

## ROYAL BOROUGH OF KENSINGTON AND CHELSEA

### MISCELLANEOUS PARKING AND WAITING RESTRICTIONS AND AMENDMENT TO PEDESTRIAN AND CYCLE ZONE ORDER AND REVOCATION OF THE DALGARNO GARDENS CYCLE TRACK ORDER

**Allen Street, Arundel Gardens, Bevington Road, Blenheim Crescent, Bramley Road, Cale Street, Chelsea Bridge Road, Chelsea Embankment, Chesterton Road, Christchurch Street, Clareville Street, Cremorne Estate, Dalgarno Gardens, Denbigh Terrace, Eardley Crescent, Earl's Court Square, Exmoor Street, Fernshaw Road, Finborough Road, Gloucester Road, Hans Road, Ifield Road, Kempford Gardens, Kensal Road, Kensington High Street, Kensington Road, Kensington Square, King's Road, Lancaster Road, Lawrence Street, Margareta Terrace, Nevern Road, Old Court Place, Onslow Square, Oxford Gardens, Pavilion Street, Phillimore Walk, Portobello Road, Pottery Lane, Powis Square, Shrewsbury Street, Sloane Square, Stanhope Gardens, Sutton Way, Uxbridge Street, Vicarage Gate, Warwick Road, West Mall, Whitehead's Grove, William Street, Wornington Road and Wright's Lane**

*The Kensington and Chelsea (Free Parking Places, Loading Bays and Waiting, Loading and Stopping Restrictions) (Amendment No. 12) Order 2023, The Kensington and Chelsea (Charged-For Parking Places) (Amendment No. 11) Order 2023, The Kensington and Chelsea (Prescribed Routes) (No. 2) Traffic Order 2023 and The Kensington and Chelsea (Prescribed Routes) (Revocation No. 1) Traffic Order 2023*

1. NOTICE IS HEREBY GIVEN that the Council of the Royal Borough of Kensington and Chelsea (hereinafter referred to as "the Council") on 5<sup>th</sup> January 2023 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 will be:-
  - (a) on the north-east side of **Allen Street**, to convert personalised disabled bay No. 750 outside Nos. 1 to 24 Allen House, Allen Street, to 6.6 metres (22ft) of residents' parking;
  - (b) on the north-west side of **Arundel Gardens**, to convert 3 metres (10ft) of residents' parking outside the flank wall of No. 6 Arundel Gardens, adjacent to the single yellow line, to a cycle hangar bay;
  - (c) on the north-east side of **Bevington Road**, to convert one Pay-by-phone visitor parking bay (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 10 hours) outside No. 60 Bevington Road, to personalised disabled bay No. 779;
  - (d) on the south-east side of **Blenheim Crescent**, to convert personalised disabled bay No. 759 outside No. 81 Blenheim Crescent, to 6.6 metres (22ft) of residents' parking;
  - (e) on the east side of **Bramley Road**, to convert 10 metres (33ft) residents' parking opposite No. 41 Bramley Road, to single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm);
  - (f) on the north-west side of **Cale Street**, to convert 19 metres (62ft) of single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm) outside Nos. 12 to 20 Cale Street, to kerb build-out and double yellow lines;
  - (g) on the south-west side of **Chelsea Bridge Road**, to convert 24 metres (79ft) of advisory ambulance keep clear markings with underlying single yellow line (hours of control: Monday to Friday 8.3am to 6.30pm and Saturday 8.30am to 1.30pm) outside the Chelsea Bridge Road vehicular entrance to the Royal Hospital Chelsea, to advisory ambulance keep clear markings with underlying double yellow lines. The underlying 'at any time' loading restriction would be unaffected;
  - (h) on the north side of the outer kerblines of the '*Bullring*' section of **Chelsea Embankment**, to re-align 10 metres (33ft) of residents' parking at a point 4.5 metres (15ft) east of the entrance to Royal Hospital, to kerb build-out and residents' parking;
  - (i) on the north side of the outer kerblines of the '*Bullring*' section of **Chelsea Embankment**, to add 1.5 metres (5ft) of residents' parking at a point 14.5 metres (48ft) east of the entrance to Royal Hospital. This was previously controlled by Transport for London (TfL) and was double red lines;
  - (j) on the north side of the outer kerblines of the '*Bullring*' section of **Chelsea Embankment**, to re-align 10 metres (33ft) of residents' parking at a point 16 metres (52ft) east of the entrance to Royal Hospital, to kerb build-out and residents' parking;
  - (k) on the north-east side of the outer kerblines of the '*Bullring*' section of **Chelsea Embankment**, to add 2 metres (7ft) of residents' parking at a point 26 metres east of the entrance to Royal Hospital. This was previously controlled by TfL and was double red lines;
  - (l) on the north-east side of the outer kerblines of the '*Bullring*' section of **Chelsea Embankment**, to re-align 10 metres (33ft) of residents' parking at a point 28 metres (92ft) east of the entrance to Royal Hospital, to kerb build-out and residents' parking;
  - (m) on the north-east side of the outer kerblines of the '*Bullring*' section of **Chelsea Embankment**, to add 2 metres (7ft) of residents' parking at a point 38 metres (92ft) east of the entrance to Royal Hospital. This was previously controlled by TfL and was double red lines;

- (n) on the north-east side of the outer kerbline of the '*Bullring*' section of **Chelsea Embankment**, to remove 5.5 metres (18ft) of residents' parking from RKBC's traffic orders at a point 40 metres (131ft) east of the entrance to Royal Hospital. This would be included in the TfL's traffic orders in due course;
- (o) on the west side of the outer kerbline of the '*Bullring*' section of **Chelsea Embankment**, to remove 3.5 metres (11ft) of residents' parking from RKBC's traffic orders at a point 3 metres (10ft) south of the entrance to Royal Hospital. This would be included in the TfL's traffic orders in due course;
- (p) on the west side of the outer kerbline of the '*Bullring*' section of **Chelsea Embankment**, to re-align 7.5 metres (25ft) of residents' parking at a point 6.5 metres (21ft) south of the entrance to Royal Hospital, to kerb build-out and residents' parking;
- (q) on the west side of the outer kerbline of the '*Bullring*' section of **Chelsea Embankment**, to add 2 metres (7ft) of residents' parking at a point 14 metres (46ft) east of the entrance to Royal Hospital. This was previously controlled by TfL and was double red lines;
- (r) on the west side of the outer kerbline of the '*Bullring*' section of **Chelsea Embankment**, to re-align 5 metres (16ft) of residents' parking at a point 16 metres (52ft) south of the entrance to Royal Hospital, to kerb build-out and residents' parking;
- (s) on the west side of the outer kerbline of the '*Bullring*' section of **Chelsea Embankment**, to add 2.5 metres (8ft) of residents' parking at a point 21 metres (69ft) east of the entrance to Royal Hospital. This was previously controlled by TfL and was double red lines;
- (t) on the south-east side of **Chesterton Road**, to convert personalised disabled bay No. 363 outside No. 31 Chesterton Road, to 6 metres (20ft) of residents' parking;
- (u) on the south-east side of **Christchurch Street**, to convert one Pay-by-phone visitor parking bay (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours) outside Nos. 7 and 9 Christchurch Street, to single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm);
- (v) on the north side of **Clareville Street**, to convert 5 metres (16ft) of residents' parking outside Nos. 16 and 18 Clareville Street, to a Pay-by-phone (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours);
- (w) on the north side of **Clareville Street**, to convert 5 metres (16ft) of a Pay-by-phone visitor parking bay (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours) to residents' parking. This is a change to the traffic order only, as this change was not implemented on-street;
- (x) within **Cremorne Estate**, to convert 1 metre (3ft) of a RBKC Housing visitor permit bay (VIS) outside the entrance to Riley House on the Cremorne Estate, to double yellow lines;
- (y) within **Cremorne Estate**, to convert two RBKC Housing CME permit holder bays (parking bay numbers 22 and 26) to two RBKC Housing visitor parking (VIS) bays;
- (z) on days during which an event is being held at the site of the former Earl's Court Exhibition Centre that the Council deem would adversely affect residents' ability to park in nearby streets, to extend the hours of operation of the residents' parking places in **Eardley Crescent**, **Earl's Court Square** and **Kempsford Gardens** to include the hours between 6.30pm and 10pm on Saturdays and between 8.30am and 10pm on Sundays. This would mean that the hours of operation of those parking places on those days would be between 8.30am and 10pm;
- (aa) on the north-east side of **Exmoor Street**, to convert 10 metres (33ft) of residents' parking outside the entrance to the Treverton Estate, to 'at any time' waiting and loading restrictions;
- (bb) on the south-west side of **Exmoor Street**, to convert 10 metres (33ft) of ambulance keep clear markings opposite the entrance of the Treverton Estate, to 'at any time' loading restrictions. The underlying double yellow lines would remain;
- (cc) on the south-west side of **Exmoor Street**, to convert 10 metres (33ft) ambulance keep clear markings with underlying double yellow lines opposite Nos. 15 to 17 Hewer Street, to residents' parking;
- (dd) on the south-west side of **Fernshaw Road**, to convert personalised disabled day No. 703 outside the flank wall of Kingsgate House, situated in Fernshaw Road, to 6 metres (20ft) of residents' parking;
- (ee) on the south-west side of **Finborough Road**, to convert personalised disabled bay No. 418 outside No. 130 Finborough Road, to 6 metres (20ft) of residents' parking;
- (ff) on the west side of **Gloucester Road**, to convert 59 metres (194ft) of single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm) outside Nos. 10 to 32 Gloucester Road, to double yellow lines and no loading Monday to Saturday 7am to 10am and 4pm to 7pm;
- (gg) on the north-east side of **Hans Road**, to remove 3 metres (10ft) of 'at any time' waiting and loading restrictions opposite the flank wall of Nos. 137 to 141 Brompton Road, situated in Hans Road, from RBKC's traffic orders to enable TfL to add this section of road to their traffic orders;
- (hh) on the north-east side of **Hans Road**, to remove 7.5 metres (25ft) of taxi rank opposite the flank wall of Nos. 137 to 141 Brompton Road, situated in Hans Road, from RBKC's traffic orders to enable TfL to add this section of road to their traffic orders;

- (ii) on the north-east side of **Ifield Road**, to convert 6.6 metres (22ft) opposite Nos. 116 and 118 Ifield Road, to personalised disabled bay No. 775
- (jj) on the south-west side of **Ifield Road**, to convert 6 metres (20ft) of residents' parking outside Nos. 84 and 86 Ifield Road, to a cycle hangar bay for two cycle hangars;
- (kk) on the north side of **Kensal Road**, to convert 5 metres (16ft) of double yellow lines outside No. 190 Kensal Road, to zebra crossing and pedestrian zig-zags. There would be no change to the current on-street provision, this is an amendment to the traffic order only;
- (ll) on the north side of **Kensal Road**, to convert 5 metres (16ft) of double yellow lines outside No. 190 Kensal Road, to single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm. There would be no change to the current on-street provision, this is an amendment to the traffic order only;
- (mm) on the north side of **Kensal Road**, to convert 10 metres (33ft) of zebra crossing and pedestrian zig-zags outside the rear of Nos. 1 and 2 Tollbridge Close, situated in Kensal Road, to double yellow lines. There would be no change to the current one-street provision, this is an amendment to the traffic order only;
- (nn) on the south side of **Kensal Road**, to convert 5 metres (16ft) of double yellow lines outside Nos. 175 to 177 Kensal Road, to zebra crossing and pedestrian zig-zags. There would be no change to the current on-street provision, this is an amendment to the traffic order only;
- (oo) on the south side of **Kensal Road**, to convert 5 metres (16ft) of double yellow lines outside Nos. 175 to 177 Kensal Road, to single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm. There would be no change to the current on-street provision, this is an amendment to the traffic order only;
- (pp) on the south side of **Kensal Road**, to convert 5 metres (16ft) of zebra crossing and pedestrian zig-zags opposite the rear of No. 2 Tollbridge Close situated in Kensal 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 10 hours). There would be no change to the current one-street provision, this is an amendment to the traffic order only;
- (qq) on the south side of **Kensal Road**, to convert 5 metres (16ft) of zebra crossing and pedestrian zig-zags opposite the rear of No. 1 Tollbridge Close situated on Kensal Road, to single yellow line (hours of control: Monday to Friday 8.30am to 6.30am to Saturday 8.30am to 1.30pm). There would be no change to the current on-street provision, this is an amendment to the traffic order only;
- (rr) on **Kensal Road**, to relocate Zebra crossing markings ten metres (33ft) to the west. There would be no change to the current on-street provision, this is an amendment to the traffic order only
- (ss) on the north-east side of **Kensington Square**, to convert personalised disabled bay No. 651 outside No. 4 Kensington Square, to 6 metres (20ft) of residents' parking;
- (tt) on the north-west side of **King's Road**, to convert the easternmost 30 metres (98ft) of bus stop cage outside Peter Jones on King's Road, opposite Nos. 9 to 15 King's Road, and No. 27 Sloane Square, to bus stand;
- (uu) on the north-west side of **King's Road**, to convert 5 metres (16ft) of bus stop cage opposite No. 17 King's Road, to 'at any time' waiting and loading restrictions;
- (vv) on the north-west side of **King's Road**, to convert 3 metres (10ft) of 'at any time' waiting and loading restrictions opposite No. 27 King's Road, to bus stop cage;
- (ww) on the north-west side of **Lancaster Road**, to convert personalised disabled bay No. 674 outside No. 58 and 60 Lancaster Road, to 6 metres (20ft) of residents' parking;
- (xx) on the north-east side of **Lawrence Street**, to convert one Pay-by-phone visitor parking bay (hours of control: Monday to Saturday 8.30am to 6.30pm, maximum stay 4 hours) outside the flank wall of Nos. 13 to 24 Carlyle Mansions, situated in Lawrence Street, to 5 metres (16ft) of residents' parking. This would be the northernmost Pay-by-phone bay, which is adjacent to the existing residents' bay;
- (yy) on the south-west side of **Nevern Road**, to convert 6.6 metres (22ft) of residents' parking outside No. 15 Nevern Road, to personalised disabled bay No. 781;
- (zz) on the north-east side of **Old Court Place**, to convert 5 metres (16ft) of residents' parking outside the flank wall of No. 9 Old Court Place, to personalised disabled bay No. 773;
- (aaa) on the north-east side of **Onslow Square**, to convert one Blue badge Disabled bay (hours of control: Monday to Friday 8.30am to 6.30pm, maximum stay 4 hours. No maximum stay outside these times) outside No. 27 Onslow Square, to 4.6 metres (15ft) of single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm);
- (bbb) on the north-east side of **Onslow Square**, to convert the northernmost 6.6 metres (22ft) of residents' parking outside Nos. 1 to 48 Malvern Court, to Blue Badge disabled bay (hours of control: Monday to Friday 8.30am to 6.30pm, maximum stay 4 hours. No maximum stay outside these times);
- (ccc) on the north-west side of **Oxford Gardens**, to convert personalised disabled bay No. 712 outside No. 78 Oxford Gardens, to 6 metres (20ft) of residents' parking;
- (ddd) on the north side of **Pavilion Street**, to convert 2.5 metres (8ft) of taxi rank (hours of control: Monday to Sunday at all times) outside the flank wall of No. 75 Sloane Street, situated in Pavilion Street, to single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm);

- (eee) on the north side of **Pavilion Street**, to convert 2.5 metres (8ft) of single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm) outside the flank of No. 75 Sloane Street, situated in Pavilion Street to taxi rank (hours of control: Monday to Sunday at all times);
- (fff) on the north-east side of **Pottery Lane**, to convert the northernmost 4.5 metres (15ft) of residents' parking opposite No. 45 Pottery Lane, to double yellow lines;
- (ggg) on the south-west side of **Pottery Lane**, to convert 5 metres (16ft) of single yellow line (hours of control: Monday to Friday 8.30am to 6.30am and Saturday 8.30am to 1.30pm) outside No. 33 Pottery Lane, to residents' parking;
- (hhh) on the north-east side of **Powis Square**, to convert 6.6 metres (22ft) residents' parking outside Nos. 47 to 50 Powis Square, to personalised disabled bay No. 778;
- (iii) on the north-east side of **Shrewsbury Street**, to convert 6.6 metres (22ft) of residents' parking outside No. 73 Shrewsbury Street, to personalised disabled bay No. 780;
- (jjj) on the south-west side of **Shrewsbury Street**, to convert personalised disabled bay No. 723 outside No. 6 Shrewsbury Street, to 6.6 metres (22ft) of residents' parking;
- (kkk) on the east side of the eastern arm of **Sloane Square**, to remove 30 metres (66ft) of bus stand outside the Royal Court Theatre, Sloane Square. The underlying double yellow lines would remain in place;
- (lll) on the north-east side of **Stanhope Gardens**, to convert one Pay-by-phone visitor parking bay (hours of control Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours) opposite Nos. 59 and 60 Stanhope Gardens, to a Blue Badge disabled Bay (hours of control: Monday to Friday 8.30am to 6.30pm, maximum stay four hours. No max stay outside these times);
- (mmm) on the north-east side of **Stanhope Gardens**, 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) opposite No. 59 Stanhope Gardens, to a Blue Badge disabled Bay (hours of control: Monday to Friday 8.30am to 6.30pm, maximum stay four hours. No max stay outside these times);
- (nnn) on the south-east side of **Vicarage Gate**, to convert 3 metres (10ft) of residents' parking opposite No. 7b Vicarage Gate, to a cycle hangar bay;
- (ooo) on the south-east side of **Vicarage Gate**, to convert 2 metres (7ft) of residents' parking opposite No. 7b Vicarage Gate, to an on-carriageway cycle stand bay;
- (ppp) on the north-east side of **Warwick Road**, to convert 6.6 metres (22ft) of residents' parking outside Nos. 1 to 24 Broadwood Terrace to personalised disabled bay No. 776. The bay would be located 10 metres (33ft) from the northernmost end of this resident bay and would be opposite the entrance to Sambourne House;
- (qqq) on the south-east side of **Warwick Road**, to convert the south-westernmost Pay-by-phone visitor parking (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, maximum stay 4 hours) outside the flank wall of No. 160 Warwick Road and 1 metre (3ft) of the adjacent Pay-by-phone visitor parking bay, to personalised disabled bay No. 777;
- (rrr) on the south-east side of **West Mall**, to convert personalised disabled bay No. 282 outside the flank walk of Broadwalk Court, No. 79 Palace Gardens Terrace, situated in West Mall, to single yellow line (hours of control: Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm);
- (sss) on the north-west side of **Whitehead's Grove**, to convert one Pay-by-phone visitor parking bay (hours of control: Monday to Saturday 8.30am to 6.30pm, maximum stay 4 hours) opposite No. 8 Elystan Street, situated in Whitehead's Grove, to 5.4 metres (18ft) of visitor motorcycle parking bay (hours of control: Monday to Saturday 8.30am to 6.30pm);
- (ttt) on the west side of **William Street**, to convert eight Pay-by-phone visitor parking bays (hours of control: Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours) opposite Nos. 6 to 12 William Street, to a restricted zone at all times;
- (uuu) on the west side of **William Street**, to convert 12 metres (39ft) of single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm) opposite Nos. 4 and 5 William Street, to a restricted zone at all times;
- (vvv) on the west side of **William Street**, to convert 1.5 metres (5ft) of single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm) opposite Nos. 7 William Street, to a restricted zone at all times;
- (www) on the west side of **William Street**, to introduce an inset loading bay (hours of control: midnight to noon, maximum stay 30 minutes, no return 1 hour) for 19 metres (62ft) opposite Nos. 5 to 8 William Street;
- (xxx) on the west side of **William Street**, to introduce an inset loading bay (hours of control: midnight to noon, maximum stay 30 minutes, no return 1 hour) for 13.3 metres (44ft) opposite Nos. 2 to 4 William Street;
- (yyy) on the west side of **William Street**, to convert 9 metres (30ft) of red route side return opposite Nos. 2 to 3 William Street to restricted zone at all times (TfL will remove this section of road from their traffic orders in due course);

- (zzz) on the south-west side of **Wornington Road**, to convert 6.6 metres (22ft) of residents parking outside the entrance to No. 71 Wornington Road, to personalised disabled bay No. 774;
- (aaaa) on the north-east side of **Wright's Lane**, to convert the northernmost Pay-by-phone visitor parking bay (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours) outside No. 15 Wright's Lane, to a Blue Badge Disabled Bay (hours of control: Monday to Friday 8.30am to 6.30pm, maximum stay four hours. No max stay outside these times). The adjacent two Pay-by-phone visitor parking bays would be reduced in size to 5.2 metres (17ft) each, to allow the disabled bay to be installed at 6.6 metres (22ft);
- (bbbb) on the north-east side of **Wright's Lane**, to convert Car Club bay No. 042 outside Consort Court, in Wright's Lane, one Pay-by-phone visitor parking bay (hours of control Monday to Saturday 8.30am to 6.30pm, maximum stay 2 hours);
- (cccc) on the north-east side of **Wright's Lane**, to convert the northernmost 5 metres (16ft) of single yellow line (hours of control: Monday to Saturday 8.30am to 6.30pm) outside Consort Court, in Wright's Lane, to Car Club bay No. 042; and
- (dddd) to convert single yellow line waiting restriction situated at the following locations to double yellow lines waiting restrictions:
- i. on the south-east side of **Denbigh Terrace**, adjacent to its junction with Portobello Road, for 5 metres (16ft);
  - ii. on the north-western corner of **Denbigh Terrace** and **Portobello Road**, for 13.5 metres (44ft);
  - iii. on the north-east side of **Gloucester Road**, outside Nos. 85 to 93 Gloucester Road, for 23 metres (75ft);
  - iv. on the north-east side of **Gloucester Road**, outside Nos. 97 to 113 Gloucester Road, for 55 metres (180ft);
  - v. on the north side of **Kensington High Street**, at the rear of Nos. 45 to 59 St Mary Abbot's Terrace, for 55 metres (180ft);
  - vi. on the north side of **Kensington High Street**, at the rear of Nos. 15 to 39 St Mary Abbot's Terrace, for 68 metres (223ft);
  - vii. on the north side of **Kensington High Street**, outside Nos. 96 to 98 Kensington High Street, for 27 metres (89ft);
  - viii. on the north side of **Kensington High Street**, outside Nos. 90 to 92 Kensington High Street, for 16 metres (52ft);
  - ix. on the south side of **Kensington High Street**, outside outside Nos. 3 to 15 Earl's Terrace, for 86 metres (282ft)
  - x. on the south side of **Kensington High Street**, outside Nos. 5 to 13 Kensington High Street, for 27 metres (89ft);
  - xi. on the south side of **Kensington High Street**, outside the Milestone Hotel, for 35 metres (115ft);
  - xii. on the north side of **Kensington High Street** and **Kensington Road**, outside Kensington Palace Gardens and opposite the Milestone Hotel, for 52 metres (171ft);
  - xiii. on the north side of **Kensington Road**, outside Kensington Palace Gardens and opposite No. 1 Kensington Road, for 63 metres (207ft);
  - xiv. on the south-east and south-west sides of **Margaretta Terrace**, outside the flank wall of No. 12 Oakley Street, situated in Margaretta Terrace and opposite No. 27 Margaretta Terrace, for 22 metres (72ft);
  - xv. all of the single yellow line situated within **Sloane Square**, this is a total of 233 metres (764ft). Loading and unloading would still be allowed;
  - xvi. all of the single yellow line situated within **Sutton Way**, this is a total of 709.5 metres (2,338ft). Loading and unloading would still be allowed.;
  - xvii. on the north-west side of **Uxbridge Street**, opposite the flank wall of Nos. 5 to 7 Hillgate Street to opposite the flank wall of No. 2 Farmer Street, situated in Uxbridge Street, for 30 metres (98ft). This would convert the area of single yellow line directly opposite the bank of five Pay-by-phone visitor parking bays on the southern side of the road, and 2.5 metres (8ft) of single yellow line either side of this, into double yellow lines;
- (eeee) to give a clearer description of the part of **Uxbridge Street** that is public highway in the Charged-For and Free Order articles, to provide greater clarity (there would be no change to the extent of Uxbridge Street to which provisions of the Orders apply);
- (ffff) 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);
- (gggg) to correct a drafting error in the Prescribed Routes Order that introduced on a permanent basis a pedestrian and cycle zone in part of **Phillimore Walk** (there would be no change to the way these provisions currently operate on-street); and

(hhhh) to revoke the Prescribed Routes Order that introduced a cycle track, of approximately 25 metres in length on the north side of **Dalgarno Gardens** at its junction with Barlby Road, which has been removed as part of footway reconstruction works.

3. Notice was given that the Council proposed to relocate a zebra pedestrian crossing in Kensal Road, east of the junction with Wedlake Street, 10 metres (33ft) further to the east. However, this relocation was not implemented and so (kk) to (rr) above reverse the traffic order changes which accompanied this crossing relocation.
4. Copies of the Orders, which will come into operation on 12<sup>th</sup> January 2023 and of all other relevant documents can be obtained for inspection by emailing [trafficorders@rbkc.gov.uk](mailto:trafficorders@rbkc.gov.uk) quoting reference: "Oct 2022 Misc" and can be inspected during normal office hours on Mondays to Fridays inclusive until the end of a period of six weeks from the date the Order was made at The Customer Service Centre, Kensington Town Hall, Hornton Street, London W8 7NX.
5. 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 11<sup>th</sup> January 2023

**MEHMET MAZHAR**

Director of Transport and Regulatory Services