

## ROYAL BOROUGH OF KENSINGTON AND CHELSEA

### PROPOSED MISCELLANEOUS PARKING AND WAITING RESTRICTIONS

#### **Cattle Mews, Murchison Gardens, Portobello Road, Sloane Square, Sloane Street, Wheatstone Gardens and Wornington Road**

*The Kensington and Chelsea (Free Parking Places, Loading Bays and Waiting, Loading and Stopping Restrictions) (Amendment No. \*) Order 2025 and The Kensington and Chelsea (Charged-For Parking Places) (Amendment No. \*) Order 2025*

1. NOTICE IS HEREBY GIVEN that the Council of the Royal Borough of Kensington and Chelsea (hereinafter referred to as “the Council”) propose to make the above-mentioned Orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Orders would be:-
  - (a) on both sides of the new street called **Cattle Mews** to introduce double yellow lines, for its entire length;
  - (b) on the north-west side of **Murchison Gardens** to convert single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) from a point 6 metres (20ft) north-east of its junction with Portobello Road for a distance of 3.5 metres (11ft), to residents’ parking;
  - (c) on the south-east side of **Murchison Gardens**, to convert double yellow lines from a point 7 metres (23ft) north-east of its junction with Portobello Road to a point 7 metres (23ft) south-west of its junction with Wornington Road, to residents’ parking; a distance of 60 metres;
  - (d) on the north-east side of **Portobello Road**, to convert double yellow lines from a point 6 metres (20ft) south-east of its junction with Murchison Gardens for a distance of 25 metres (82ft), to residents’ parking;
  - (e) on the north-east side of **Portobello Road**, to convert double yellow lines from a point 55 metres (180ft) south-east of its junction with Murchison Gardens for a distance of 23 metres (74ft), to residents’ parking;
  - (f) on the east side of the eastern arm of **Sloane Square**, to convert 3.5 metres (11ft) of double yellow lines outside No. 49 Sloane Square, to bus stand;
  - (g) on the east side of the eastern arm of **Sloane Square**, to convert 8 metres (26ft) of bus stand outside the Royal Court Theatre, Sloane Square, to ‘at any time’ waiting and loading restrictions;
  - (h) on both sides of the northern arm of **Sloane Square**, to convert 3 metres (10ft) of pedestrian crossing zig-zag markings outside No. 16 Sloane Square, to ‘at any time’ waiting and loading restrictions;
  - (i) on the north side of the north arm of **Sloane Square**, to convert 7 metres (23ft) of pedestrian crossing zig-zag markings outside Nos. 13 to 14 Sloane Square, to ‘at any time’ waiting and loading restrictions;
  - (j) on the north side of the northern arm of **Sloane Square**, to convert 5.5 metres (18ft) of pedestrian crossing zig-zag markings outside No. 14 Sloane Square and the Royal Court Hotel, to double yellow lines, which will be intended to be used as a loading bay;
  - (k) on the north side of the northern arm of **Sloane Square**, to convert 11.5 metres (38ft) of double yellow lines outside the Royal Court Hotel, Sloane Square, to double yellow lines, which will be intended to be used as a loading bay;
  - (l) on the north side of the northern arm of **Sloane Square**, to convert 9 metres (30ft) of double yellow lines outside the Royal Court Hotel, Sloane Square, to pedestrian crossing zig-zag markings;
  - (m) on the north side of the northern arm of **Sloane Square**, to convert 1.5 metres (5ft) of double yellow lines at a point in line with the western kerblines of Sloane Street, situated in Sloane Square, to pedestrian crossing zig-zag markings;
  - (n) on the north side of the northern arm of **Sloane Square**, to convert 10.5 metres (34ft) of pedestrian crossing zig-zag markings opposite Nos. 54 to 55 Sloane Square, to single yellow line (hours of control: Monday to Saturday 8am to 6.30pm);
  - (o) on the south side of the northern arm of **Sloane Square**, to convert 1.5 metres (5ft) of taxi rank opposite the flank wall of No. 145 Sloane Street, situated in Sloane Square, to ‘at any time’ waiting and loading restrictions;
  - (p) on the south side of the northern arm of **Sloane Square**, to convert 12 metres (39ft) of pedestrian crossing zig-zag markings opposite its junction with Sloane Street, to a taxi rank;
  - (q) on the south side of the northern arm of **Sloane Square**, to convert 14.5 metres (48ft) of pedestrian crossing zig-zag markings opposite No. 13 Sloane Square, to build out and pedestrian crossing zig-zag markings;
  - (r) on the south side of the northern arm of **Sloane Square**, to convert 2.5 metres (8ft) of pedestrian crossing zig-zag markings opposite Nos. 13 to 14 Sloane Square, to a taxi rank;

- (s) on the south side of the northern arm of **Sloane Square**, to convert 17.5 metres (57ft) of pedestrian crossing zig-zag markings outside Nos. 52 to 56 Sloane Square, to single yellow line (hours of control: Monday to Saturday 8am to 6.30pm);
  - (t) on the north side of the southern arm of **Sloane Square**, to convert 1 metre (3ft) of taxi rank adjacent to the War Memorial, Sloane Square, situated in Sloane Square, to 'at any time' waiting and loading restrictions;
  - (u) on the south side of the southern arm of **Sloane Square**, to convert 1 metre (3ft) of double yellow lines close to the junction with Holbein Place, to bus stop;
  - (v) on the south side of the southern arm of **Sloane Square**, to convert 18.5 metres (61ft) of double yellow lines outside Nos. 30 to 33 Sloane Square, to double yellow lines, which will be intended to be used as a loading bay;
  - (w) on the south side of the southern arm of **Sloane Square**, to convert 6 metres (20ft) of double yellow lines outside No. 36 Sloane Square, to bus stop;
  - (x) on the west side of the western arm of **Sloane Square**, to convert 16.5 metres (54ft) of double yellow lines outside Peter Jones, Sloane Square, to double yellow lines, which will be intended to be used as a loading bay;
  - (y) on both sides of the full extent of **Sloane Square**, to introduce 'at any time' loading restrictions at any locations where there are currently double yellow lines;
  - (z) on the west side of **Sloane Street**, to convert 1.5 metres (5ft) of double yellow lines outside No. 145 Sloane Street, to pedestrian crossing zig-zag markings;
  - (aa) on the east side of **Sloane Street**, to convert 2 metres (7ft) of double yellow lines opposite No. 145 Sloane Street, to pedestrian crossing zig-zag markings;
  - (bb) on the north-west side of the new street called **Wheatstone Gardens**, to introduce double yellow lines from its proposed junction with Portobello Road for a distance of 20 metres (66ft) in a north-easterly direction;
  - (cc) on the north-west side of the new street called **Wheatstone Gardens**, to introduce double yellow lines from its proposed junction with Wornington Road for a distance of 13 metres (43ft) in a south-westerly direction;
  - (dd) on the north-west side of the new street called **Wheatstone Gardens**, to introduce residents' parking from a point 20 metres (66ft) north-east of its proposed junction with Portobello Road to a point 13 metres (43ft) south-west of its proposed junction with Wornington Road, a total distance of 90 metres;
  - (ee) on the south-east side of the new street called **Wheatstone Gardens**, to introduce double yellow lines from its proposed junction with Portobello Road for a distance of 25 metres (82ft) in a north-easterly direction;
  - (ff) on the south-east side of the new street called **Wheatstone Gardens**, to introduce double yellow lines from its proposed junction with Wornington Road for a distance of 25 metres (82ft) in a south-westerly direction;
  - (gg) on the south-east side of the new street called **Wheatstone Gardens**, to introduce residents' parking from a point 25 metres (82ft) north-east of its proposed junction with Portobello Road to a point 25 metres (82ft) south-west of its proposed junction with Wornington Road, a total distance of 79 metres;
  - (hh) on the south-west side of **Wornington Road**, to convert 25 metres (82ft) of double yellow lines opposite Nos. 33 to 48 Pepler House, situated in Wornington Road, to residents' parking;
  - (ii) on the south-west side of **Wornington Road**, to convert 36 metres (118ft) of double yellow lines opposite Nos. 49 to 72 Pepler House, situated in Wornington Road, to residents' parking;
  - (jj) on the south-west side of **Wornington Road**, to convert 62 metres (203ft) of double yellow lines opposite Nos. 182 to 196 Wornington Road, to residents' parking;
  - (kk) to update certain Articles and Schedules in The Kensington and Chelsea (Charged-For Parking Places) Consolidation Order 2023 and The Kensington and Chelsea (Free Parking Places, Loading Bays and Waiting, Loading and Stopping Restrictions) Consolidation Order 2023 to accurately reflect the provisions as they currently operate; and
  - (ll) to modify the traffic order definitions of certain other parking places and waiting restrictions so they better reflect what is currently on the ground (there would be no change to the way these restrictions and parking places currently operate on-street).
3. A copy of the Orders and other documents may be obtained via email by contacting [trafficorders@rbkc.gov.uk](mailto:trafficorders@rbkc.gov.uk) or by contacting Nuala Reidy by telephone on 07739 317 017 quoting reference "Mar 25 Misc" and can be inspected at the Council Offices, 37 Pembroke Road, London, W8 6PW during normal office hours on Mondays to Fridays inclusive.
4. Anyone wishing to support or object to any of the proposals or make any other representations in respect of them, should send a statement in writing to that effect, and in the case of an objection, stating the grounds thereof to the Council, by email to: [trafficorders@rbkc.gov.uk](mailto:trafficorders@rbkc.gov.uk) or by post to: Traffic Orders, Transportation and Highways, Room 1.02, Council Offices, 37 Pembroke Road, London, W8 6PW, quoting reference "Mar 25 Misc" by **2<sup>nd</sup> April 2025**.

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

Dated 19<sup>th</sup> February 2025

**ANDREW BURTON**

Director of Highway and Regulatory Services