

- i on the south-west side of **Collingham Gardens**, to convert 8 metres (26ft) of residents' parking outside No. 30 Collingham Gardens to a blue badge disabled bay;
- j on both sides of **Collingham Gardens**, to convert the easternmost 2 metres (7ft) of residents parking bay outside no 30 Collingham Gardens to double yellow lines;
- k on the south-west side of **Collingham Gardens**, to extend the residents parking bay on the west side near the St John's Lutheran Church 5 metres (16ft) northwards;
- l on the east side of **Cromwell Place** outside no 1 Cromwell Place, to convert 8 metres (26ft) of double yellow line with at any time loading restrictions to single yellow with loading permitted,.
- m on the west side of **Gledhow Gardens**, to convert one pay and display bay to an on-carriageway bicycle stand bay opposite Nos. 26 and 27 Gledhow Gardens;
- n on the east side of **Herbert Crescent**, to convert single yellow line outside Nos. 12 and 13 Herbert Crescent to a doctor parking bay for a distance of five metres (16ft);
- o on the east side of **Herbert Crescent**, to convert a doctor parking bay to double yellow lines outside No. 11 Herbert Crescent for a distance of four metres (13ft);
- p on the east side of **Holland Park**, to convert of two diplomatic parking bays to double yellow lines opposite No. 34 Holland Park;
- q on the east side of **Holland Park**, to convert blue badge disabled bay to a diplomatic parking bay opposite No. 34 Holland Park;
- r on the east side of **Holland Park**, to convert a residents' parking space to a diplomatic parking bay opposite No. 35 Holland Park;
- s on the east side of **Holland Park**, to convert a residents' parking space to a blue badge disabled bay opposite No. 35 Holland Park;
- t on the east side of **Holland Park**, to convert two residents' parking spaces to four echelon residents' parking spaces opposite the entrance to Holland Park Mews;
- u on the south side of **Kensington High Street**, to convert 12 metres (39ft) of single yellow waiting restrictions (Monday to Saturday 8am to 7pm) and No loading restrictions (Monday to Friday 4pm to 7pm), to no waiting and no loading at any time restrictions between Kensington Court and the party wall of nos. 29/31 Kensington High Street
- v on the south-west side of **Kensington Park Road**, to convert 4 metres (13ft) to residents' parking space outside the flank of No. 2 Horbury Crescent, situated in Kensington Park Road;
- w on **Lockton Street**, to introduce a no waiting and no loading at any time restricted parking zone (except in signed bays);
- x on the south-east side of **Lockton Street**, to introduce two loading bays;
- y on the south-west side of **Lorne Gardens**, to convert an echelon residents' parking space outside No. 16 Lorne Gardens to personalised disabled bay No. 632;
- z on the south-west side of **Lorne Gardens**, to convert an echelon residents' parking space outside No. 14 Lorne Gardens to personalised disabled bay No. 633;
- aa on the south side of **Lorne Gardens**, to convert 5 metres (16ft) of residents' parking space outside no.9 Lorne gardens to personalised disabled bay No. 587;
- bb on both sides of **Netherton Grove**, to introduce 'No return within four hours' restriction on the six blue badge disabled bays during the period when the four hours maximum stay is in operation (which are Monday to Friday 8.30am to 6.30pm);
- cc on the south side of the island in **Old Brompton Road**, to convert 5 metres (16ft) of residents parking bay positioned opposite Kempford Gardens to double yellow lines;
- dd on the west side of **Rootes Drive**, to convert a pay and display bay outside the flank wall of No. 31 Shrewsbury Street, situated in Rootes Drive, to disabled bay No. 546;
- ee on the south-west side of **Shawfield Street**, to convert a residents' permit motorcycle bay outside the flank of No. 18 Redesdale Street, situated in Shawfield Street to residents' parking;
- ff on the north side of **Stanhope Gardens**, to re-position the bus cage marking opposite no. 26 Stanhope Gardens, by 3.5metres (11ft) eastwards on to single yellow line;
- gg on the north side of **Stanhope Gardens**, to convert 3.5 metres (11ft) of bus cage to single yellow line opposite no.26 Stanhope Gardens;
- hh on the east side of **Thurloe Place**, to convert 6.3 metres (21ft) of the northernmost bus cage to pedestrian crossing zig-zags
- ii outside the Hoop and Toy Public House on **Thurloe Place**, to convert 7 metres (23ft) of double yellow line with at any time loading restrictions to pedestrian crossing zig-zags;
- jj outside the Hoop and Toy Public House on **Thurloe Place**, to convert 2 metres (7ft) of single yellow line to pedestrian crossing zig-zags;
- kk outside the Hoop and Toy Public House on **Thurloe Place**, to convert 2 metres (7ft) of double yellow line with at any time waiting restrictions to single yellow line with loading permitted;
- ll on the north side of **Thurloe Place** opposite the Hoop and Toy Public House, to convert 23 metres (75ft) of double yellow line with at any time loading restrictions to pedestrian crossing zig zags;
- mmon the south-east side of **Tregunter Road**, to re-position three pay and display bays and one car club bay located outside No. 29 The Boltons, situated in Tregunter Road, one metre (3ft) north-eastwards towards Gilston Road on single yellow line;
- nn on the south-east side of **Tregunter Road**, to introduce single yellow line for a distance of one metre (3ft) outside No. 29 Tregunter Road as a result of the movement of the Pay and Display bay in (kk) above;
- oo on the south-west side of **Trellick Tower**, to convert two KCTMO residents' permit parking bays to a visitor motorcycle bay and double yellow lines;
- pp on the south side of **Victoria Grove**, to introduce double yellow lines between the cycle gap at the junction with Launceston place and a point 5 metres (16ft) west of that point;
- qq on the north side of **Westbourne Park Road**, to convert one residents' parking space outside Nos. 352 and 354 Westbourne Park Road to single yellow line with loading restrictions operating Monday to Friday between 8.30am to 10am and 4pm to 6.30pm and Saturday between 8.30am to 10am;
- rr to convert single yellow line waiting restrictions situated at the following locations to double yellow lines waiting restrictions:
- i on the west side of **Holland Park**, for a distance of 21 metres (69ft) outside Nos. 33 and 34 Holland Park;
- ii on the east side of **Holland Park**, for a distance of 18 metres (59ft) opposite Nos. 33 and 34 Holland Park;
- iii on the north side of **Kensington Court**, in the gap between pay and display parking bays by the Kensington Court passageway for a distance of 7 metres (23ft);
- iv on the south side of **Pembroke Mews**, for a distance of 8.5 metres (28ft) opposite No. 12 Pembroke Mews;
- v on the western corner of the eastern arm of the **Talbot Road/Powis Square** junction, for a distance of 15 metres (49ft);
- ss to amend the Schedules that specify the tariff area, the prescribed hours and the permitted pay and display hours and resident parking hours to correct drafting errors that resulted in the exclusion of references to Bourne Street;
- tt to amend the Articles of the parent Order so that provision is made for the suspension of parking places to allow temporary parking space for goods carrying vehicles transporting equipment required for work at a property in the vicinity of the parking place and to clarify for the purposes of the application of the Order that hatch backs and estate cars are considered to be passenger vehicles and not goods carrying vehicles; and
- uu to amend the Articles of the parent Charged-For Order to include a definition of "ambulance".
- 3 Copies of the Orders, which will come in to operation on 4th April 2016, and of all other relevant documents 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 Orders were made at Council Offices, 37 Pembroke Road, London W8 6PW.