around all four arms and cover the crossing points. A note, frequently at busy times during the day/weekends and evenings vehicles are either parked or stopped obstructing or partially obstructing crossings and sight lines.

6: Raised planter beds with trees and greenery, with some incorporating seating:

Fully support increased greening, this will greatly enhance the environment and experience here. There is much need for additional greening to improve biodiversity/air quality as well as enhance the al fresco experience on the street providing some buffer between seating and road traffic on surrounding roads. Additional seating is a welcome addition as this stretch of road is very popular with locals and tourists alike who are meeting up. Introducing regular seating in areas also improves mobility for those who may need to rest at intervals. It would be good to consider introducing planting on either side of the road at both ends. There may be some need to space out the proposed planting differently to provide space for established al fresco dining areas close to established restaurants. Further comments would be that the proposed greening appears temporary in nature, it would be advantageous to see more permanent greening including trees planted in the ground where possible and there is also opportunity to add additional planting e.g SUDs particularly on the lower section.

7: Improvements in front of Notting Hill Community Church, with improved green infrastructure, seating and water bottle refilling fountain to create a place for people to meet and relax:

Fully support, this will greatly enhance the local environment and provide a convenient meeting point away from the busy restaurant seating areas. It also provides a healthy street entrance to the community church.

8: Cycle parking stands provided at four locations: two at the southern end; one to the north of Kensington Park Mews; and one at the northern end:

Fully support providing cycle parking provision at convenient locations as described (north, middle, south sections) to cater for those visiting by bike. Cycle parking is much needed as there are cycles currently locked to lamp posts and other street furniture. However, do not support proposed positioning/locations as they add to pavement clutter and obstruct space likely usable by nearby restaurants. This is a particular issue on the Northeast

corner and Mews locations which are congested spots. Visitor cycle parking should be located in carriageway at either end by creating cycle bay(s) and consideration for dock less bay to encourage more local trips by bike rather than motor vehicle. On the Northern end this could be on the other side of Blenheim Crescent away from the busiest pedestrian areas, this would also provide useful cycle parking amenities for that stretch including the Colville Health practice and other businesses.

9: New short sections of marked cycle lane at each junction to assist contra-flow cyclists:

Fully support cycle contraflow however important to highlight this is an isolated measure in a neighbourhood that lacks any meaningful safe cycle routes, protected cycle lanes or coherent network.

- Changes to loading spaces and parking including provision of;

- o Two loading bays on the northwest side of the street, and a further two bays to the southeast.

- o Five pay-by-phone bays on the northeast side of the street

- o Four residents' parking bays on the southwest side

Partially support these measures.

- Fully support provision of loading bays for local businesses and access for residents

- Do not support cars being able to park up or park for purpose of pick up or drop off eg to local nursery, there needs to be a school street in place to avoid vehicle congestion at drop off/pick up times for the nursery. With ANPR cameras in place this would not require manned barriers and would not have any resource impact on nursery.

- Do not support on street pay by phone parking, this section is used for al fresco dining throughout the summer months. The pedestrianised street should not revert to being a car park.

- Do not support resident parking bays. There is sufficient resident parking in the surrounding areas to meet demand. Again, a pedestrianised street should not be dominated by parked vehicles that cause obstructions. For the sake of 4 resident parking bays, the street could be greatly enhanced with other options outlined below and that have been implemented elsewhere in the borough notably Bute Street.

- Where al fresco dining is not proposed parking bays offer an opportunity to build on the success already achieved and reprovide on street cycle parking facilities, additional or relocated planting/seating, sustainable urban drainage low level planting, opportunities for market stalls and space for pedestrians to walk or cross the street conveniently making full use of the level paving.

- There is a need to provide dedicated space for food delivery drivers, this section of road has become a hub for home delivery mopeds. This is to be supported but again should be better planned and provided for to reduce impact.

Additional Comments:

- The focus of these plans should be more focused on delivering the pedestrianisation of the street (as Bute street has done), the vehicle access should be for access only and should not be providing on street parking facilities.

- While this proposal is welcomed and is an important step building on an experimental traffic order it is missing a wider opportunity to take a more place-based approach that would join up with any Portobello Market public realm proposals.

- For example, the Northern end of these proposals should incorporate eastern arm of Blenheim Crescent where there is also a high density of restaurants, cafes, retail attracting high footfall. This section should also be pedestrianised and link up with the proposed pedestrian street scheme.
- There is a real opportunity to instead of just removing the mini roundabout on the northern end, to introduce a new public space with filters enabling cyclists and pedestrians to travel through. This would in effect create a wider pedestrian / cycle priority area whilst still retaining access for all residents and businesses on all adjoining streets. This public space could form a mini public square with planting/seating, additional spill out space for restaurant/ café seating. This represents a valuable place making opportunity.
- There is a concern about how RBKC will enforce access only for southbound traffic, how will ANPR differentiate vehicles entering for access only vs drivers using this stretch as a through route. It is already widely flouted, and it is important to ensure the "access only" is effectively enforced.
- There is also a need to better enforce parking restrictions throughout the day. Evenings and weekends become a free for all with little regard for pedestrian access or crossings.
- There remains a need for a place-based approach that outlines and delivers a greener, safer and fairer neighbourhood plan. This is especially needed given the location near to Portobello Road and its connectivity through to Notting Hill, Westbourne Park and Golborne Market. These are areas with high foot fall and identified need to improve pedestrian and cycle provision.

The proposals are great in principle, however as a retailer we feel it the whole stretch of road can become too favourable to the eateries in detriment to the retailers. We would also like to apply for the outdoor spaces, so the bay directly in front of our store is not taken up by al fresco dining as we have found it directly adversely our footfall.

I would like to see full pedestrianisation of the street

I think the road should be 1-way, not access-only.

But in general I think it is a terrific idea and will create a brilliant community asset.

Detailed thoughts:

1. It is essential that a system is put in place to ensure that any street planting is maintained. The current planter boxes are a sad sight, over-run with weeds.
2. The restaurants on the street are gaining a huge advantage and should potentially contribute towards the maintenance of the above / other items.

my comments are as follows, please can you include them in responses as a local resident [redacted].

I walk down this street every day, broadly the plans looks great, well done, it will be a good improvement, but some things need to be changed, see below.

Pavement widths:

There are more restaurants on the east side of the road rather than the west so I think this pavement should be wider than the west side, it also has more footfall due to Portobello.

Especially as the way the extended curbs at the corners on the west have been increased basically benefits 2 restaurants more than others.

(Mediterraneo and osteria, both owned by the same company)

One way traffic:

Keeping the road open for one-way northbound traffic is essential as it shows on the plans, but if you look at the image/ illustration it says 'access only'. I think this is wrong, and something which is not easy to pick up when looking at the consultation and as a result many residents in the wider local area will not pick up on this.

With Portobello now closed it is very hard to get around the area, Ladbroke Grove is often gridlocked, and the residential streets of Blenheim & Elgin get more traffic as a result.

We do not support LTNs as a council.

Width of road at junction with Blenheim:

This looks a bit narrow considering the amount of delivery vehicles, trucks, rubbish lorries etc that have to access this road which I witness on a daily basis.

As a bicyclist I am very concerned at the narrow width you are proposing.

Mini roundabout

This needs to be kept as it is essential to slow down the traffic on the east of Blenheim crescent where there are many more tourists pouring out from Portobello Road, many cafes and often people in the road taking photos etc!

Without this mini roundabout there is a potential for serious pedestrian accidents, as vehicles will have no need to slow down.

Drainage / flooding:

This area is at the bottom of a hill, it was severely flooded in July 2012 with every shop basement in over a meter of water.

What are the drainage plans for this? I assume trees and plants will help with the soak away aspect of heavy rain fall, though large gutters etc are needed too.

General:

In general this small section of Kensington Park Road has been looked at very intensively, but perhaps not been looked at within the wider picture of Portobello, and especially the east section of Elgin Crescent and the east section of Blenheim Crescent as these are the major access points for all the Portobello Road tourists and visitors and also have many cafes, shops etc.

A definite improvement on what is currently there, making it a safer nicer street to socialise, eat, and walk and cycle.

It would be even better if car access was removed to create more of a piazza atmosphere whilst still allowing people to walk and cycle politely through. It would make the outdoor dining and cafe options even better and more popular.

It's a great idea to landscape the existing pedestrianisation so it feels an attractive place to linger. Thank you. I don't support private car parking there.

I am against more shared bike storage. I agree with better pavements/ more greenery and trees. Either stop traffic using the street or allow it. Right now, despite Road Closed signs, many cars and motorbikes are still using it.

Kensington Park Road Streetscape Scheme Consultation

Whilst there are some clear benefits to the proposed scheme for cyclists and restaurateurs and visitors it presents some serious, unresolved issues for residents and non-hospitality retailers which must be addressed in an improved version of the scheme. There is no point in embarking on the major upheaval and cost associated with this scheme unless it can deliver greater flood resilience, ensure that retail and residents' interests are protected and that it contains more urban environmental improvements too.

My comments below are based on conversations with Market Streets Action Group members, Pembridge Association members who use this street, adjacent local residents, Elgin & Arundel Gardens AGM attendees and members of the Elgin & Arundel Flood group.

Flood Risk Concerns:

The commercial and residential basements of this end of Kensington Park Road ("KPR") were heavily hit by the 2021 floods and neighbouring streets including Arundel Gardens, Elgin Crescent and Portobello were amongst the most affected in the Borough. Whilst we understand that the consultants identified technical constraints limiting beneath the road flood infrastructure the whole scheme lacks a mature mitigation of flood risk and therefore does not meet the scheme's objective of being "greener, safer and fairer"

The raising of the highway and "smoothing" of the footway/highway surface is likely to speed the progress of rainwater run off Reducing the distance between roadway and pavement which is a critical rainwater "reservoir" without improving drainage provision is surely wrong. The scheme should not proceed without a rethink and better specialist recommendations to remedy this.

Suggestions include:

- Storm gullies and rainwater channels. The best continental versions feature flush drainage covers which in flood situations can be easily raised providing a rapid channel for flood waters to drain away and to slow the water pooling.
- More tree planting.
- Street trees to be allocated larger pits in the road surface with raisable metal root cover grids allowing water to flow into the roots (see: <https://www.bing.com/images/search?view=detailV2&ccid=C2IPgp9I&id=18D98E4E3CF452591CEE479>). These are better for both trees and drainage. Many Continental cities join their tree pits with narrow "ribbon drainage" soakaway strips to increase porosity. Given that footway widening is one of the principal benefits of the scheme there is easily enough space.
- Research is needed to inform which street trees comply with the site constraints but which also considers which species most effectively improve drainage. (ie drainage considerations predominate)
- Encourage all retailers to have deep, large capacity planters against their windows. Both Provenance Butchers (33 KPR) and Domus Nova (17 KPR) have outstanding displays which beautify, add biodiversity and improve street flood resilience. This is also a major marker of streetscaping for retail success and the reduction of anti- social behaviour.
- Require hospitality venues with street-based operations to plant and maintain larger, deeper, moveable planters to mark their areas and add resilience as part of their Tables & Chairs/Al Fresco dining contract. The rents charged are so low this small contribution to their local community should be both required and enforced.
- The scheme's small planters (depicted outside NHC Church and 23-25 and 35-37) were not generally liked being too low, likely to attract cigarette butts

and litter (like RBKC's existing barrier planters). They were viewed as a problem during carnival when the street becomes excessively crowded when they would form a dangerous obstacle. Proper maintenance by RBKC was perceived to be a problem "don't plant what you won't tend" said one respondent critical of RBKC's record with the KPR road barrier planters.

- Promotion of flood awareness to restaurateurs and their responsibilities with regard to exacerbating factors should become a priority especially with regard to food and other waste disposal and fat disposal.

Balancing Retail Decline with Restaurant Use

There was a widespread perception that the scheme would lead to this end of KPR becoming less of a neighbourhood street, exacerbating the post pandemic dominance of restaurants and al fresco dining whereas its traditional character successfully balanced both retail and hospitality usage. Too many hospitality ventures tend to push out retail as it can be difficult to see shops across the streetscape with the plethora of tables and chairs – we don't want to lose our bookshop, butchers, estate agents.

The Consultation drawings look very charming, but they are somewhat misleading as they do not show a single street based table or chair let alone the substantial parklet type units which encumber this street for more than half the year. The principal beneficiaries of this scheme will be the restaurants who will be able to spread much more easily across the street. This is recognised in the Consultation text which states "Wider footways to give more space to pedestrians and to facilitate Al fresco dining" The proliferation of street dumped messy food waste, rodents and large groups of Deliveroo motorbikes is also not shown yet we know these to be daily problems none of which this scheme addresses.

Suggestions include:

- Collective large paladin bin type storage for food waste so it can be recycled
- More rigorous monitoring of street and gully cleaning by the Borough in this "heavy mess, waste and blockage area".
- Design out pest nuisance by enforcement against inappropriate waste disposal, ban timber decking for parklets which provide rodent shelter opportunities.
- Licensing Conditions added to hospitality venues to require daily pavement cleaning in front of their premises if they use outdoor table and chairs. The current al fresco dining regulations are a great improvement on the original regulations, but further improvements are needed to prevent use of in-street heating devises, plastic foliage, tatty or non-access compliant outdoor units,
- There are no plans for a safe parking space for Deliveroo drivers. Ignoring this in an area so heavily centred on hospitality venues is foolish.
- To avoid noise and nuisance issues for residents in KPR and the surrounding streets we urge RBKC to resist any later hours for Al Fresco dining. 10pm should remain the latest and all tables and chairs should be demounted/rendered unusable afterwards.

Traffic and Pedestrianisation:

We agree with the Consultation suggestions made by [redacted] regarding the need for KPR Mews vehicle access and to concentrate deliveries at selected morning periods and collections of waste at selected evening periods. This would remove the requirement for the dedicated loading bay and create more streetscaping opportunities.

Some residents were very concerned about the impact of allowing cyclist and particularly e-bikes and e-scooters to use the combined pedestrianised surface as the unregulated (often high) speed of these vehicles makes for dangerous collision zones especially for those with disabilities and tourists anticipating pedestrian only spaces. It was especially felt cycle access should be restricted on Saturdays.

Anti Social Behaviour:

A number of respondents were concerned by the impact of the NHC Church forecourt changes. Whilst the intension of creating a seating and break out area appear good it also has the potential to become a nighttime focus for anti-social behaviour. The pandemic resulted in this (and a number of similar adjacent Portobello spots) becoming a Deliveroo driver hub and a meeting point for motor cyclists, unruly gatherings, street drinking and a range of anti-social incidents from harassment to theft resulted. How will the seating prevent rough sleepers? Given that through traffic will be prevented in KPR anti-social behaviour is more likely in this site as the NHC Church and nursery will not be in operation nor will the shops and restaurants.

As observed above (See Flood Risk section) we are also concerned that the planter scheme will not be successful or attractive and that it will prove difficult for RBKC to maintain. This will either mean that it has a negative impact on the streetscape or that it will be abandoned, and the porous capacity element will then be lost.

Conclusion

We do not believe that the changes presented in their current form in this Consultation adequately meet the scheme's 3 objectives in particular in increasing flood resilience. We therefore ask that it is redrafted to address the issues and concerns which have been raised.

On behalf of [redacted] we comment as follows:

We are concerned at the proposal to install trees or planters in front of the restaurant main frontage along Kensington Park Road.

The proposed trees / planters as shown on the plan would clash with the outdoor eating 'terrace' granted under Licence - see for instance Licence RBKC's reference [redacted].

The above allows for a terrace 5m in length with five tables, 10 chairs, two umbrellas and three barriers, which couldn't be implemented if trees, planters or other furniture were to be located where currently shown

The Licence also comprises an outdoor eating terrace 4m in length with four tables, eight chairs, two umbrellas and three barriers located along the Blenheim Crescent frontage: again it is not clear from the plan how your landscaping scheme takes this into account

On behalf of no [redacted] we comment as follows:

The proposed plan shows a dash red line (= does it represent Loading/Unloading Bays?) encroaching the restaurant main frontage along Kensington Park Road

This loading bay area would clash with the outdoor eating 'terrace' granted under Licence - see for instance Licence RBKC's reference [redacted].

The above allows for a 4m in length with four tables, eight chairs, two umbrellas and three barriers along Kensington Park Road, located in correspondence of the main frontage

We look forward to discuss the proposals in further detail to ensure that they won't be detrimental to the business and the outdoor eating facilities can be maintained as per current Licence and integrated in the scheme

I do not support parking on Kensington Park Road. Why should households that do not own a car lose this public space, and almost certainly subsidise the incredibly valuable land needed for parking? Nobody has a "right" to park near outside their home or business; if the space can more usefully benefit a larger number of people, then it doesn't make sense to subsidise it for car-owners.

To start with the renders are completely misleading as you well know all of the restaurants on our patch of the road are allowed to have cabana style outdoor dining, which over time has spread to cover most of the road. My shop is sandwiched between 2 restaurants and we have no parking or room for deliveries. If you are stopping the facility for restaurants to dine on the street then the proposal works, if not then its will be a total mess with no space for our business to function, we have daily pick ups and collections that are already affected badly by all of the restaurants. They also push and food moped

pick ups to park away from their businesses inferno of other non restaurant businesses. The balance is so skewed. Nothing in your proposals point to what will happen when the restaurants pitch their dining in the middle of your scheme.

Provision of trees and greening is inadequate. The plan shows small, skinny trees planted in boxes. This gives the impression that trees are merely an afterthought, and temporary decoration at that. To mitigate the Urban Heat Island effect, combat air pollution, and enhance biodiversity, planting of large, broad-leaved trees IN THE GROUND is essential. There is space for planting more trees, including on Elgin and Blenheim Crescents and on all four corners of Kensington Park Road. We also suggest a further footpath extension outside 190 Kensington Park Road (i.e. reduce pay-by-phone parking by one car space) to accommodate an additional tree.

It is important that this section of Kensington Park Road be converted to one-way for vehicles (north > south) so as to allow a safe clearance for cycles. Cycle hoop areas could also accommodate parking for rental e-bikes and scooters.

One thing that is so obviously missing is rubbish bins. What is with RBKC's "no street bins" policy? It leaves our streets constantly filthy, strewn with dog poo bags, fast-food containers, and litter left under trees and in planters. Please instal at least four rubbish bins on this section (one at the north corner, one at the south a corner, and two in the central section).

The widened and dropped footpaths, provision of cycle hoops and a water fountain are very welcome. The design of the paving is pleasing. This proposal can definitely be improved with more sustainable tree planting but is otherwise a good start towards better, greener, more people-centred use of our street space.

It's not clear to me if the proposal is for no through traffic or not. I think it should be free from cars other than loading. At the moment a lot of cars drive through against the one way direction. I applaud the initiative and hope to see more of these streets in the borough. As we've seen, Pavilion Road has turned into one of the nicest street in K and C and the businesses there seem to be doing fine.

Please accept this response as my personal response to this consultation

I welcome these measures and fully support the proposals to make Kensington Park Road (between Elgin Crescent and Blenheim Terrace) a greener, more attractive place in which to spend time. I support many measures in full however only partially support some measures specifically those around parking, loading, vehicle access and road layout. Please find below points that outlines why I support specific measures and suggestions to where others can be made more effective in delivering a greener, safer, and fairer space for residents and visitors.

1: Wider footways to give more space to pedestrians, and to facilitate 'al fresco' dining areas -

Fully support increasing space for pedestrians and delivering space for al fresco dining. More space is needed, and pedestrian pinch points addressed. It would be helpful to reduce the pavement clutter to maximise space.

2: Narrowed junctions at each end, to reinforce the existing restrictions on vehicle movements (to complement the camera enforcement due to be introduced shortly) -

Fully support improving the safety at junctions and reinforcing restrictions on vehicle movements. Introducing a road layout that effectively makes this section one way for motor vehicles will be very beneficial compared to status quo and addresses some of the biggest flaws with the current layout. There are currently higher levels of through traffic than is suitable on what is a semi-pedestrianised al-fresco dining street. Drivers ignoring existing restrictions and continuing to use this street as a through route will often be driving faster than access only traffic.

3: Continuous, level footways, including over the junction with Kensington Park Mews to give pedestrians priority. The carriageway will be raised by 60mm to footway levels with demarcation and a slight kerb to identify parking and loading bays -

Fully support continuous footways which are much needed, people will often cross the road on this section because it has a seen as semi-pedestrianised and because of the retail offering here. Continuous pavements make this easier for everyone and improves the overall experience especially for those using wheelchairs, walking aid or prams. The biggest barriers currently besides through traffic are the parked vehicles and pavement clutter, reducing parking in this section will provide more space for pedestrian flow, improve movement and comfort levels as well as improve the al fresco dining concept.

4: Conversion of the mini-roundabout at the junction with Blenheim Crescent to a priority 'give-way' junction -

Partially support - Improvements at the Blenheim junction are much needed with drivers still not routinely giving priority to pedestrians as well as frequent occurrences of vehicles parking up across the junctions, crossings and in the roadway on Blenheim Crescent. This reduces visibility significantly on the corners especially on Blenheim Crescent where vehicles drive up from Ladbroke Grove at speed towards the roundabout where a lot of people cross the roads there. Building out the pavement will address some aspects, though double yellow lines should be retained on all four arms of the junction. However, removing the mini roundabout also removes the need for drivers on Blenheim Crescent to give way approaching the junction, this can only reduce pedestrian amenity and increase risk for those wanting to cross Blenheim Crescent. This risk is more so as drivers travelling Eastbound towards Portobello Road are essentially entering what is in all but name another informal pedestrianised area with outdoor dining and heavily congested pavements resulting in pedestrians frequently using the roadway. There needs to be further improvements for pedestrians at this junction with consideration for raised table on the junction, zebra crossing on the Eastern arm which is routinely congested with pedestrians needing to cross, alternative road layout and/or retain mini roundabout.

5: New dropped kerbs and tactile paving introduced at the northern ends of this section of Kensington Park Road, for pedestrians travelling further north on Kensington Park Road, or east and west on Blenheim Crescent -

Fully support although illustration seems to be missing tactile paving / crossing point on the Northeastern pavement of the Blenheim / KPR junction. All for arms need crossing points with tactile paving and dropped kerbs. Double yellow lines should extend around all four arms and cover the crossing points. A note, frequently at busy times during the day/weekends and evenings vehicles are either parked or stopped obstructing or partially obstructing crossings and sight lines.

6: Raised planter beds with trees and greenery, with some incorporating seating -

Fully support increased greening, this will greatly enhance the environment and experience here. There is much need for additional greening to improve biodiversity/air quality as well as enhance the al fresco experience on the street providing some buffer between seating and road traffic on surrounding roads. Additional seating is a welcome addition as this stretch of road is very popular with locals and tourists alike who are meeting up. Introducing regular seating in areas also improves mobility for those who may need to rest at intervals. It would be good to consider introducing planting on either side of the road at both ends. There may be some need to space out the proposed planting differently to provide space for established al fresco dining areas close to established restaurants. Further comments would be that the proposed greening appears temporary in nature, it would be advantageous to see more permanent greening including trees planted in the ground where possible and there is also opportunity to add additional planting e.g SUDs particularly on the lower section.

7: Improvements in front of Notting Hill Community Church, with improved green infrastructure, seating and water bottle refilling fountain to create a place for people to meet and relax -

Fully support

8: Cycle parking stands provided at four locations: two at the southern end; one to the north of Kensington Park Mews; and one at the northern end -

Fully support providing cycle parking provision at convenient locations as described (north, middle, south sections) to cater for those visiting by bike. Cycle parking is much needed as there are cycles currently locked to lamp posts and other street furniture. However, do not support proposed positioning/locations as they add to pavement clutter and obstruct space likely usable by nearby restaurants. This is a particular issue on the Northeast corner and Mews locations which are congested spots. Visitor cycle parking should be located in carriageway at either end by creating cycle bay(s) and consideration for dock less bay to encourage more local trips by bike rather than motor vehicle. On the Northern end this could be on the other side of Blenheim Crescent away from the busiest pedestrian areas, this would also provide useful cycle parking amenities for that stretch including the Colville Health practice and other businesses.

9: New short sections of marked cycle lane at each junction to assist contra-flow cyclists -

Fully support cycle contraflow

10: Changes to loading spaces and parking including provision of;

- o Two loading bays on the northwest side of the street, and a further two bays to the southeast.

- o Five pay-by-phone bays on the northeast side of the street

- o Four residents' parking bays on the southwest side

Partially support these measures.

- Fully support provision of loading bays for local businesses and access for residents

- Do not support cars being able to park up or park for purpose of pick up or drop off eg to local nursery, there needs to be a school street in place to avoid vehicle congestion at drop off/pick up times for the nursery. With ANPR cameras in place this would not require manned barriers and would not have any resource impact on nursery.

- Do not support on street pay by phone parking, this section is used for al fresco dining throughout the summer months. The pedestrianised street should not revert to being a car park.

- Do not support resident parking bays. There is sufficient resident parking in the surrounding areas to meet demand. Again, a pedestrianised street should not be dominated by parked vehicles that cause obstructions. For the sake of 4 resident parking bays, the street could be greatly enhanced with other options outlined below and that have been implemented elsewhere in the borough notably Bute Street.

- Where al fresco dining is not proposed parking bays offer an opportunity to build on the success already achieved and reprovide on street cycle parking facilities, additional or relocated planting/seating, sustainable urban drainage low level planting, opportunities for market stalls and space for pedestrians to walk or cross the street conveniently making full use of the level paving.

Additional Comments:

- The focus of these plans should be more focused on delivering the pedestrianisation of the street (as Bute street has done), the vehicle access should be for access only and should not be providing on street parking facilities.

I very much support the permanent changes to a pedestrian friendly street with trees and places to stop. I am, however, concerned that there will not be space for the restaurants to use the road space for tables etc in the summer. This has been of benefit to the restaurants as well as to the atmosphere of the street. I would like to see this retained. It brings life to the street and a destination for many. I also do not believe that the change in road surface is necessary or of any real value. Please also ensure that the trees are mixed species and quality trees. We have been devastated by the removal of pear

<p>trees and others on Blenheim Crescent and their replacement with spindly birch trees in a monoculture that was not known before on this street - for years the only street perhaps in London that had a fruiting avocado tree.</p>
<p>Looks lovely on photos, but with all the problems with delivery bikes and electric bikes racing through the streets right now, including Portobello Road, I wonder who will enforce a safe environment for those using this space? These delivery people cause a lot of grief as it is, parking and hanging around where they are not meant to be causing obstructions. When asked to move, the response is aggressive and rude.</p>
<p>What about the residents walking on the pavements. So far what has happened is that vehicles still drive up and down the road disregarding the No Entry signs. What is worse is that the restaurants object to us walking on the pavements with dogs or prams. They have been rude to a number of us and said we should be walking in the road. Really ? They overstep the areas that have been allotted to them and even have put tables and four chairs on the pavements making public access impossible. Once you allow them to have permission long term the pedestrian like us will be forced to walk in the road dodging the illegal traffic.</p>
<p>There is continuous drug abuse in the corners of this area and no police presence to deal with the matter. Reported several times to the MP. The proposal currently doesn't recognise that it currently should not be a road. Why don't we cut vehicles of all forms using this area and make the environment safer. Mopeds albeit very useful for distribution are a constant danger. So the proposal should be for no vehicles of any sort. I also suggest you review the area between 5pm and 8pm on a number of evenings and say whether you think things could be improved by removing vehicles as this would also stop much of the intimidating behaviour in the area.</p> <p>Could you also consider whether the commercial rates for utilising al fresco should be increased for those able to benefit.</p> <p>Finally the green and hanging baskets would be nice in other areas surrounding. You must also increase the number of bins.</p>
<ul style="list-style-type: none"> -Remove all parking from the area of intervention. -Maybe have 1 or 2 timed loading bays in the early morning, to reduce clutter and congestion. -Physically remove car access, by pedestrianising the street. -Allow for restaurant space to "spill over" to put seating in the street to take advantage of al fresco dining -create a narrow carriageway for Kensington park mews access. -Allow cyclists into the street as guests. -create space for benches and for children and elderly people to play.
<p>Control cyclists using the pavement. They have the right to do it, but they knock us oldies over if they don't look where they are going</p>
<p>More trees near the corner of Kensington park road and Elgin crescent</p> <p>And less letting and selling house agency ! There are 3 in my bloc, they are always empty and they are most probably all laundering money, this is not the vision you try to apply with your changes .</p>
<p>I support the proposals, but please ensure planting is native/ wildlife-friendly for biodiversity.</p>
<p>I accept that some improvements would be helpful but it is important not to over design the proposal and over prescribe people's behaviour. Currently works well partly because there is still an improvised, homegrown feel to the street. Yes to trees. Yes to footway proposals, no to fiddly, marked cycle lanes, keep mini roundabout at Blenheim Crescent junction. No to planter beds. No to seating and water fountain. Far too many places for people to meet and relax already, saturated with food and drink retail offerings since planning regulations / classes changed. Please no more. Do not lose any resident parking spaces. Priority consideration should be given to residents (of whole area) as they go about their daily lives and errands and not to the many</p>

visitors who may only visit once in their lifetime. (They will also enjoy it more if it retains the feel of a real place rather than an ersatz Covent Garden style destination).
Should be closed to traffic between midnight and 11am
Please remove car parking and all car access in the pedestrian area.
make traffic free streets and add more secure bike storage or add cameras as many bikes are stolen. Also add more lighting at night/ xmas lights decorations for xmas
<p>Important to be clearer in your comms that these changes are for the benefits of local businesses and tourism, not for residents. That's not an issue but transparency matters. Those living in the buildings should be contacted in person for their views as they are most affected by evening social noise, reduced parking etc.</p> <p>The proposed cycle parking stands are not needed and are not practical</p> <p>* very few people bike into NHill to the restaurants on KPR, or to Portobello for that matter. It's primarily pedestrian 7 days/week, except for cab drop offs/pickups.</p> <p>* because the street section involved is at the bottom of a lengthy KPR hill, common sense and experience elsewhere in London (and Paris for that matter) says anyone who does bike will be leaving bikes at the bottom of the hill and not using them to ride up. Creating additional work & expense for the borough or bike supplier to collect and move them where they will be used. There's already cycle parking at the top of KPR hill.</p>
I support the measures on the condition they do not reduce the ability of market traders on Portobello Road to park their vehicles and unload goods.
I love the idea but I think the planting should be symmetrical. I also don't think the bicycle parking is required in the newly paved section. It can be on the side streets or further along the road in front of the medical centre etc. Let's keep it as clutter free as possible
<p>Is the idea is to remove cars all together or are some cars allowed? in your images you have cars - it's not clear. wonder if entry will be restricted to the residents of the mews? where are all the lorries replenishing food for the restaurants going to park? and what about the residents permit bays which will be lost?</p> <p>in principle i am FOR it, but would like to know how you are going to bar entry into the area.</p> <p>also keen that the planters are well kept (the planters in front of the church look gorgeous but they will be in the shade so will need careful thought and management) and well planted. what do you have in mind?</p> <p>i would like to suggest you also raise the road on elgin crescent between portobello and kensington park road but allow the traffic to flow as happens on Elizabeth st, pimlico. the reasons behind my suggestion is that tourists wander across the road not realising that cars are coming at their usual speed. if the road was raised it would make the cars drive even slower to take into consideration that there are a lot of people milling around portobello who are not familiar with cars and buses coming at speed (and probably looking in the wrong direction anyway). this section of the road is a mix of business and tourism and at the moment the interaction with the traffic is not a happy one.</p>
In favor of the proposed changed but am worried about the amount of time and noise it will take to build these new streets.
More space for the restaurants would be great and more green space also.
Yes to widening and keeping closed but no to the expense of leveling and relaying the floor

Fully supportive responses

This looks brilliant, the greener the street the better
Think it's a great initiative
[No comment supplied]
I support the idea that more pedestrianised areas should be created and that stretch of road is perfect for that due to it's high concentration of establishments that can benefit from having more outdoor tables set up.
[No comment supplied]
I like the plan very much.
I am strongly in favour of the scheme. Can you please consider tree planting on the Elgin Crescent end of the scheme as well as the Blenheim Crescent end. It will enhance the appearance of this part of the street hugely. As a very local resident I would be happy to join a committee should there be one.
[No comment supplied]
Great idea. Would love to see more of this throughout the borough
<p>I walk from my house the on the far side of Ladbroke Grove to the Portobello Road almost every day. The area is one much frequented by visitors from all over the world who are unfamiliar with the road layout. The section of Kensington Park Road which is the subject of this enquiry also has a nursery where small children are dropped off and collected every day. They can and do (I have seen this on several occasions) stray into the road. The present situation is the worst of all possible alternatives. Visitors think that "Road Closed" means what it says, and cross without looking. I have caught people by the arm to prevent them being knocked down more than once. When trying to cross myself this week, I was given a finger by a driver who drove through the roundabout at about 40 mph, and on my return from getting my paper, another driver drove straight past the no entry sign. There is a note about a camera, but there doesn't seem to be one. Either the new system must be strongly enforced (I guess most of the offenders are locals) or the "Road Closed" signs should be removed. I would strongly support the installation of the new system, because the situation as it is at present is seriously dangerous.</p> <p>[Additional Comments]</p> <p>As you will see from my address I am likely to cross Kensington Park Road at the junction with Elgin Crescent almost every day. I have written more than once to the Council to draw attention to the danger here ever since the "Road Closed" notices went up.</p> <p>1. "Except cycles": Does this apply to motorbikes as well as the pedal bikes? The delivery boys use this road in both directions all the time – and at speed. They seem to have an impromptu gathering point at the junction of Blenheim Crescent and Portobello Road.</p> <p>2. The streets adjoining the Portobello Road and Blenheim Crescent (partly because of the connection with the Notting Hill film) are always full of visitors who think that a "Road Closed" notice means what it says. I have on several occasions pulled a foreign visitor back from stepping in front of a car.</p>

<p>3. The nursery in that section of Kensington Park Road means that the pavement there at certain times of day is crowded with small children who sometimes stray into the road. I have seen a near miss with a car not colliding with a child on more than one occasion.</p> <p>4. This week I was nearly hit by a taxi going north at the roundabout at about 30mph, despite the 'no entry' sign and despite my familiarity with the streets. I have written about all this on several occasions, and have given registration numbers of offending vehicles to the police, but have never have received any response.</p> <p>There does not seem to be an e-mail address through which I can contact you or Mr. Burton. Unfortunately my printer isn't working, or I would not have to subject you to my hand-writing.</p> <p>The "road closed" notice at the Blenheim Crescent end of the Kensington Park Road section in question does not have a "No Entry" sign, which adds to the confusion. My family is very much in favour of the proposals in your letter of 18 October, but at present want to draw to your attention the dangers of the present arrangements.</p>
[No comment supplied]
This looks like an excellent addition to our community. More space for pedestrians and cyclists, more relaxed dining for people in the restaurants will be good for business. I am all in favour of encouraging walking and cycling and having more space for people to walk, relax, talk and hang out.
As long as this does not increase traffic on Portobello Road and Lancaster Road. Lancaster Road is very busy already.
The present arrangement in this part of Kensington Park Rd is potentially disastrous: it purports to deny vehicle traffic and yet cars and motor bikes ignore the restriction all the time. Pedestrians are therefore at a real risk of misjudging the risk. I favour strongly making this area more friendly to pedestrians, shoppers, diners and cyclists (albeit to safeguard the interests of residents, outdoor facilities must have a cut-off time of no later than 10pm).
I think you need to do more streets like this and make the borough as free of cars as possible
[No comment supplied]
I believe it will enhance the area, will give a useful boost to the restaurants on that part of the street and reduce unnecessary traffic.
I agree with any changes that improve the quality of life of the residents in our borough and demonstrate tangibly our respect for the environment. I am in favour of increasing street parking to the detriment of non-resident parking but I am even more in favour of facilitating other means of transport. I would welcome more underground parking for residents to progressively remove vehicles from the streets.
I think this is a fantastic idea. I love the idea of giving the restaurants here a chance to create a european style cafe street vibe. My only concern would be to manage any potential noise. Perhaps this could be done by limiting outside seating to 10pm. Great initiative.
I think this is great and I would like to suggest that we plant new trees in more places, ideally in the ground directly and not in boxes. Example on our street Colville Road, there is an empty one in the ground towards westbourne grove, can you please put forward our wishes to plant trees in the empty ones and more overall Notting Hill. thanks x
<p>Yes, please do this. Even more importantly please, please pedestrianise the whole of Portabello Road.</p> <p>This would be hugely beneficial to local people, businesses and visitors.</p> <p>Look at somewhere like Ljubljana – pedestrianizing the entire centre has led to much more use of local businesses from locals and tourists alike.</p> <p>Let's catch up with modern times and get cars out of our public space.</p>

Any initiative to improve the pedestrian experience in this road is welcome.

[Additional Comments]

The traffic restrictions in Kensington Park Road between Blenheim and Elgin Crescents are routinely ignored by motorists and especially by takeaway delivery drivers. Moreover, the 20 mph speed limit is interpreted as a challenge instead of a law, especially by the delivery drivers. It is the Council's job to see that these restrictions are enforced but as far as I can see, no initiatives have been taken.

I think the outdoor eating that has been in place since the pandemic and reducing traffic has been great for this area and made it much more pleasant and pedestrian friendly.

I would like to suggest that it would be safer to leave clear space/waiting area outside the entrances to Cadogan Hall. For example, when my friend and I have a taxi coming to collect us after a concert it would help if it could wait outside. Otherwise it is rather a struggle, particularly for her.

[No comment supplied]

I am in support of a greener, safer pedestrian area on Kensington Park Road as described in the presentation. It will be wonderful for the neighborhood.

I request that the street is completely closed (no cars) and reserved for pedestrian and outside space for community, gatherings and restaurants. The same should be done to Portobello Road... Where the market is held... where commonly there are people walking beside a few cars... There is no need for cars through there and it's quite dangerous.

I fully support the plans to make this street pedestrianised with more trees and planting. I have really enjoyed the improvements made to the street and the outdoor dining offering that has developed, this has really transformed my experience of walking through here. I visit here regularly and walk through everyday, it has become one of the nicest parts I walk through with variety of restaurants and always busy with lots of people around. I would like to see more plants to bring the street to life more and make it nicer to sit outside, at the moment there is still a lot of passing traffic and at night tables are penned in with parked cars. Making the street pedestrianised as much as possible would be good as it is a busy section and people enjoying the street need more space rather than passing traffic and a handful of parked cars.

What can you do to stop non residents from just using this road as a cut through?

great idea more like pavilion road and beneficial to resident and local neighbours.

I really welcome the concept of making this area greener, more pedestrian friendly and removing cars. It helps to reinforce the sense of community in this area. Also I would welcome the surrounding streets to become more cycle friendly - promoting active travel and reducing the need for private car use.

It would be great!

[No comment supplied]

It would be nice to make this a permanent feature of the neighborhood and the greener the better--always!

I think the next consideration should be discontinuing the circulation of bus lines through Kensington Park Road between Westbourne Grove and Elgin Crescent. All bus lines circulating through that one block stretch eventually turn on Elgin Crescent to take Ladbroke Grove, so buses should turn on Westbourne Grove and then go directly into Ladbroke Grove.

This would reduce bus traffic and overall vehicle traffic on Kensington Park Road between Westbourne Grove and Elgin Crescent. This would reduce CO2

pollution, be more inviting to pedestrian traffic and the enjoyment of the neighbourhood. This would also make Kensington Park Road a better alternative pedestrian traffic route from Portobello Road on market days. Ultimately, this could lead to a further extension of the enhancements on Kensington Park Road between Elgin Crescent and Blenheim Crescent, making the whole area greener, and friendlier to pedestrians and the public. This in turn would increase visits that would favour neighbourhood businesses.

This is a fantastic idea and will continue to reduce the traffic burden and improve the neighbourhood. My son attends the Strawberry Fields nursery in the Notting Hill Community Church and this will greatly improve the drop-off and pick-up where parents and children are often waiting and cars are passing by.

[No comment supplied]

Excellent idea. The basic idea is already in place and working well. The proposed plan will finish the idea and let's hope this implemented in other streets.

To support local businesses i'd like parking to be removed and the area to be fully pedestrianised

Any car free environment is so much better for health and well/being. Gt for business. Fantastic for social cohesion. Please provide more cycle parking.

[No comment supplied]

[No comment supplied]

Well done to the Council for this initiative!

The restaurants will be the primary commercial beneficiaries. Will they be asked to contribute towards the cost?

With regard to the outdoor seating for the restaurants, how will it be ensured that is done to a high quality of design and construction? Will there be any oversight?

Who will be responsible for maintaining the planters and the plants therein, and stopping them becoming full of weeds and rubbish? If no one, then it is much better not to have any planters at all - the current planters are full of weeds and rubbish and are disgusting.

How often will the new streetscape be jetwashed?

The success of this project will be entirely dependent on ongoing maintenance

[Additional Comments]

What are the plans for ongoing maintenance after the works are completed, particularly re the landscaping? The planters currently in situ are full of weeds and rubbish, and are disgusting. If there are no plans for ongoing maintenance, the money spent on the works will be wasted

I love this little street off Portobello Road, I visit the butchers a lot and book shop. In the summer it is lovely having all the outdoor dining and the feel of the street is completely different from surrounding area. The plans look nice, the street definitely needs trees and plants. I do think it needs to be pedestrianised as much as possible and I would like to see outdoor dining and plants replace car parking

[No comment supplied]

Looks great! We often eat there and this will make it even more pleasant

That looks like a great improvement 👍

Finally we are learning from covid! Thank you.

There should be a total ban in vehicles and no parking allowed except for loading before 0900.
A great improvement on previous proposals. Can some segregated cycle lanes be factored in at this late stage?
It appears to be a great improvement and should encourage people to walk. I fully support it
Sounds lovely my only concern would be around carnival as due to recent Colville Ward meeting a number of residents have concerns regarding licences given, and in some cases, not given, for alcohol, sound systems and not sufficiently stocked or cleaned public conveniences impacting on people relieving themselves where they can.
I'd love to see the proposed changes be implemented, especially more greener and opportunities to sit and rest would improve the area a lot.
I welcome this proposal and for creating a car free (apart from access) space on this section of Kensington Park Road, it will significantly enhance the environment and provide a pleasant space for people to socialise and eat. It is positive that cyclists will still be able to access the road.
Re the planting, I'd urge you to involve/consult [redact] head of RHS Wisley, who was involved in The Gardens Project, on our estate (funded by Grenfell Projects and NCIL). Although those plans were stalled by our, I think, extremely abusive, bullying and misguided [redacted] here, [redacted] still helped/advised on improving/transforming the planting here in the upper court of Clare Gardens - in consultation with me, and [redacted].
It looks like it will be a wonderful space for the community to enjoy and for a little bit of urban nature to flourish.
[No comment supplied]
[No comment supplied]
Looks absolutely wonderful. I live nearby and can occasionally afford to use shops and restaurants there. Certainly not a regular occurrence. I can't help but think of those residents who will never be able to avoid such places. I hope there is genuine equity for all residential areas in K & C. Someone shared the below with me as a local resident. Looks good; however, I do not see any rubbish bins. The area brings in tourists by the thousands particularly over the weekends. I believe many are looking for disposal of waste to the extent that the dog waste receptacles are full with normal rubbish. The borough needs to encourage proper disposal of waste. Please campaign for this. P.S. the proposed planter with seats seems next to cars. Elders need more seats throughout the area.

‘No opinion’ Responses

I get the idea of double yellow lines allowing permanent access to off street residential parking. But why not all such exits? And why are some NO PARKING stretches (eg outside the nursery school in Kensington Park Road, or on Caledonian Road near the shops) not simply marked with double yellow, instead of the present elaborate painted wording and zig zag marking etc on the road? Surely it is 24 hour No Parking (double yellow) or not (single yellow or meter/res park)

Appendix 4 - RBKC Safety Impact Assessment (SIA)

SECTION 1: Programme/ or proposed decision details

Question	Information provided
Name of the decision, policy, project, service, or strategy being assessed	Kensington Park Road Streetscape Scheme
Key or Executive Decision reference number	ED5007503
Give a brief overview of your works aims and objectives	The Kensington Park Road Streetscape Scheme aims to make the section of Kensington Park Road between Elgin Crescent and Blenheim Crescent a greener, more attractive place in which to spend time as part of wider Council ambitions to create 'amazing spaces' in the borough. The proposals
Name of person completing this Safety Impact Assessment (SIA)	Caroline Dubarbier, Sustainable Travel Manager
Name of Director	Andrew Burton
Team	Transportation and Highways
Directorate	Transport and Regulatory Services
Contact Email	Caroline.dubarbier@rbkc.gov.uk
Where is this SIA stored. (This is to ensure colleagues can pick this up in your absence)	RBKC Health and Safety Impact Assessment - KPR.docx

SECTION 2: SIA SCREENING – DO YOU NEED TO COMPLETE A FULL SIA?

Question	Answer	Impact
Does your programme or proposed decision involve:	(Yes, No, Unclear)	(Positive, Negative or Neutral)
Construction work - see below Error! Reference source not found. for a definition of construction work (SECTION 3A: Assessing the Impact – Construction work)	Yes	Neutral
Any impact on residents, service users or the community? (SECTION 3B: Assessing the Impact – Community project/programme)	Yes	Neutral
Working on or installing any safety related installations (e.g. fire detection/alarm systems, fire doors, panic alarms, water, gas, electricity, asbestos) (SECTION 3C: Assessing the Impact – Statutory building safety requirements)	No	N/A
Changes to the working environment, or procedures, policies or practices affecting staff (SECTION 3D: Assessing the Impact – Working environment)	No	N/A
Any foreseeable impact on children's safeguarding, e.g. work at a location where vulnerable children are present? (SECTION 3E: Assessing the Impact – Children's safeguarding)	No	N/A
Any foreseeable impact on adults' safeguarding, e.g. work at a location where vulnerable adults are present? (SECTION 3F: Assessing the Impact – Adults' safeguarding)	No	N/A
Are there any foreseeable activities or policies which will impact the safety of residents in the context of crime or antisocial behaviour (SECTION 3G: Assessing the Impact – Community)	No	N/A

If you have assessed the impact to any of the above questions to be Negative, or Unclear, then you will need to complete the relevant parts of Section 3 and Sections 4 and 5 below.

If you have assessed all the necessary impacts as Positive or all of the questions are answered No, explain the rationale for this in the box below. Then complete Section 5.

SECTION 3A: ASSESSING THE IMPACT – CONSTRUCTION WORK

Please use this section to assess the impact of the programme/proposed decision. Please note considerations of the impact for identified risks and proposed mitigations.

'Construction work' means the carrying out of any building, civil engineering or engineering construction work and includes the construction, alteration, conversion, fitting out, commissioning, renovation, repair, upkeep, redecoration or other substantial maintenance, de-commissioning, demolition or dismantling of a structure ([more information](#)).

In identifying risks in this section you should consider all aspects of the construction process, including Construction, Design & Management (CDM) and Building Control compliance:

Risk factor	Impact	Mitigations
Construction of Kensington Park Road Scheme	<ul style="list-style-type: none">• Safety of contractors and members of the public during construction work• Safety of existing and future users	<p>Planning construction</p> <p>Pre-commencement of works, a 'Point of Use Risk Assessment' will be undertaken with findings recorded on the 'Control of Reactive Works' document. Additional control measures will be implemented as identified. All equipment will be checked and recorded where applicable on the relevant documents as standard.</p> <p>Pre-tracing of the site will be undertaken using latest C2 utility plans. Trial holes will be hand dug to manually check depth and direction of underground services. Banksmen hold responsibility to guide the delivery and removal of materials to and from site. Traffic/Pedestrian Management measures will be implemented and maintained throughout the works.</p>

Risk factor	Impact	Mitigations
		<p>Appoint the right people</p> <p>Contractors working on the site must meet minimum competency levels dependent on their level of seniority, with supervisors meeting CITB Site Supervisor Safety Training and/or IOSH Supervising Safely, each requiring a minimum of 2 years' construction experience. Supervisors and site operatives must hold a CSCS Card. Specialist operatives must hold relevant competency documents e.g. cable avoidance tool operators must have attended Cable Avoidance Tool Training course.</p> <p>All site operatives must wear Personal Protective Equipment (PPE) as standard, with specialist operatives wearing specialist equipment as required.</p> <p>Consult and engage with workers</p> <p>Contractors working on the scheme are briefed on their responsibilities with regards to health and safety whilst on site.</p> <ul style="list-style-type: none"> • Daily task Briefings shall be conducted at the commencement of the working shift by the relevant Manager, Supervisor or Foreman, to share information on the activities to be conducted during the forthcoming shift. • Work gangs shall be subject to periodic site visits by their Manager or Supervisor. On occasions, these site visits will be formally recorded as a measurement of compliance for quality, environmental and health and safety performance. Work gangs shall also be subject to periodic site visits by the Safety, Health, Environmental and Quality

Risk factor	Impact	Mitigations
		<p>Department. These site visits will be formally recorded as a measurement of compliance for quality, environmental and health and safety performance.</p> <p>Communicate risks and safety measures</p> <p>The Council's term contractor, FM Conway, has successfully and safely delivered numerous schemes for the Council. FM Conway have a robust library of generic risk assessments for all types of construction work and additionally have undertaken a specific risk assessment relating to the construction of this scheme (document title: FMC TSRAMS – Method Statement – Kensington Park Road)</p> <p>The specific risk assessment for Kensington Park Road identified two risks outside of the most common risks during construction work (covered in FM Conways' Generic Risk Assessments). These are:</p> <p>A) Risk of Members interfering with the site, for example if a member of the public pushes over safety barriers onto or near someone.</p> <p>B) The potential for shallow utility services to be struck during excavation.</p> <p>Control measures are as follows:</p> <p>A) Barriers/cones/signs to be secured properly and with sandbags</p> <p>B) Use of CAT to be used during all excavations, hand dig with insulated tools and have a</p>

Risk factor	Impact	Mitigations
		utility spotter when using machinery.
Environmental Issues during construction	Dust, emissions and waste affecting residents and visitors.	<p>Activities to be conducted in a manner that eliminates airborne dust particulates or reduces airborne dust particulates to an acceptable level. Vehicle engines or fuel consuming tools must not be left running unnecessarily. Operatives to drive safely and smoothly to reduce fuel consumption and CO2 emissions.</p> <p>Care to be taken to minimise waste from procured materials and ensure these are disposed of correctly.</p>
Physical hazards during construction	Members of the public may slip or trip on equipment or materials	Barriers/cones/signs to be secured properly and with sandbags. Site manager to ensure site is kept clear and tidy.
Hours of work during construction	Contractors working overtime may become tired and incur injury.	Shifts scheduled in advance of works and daily briefings conducted at the commencement of the working shift by the relevant Manager, Supervisor or Foreman, for the purposes of provision of information on the activities to be conducted during the forthcoming shift.
Equipment and premises issues during construction	Contractors working on the site incurring injury	<p>Welfare facilities to be planned and implemented. Emergency procedures to be put in place, including (but not limited to) first aid and fire emergency. All accidents and incidents to be reported and logged. first aid and burns aid kits to be available on site at all times.</p> <p>PPE to be worn at all times.</p>

Risk factor	Impact	Mitigations
		All site operatives to meet competency requirements set out in the Method Statement.

Return to Screening section

SECTION 3B: ASSESSING THE IMPACT – COMMUNITY PROJECT/PROGRAMME

Please use this section to assess the impact of the programme/proposed decision.
Please note considerations of the impact for identified risks and proposed mitigations.

Community project/programme means any activities which the Council is proposing to host, run or fund (e.g. by awarding a grant or contract) which will involve residents at locations within the borough.

In identifying risks in this section, you should consider all aspects of the project that could have an impact on community safety and sentiment towards the delivery of the service.

Risk factor	Impact	Mitigations
Changes introduce new risks to members of the public	Risk of injury	A road safety audit stage 1 was completed as part of initial design stage and all issues raised were accepted or mitigated. Detailed design has been undertaken alongside a Road Safety Audit Stage 2 and all issues raised were accepted or mitigated.

Return to Screening section

SECTION 3C: ASSESSING THE IMPACT – STATUTORY BUILDING SAFETY REQUIREMENTS

Please use this section to assess the impact of the programme/proposed decision. Please note considerations of the impact for identified risks and proposed mitigations.

'Statutory building safety requirements' means all safety regulations that apply to the setting/activity proposed, including structure, fire safety, electrical safety etc. ([more information](#))

In identifying risks in this section you should consider all aspects of the statutory building safety requirements.

Risk factor	Impact	Mitigations
Not applicable		

Return to Screening section

SECTION 3D: ASSESSING THE IMPACT – WORKING ENVIRONMENT

Please use this section to assess the impact of the programme/proposed decision.
Please note considerations of the impact for identified risks and proposed mitigations.

In identifying risks in this section, you should consider all aspects of the project/proposal that could have an impact on staff safety and wellbeing.

Risk factor	Impact	Mitigations
Not applicable		<ul style="list-style-type: none">•

Return to Screening section

15. SECTION 3E: ASSESSING THE IMPACT – CHILDREN’S SAFEGUARDING

Please use this section to assess the impact of the programme/proposed decision.
Please note considerations of the impact for identified risks and proposed mitigations.

This section relates to any proposed activities where the Council contracts or grant funds a third party to provide services for children and where a service is provided in house.

In identifying risks in this section, you should consider all aspects of the project/proposal that could have an impact on children’s safety and wellbeing through the activities or services to be delivered.

Further advice can be sought from the appropriate safeguarding lead.

Risk factor	Impact	Mitigations
Not applicable		

Return to Screening section

16. SECTION 3F: ASSESSING THE IMPACT – ADULTS’ SAFEGUARDING

Please use this section to assess the impact of the programme/proposed decision. Please note considerations of the impact for identified risks and proposed mitigations.

This section relates to any proposed activities where the Council contracts or grant funds a third party to provide services for adults and where a service is provided in house.

In identifying risks in this section, you should consider all aspects of the project/proposal that could have an impact on adult safety and wellbeing through the activities or services to be delivered.

Further advice can be sought from the appropriate safeguarding lead.

Risk factor	Impact	Mitigations
Not applicable		

Return to Screening section

17. SECTION 3G: ASSESSING THE IMPACT – COMMUNITY SAFETY

Please use this section to assess the impact of the programme/proposed decision.
Please note considerations of the impact for identified risks and proposed mitigations.

You may wish to discuss your responses with the Council's Community Safety Services.

In identifying risks in this section, you should consider all aspects of the project/proposal that could have an impact on the safety and wellbeing of the individuals involved in the activities or services to be delivered.

Risk factors	Impact	Mitigations
Not applicable		

Return to Screening section

18. SECTION 4: ACTION PLAN

Planned Action/mitigation (from section 3)	Implementation date and action owner	Review date 1 – approval (e.g. contract award or project initiation)	Review date 2 – contract review or project completion
Construction of Kensington Park Road Scheme	From October 2025 Project Manager – RBKC Site Supervisor – FM Conway	September 2025 (pre-construction)	May 2026 (project completion)
Hours of work during construction	From October 2025 Project Manager – RBKC Site Supervisor – FM Conway	September 2025 (pre-construction)	May 2026 (project completion)
Environmental Issues during construction	From October 2025 Project Manager – RBKC Site Supervisor – FM Conway	September 2025 (pre-construction)	May 2026 (project completion)
Physical hazards during construction	From October 2025 Project Manager – RBKC Site Supervisor – FM Conway	September 2025 (pre-construction)	May 2026 (project completion)
Equipment and premises issues during construction	From October 2025 Project Manager – RBKC	September 2025 (pre-construction)	May 2026 (project completion)

Planned Action/mitigation (from section 3)	Implementation date and action owner	Review date 1 – approval (e.g. contract award or project initiation)	Review date 2 – contract review or project completion
	Site Supervisor – FM Conway		

19. SECTION 5: SIGN-OFF

Director/ Head of Service Name	Mark Chetwynd, Head of Transportation and Highways
Contact Email	Mark.chetwynd@rbkc.gov.uk
Date of sign off	3 April 2025
Review It is important to consider health and safety at every stage of the process. Remember a Safety Impact Assessment is a live document which means it must be regularly reviewed and updated considering new evidence or information. Please ask your Director or Head of Service to sign-off at any relevant review stage.	
Date of 1st Review	
Name of Reviewer	
Director signature	
Date of 2nd Review	
Name of Reviewer	
Director signature	
Date of 3rd Review	
Name of Reviewer	
Director signature	

Appendix 5 – EQIA

SECTION 1: Programme details

Name of the policy, project, service, or strategy being assessed, and a brief overview of its aims and objectives	<p>Kensington Park Road Streetscape Improvements</p> <p>The Council has recently consulted on proposals to make streetscape improvements to the section of Kensington Park Road between Elgin Crescent and Blenheim Crescent. The proposals include footway widening, conversion of the mini roundabout at the Blenheim Crescent junction to a priority junction, tree planting in raised planters, 'single surface' carriageway/footways and removal of the northbound section of carriageway and some changes to parking/loading provision.</p> <p>The scheme affects a short section of Kensington Park Road, between Blenheim Crescent and Elgin Crescent. Whilst we do not have precise data on the demographics of this small area, officers invited 3,961 residences and businesses close to the proposals to take part in the consultation directly by way of letter-drop, and local residents' associations and community groups were contacted by email and notices were posted on-street and in local press. The consultation was also promoted on social media.</p> <p>We received 127 responses and many respondents provided demographic data, including data related to age, disability, gender etc.</p>
Name of person completing this EqlA	Caroline Dubarbier, Sustainable Travel Manager
Name of Director	Andrew Burton, Director of Transport and Regulatory Services
Team	Transport & Highways
Directorate	Environment and Neighbourhoods
Contact Email	caroline.dubarbier@rbkc.gov.uk
Where is this EqlA stored. (This is to ensure colleagues can pick this up in your absence.)	Appx D - Kensington Park Road EQIA.docx
Is this EqlA accompanying a report that is going through a formal decision process? If so which meeting, is it going to for decision?	Key Decision

SECTION 2: EqlA Screening – Do you need to complete a full EqlA?

Please complete the checklist below, including impact to help determine if a full EqlA is necessary.

Please see table in Section 3 for a breakdown of the protected characteristics

Question	Answer (Yes, No, Unclear)	Impact (Positive, Negative or Neutral)
Does your programme have the potential to disproportionately affect men, women or those who identify as non-binary?	No	Neutral
Does your programme have the potential to disproportionately affect people of a particular race or ethnicity? This includes refugees, asylum seekers, migrants and gypsies and travellers.	No	Neutral
Does your programme have the potential to disproportionately affect people with a disability? Consider physical and learning disabilities and mental health conditions.	Yes	Neutral but see section 3
Does your programme have the potential to disproportionately affect people of certain sexual orientations?	No	Neutral
Does your programme have the potential to disproportionately affect people of different age groups? Consider children and elderly populations.	Yes	Neutral but see section 3
Does your programme have the potential to disproportionately affect those undergoing or intending to undergo the process of gender reassignment?	No	Neutral
Does your programme have the potential to disproportionately affect those due to pregnancy or maternity? The Equality Act protects women or birthing people from discrimination from when you become pregnant until your right to maternity leave ends and you return to work. If you do not have the right to maternity leave this is 2 weeks after the child is born.	No	Neutral
Does your programme have the potential to disproportionately affect people of different faiths and beliefs?	No	Neutral
Does your programme have the potential to disproportionately affect people on low incomes or living in poverty?	No	Neutral
Does your programme have the potential to disproportionately affect people living in the most deprived areas of RBKC? Think about North Kensington, in particular Golborne, Notting Dale, Dalgarno and those living on the Worlds End Estate. There is further detail in Section 3 below in the socioeconomic and geographical box.	No	Neutral

If you have assessed the impact to any of the above questions to be Negative, Neutral or Unclear, then you will need to complete

Sections 3, 4 and 5. If you have assessed the impact as Positive, explain the rational for this in the box below and then go to Section 5.

Please use this box to outline how residents are positively impacted.

N/A

SECTION 3: Assessing the Impact

Protected characteristic	Analysis	Impact (Positive, Negative or Neutral)																																																			
Age	<p>2021 census: The average age of residents in Kensington and Chelsea is 40.45 years, making it the fourth oldest population in London.</p> <p>The age breakdown of our population is:</p> <table><tr><td>4 years and under</td><td>4.3%</td><td>25-34 years</td><td>17.5 %</td></tr><tr><td>5-9 years</td><td>4.4%</td><td>35-49 years</td><td>21.2 %</td></tr><tr><td>10-15 years</td><td>5.4%</td><td>50-64 years</td><td>20.5%</td></tr><tr><td>16-19 years</td><td>3.8%</td><td>65-74 years</td><td>7.9%</td></tr><tr><td>20-24 years</td><td>8.5%</td><td>75-84 years</td><td>4.8%</td></tr><tr><td></td><td></td><td>85 years and over</td><td>1.7%</td></tr></table> <p>Not all respondents to the consultation provided demographic data, but those who did are detailed below. This shows that younger people were under-represented in the consultation responses, and older people were over-represented, especially those over 65 years old. Note that some of the respondents who reported their age were not RBKC residents.</p> <p>Age of respondents to consultation</p> <table><tr><th>Age</th><th>No. Responses</th><th>%</th></tr><tr><td>18 - 24</td><td>1</td><td>1%</td></tr><tr><td>25 - 34</td><td>8</td><td>8%</td></tr><tr><td>35 - 44</td><td>13</td><td>13%</td></tr><tr><td>45 - 54</td><td>23</td><td>24%</td></tr><tr><td>55 - 64</td><td>23</td><td>24%</td></tr><tr><td>65 - 74</td><td>19</td><td>20%</td></tr><tr><td>75+</td><td>10</td><td>10%</td></tr><tr><td>TOTAL</td><td>97</td><td>100%</td></tr></table>	4 years and under	4.3%	25-34 years	17.5 %	5-9 years	4.4%	35-49 years	21.2 %	10-15 years	5.4%	50-64 years	20.5%	16-19 years	3.8%	65-74 years	7.9%	20-24 years	8.5%	75-84 years	4.8%			85 years and over	1.7%	Age	No. Responses	%	18 - 24	1	1%	25 - 34	8	8%	35 - 44	13	13%	45 - 54	23	24%	55 - 64	23	24%	65 - 74	19	20%	75+	10	10%	TOTAL	97	100%	Neutral
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65 - 74	19	20%																																																			
75+	10	10%																																																			
TOTAL	97	100%																																																			

	<p>Raising the level of the carriageway closer to that of the footway has the potential to particularly benefit older people with reduced mobility and families with young children using buggies. However, as part of the detailed design process, the design team needs to be informed by best practice, notably the advice contained in CIHT's 2018 publication "Creating Better streets: Inclusive and Accessible Places". Attention should be given to make the differentiation of footway and carriageway legible for children, particularly if (as is now proposed), through traffic is reintroduced in the southbound direction.</p> <p>The proposals involve the loss of two 'pay-by-phone' parking bays and one residents' parking bay in favour of an increase in space available for loading and deliveries. Some older people may be more reliant on cars or taxis than other age groups, and may be more inconvenienced if access to the precise part of footway is no longer available. However, officers consider that the proposals strike a good balance between maintaining space for parking, drop-offs and deliveries, and the wider benefits of the scheme, including new planting and widened footways.</p>	
Disability	<p>2021 census: 12.8% of residents in the borough said they had a long-term condition or disability that limited their life in some way. LGA Data from the academic year 21/22 highlights:</p> <ul style="list-style-type: none"> • 2,379 young people have Special Educational Needs in RBKC. • 746 have a statement of Special Educational Need or an Education and Health Plan. • 62 children in the Borough have a disability in schools. <p>16 (13 per cent) of the respondents to the consultation said that they had a disability, with nine of those respondents saying the disability related to a physical or mobility concern. So, the profile of the respondents matched the borough profile very closely.</p> <p>Although at this (outline) design stage, the impact in Section 2 has been rated as "neutral" for people with a disability, this masks that one particular feature of the scheme has potential to affect different disabilities very differently. Raising the level of the carriageway to (or close to) footway level is likely to be of particular benefit to people with impaired mobility but also has potential to disproportionately negatively affect people who are blind or who have impaired vision. Accordingly, as part of the detailed design process, the design team needs to be informed by best practice, notably the advice contained in CIHT's 2018 publication "Creating Better streets: Inclusive and Accessible Places". If there is to be any difference in level between footway and carriageway then the detailed design will also need to ensure that there are sufficient points of contrast between the two.</p>	Neutral

	<p>The proposals involve the loss of two 'pay-by-phone' parking bays and one residents' parking bay in favour of an increase in space available for loading and deliveries. Some people with disabilities may be more reliant on cars or taxis than other age groups, and may be more inconvenienced if access to the precise part of footway is no longer available. However, officers consider that the proposals strike a good balance between maintaining space for parking, drop-offs and deliveries, and the wider benefits of the scheme, including new planting and widened footways.</p> <p>The consultation proposals include the planting of 12 new trees in raised planters and nine new cycle stands towards the kerbline. Such street furniture can be difficult to navigate by those with sight impairments, however placement of the planters and cycle stands is towards the kerb line, where generally trees, cycle stands and other street furniture is commonplace and therefore expected by those with sight problems. The widened footways the scheme proposes should ensure that the sections of footway kept clear of street furniture are broader than previously.</p> <p>The decision to trial the reopening of the road to all southbound traffic is separate from the decision on whether to proceed with the streetscape scheme. Officers consider that because drivers already have the facility to drive southbound into KPR for access, there is no additional equality impact arising from the reopening of the road to through traffic.</p>	
Gender reassignment	<p>The 2021 census captured this information those aged 16 and above.</p> <p>Approximately 90% of our residents stated that their sex is the same as it was at birth. Nearly 9% of residents did not answer the question. The remaining identified themselves as:</p> <ul style="list-style-type: none"> • 0.2% said that their sex is different to that registered at birth • 0.1% identify as Trans woman • 0.1% as Trans man • Less than 0.1% identify as non-binary • 0.1% identify as other <p>The proposals are deemed to have no impact on this category.</p>	Neutral
Marriage and Civil Partnership	<p>2021 Census data shows 49.24% of residents are single. Nearly 35% of residents are married to someone of the opposite sex and 0.5% are married to someone of the same sex. The remaining 0.15% of our residents are in a civil partnership with someone of the opposite sex and 0.39% are in a civil partnership with someone of the same sex.</p> <p>The proposals are deemed to have no impact on this category.</p>	Neutral

Pregnancy and maternity	The 2019 JSNA showed there were 1,612 births in the borough. It also showed an estimated 335 cases perinatal mental illness.					Neutral																																		
	The proposals are deemed to have no impact on this category.																																							
Race	2021 Census: The broad ethnic breakdown of the borough’s population is White at 70.6%; Asian, Asian British at 11.8%; Black, Black British at 7.9%; Mixed or multiple ethnicities at 6.6%; and Other at 9.9%.					Neutral																																		
	A more detailed breakdown is:																																							
	Asian Bangladeshi	1%	Mixed White and Asian	2.1%																																				
	Asian Chinese	2.7 %	Mixed White and Black African	0.9%																																				
	Asian Indian	2.2 %	Mixed White and Black Caribbean	2.1%																																				
	Asian Pakistani	0.9 %	Mixed Other	2.4%																																				
	Asian Other	5%	White English, Welsh, Scottish, Northern Irish British	32.7 %																																				
	Black African	4.8 %	White Irish	2.0%																																				
	Black Caribbean	2.3 %	White Gypsy or Irish Traveller	0.1%																																				
	Black Other	0.8 %	White Roma	0.7%																																				
			White Other	28.3 %																																				
			Other Arab	4.5%																																				
			Other ethnicities	5.4%																																				
	The breakdown of respondents to the consultation by ethnic origin is below, and show that white respondents were overrepresented compared to the borough profile. However the proposals are deemed to have no impact on this category.																																							
	<table><tr><th>Ethnic origin</th><th>No. Respondents</th><th>%</th></tr><tr><td>Any other Asian background</td><td>1</td><td>1%</td></tr><tr><td>Any other Black background</td><td>1</td><td>1%</td></tr><tr><td>Any other White background</td><td>6</td><td>6%</td></tr><tr><td>Asian or Asian British - Bangladeshi</td><td>1</td><td>1%</td></tr><tr><td>Asian or Asian British - Chinese</td><td>1</td><td>1%</td></tr><tr><td>Black or Black British - Caribbean</td><td>1</td><td>1%</td></tr><tr><td>Mixed/multiple ethnic groups - White and Asian</td><td>5</td><td>5%</td></tr><tr><td>White - English/Welsh/Scottish/Northern Irish/British</td><td>54</td><td>56%</td></tr><tr><td>White - Irish</td><td>6</td><td>6%</td></tr><tr><td>White - Other European</td><td>20</td><td>21%</td></tr><tr><td>TOTAL</td><td>96</td><td>99%</td></tr></table>						Ethnic origin	No. Respondents	%	Any other Asian background	1	1%	Any other Black background	1	1%	Any other White background	6	6%	Asian or Asian British - Bangladeshi	1	1%	Asian or Asian British - Chinese	1	1%	Black or Black British - Caribbean	1	1%	Mixed/multiple ethnic groups - White and Asian	5	5%	White - English/Welsh/Scottish/Northern Irish/British	54	56%	White - Irish	6	6%	White - Other European	20	21%	TOTAL
Ethnic origin	No. Respondents	%																																						
Any other Asian background	1	1%																																						
Any other Black background	1	1%																																						
Any other White background	6	6%																																						
Asian or Asian British - Bangladeshi	1	1%																																						
Asian or Asian British - Chinese	1	1%																																						
Black or Black British - Caribbean	1	1%																																						
Mixed/multiple ethnic groups - White and Asian	5	5%																																						
White - English/Welsh/Scottish/Northern Irish/British	54	56%																																						
White - Irish	6	6%																																						
White - Other European	20	21%																																						
TOTAL	96	99%																																						
Religion/ belief	A breakdown of religious groups in RBKC from the 2021 census are:					Neutral																																		
	Buddhist	1.1%	Jewish	1.9%	Other	0.7%																																		

	<table><tr><td>Christian</td><td>48.4 %</td><td>Muslim</td><td>11.8 %</td><td>No religion</td><td>24.8%</td></tr><tr><td>Hindu</td><td>1.1%</td><td>Sikh</td><td>0.2%</td><td>did not answer</td><td>10%</td></tr></table>	Christian	48.4 %	Muslim	11.8 %	No religion	24.8%	Hindu	1.1%	Sikh	0.2%	did not answer	10%	
Christian	48.4 %	Muslim	11.8 %	No religion	24.8%									
Hindu	1.1%	Sikh	0.2%	did not answer	10%									
	The proposals are deemed to have no impact on this category.													
Sex	2021 Census: Female 53.2% and Male 46.8%. The proposals are deemed to have no impact on this category.					Neutral								
Sexual Orientation	2021 census information on sexual orientation is only captured for people aged 16 and above. Approximately 85% identify as Heterosexual, nearly 3% identify as Gay or Lesbian, 1.3% as Bisexual and 0.3% as other, the remaining 10.4% did not answer this question. The proposals are deemed to have no impact on this category.					Neutral								
In addition to the nine protected characteristics, where relevant we ask that you also think about the socio-economic and geographical considerations of our residents. Some data has been included below for your reference.														
Socio-economic and Geographical	<p>A recent report on data from the Index of Multiple Deprivation for 2019 showed that a high concentration of the most deprived Lower Super Output Areas are found in the Golborne, Notting Dale and Dalgarno wards.</p> <p>North Kensington also has higher numbers of people on low incomes, who are unemployed or who have no qualifications than the rest of the borough and has a higher proportion of social housing. There are also pockets of low income, higher unemployment, and lower skills levels in parts of the south and west of the borough, again in areas where there are greater proportions of social housing.</p> <p>According to recent ONS data RBKC continues to have the highest life expectancy in the country, however this varies between the north and the south, between people from different ethnic minorities, and between homeowners, private renters, and those in social housing.</p> <p>ONS data also shows that life expectancy in the borough can vary significantly by different wards. There are larger gaps between the least and most deprived wards, these are as much as 14.8 years for males and 11.9 years for females. Females in Notting Dale live on average 15 years less than their neighbours in Holland Ward.</p> <p>The 2021 census data on general health of our residents shows that 58% of all residents, reported being in 'very good' health, 29.6 reported 'good' health, 10.1% reported 'fair health', 3.7% reported</p>					Neutral								

	<p>'bad health' and 1.1% of residents reported 'very bad' health. However, these figures vary greatly across the Borough. Campden residents had the highest proportion reporting 'very good' health, 67.4% and Dalgarno in the north of the Borough had the lowest, 48.5%.</p> <p>The scheme is not expected to have any additional effect based on socio-economic or geographical factors.</p>	
Other Groups	<p>Please consider groups that may be affected by your work, such as Grenfell Bereaved and Survivors, Carers and Members of the Armed Forces etc.</p> <p>Groups such as Grenfell Bereaved and Survivors, Carers and Members of the Armed Forces will not be any more or less impacted by the proposals than other people, except insofar as they fall into one of the other categories above.</p>	Neutral

SECTION 4: Action Plan

Have you identified the need to reduce or remove any negative impacts, conduct work with those from protected groups to participate where their participation is disproportionately low, or fill any data gaps? If so, complete the Action Plan below to show the work that is planned.

The assessment has concluded that overall impacts are Neutral, and that there is no case for an action plan, however this is a live document and will be updated at each stage of implementation.

Issue identified	Planned Action	Lead Officer and Timeframe
Live document	This EqlA is a live document and will be updated should the proposals proceed to implementation.	Sustainable Travel Manager, on-going

SECTION 5: Sign-off

Director/ Head of Service Name	Andrew Burton, Director of Transport and Regulatory Services
Contact Email	Mark.chetwynd@rbkc.gov.uk
Date of sign off	25 February 2024
Review It is important to consider equalities issues at every stage of the process. Remember an EqlA is a live document which means it must be regularly reviewed and updated considering new evidence or information, for example, have you now completed your consultation or has there been news on funding. Please ask your Director or Head of	

Service to sign-off at every review stage. You can have as many reviews as are appropriate for your work.

Date of 1st Review

Name of Reviewer

Director signature

Date of 2nd Review

Name of Reviewer

Director signature

Date of 3rd Review

Name of Reviewer

Director signature