

(e) introduce a 16.3-metre loading bay, operating “at any time” (maximum stay of 30 minutes, no return within 1 hour) on the north-west side of Old Compton Street between its junctions with Frith Street and Greek Street;

(f) introduce double yellow line “at any time” waiting and loading restrictions in:

(i) Cambridge Street, at its junctions with:

- Warwick Square;
- Sussex Street; and
- Gloucester Street

(ii) Warwick Square:

- at the junction of the southernmost north-eastern and southernmost north-western arms (between St. Gabriel’s Church and No. 29 Warwick Square); and
- at the junction of the southernmost south-eastern arm and Cambridge Street;

(iii) Gloucester Street, at its junctions with Cambridge Street and St. George’s Drive; and

(iv) St. George’s Drive, at its junctions with Gloucester Street and Warwick Square;

(g) introduce double yellow line “at any time” waiting restrictions in:

(i) Alderney Street:

- at its junction with Clarendon Street;
- at its junction with Warwick Way; and

(ii) Cambridge Street:

- at its junction with Clarendon Street; and
- at its junction with Warwick Way;

(iii) Chapter Street, at its junction with Douglas Street;

(iv) Clarendon Street:

- at its junction with Cambridge Street; and
- at its junction with Cumberland Street;

(v) Cumberland Street:

- at its junction with Clarendon Street;
- at its junction with Sutherland Row;
- at its junction with Sussex Street;
- adjacent to the kerb buildout outside Sherborne House, Cumberland Street; and
- at its junction with Gloucester Street;

(vi) Douglas Street, at its junction with Chapter Street and within the extent of the cycle lane referred to in paragraph 2(c) above;

(vii) Sutherland Row, at its junction with Cumberland Street;

(viii) Winchester Street:

- the carriageway on the north-west side of Cumberland Court, Nos. 1 to 3 Cumberland Street including its junctions with Cumberland Street and Winchester Street;
- outside Nos. 89 to 93 Winchester Street;

- at its junction with Lupus Street; and

- at its junction with Gloucester Street;

(ix) Sussex Street, at its junction with Cumberland Street;

(x) Gloucester Street:

- at its junction with Cumberland Street; and
- at its junction with Winchester Street; and

(h) introduce “at any time” loading restrictions in:

(i) Berwick Street, at its junction with Noel Street;

(ii) Cambridge Street:

- at its south-western junction with Sussex Place; and
- at its north-eastern and south-eastern junctions with Gloucester Street;

(iii) Noel Street, on the north-west side, between its junctions with Wardour Street and Berwick Street;

(iv) Old Compton Street, at its junctions with:

- Charing Cross Road;

- Dean Street;

- Frith Street;

- Greek Street;

- Wardour Street; and

- on the south-east side between its junctions with:

- Frith Street and Greek Street; and

- Greek Street and Moor Street; and

(v) Wardour Street, at its junctions with Noel Street and Old Compton Street.

3. Please note that the proposed introduction of contra-flow cycling on:

(a) Winchester Street, between its north-western junction with Cumberland Street and the carriageway to the south-east of the island site at its south-eastern junction with Cumberland Street; and

(b) Winchester Street / Cumberland Street, the carriageway to the south-east of the island site at the south-eastern junction of Winchester Street with Cumberland Street,

as detailed in the Notice of Proposals published on 26th April 2023, has been abandoned.

4. Please note that the proposed changes to the waiting and loading provisions were originally advertised as a change to a waiting and loading restriction Order, however, these changes will be introduced instead through the “Zone A” and “Zone D” Orders shown in paragraph 1(a) above. There are otherwise no changes to the restrictions detailed in the Notice of Proposals published on 26th April 2023.

5. The Orders, which will come into force on 7th March 2024, and other documents giving more detailed particulars of the Orders are available for inspection until 15th April 2024 at <https://westminstertransportationservices.co.uk/notices> and, in person by appointment only, at Westminster City Hall, 64 Victoria Street, London, SW1E 6QP, between 9.00 a.m. and 5.00 p.m. on Mondays to Fridays (except bank / public holidays). Please telephone 020 3116 5939 or email tmo.westminster@wsp.com to arrange an appointment.

6. Any person desiring to question the validity of the Orders or of any provision contained therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984 or that any of the relevant requirements thereof or of any relevant regulations made thereunder have not been complied with in relation to the Orders may, within six weeks from the date on which the Orders were made, make application for the purpose to the High Court.

Dated 6th March 2024

JONATHAN ROWING

Head of Parking

(The officer appointed for this purpose)

(4571615)



City of Westminster

KENSINGTON GORE

THE CITY OF WESTMINSTER (A ZONE) (AMENDMENT NO. 51) ORDER 2024

1. NOTICE IS HEREBY GIVEN that Westminster City Council on 4th March 2024 made the above Order under sections 6, 45, 46, 49, 63 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.

2. The general effect of the Order in the northern arm of Kensington Gore will be, in connection with the installation of a signal-controlled pedestrian crossing in that arm of Kensington Gore, to the west of Door 6 of the Royal Albert Hall, to:

(a) relocate the taxi rank from the north side of the road, opposite the Royal Albert Hall, to the south side, to the rear of Nos. 1 to 10 Albert Hall Mansions (replacing 10 metres of single yellow line waiting restrictions);

(b) remove 24.5 metres of waiting and loading restrictions from both sides of the road, opposite its junction with the western arm of Kensington Gore;

(c) introduce 55 metres of double yellow line “at any time” waiting and loading restrictions on the north side of the road, opposite the Royal Albert Hall; and

(d) extend the double yellow line “at any time” waiting and loading restrictions on the south side of the road, outside the Royal Albert Hall, eastward by 20.5 metres.

3. The Order, which will come into force on 11th March 2024, and other documents giving more detailed particulars of the Order are available for inspection until 15th April 2024 at <https://westminstertransportationservices.co.uk/notices> and, in person by appointment only, at Westminster City Hall, 64 Victoria Street, London, SW1E 6QP, between 9.00 a.m. and 5.00 p.m. on Mondays to Fridays (except bank / public holidays). Please telephone 020 7093 6693 or email tmo.westminster@wsp.com to arrange an appointment.

4. Any person desiring to question the validity of the Order or of any provision contained therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984 or that any of the relevant requirements thereof or of any relevant regulations made thereunder have not been complied with in relation to the Order may, within six weeks from the date on which the Order was made, make application for the purpose to the High Court.