

ROYAL BOROUGH OF KENSINGTON AND CHELSEA

PROPOSED MISCELLANEOUS PARKING AND WAITING RESTRICTIONS

Avondale Park Road, Barlby Road, Basil Street, Beaufort Street, Bolton Gardens, Bramham Gardens, Bramley Road, Cadogan Square, Chesterton Road, Cheyne Row, Child's Place, Colville Road, Crowthorne Road, Dalgarno Gardens, Darfield Way, Draycott Avenue, Douro Place, Edith Terrace, Elgin Crescent, Evelyn Gardens, Exmoor Street, Flood Walk, Fulham Road, Hillgate Street, Hillsleigh Road, Holbein Place, Hollywood Road, Hornton Street, Ilchester Place, Kensington Park Mews, Kensington Park Road, Kensington Road, Kensington Square, King's Road, Lennox Gardens, Lexham Gardens, Lots Road, Norland Square, Old Church Street, Onslow Square, Philbeach Gardens, Roland Gardens, St Helen's Gardens, St Lawrence Terrace, St Mark's Road, Shalfleet Drive, Sirdar Road, Sloane Terrace, Southern Row, Stanhope Gardens, The Boltons, Uxbridge Street, Walton Street, Warwick Road and West Eaton Place

The Kensington and Chelsea (Free Parking Places, Loading Bays and Waiting, Loading and Stopping Restrictions) (Amendment No. 1) Order 2024 and The Kensington and Chelsea (Charged-For Parking Places) (Amendment No. 1) Order 2024

1. NOTICE IS HEREBY GIVEN that the Council of the Royal Borough of Kensington and Chelsea (hereinafter referred to as "the Council") on 11th January 2024 have made the above-mentioned Orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Orders would be:-
 - (a) on the west side of **Avondale Park Road**, to convert personalised disabled bay No. 505 outside Nos. 3 and 3a Avondale Park Road, to residents' parking;
 - (b) on the west side of **Basil Street**, to convert 10 metres (33ft) of residents' parking opposite No. 19 Basil Street, to two electric vehicle charging bays. This would be the southernmost 10 metres of this residents' parking bay;
 - (c) on the south-west side of **Beaufort Street**, to convert a permit holder motorcycle bay (hours of control: Monday to Saturday 8.30am to 6.30pm) outside Nos. 1 to 8 Beaufort Mansions, to a solo visitor motorcycle bay (hours of control: Monday to Saturday 8.30am to 6.30pm);
 - (d) on the north-west side of **Bolton Gardens**, to convert 10 metres (33ft) of residents' parking opposite No. 18 Bolton Gardens, to two electric vehicle charging bays. This would be the westernmost 10 metres of this residents' parking bay;
 - (e) on the south-east side of **Bolton Gardens**, to convert 1 metre (3ft) of single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm) outside No. 40 Bolton Gardens, to residents' parking;
 - (f) on the south-east side of **Bolton Gardens**, to convert 2 metres (7ft) of single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm) outside No. 45 Bolton Gardens, to solo visitor motorcycle bay (hours of control: Monday to Saturday 8.30am to 6.30pm). This is the easternmost 2 metres of the single yellow line;
 - (g) on the south-east side of **Bolton Gardens**, to convert 1 metre (3ft) of residents' parking outside No. 45 Bolton Gardens, to solo visitor motorcycle bay (hours of control: Monday to Saturday 8.30am to 6.30pm) This is the westernmost 1 metre of the residents' parking bay;
 - (h) on the north-west side of **Bramham Gardens**, to convert personalised disabled bay No. 207 outside No. 29 Bramham Gardens, to residents' parking;
 - (i) on the east side of **Bramley Road**, to convert 5 metres (16ft) of double yellow lines outside Nos. 1 to 8 Arthur Court, in Bramley Road, to one Pay-by-phone visitor parking bay (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours);
 - (j) on the west side of **Bramley Road**, to convert 4 metres (13ft) of single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) outside No. 81 Bramley Road, to residents' parking;
 - (k) on the east side of **Cadogan Square**, to convert a dockless cycle hire parking bay outside No. 1 Cadogan Square, to 5 metres (16ft) of residents' parking;
 - (l) on the south-east side of **Chesterton Road**, to convert 10 metres (33ft) of residents' parking outside No. 39 Chesterton Road, to two electric vehicle charging bays. This would be the easternmost 10 metres of this residents' parking bay;
 - (m) on the south side of **Chesterton Road**, to convert personalised disabled bay No. 645 outside Nos. 83 and 85 Chesterton Road, to residents' parking;
 - (n) on the south-west side of **Cheyne Row**, to convert 10 metres (33ft) of residents' parking opposite No. 28 Cheyne Row, to two electric vehicle charging bays. This would be northwards from a point 41 metres north of the start of the resident's bay at the junction of Lordship Place;

- (o) on the west side of **Colville Road**, to convert 10 metres (33ft) of residents' parking opposite No. 8 Colville Road, to two electric vehicle charging bays. This would be the northernmost 10 metres of this residents' parking bay;
- (p) on the east side of **Crowthorne Road**, to convert 6.6 metres (22ft) of residents' parking outside Nos. 25 to 48 Robinson House in Crowthorne Road, to personalised disabled bay No. 741. This is the southernmost 6.6 metres of the residents' parking bay;
- (q) on the north side of **Dalgarno Gardens**, to convert two Pay-by-phone Visitor Parking bays (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours) opposite No. 48 Dalgarno Gardens, to two electric vehicle charging bays. This would be the westernmost two bays;
- (r) on the north side of **Darfield Way**, to convert 4 metres (13ft) of single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) outside Goodrich Court, Darfield Way to residents' parking. This would be the easternmost 4 metres of the single yellow line;
- (s) on the south side of **Darfield Way**, to convert 10 metres (30ft) of residents' parking opposite Goodrich Court, Darfield Way, to two electric vehicle charging bays. This would be the first ten metres of residents' parking adjacent to the single yellow line. This would be an on-street change only, as the electric vehicle bays are already in the traffic order;
- (t) on the south-west side of **Draycott Avenue**, to convert personalised disabled bay No. 765 outside Nos. 1 to 12 Avenue Court, situated in Draycott Avenue, to residents' parking;
- (u) on the south side of **Douro Place**, to convert 10 metres (33ft) of residents' parking outside the flank wall of No. 20 Victoria Road, situated in Douro Place, to two electric vehicle charging bays. This would be the easternmost 10 metres of this residents' parking bay;
- (v) on the south-east side of **Edith Terrace**, to convert one residents' parking space (hours of control: Monday to Friday 8.30am to 10pm and Saturday 8.30am to 6.30pm) for a total of five metres (16ft) to a residents' lamp column Electric Vehicle charging bay (hours of control: Monday to Friday: 8.30am to 10pm and Saturday 8.30am to 6.30pm, maximum stay 12 hours, no return within 1 hour) opposite the flank wall of No. 46 Fernshaw Road, situated in Edith Terrace. The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control: when the bay would be available to anyone charging an electric vehicle. This would be the westernmost 5 metres of this residents' bay;
- (w) on the south-east side of **Edith Terrace**, to convert one residents' lamp column Electric Vehicle charging bay (hours of control: Monday to Friday 8.30am to 10pm and Saturday 8.30am to 6.30pm, maximum stay 12 hours, no return within 1 hour) opposite the flank wall of No. 46 Fernshaw Road, situated in Edith Terrace, to 5 metres (16ft) of residents' parking space (hours of control: Monday to Friday 8.30am to 10pm and Saturday 8.30am to 6.30pm). The maximum stay of 12 hours and no return within one hour requirement would also apply outside the hours of control: when the bay would be available to anyone charging an electric vehicle. This is the easternmost 5 metres of this residents' bay;
- (x) on the north-eastern corner of the **Elgin Crescent** and **Kensington Park Road** junction, to introduce 8 metres (26ft) of 'at any time' loading restriction;
- (y) on the north-east side of **Evelyn Gardens**, to convert two Pay-by-phone visitor Parking bays (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours) opposite No. 45 Evelyn Gardens, to two electric vehicle charging bays. This would be the northernmost two bays;
- (z) on the north-east side of **Evelyn Gardens**, to convert 1.9 metres (5ft) of single yellow line opposite No. 41 Roland Gardens, situated in Evelyn Gardens, to Pay-by-phone visitor Parking bays (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours);
- (aa) on the north-east side of **Evelyn Gardens**, to convert 10.6 metres (34ft) of residents' parking opposite No. 41 Roland Gardens, situated in Evelyn Gardens, to Pay-by-phone visitor Parking bays (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours);
- (bb) on the north-east side of **Evelyn Gardens**, to convert 3.7 metres (12ft) of solo motorcycle bay opposite No. 41 Roland Gardens, situated in Evelyn Gardens, to Pay-by-phone visitor Parking bays (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours);
- (cc) on the north-east side of **Exmoor Street**, to convert personalised disabled bay No. 226 opposite No. No. 4 Exmoor Street, to a Pay-by-phone visitor parking bay (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 10 hours);
- (dd) on the north-east side of **Exmoor Street**, to convert personalised disabled bay No. 741 outside No. No. 5 Exmoor Street, to residents' parking;
- (ee) on the south-east side of **Flood Walk**, to convert 10 metres (33ft) of residents' parking outside Block A, Manor Street Estate, Flood Walk, to two electric vehicle charging bays. This would be 10 metres

- southwest of the start of the residents' parking space. The location of a lamp column prevents using the first 10 metres of the residents' parking space;
- (ff) on the south-east side of **Fulham Road**, to convert 20 metres (66ft) of double yellow lines outside Nos. 245 to 251 Fulham Road, to single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm). There will be no change to the loading restriction (Monday to Friday 8.30am to 10am and 4.30pm to 6.30pm and Saturday 8.30am to 10am);
 - (gg) on the south-east side of **Fulham Road**, to convert 12 metres (39ft) of double yellow lines outside Nos. 259 to 263 Fulham Road, to single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm). There will be no change to the loading restriction (Monday to Friday 8.30am to 10am and 4.30pm to 6.30pm and Saturday 8.30am to 10am);
 - (hh) on the north-east side of **Hillgate Street**, to convert 0.8 metres (3ft) of single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) outside No. 3 Hillgate Street, to Blue Badge Disabled Bay (hours of control: Monday to Friday 8.30am-6.30pm, maximum stay 4 hours, no max stay outside these times);
 - (ii) on the south-west side of **Hollywood Road**, to convert of 6.6 metres (22ft) of residents' parking outside Nos. 1 to 10 Hollywood Court, in Hollywood Road, to personalised disabled bay No. 809. This would be directly south of the existing personalised disabled bay No. 758;
 - (jj) on the north-east side of **Hornton Street**, to convert 6 metres (20ft) of solo visitor motorcycle parking (hours of control: Monday to Friday 8.3am to 6.30pm and Saturday 8.30am to 1.30pm) opposite No. 45 Hornton Street, to residents' parking;
 - (kk) on the west side of **Holbein Place**, to convert two Pay-by-phone visitor parking bays (hours of control: Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours) opposite No. 9 Holbein Place, to 10 metres (33ft) of residents' parking. These would be the two bays directly south of the existing solo visitor motorcycle bay;
 - (ll) on the east side of **Ilchester Place**, to convert 10 metres (33ft) of residents' parking opposite the flank wall of No. 31 Melbury Road, situated in Ilchester Place, to two electric vehicle charging bays. This would be the northernmost 10 metres of this residents' parking bay;
 - (mm) on both sides of **Kensington Park Mews**, to introduce double yellow lines from its junction with Kensington Park Road for a distance of 4 metres (13ft) south-westwards;
 - (nn) on the east side of **Kensington Park Road**, to convert 9 metres (30ft) of at 'any time' waiting and loading restrictions outside the flank wall of No. 14 Elgin Crescent, situated in Kensington Park Road, to loading bay (at all times);
 - (oo) on the east side of **Kensington Park Road**, to convert 4.5 metres (15ft) of at 'single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) outside the flank wall of No. 14a Elgin Crescent, situated in Kensington Park Road, to loading bay (at all times);
 - (pp) on the east side of **Kensington Park Road**, to convert 2 metres (7ft) of Pay-by-phone visitor parking bay (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours) outside the Peniel Chapel, to loading bay (at all times);
 - (qq) on the east side of **Kensington Park Road**, to convert 24.5 metres (80ft) of Pay-by-phone visitor parking bay (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours) outside the Peniel Chapel and No. 184a Kensington Park Road, to double yellow lines;
 - (rr) on the east side of **Kensington Park Road**, to convert 8.5 metres (28ft) of single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) outside Nos. 186 and 188 Kensington Park Road, to Pay-by-phone visitor parking bay (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours);
 - (ss) on the east side of **Kensington Park Road**, to convert two Pay-by-phone visitors' parking bays (hours of hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 2 hours) outside Nos. 190 to 192 Kensington Park Road, to two Pay-by-phone visitors' parking bays (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours);
 - (tt) on the east side of **Kensington Park Road**, to convert 8.5 metres (28ft) of 'any time' waiting and loading restrictions outside Nos. 194 and 196 Kensington Park Road, to Pay-by-phone visitor parking bay (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours);
 - (uu) on the west side of **Kensington Park Road**, to convert 2.5 metres (8ft) of at 'any time' waiting and loading restrictions outside No. 35 Kensington Park Road, to loading bay (at all times);
 - (vv) on the west side on **Kensington Park Road**, to convert 11 metres (36ft) of residents' parking outside Nos. 31 and 33 Kensington Park Road, to loading bay (at all times);
 - (ww) on the west side on **Kensington Park Road**, to convert 2 metres (7ft) of double yellow lines outside No. 29 Kensington Park Road, to loading bay (at all times);
 - (xx) on the west side of **Kensington Park Road**, to convert 5 metres (16ft) of single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm) outside Nos. 23 and 25 Kensington Park Road, to residents' parking;

- (yy) on the west side of **Kensington Park Road**, to convert 3.5 metres (11ft) of at 'any time' waiting and loading restrictions outside No. 17 Kensington Park Road, to residents' parking
- (zz) on the south-west side of **Kensington Park Road**, to convert 5 metres (16ft) of resident's parking outside the dropped kerb providing access to the off-street parking space at the flank wall of No. 2 Horbury Crescent, situated in Kensington Park Road, to double yellow lines. This would be the northernmost 5 metres of this residents' bay;
- (aaa) on the south side of **Kensington Road**, to convert 35 metres (115ft) of double yellow lines outside the Milestone Hotel, Kensington Road, to single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm). This would be a traffic order change only, there would be no changes made on-street;
- (bbb) on the north-west side of **Kensington Square**, to convert 12 metres (39ft) of residents' parking opposite No. 17 Kensington Square, to two electric vehicle charging bays. This would be the westernmost 12 metres of this residents' parking bay. This would include 2 metres of buildout to accommodate the charging point as the footway is too narrow;
- (ccc) on the north-west side of **King's Road**, to convert 20 metres (66ft) of double yellow lines in the inset area outside Nos. 270 to 278 King's Road, to single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm). There is no change proposed to the existing loading restriction (Monday to Saturday 8.30am to 9.30am);
- (ddd) on the west side of the eastern arm of **Lennox Gardens**, to convert two echelon residents' parking spaces opposite No. 49 Lennox Gardens, to two electric vehicle charging bays. This would be the third and fourth bays east from the gardens entrance. There is a lamp column preventing the use of the first two bays;
- (eee) on the north-west side of **Lexham Gardens**, to convert 10 metres (33ft) of residents' parking outside No. 9 Lexham Gardens, to two electric vehicle charging bays. This would be the southernmost 10 metres of this residents' parking bay;
- (fff) on the north-east side of **Lots Road**, to convert two Pay-by-phone Visitor Parking bays (hours of control: Monday to Saturday 8.30am to 6.30pm, maximum stay 4 hours) opposite No. 109 Lots Road, to two electric vehicle charging bays. This would be the northernmost two bays;
- (ggg) on the west side of **Norland Square**, to convert a dockless bike bay opposite the flank wall of No. 150 Holland Park Avenue, situated in Norland Square to 5 metres (16ft) of residents' parking. This would be a traffic order change only - no changes would be made on-street;
- (hhh) on the north-east side of **Old Church Street**, to convert 5 metres (16ft) of personalised disabled bay No. 669 opposite No. 55 Old Church Street, to residents' parking. This is the northernmost 5 metres of the bay;
- (iii) on the north-east side of **Old Church Street**, to convert 5 metres (16ft) of double yellow lines opposite No. 53 Old Church Street, to personalised disabled bay No. 669. This is the 5 metres directly south of the existing personalised disabled bay No. 669;
- (jjj) on the north-east side of **Onslow Square**, to convert of 10 metres (33ft) of residents' parking outside No. 25 Onslow Square, to two electric vehicle charging bays. This would be the northernmost 10 metres of this residents' parking bay;
- (kkk) on the west side of **Philbeach Gardens**, to convert 10 metres (33ft) of resident's parking outside St Cuthbert's Church, Philbeach Gardens, to two electric vehicle charging bays. This would be the northernmost 10 metres of this residents' parking bay;
- (lll) on the north-east side of **Roland Gardens**, to convert 2.5 metres (8ft) of residents' parking opposite the junction of Eagle Place and Roland Gardens, to a resident permit motorcycle bay (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm);
- (mmm) on the north-east side of **St Helen's Gardens**, to convert 5 metres (16ft) of residents' parking outside No. 52a St Helen's Gardens, to kerb buildout and double yellow lines. This is the southernmost 5 metres of the residents' parking bay. This would be a traffic order change only;
- (nnn) on the south-west side of **St Lawrence Terrace**, to convert 10 metres (33ft) of residents' parking on the flank wall of No. 6 St Michael's Gardens, situated in St Lawrence Terrace, to two electric vehicle charging bays. This would be the entire length of this residents' parking bay;
- (ooo) on the north side of **Shalfleet Drive**, to convert a Blue Badge Disabled Bay (at all times) outside the flank wall of Nos. 29 to 41 Shalfleet Drive to personalised disabled bay No. 808. This would be the easternmost of the two Blue Badge Disabled bays;
- (ppp) on the west side of **Sirdar Road**, to convert 6.6 metres (22ft) of residents' parking, outside Nos. 7 to 12 Copperfield House, Sirdar Road (from a point 12 metres (39ft) north of the bank of Pay-by-phone bays to a point 18.6 (61ft) metres north of the bank of Pay-by-phone bays), to personalised disabled bay No. 807;
- (qqq) on the north side of **Sloane Terrace**, to convert one Pay-by-phone visitor parking bay (hours of control: Monday to Saturday 8.30am to 6.30pm, maximum stay two hours) outside the entrance to Cadogan Hall, Sloane Terrace, to residents' parking. This would be the easternmost Pay-by-phone bay;

- (rrr) on the north side of **Southern Row**, to convert two Pay-by-phone visitor Parking bays (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 10 hours) opposite Octavia House, situated in Southern Row, to two electric vehicle charging bays. This would be the westernmost two bays;
 - (sss) on the east side of **Stanhope Gardens**, to convert 10 metres (33ft) of residents' parking outside the flank wall of No.17 Stanhope Gardens, to two electric vehicle charging bays. This would begin 15 metres north of the start of this residents' parking bay;
 - (ttt) on the north-east side of **Stanhope Gardens**, to convert one echelon residents' parking bay, opposite No. 56 Stanhope Gardens, to a diplomatic parking bay (at all times). This would be the residents' parking bay which is adjacent to the existing diplomatic parking bays;
 - (uuu) on the west side of **The Boltons**, to convert 10 metres (33ft) of residents' parking opposite No. 12 The Boltons, to two electric vehicle charging bays. This would be the southernmost 10 metres of this residents' parking bay;
 - (vvv) on the north-west side of **Walton Street**, to convert 6 metres (20ft) of car club bay (number KC-004) outside the flank wall of No. 43 Ovington Square, situated in Walton Street, to residents' parking;
 - (www) on the north-west side of **Walton Street**, to convert 4 metres (13ft) of double yellow lines outside the flank wall of No. 43 Ovington Square, situated in Walton Street (the first 4 metres (13ft) adjacent to the existing car club bay), to residents' parking;
 - (xxx) on the north-west side of **Walton Street**, to convert 6 metres (20ft) of double yellow lines outside the flank wall of No. 43 Ovington Square, situated in Walton Street (from a point 4 metres (13ft) northwest of the existing car club bay to a point 10 metres (33ft) northwest of the existing car club bay), to car club bay (number KC-004);
 - (yyy) on the north-east side of **Warwick Road**, to convert personalised disabled bay No. 800 outside Nos. 86 and 88 Warwick Road, to residents' parking;
 - (zzz) on the north-west side of **West Eaton Place**, to convert personalised disabled bay No. 755 outside Nos. 1 and 3 West Eaton Place, to residents' parking;
 - (aaaa) to convert single yellow line waiting restriction situated at the following locations to double yellow lines waiting restriction:
 - i. on the north side of **Barlby Road**, for 37 metres (121ft) outside Ladbroke Hall on Barlby Road, from its junction with and Rootes Drive to a point 37 metres east of the junction
 - ii. on the south-west side of the junction of **Barlby Road** and **St Mark's Road**, for 13.5 metres (44ft) outside No. 110 and Nos. 106 to 108 Barlby Road, and for a distance of 16.5 metres (54ft) outside the flank wall of No. 110 Barlby Road situated in St. Mark's Road;
 - iii. on the north-east side of the junction of **Barlby Road** and **St Mark's Road**, for 22 metres (72ft) outside No. 112 and Nos. 114 to 116 Barlby Road, and for a distance of 15 metres (49ft) the flank wall of No. 112 Barlby Road situated in St. Mark's Road;
 - iv. on the north-west side of **Child's Place**, for 6 metres (20ft) outside the flank wall of No. 145 Earl's Court Road, situated in Child's Place;
 - v. on the north-west side of **Child's Place**, for 6 metres (20ft) opposite Nos. 21 and 22 Child's Place;
 - vi. on the north-eastern corner of the junction of **Hillgate Street** and **Uxbridge Street**, for 7 metres (23ft) outside No. 3 Hillgate Street and the flank wall of No. 3 Hillgate Street, situated in Uxbridge Street;
 - vii. on the north-east side of **Hillsleigh Road**, for 14 metres (46ft) opposite Nos. 6 and 7 Hillsleigh Road;
 - viii. on the north-east side of **Kensington Park Road**, for 15 metres (49ft) outside the vehicular entrance to the underground car park of Waterford House, between No. 110 and No. 114 Kensington Park Road; and
 - ix. on the west side of **Kensington Park Road**, for 5 metres (16ft) outside Nos. 25 and 27 Kensington Park Road; and
 - (bbbb) 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
 - (cccc) 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 Copies of the Orders, which will come into operation on 18th January 2024 and of all other relevant documents can be obtained for inspection by emailing trafficorders@rbkc.gov.uk quoting reference: "Oct 2023 Misc" and can be inspected at The Council Offices, The Royal Borough of Kensington and Chelsea, 37 Pembroke Road, London, W8 6PW between 9am and 5pm on Mondays to Fridays inclusive until the end of a period of six weeks from the date the Order was made.

4. Anyone wishing to question the validity of the Orders or of any of its provisions on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of that Act or of any instrument made under that Act has not been complied with, that person may, within 6 weeks from the date on which the Orders were made, apply for the purpose to the High Court.

Dated 17th January 2024

ANDREW BURTON

Director of Transport and Regulatory Services