Background Report 01
Audit & Analysis
JULY 2006
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urban initiatives
In Autumn 2005 the Royal Borough of Kensington and Chelsea commissioned Urban Initiatives to prepare a Draft Supplementary Planning Document (SPD) - Urban Design Strategy for the Royal Borough. As part of this work a series of reports were produced which led to the preparation of the Draft SPD. These reports were summarised into three Background Reports that provide with detailed guidance and additional information as background to the SPD document.

This report is Background Report 01 - Appraisal and Analysis. It summarises working stage 1 and covers policy context, urban design analysis, a survey of character areas and a brief transport analysis of the Royal Borough.
Planning Policy Guidance Notes (PPGs) and their replacements Planning Policy Statements (PPSs) are prepared by the government to provide guidance to local authorities and others on planning policy and the operation of the planning system. Local authorities must take their contents into account in preparing their development plans. The guidance may also be relevant to decisions on individual planning applications and appeals.
Diversity - A place with variety and choice.

Accessibility - A place that can change easily.

Legibility - A place that has a clear image and is easy to understand.

Ease of Movement - A place that is easy to get to and move through.

Quality of the Public Realm - A place with accessible and successful outdoor areas.

Character - A place with its own identity.

Pee3 - Housing density (LDA) Jurisdictions (Pee3) 69% [Pee2] 22% and land use policies should reflect the existing development of the area. By Design - Urban design in the framework of the FSDP.

Planning authorities should plan positively for the implementation of the PDP. They are responsible for the implementation of the PDP. Local Planning Authorities are responsible for the implementation of the PDP. The one concern the supply of density and mix of homes from the need to urban design terms.

PPG 65 also sets down criteria for building on

and parking for vehicles. (Pee3) 69%

and

needs of pedestrians. Etc. The movement

environmental benefits created and give priority to the

focus on the quality of the places and bring

character and

distinction identity, but respect and enhance local

in mind, which are attractive, have their own

create places and spaces with the needs of people

and

fairness standards (Pee3) 11%.

in the desirability, layout, and allocation of space

provide improved quality of development which

close to public transport nodes.

development in and around existing centers and

use of land and provide for more housing

housing development and makes inefficient

sets down the need for urban design terms. (Pee3) 69%

PPG 65 is supported by good practice and guidance (Pee3) 69%

PPG 65 also sets down criteria for building on

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METROPOLITAN POLICIES

LONDON PLAN

The London Plan provides the Londonwide context within which individual boroughs must set their local planning policies and sets the policy framework for the Mayor's involvement in major planning decisions in London.

The Plan asks boroughs to ensure that developments among other principles maximize the potential of sites; are sustainable, durable and adaptable; respect local context, character and communities; and respect, protect and enhance London's built heritage (para. 4.36). Policy 4B.7 states that the Mayor will, and boroughs should, work with local communities to recognise and manage local distinctiveness ensuring proposed developments preserve or enhance local social, physical, cultural, historical, environmental and economic characteristics.

The Royal Borough has a range of town centres from international (Knightsbridge) to local centres. The London Plan promotes the economic growth of mixed-use town centres (Policy 2A.5) to meet community needs and supports sustainable development. Strategic Cultural Areas, such as South Kensington, are encouraged, protected and enhanced (Policy 3D.4). The policy calls for boroughs in their UDPs to encourage arts and cultural facilities, and, if appropriate, support evening and night-time entertainment.

The River Thames and the Grand Union Canal have special design considerations. Major developments in the Thames Policy Area and the Blue Ribbon Network (Grand Union Canal) should have a design statement to ensure development respects the landscape and historical setting (Policies 4C.21, 4C.25, 4C.28).

DRAFT PPS 3

The statement re-iterates the objectives for planning for housing in England. The statement's goals are to ensure supply and choice in housing designed to a high quality with good access to job, key services, and infrastructure. Both Regional Planning Bodies and Local Planning Authorities are responsible for the implementation of the PPS. Strategic goals such as housing provision, density, and brownfield targets will be set by the Regional Authority for the Local Authorities (para. 5).

It sets down the need, in urban design terms to:

- creating places, streets and spaces which meet the needs of people, which are attractive, have their own distinctive identity, and positively improve local character;

- which promote designs and layouts that are inclusive, safe, take account of public health, crime prevention and community safety; and

- informed by its wider context, having regard not just to neighbouring buildings but to the townscape and landscape of the wider locality. (paras. 34-37)

It retains targets for building on previously-developed land (60%) (para. 18) and housing density (30 dph) (Annex C). However, these targets can be revised both locally and regionally.
The central London Plan includes the following measures:

- **Growth and Development**
  - The London Plan sets a strategic objective of 35,500 new jobs and 17,000 new homes by 2026.

- **Infrastructure and Connectivity**
  - The London Plan includes evidence on strategic improvements, including the Crossrail project.

- **Transport and Public Transport**
  - The London Plan includes evidence on the delivery of transport networks.

- **Housing and Social Housing**
  - The London Plan includes evidence on the delivery of housing policy.

- **Economic Development**
  - The London Plan includes evidence on economic development policy.
height of neighbouring buildings and which would harm the skyline’ (CD37).

The UDP requires the character or appearance of each conservation area to be protected and enhanced (CD51). Therefore, any development in a conservation area has to preserve the character of the area (CD61) and be compatible with scale and pattern, bulk and height, proportion and rhythm, roofscape, materials as well as landscaping and boundary treatment of the surrounding (CD62). The Borough makes it clear that it will resist any development, which would adversely affect the setting of a listed building (CD69).

**SUPPLEMENTARY PLANNING GUIDANCE (RBKC)**

*Streetscape [undated] – complements Transport Standards SPG (July 2004)*

Streetscape supports the overall aim of the 2002 UDP. The Royal Borough believes firmly that streets are places and its fine buildings should be complemented by streets of the same design quality. Streets in the Royal Borough should give distinctiveness and character to an area and street management should play a key role in recognising opportunities.

**PUBLIC ART STRATEGY SPG (AUGUST 2004)**

The strategy supports Policy LR36 in the 2002 UDP in order to negotiate the provision of new works of art or performing arts space in association with development proposals. The SPG applies the policy to identify locations, control the quality of work and generate finance for public art. Locations where public art is to be provided should be identified through the planning system. The quality of work should be governed by a public arts panel. Finances should be obtained through planning gain, ideally through the ‘percent for art’ scheme for major applications (currently above 10 dwellings or 1,000 square metres of floorspace).

**TREE STRATEGY SPG (JUNE 2005)**

The tree strategy supports policies contained in Section 4.7 of the 2002 UDP. The overall strategy is “to ensure trees are planted, preserved and managed in accordance with sound arboricultural practice, with regard to their contribution to amenity and the urban landscape, for both the current and future generations.” Trees should be managed and maintained (Strategic Objective [SO] 1, SO 2), and, where possible the stock of trees should be increased (SO 4). Trees have a relationship with architecture, especially when deciding on new trees (SO 3). On development sites, trees will be protected or replaced with high quality standards (SO 5) backed up by enforcement (SO 6) and education (SO 7).

**LOCAL DEVELOPMENT SCHEME (MAY 2005)**

RBKC’s Local Development Scheme indicates that certain urban design policies (CD 27, CD 28, CD 37) will be saved and supplemented by the Urban Design Strategy, which will become a Supplementary Planning Document.
The patterns of urban development, which characterise the Royal Borough today, have to a great extent not been changed since the late 19th century.

Early development in the borough in the 17th century was largely concentrated along a number of radial routes running into the City of London and the Royal Palaces of Westminster from the west. These routes still remain the only continuous through routes across the Borough and have become vital arteries of the metropolitan area.

The most deprived and marginalised communities in the country have, for years, struggled to improve their living conditions. The government has implemented various policies and programs to address these issues, but the results have been mixed. Despite some progress, many areas remain deprived, with high levels of unemployment, poverty, and social inequality.

The London Borough of Tower Hamlets is one of the most deprived areas in the UK. The borough has a large population of elderly residents, many of whom live in poverty and struggle to make ends meet. The local council has implemented various initiatives to support these residents, including community centers, food banks, and social clubs.

The government has also invested in infrastructure projects in the area, including new schools and hospitals. However, some residents have expressed concern that these developments have not adequately addressed their needs.

In recent years, Tower Hamlets has seen a surge in gentrification, with many young professionals moving into the area. While this has brought economic benefits to the borough, it has also led to rising housing costs and displacement of long-term residents.

The future of Tower Hamlets remains uncertain, with many residents hoping for improved living conditions and greater opportunities for their community.
SUMMARY

- Except for small pockets the urban fabric of the Royal Borough is developed. Large parts of the borough are characterised by a coherent and fine grained historic street pattern with an outstanding building stock primarily from the Georgian, Victorian and Edwardian period that comprise of semi-detached and terraced town houses and mansion blocks. Some quarters are perceived as the most desirable residential areas in Central London, Other neighbourhoods especially in the north comprise of a series of large housing estates and are home to a number of deprived and impoverished communities.

- The Borough boundaries to the south, west and north are formed by major physical barriers. The areas along the railway corridors in the west and towards the grand union canal to the north particularly suffer from their fringe location with less intensive development patterns and lower value uses. Entrance routes into the borough are heavy trafficked and do not represent attractive gateways in to the Borough and Central London. Often areas on either side of the barrier condition face similar issues and may benefit from being addressed through an integrated cross border initiative.

- A number of east-west streets divide the Borough into different segments. On a metropolitan level these routes function as key access and transit corridors. Additionally they perform a significant shopping and retail function on a local and metropolitan scale. On some of these routes traffic has an adverse impact on the pedestrian environment. These areas are less attractive and perform below their potential. These corridors will be identified as improvement or showcase projects.

- North-south connectivity across the Borough is poor and less direct. This impinges on legibility of the Borough as contiguous entity and need to be addressed as part of this strategy.

- Although the borough has many small communal gardens and garden squares most are not open to the public and there is a shortage of public accessible open spaces. The majority of major open spaces are either located at the edges or beyond the boundaries of the borough. Some of them suffer from poor or illegible access. There is opportunity to create a network of legible green routes that connect the open spaces and integrate them into a system of interlinked spaces.

- The majority of the Royal Borough comprises of low to medium rise development with building heights typically ranging between 2 to 6 storeys. The study however recognises a number of taller buildings across the Borough that are loosely confined to the vicinity of tube stations or form part post war residential development schemes.
4.1 INTRODUCTION
4.2 URBAN STRUCTURE

The urban structure is the framework of routes, spaces, infrastructures and waterways that characterise and form the backbone of an area in terms of access and movement. The layout has a considerable impact on legibility and the character of an area.

Figure 07 shows the analysis of the urban structure for the Royal Borough.

The Borough stretches from the Grand Union Canal in the north to the River Thames in the south. Its western border with Hammersmith and Fulham largely coincides with the West London Line. The eastern boundary is less distinct and follows the pattern of local streets. With three borders formed by major physical barriers the Borough divides into central and peripheral areas. The zones along the canal and the railway lines are typical fringe locations with poor accessibility and lower activity levels.

A number of east-west corridors intersect the Borough and divide it into various sub-parts. From north to south these key routes are the following:

- Cromwell Road
- Old Brompton Road
- Fullham Road
- Kings Road
- Chelsea Embankment

Chelsea Embankment is part of the orbital ring road around central London. The route continues along the West London Line towards the north and joins with the Westway. In the southern part this corridor divides into one-way south- and northbound sections along separate streets. From north to south the corridor includes the following streets: West Cross Route, Holland Road, Warwick Road, Finborough Road, Gunter Grove (north-bound); Earl’s Court Road, Redcliffe Gardens & Edith Grove (south-bound). The orbital route and Ladbroke Grove are the only two significant routes that connect the Borough in a north-south direction.

Some of the above routes are in themselves major physical barriers and cause severance between neighbouring quarters. With the partial lack or inconvenience of crossing points and a traffic dominated adverse environment these corridors also act as mental barriers and do not encourage pedestrian movement across or along. North Kensington is particular affected. It is enclosed and dissected by a web of major barriers: the Grand Union Canal, the Paddington Railway line, the East London Line, the West Cross Route, the Westway and the Hammersmith and City Line. Similarly along the western edge, a large area is contained between the West London Line, the orbital road [southbound] and the River Thames. These areas will need particular attention as part of this study.

While the Royal Borough is well served by east-west routes, it lacks connectivity in a north-south direction. Although adjacent sub-areas are usually well linked by a network of secondary streets, there is a substantial lack of continuous primary routes in a north-south direction that connect more than two neighbouring sub-areas. This creates a poor relation between the northern and southern part of the Borough and has significant implications for legibility. The lack of primary routes makes orientation and navigation difficult. In some parts the Royal Borough is only perceived as a collection of fragmented subparts and not as a cohesive entity. This study offers the opportunity to propose measures that can improve legibility and better link the various parts together.

Both Holland Park and Kensington Gardens are major structuring elements and the centre of the Borough. All other major green spaces are located along or beyond the boundaries of the Borough.
4.3 Urban Grain

Figure 6a shows the analysis of the urban grain for the Royal Borough in an area can offer a basis for development on the scale ofagrid that is read, and reconfigures the blocks of smaller groups in a way that is readable in the street and
layout of streets, blocks, and parking. The concept based on the key elements of the urban structure, the

North Kensington on either side of the railway line
to Paddington

include the following:

- Further expansion of urban blocks with
  - Growth

The map shows the existing urban blocks across the borough.

The urban grain is important in planning these areas, especially in parts related to the expansion of these areas without affecting the existing urban blocks and maintaining the urban character.

The urban grain is important in defining the existing urban blocks and maintaining the urban character.
c. Holland Park Area, with Holland Park inhibiting east-west movements

d. Western Border area along the West London line from Holland Park Avenue in the North and the River Thames in the South, including Warwick Road, Earl’s Court Exhibition Centre, Brompton Cemetery and Chelsea Football Club

e. River Thames including Royal Hospital and Ranelagh Gardens

4.4 DENSITY AND MIX OF LAND USES

The density of an area is represented by the amount of development on a given piece of land, the mix indicates the respective range of uses. Density influences the intensity of development, and in combination with the mix of uses can affect a place’s vitality and viability. The type and mix of land uses determines the activity patterns in a place and has an impact on the attractiveness, vitality and character of an area.

Relating to the scope of this work and in absence of a comprehensive height survey of the Borough the following indications of densities are broad brush only and based on partial site visits and photographic surveys.

Apart from pockets in the urban structure and some areas adjacent to the railways and the Westway the Borough is developed throughout. Densities are linked to building height, form and footprint of development. Average heights in the Borough range from 2-3 to 5-6 storeys, and therefore densities vary across the Borough. In most areas of the Borough the urban street block is the dominant development form. In some of these blocks the inner courtyards are built over. Depending on building height these very compact development patterns result in medium to high dense areas. Parts of Notting Hill, Kensington, South Kensington and North Chelsea are of a higher to high density with plot ratios well above 2:1. All remaining parts range from lower to medium density with plot ratios of about 2:1 or below.

KEY ISSUES

The border areas to the neighbouring boroughs of Brent, Hammersmith and Fulham and Wandsworth [a, b, d, e] comprise of a very coarse urban grain due to layout, natural barriers or infrastructures. Connectivity and permeability in these areas and between the boroughs is extremely low. These areas would benefit from greater accessibility and opening up. With similar issues affecting adjacent areas in neighbouring boroughs these border zones should be addressed as part of integrated cross-border initiatives.

Holland Park and Kensington Gardens [c] both constitute large urban blocks, which although permeable for pedestrians, are largely impermeable for other movement modes. Both restrain connectivity between Notting Hill and South Kensington and largely inhibit east-west movements through the Holland Park area.
The borough is predominantly residential, with large areas of green spaces accommodating these developments. The green spaces are interspersed with smaller building complexes. There is a mix of post-war housing estates and older developments that show different development forms. Over time, the density of these estates has increased, leading to a high demand for residential and non-residential uses. The map depicts various facilities supported by various social, education, health, and leisure facilities. Based on a survey of location, the lack of a number of information services is evident, indicating that some areas require further development and infrastructure enhancement.
In stark contrast to a large affluent resident population living in the central and southern parts, the Borough houses a number of poorer and deprived communities. While a few smaller social housing estates are also embedded across the Borough, the majority of these communities live in North Kensington towards the northern and western boundary, and in the south-west corner of Chelsea. The index of multiple deprivation for the Borough (2004) highlights that some of these neighbourhoods are particularly deprived. Often located in fringe location enclosed or bordered by impermeable barriers access is constrained, sometimes provision with public transport is poor.

The layout of the often post-war housing developments is often fragmented and poorly integrates with the surrounding street-pattern. Connectivity and legibility are low; public spaces are of poor quality, often lack enclosure and passive supervision. Some of these estates are poorly served by local shopping facilities. This applies in particular to the areas along the western borough boundary and in the surrounding of Latimer Road Tube station. A number of these areas are described in more detail in section 5 – Character analysis.

The Borough comprises of a relatively small amount of office floor space compared to neighbouring boroughs. Not enough information could be obtained to identify the precise location of office uses. It is assumed that concentrations of medium to larger offices can be found around the main underground stations and along key corridors.

A number of designated employment zones are located in the vicinity of the western boundary, in North Kensington and South-West Chelsea. Some of these areas are not fully utilised and often accommodate low value land-uses.

In common with much of Central London the borough accommodates a large number of hotel visitors. The UDP states that about 30000 visitors stay in the Borough every night. The majority of these hotel uses are concentrated in the Earl's Court area and Courtfield area.

Besides local high streets and shopping centres the borough contains a number of shopping streets of metropolitan importance. With larger retailers and specialised retail they attract visitors from other London Boroughs, nation-wide and abroad. These include Kensington High Street, Knightsbridge, Fulham Road, Kings Road and Sloane Square. Another large metropolitan shopping centre is being built at White City being built just across the Borough boundaries in Hammersmith and Fulham. This may have a negative effect on retail expenditure patterns and visitor numbers particularly in shopping streets that comprise of a comparable market orientation.

Portobello Road is one of London’s most famous street and antique markets. Starting nearby Notting Hill Tube Station the market extends all the way up to Golborne Road in North Kensington. The market is particularly popular with tourists and reaches its climax on Saturday.

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The Borough is rich in visitor attractions. Between South Kensington Tube Station and Kensington Gardens/ Hyde Park lies one of London’s densest concentrations of Museums and cultural institutions. It accommodates the Victoria and Albert Museum, the Natural History Museum, the Science Museum, the Imperial College and the

Earl’s Court Exhibition Centre, Olympia Exhibition Centre and Chelsea Football Club Stadium are located on either side of the West London Line (the latter two in neighbouring Hammersmith and Fulham). At the southern end of Holland Park the Commonwealth Institute is located, another (now disused) congress and exhibition centre.
traditional outdoor shopping strips. My experience
for the community. Such measures could significantly
improve pedestrian flow through the area. However, the
concurrent rise in parking costs may have a negative
impact. Opportunities should be explored to develop
new employment zones that need to be critically
assessed.

The primary goal is to enhance the community and market demand
for retail shopping areas, which will reduce pressure on
current shopping strips. This could be achieved by
increasing the number of special events with local
carpet and hosting more frequent activities. Such events
can help to boost overall foot traffic and attract
new customers. The new development will add to the
current base of shoppers and provide a more
accessible and enjoyable shopping experience.

In most parts of the borough, the retail mix is
compromised by the high volume of residential
and building disputes are not easily resolved.

The surrounding areas suffer from physical segregation and poor
integration. Accessibility is often limited. A multi-modal
transport network is required to connect the
primary areas to the town center. This would improve
access to public transport and reduce reliance on
private vehicles. Improving pedestrian and cycle
infrastructure would further enhance connectivity and
ease of travel.

In conclusion, there is a need to develop
strategic guidelines for urban design and business
improvement. These should be designed to

KEY ISSUES

include:

- Enhanced pedestrian safety and access
- Improved public transport connections
- Increased green spaces and recreational areas
- Enhanced retail and business districts
- Improved public amenities and services

These changes will improve the economic
depth of the area, attracting more businesses and
residents.
4.5 GREEN AND PUBLIC SPACES

Figure 10 shows the green and public space provision in the Royal Borough.

There are eight major green spaces within or just beyond the Borough boundaries, two of which are cemeteries. From north to south these are:

- Kensal Green Cemetery and St. Mary's RC Cemetery [regulated opening times, restricted use]
- Little Wormswood Scrubs Recreation Ground [openly accessible land, Hammersmith and Fulham]
- Wormswood Scrubs [openly accessible land, Hammersmith and Fulham]
- Kensington Gardens [regulated opening times] and Hyde Park [openly accessible land, City of Westminster]
- Holland Park [regulated opening times]
- Brompton Cemetery [regulated opening times, restricted use]
- Royal Hospital Gardens [regulated opening times, restricted use]
- Battersea Park [regulated opening times, Borough of Wandsworth]
The Borough lacks large, open parks and green spaces, which are essential for residents and visitors. This lack of green space is reflected in the poor quality of the neighborhood's open spaces, which are often small and underutilized. The parks and gardens in the area are generally not well-maintained and do not provide the level of recreation and relaxation that residents require.

The Royal Borough also lacks a network of public spaces that connect the different neighborhoods. This lack of connectivity makes it difficult to move around the area, and the absence of well-defined public areas hinders the sense of community. The Royal Borough's parks and gardens are often small and isolated, and do not provide the level of social interaction that is essential for a healthy community.

However, the area does have some small parks and gardens that provide some level of green space. The Royal Borough has also recently initiated a program to improve and maintain public spaces, which is a positive step towards improving the area's overall quality of life.

Overall, the Royal Borough needs to improve its public spaces and create more green areas to provide residents with a sense of community and well-being. The Borough should also focus on improving the connectivity of its neighborhoods through the creation of more public spaces that are accessible to all residents.
4.6 SCALE: HEIGHT AND MASSING

HEIGHTS
Average building heights vary across the Borough, but within particular areas, building heights are often relatively consistent. Average heights range from 2-3 storey-terraces in North Kensington to 4-6 storey Victorian houses and mansion blocks in Ladbroke Grove Area, Notting Hill, Holland Park area, South Kensington and Chelsea. Many of these areas were built during the 19th or early 20th century as residential estates. Developed on larger plots they often feature coherent architectural expression, typologies and heights.

Building plots along major corridors naturally experienced greater pressures for change, and therefore building sizes and heights vary notably. This is especially evident around Notting Hill Gate, along Kensington High Street, Cromwell Road, Brompton Road, Kings Road and parts of Sloane Avenue. The tall building survey indicates that along these routes developments reach heights between 7-9 and 10-14 storeys.

The borough accommodates two clusters of tall towers in the range of 15-24 storeys. Both are part of post-war social housing developments. The first group comprises of four stand-alone towers in the vicinity of Latimer Road Tube Station in North Kensington. The second group includes seven interlinked towers as part of part of the Worlds End Estate in Southwest Chelsea.

FIGURE 11: Height
Following groups of high buildings are identified:

- Development of 7-9 stories in its surroundings. The buildings are often accompanied by other higher blocks, creating a sense of height and density.

With the exception of a few single developments, development feels strictly cut off from the rest of the area.

Across a common road, the slightly lower West Point of scale and density rises to its immediate counterpoint, behind the station. This tall building appears out of proportion when viewed from the railway station.

The second layer is the higher in Washington Street.

Contribute to the density of this area, a unique landmark, which assigns orientation and building of particular architectural interest. It forms a backdrop to the station and is visible from the river. The second layer is the Washington Street Road. Two buildings have more than 25 stories. The first

Borough

and significantly impact on the skyline of the Borough. These towers form part of a residential estate at the neighboring Borough of Hamtramck and are clearly visible from the West Cross Road, the actual part

There is another group of towers, which although
1. Trellick Tower
2. Latimer Road Estate
3. West Cress Route Estate (to Hammersmith and Fulham)
4. Notting Hill Gate
5. Kensington High Street East
6. Kensington High Street West
7. Cromwell Road
8. Knightsbridge
9. Sloane Avenue
10. Worlds End Estate

A number of other taller structures equally determine the skyline of the Royal Borough. Among these are the spires of Kensington Church, Brompton Oratory, the towers of the Natural History Museum and the Imperial College (City of Westminster), Earl’s Court Exhibition Hall and Olympia Exhibition Hall (Hammersmith and Fulham), Chelsea Football Club Stadium (Hammersmith and Fulham), the Gasholders in North Kensington and the chimneys of Lots Road Power Station.

The high building survey also identifies a number of taller buildings, which are located just outside the Borough Boundaries. These similarly have an impact on the skyline of the Borough and will need to be included in the tall building study.

MASSING

With large areas composed of terraced housing the majority of developments in the Royal Borough is of small scale. A number of developments however are of greater scale and mass. These can be sorted into three broad categories:

1. The first category comprises cultural, education, leisure and commercial uses including cultural institutions, such as museums, theatres and cinemas, religious institutions, administrative buildings and larger office complexes, department stores, large-scale retail units and exhibition centres, hospitals, schools and sports facilities. The majority of those are integrated into the urban context and occupy entire urban blocks or parts of them. Concentrations of these developments can be found along Cromwell Road, Kensington High Street and Warwick Road. These particularly large developments are located along the West London Line, these are Earls Court Exhibition Centre, Olympia Exhibition Centre and Chelsea Football Club Stadium.

2. The second comprises industrial units and storage sheds. These are mainly located in the designated employment zones along the western and northern Borough boundary.

3. The third category covers large-scale residential developments. Particular large concentrations of post-war housing estates can be found in Kensal Town, North Kensington and South West Chelsea.

KEY ISSUES

Key Issues relating to tall buildings will be addressed in detail as part of the high building study in stage 3 of this work.

Large-scale developments of the first and second group may have an adverse impact on the attractiveness and quality of their surrounding. Often only a fraction of their perimeter is active frontage comprising openings and entrances. Most of the remaining facades are blank or used for servicing. Surrounding streets often suffer from ill-defined (leftover) spaces, poor enclosure, the visual impact and the lack of supervision. This applies to some degree to a number of developments within RBKC as the Earls Court Exhibition Centre, Lots Road Power Station, the RBKC City Hall and the Sainsbury store off Ladbroke Grove in North Kensington. Other bulky industrial, commercial, hospital and sports developments are scattered across the Royal Borough or concentrate along its western boundary and the beside and beneath the West Way.

Like in other parts of Britain during the post-war period the Royal Borough saw the building of significant residential estate developments in the international style. Nowadays most of these developments fail in terms of their architectural and urban design. Often they comprise a concentration of numerous social and environmental problems and suffer from a negative perception. Frequently they are composed of interlinked large-scale structures or standalone developments freely placed within a landscape setting.
preservation and enhancement of the area. Further, they include proposals for their expanse character appraisal and historical analysis. A map of conservation areas is shown in Figure 1.5. A map of conservation areas is shown in Figure 1.5. They cover about 75% of the entire Borough on the major estates and others on the main gardens. Some conservation areas have been designated as conservation areas, some consist of large parts of the Borough, and others consist of small areas. Some are large parts of the Borough, and others are small areas. The Council recognises the importance of these areas in maintaining the character and 4.7 AREAS DESIGNATIONS AND

Conservation Areas

Character Appraisals

All areas are assessed in more detail in Section 65. Each area has its own unique character and is assessed individually. The Council recognises the importance of these areas in maintaining the character and 4.7 AREAS DESIGNATIONS AND

Conservation Areas

Character Appraisals

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POTENTIAL AREAS FOR DEVELOPMENT

Figure 14 shows the potential development areas in the Borough. These are

a. Areas identified as major development opportunities in the UDP proposals map.

b. Intensification/Renewal areas over the next 15 years as identified by the Spatial Planning overview of the RBKC, and

c. Other potential areas outside conservation areas and special policy zones, that may be identified as part of this study.

This study will particularly focus on these areas, which may come forward for development.

FIGURE 14. Ongoing developments and development potential.
This part of the study divides the borough into a number of character areas, character corridors and central nodes.

A Character area is an area with a distinctive character that derives from the layout of its urban fabric, its typical building typologies and architectures, its predominant uses and activities and its public realm qualities.

Character corridors are linear areas that follow a particular route, a waterway or a major piece of infrastructure. Their character usually is determined by the transport and movement function of the corridor, associated activities and adjacent uses, and the design of the corridor. The character along a corridor may change depending on spatial organisation and the type, interaction and density of activities. Therefore single corridors may be subdivided into a number of different character segments.
The following tables list the identified character areas.

- Central nodes: Spacial corridors
- Character corridors:
  - Character corridors: Within the Site
  - Character corridors: Site boundaries
  - Character corridors: Area

Figure 15 shows the identified character areas.

Particular emphasis is given herein to identifying character areas with adverse character.

Chelsea:

- River areas and 권
- Character corridors: General:
  - River area, Holland: Historic area, Holland
  - Holland: Historic area, Holland

These areas are summarized under the following: character areas, corridors, and central node. Most of these areas are encompassed by the following:

- Character corridors: Corridor of central node. These areas are not covered specifically by conservation area

The conservation areas have already been the subject of the Shoreham Area, Character corridors as well as Character corridors. The purpose of Character corridors is to ensure that these areas are protected as whole.

A central node is a zone focused around transport.
<table>
<thead>
<tr>
<th>Image</th>
<th>Area Code</th>
<th>Area Description</th>
<th>Key Issues</th>
</tr>
</thead>
</table>
| ![Image](image1.jpg) | A01       | Kensal Green Cemetery, located between the Grand Union Canal and Harrow Road                                                                                                                                          | - Conservation area  
- Enclosed space with limited number of entrance points located off Harrow Road  
- Difficult to reach from RBKC  
- Cemetery use limits scope of recreational activities |
| ![Image](image2.jpg) | A02       | Site enclosed by Grand Union Canal and Paddington Railway Line, accommodates two gas storage tanks and a superstore surrounded by surface car parking                                                                 | - Brown field site that offers long term development potential  
- Difficult to reach without linkages to neighbouring areas, the only access point is off Ladbroke Grove |
| ![Image](image3.jpg) | A03       | Kensal Town - Residential Area with a few light industrial units located between Grand Union Canal and Railway Line to Paddington.                                                                                   | - Inward looking and fragmented,  
- Weak definition of street spaces,  
- Lack of connectivity to neighbouring areas,  
- Poor legibility |
| ![Image](image4.jpg) | A04       | Site north of Dalgarno Gardens and Barlby Road - Predominant residential area with poorly linked estates ranging from dense tenements blocks [Peabody Estate], over medium rise developments, to a crescent of Edwardian Terraces. | - Inward looking with poorly designed public spaces,  
- Lack of linkages between separate estates,  
- Lack of immediate retail facilities  
- Poor provision with public transport |
<table>
<thead>
<tr>
<th>Key Issues</th>
<th>Area Description</th>
<th>Area Code</th>
<th>Image</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lack of connectivity across the site and links between single ships to and encroachment of street space.</td>
<td>and a number of schools, warehouses, S1, churches, hospitals, Carmelite Monastery. Street block comprising of Pall Mall Depict converted large scale party rented developments with poor relation.</td>
<td>A08</td>
<td><img src="image1.jpg" alt="Image" /></td>
</tr>
<tr>
<td>Direct and illegible linkages towards the westway and across are particular in</td>
<td>A07</td>
<td><img src="image2.jpg" alt="Image" /></td>
<td></td>
</tr>
<tr>
<td>Poor connectivity across site. Underused poor quality public spaces. Poor street enclosure.</td>
<td>Medium rise residential estate with cul-de-sacs south of Goldenore Road. Medium rise residential estate with cul-de-sacs south of Goldenore Road.</td>
<td>A06</td>
<td><img src="image3.jpg" alt="Image" /></td>
</tr>
<tr>
<td>Disregarding historic street patterns poor connectivity across site with developments passing through.</td>
<td>Medium rise residential estate at Williamson Road north of Goldenore Road.</td>
<td>A05</td>
<td><img src="image4.jpg" alt="Image" /></td>
</tr>
<tr>
<td>Lack of surveillance and signage deter non-residents from</td>
<td>Stairs exit to standalone development of up to nine estate with standalone development of up to nine Emonor Street and Ladbroke Grove. Residential, Retail Park, &amp; Event venue estate between</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Image</td>
<td>Area Code</td>
<td>Area Description</td>
<td>Key Issues</td>
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<td>----------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
|       | A09       | Northwest Kensington - area with residential terraces and town houses centred around Quintin Gardens | Part of Oxford Garden conservation area  
low public transport accessibility  
enclosed by major barriers with limited number of access points |
|       | A10       | Oxford Gardens area - Victorian town houses on a set of parallel streets off Ladbroke Grove | Part of Oxford Garden conservation area |
|       | A11       | Latimer Road Employment Zone / Westway - area below and adjacent to the West Way and West Cross Route characterised by large scale light industrial, leisure and mixed use developments | poor legibility and enclosure of street space  
lack of linkages to neighbouring areas  
adverse impact of highway infrastructure, in particular noise, pollution and visual impact |
|       | A12       | Area comprising housing estates located on both sides of the Hammersmith and City Line, consisting of medium to large scale residential developments including four tower blocks | site enclosed by infrastructure, which acts as physical barrier and separates area from neighbouring sites  
poor definition of the public realm throughout the area and partly segregated walkways, which make it difficult to find your way around  
large areas given over to green space and surface car parking lack of central place  
poor provision of retail uses |
<table>
<thead>
<tr>
<th>Character Areas</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Holland Park area - all urban residential areas</td>
<td>Institutional development blocks, partly mixed with more recent residential and Edwardian terraces, town houses and manor surrounding Holland Park, predominantly Victorian</td>
</tr>
<tr>
<td>Houses and villas</td>
<td>Large block of good quality Victorian terraces, some characterised by grand streets, garden squares and notting hill - large urban residential area</td>
</tr>
<tr>
<td>Residential developments</td>
<td>Including three residential towers and recent Georgian, contrasting a mix of 70's council housing and housing estates central round a neighbourhood road</td>
</tr>
<tr>
<td>Housing estate central round a neighbourhood road</td>
<td>Residential estate off St Anns Road comprising terraced blocks of up to 5 stories</td>
</tr>
<tr>
<td>Towards St Anns Road</td>
<td>Poor encroachment of street space and lack of active frontage</td>
</tr>
</tbody>
</table>

**Key Issues**

- [A10]
- [A11]
- [A12]
- [A13]
<table>
<thead>
<tr>
<th>Image</th>
<th>Area Code</th>
<th>Area Description</th>
<th>Key Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="Image" alt="Image" /></td>
<td>A17</td>
<td>Warwick Road area, comprising a number of retail, commercial and institutional developments.</td>
<td>- Large scale developments with dead frontages and poor street enclosure. - Left over spaces and surface car parks dominate and create adverse pedestrian environment.</td>
</tr>
<tr>
<td><img src="Image" alt="Image" /></td>
<td>A18</td>
<td>South Kensington and Chelsea, diverse and largely residential area composed from a variety of historical estates with grand streets and garden squares.</td>
<td>Area covered by the Conservation Areas Edward Square, Scarsdale &amp; Abingdon, Kensington Court, De Vere &amp; Cornwall, Queensgate, Courtfield, The Boltons, Thurloe/Smith's Charity and Brompton, Hans Town and Sloane Square. The Billings, Sloane/ Stanley, Chelsea Park/Carlyle, Chelsea, Cheyne, Royal Hospital, Thames, Brompton Cemetery, The College of St. Mark &amp; St. John.</td>
</tr>
<tr>
<td><img src="Image" alt="Image" /></td>
<td>A19</td>
<td>Railway Triangle - fragmented area above the underground railway triangle between Kensington High Street, Gloucester Road and Earl's Court Station, accommodates a diversity of residential, commercial, retail and other developments of varying scale and height.</td>
<td>Area is partly covered by the Kensington Square, Lexham Gardens and Earl's Court Village conservation areas. - Parts of the area act as barrier with only a few links across in East-west direction. - Small scale developments stand in stark contrast to single buildings of large mass and height. - Segregation of sub-parts by railway line with poor permeability and legibility.</td>
</tr>
<tr>
<td><img src="Image" alt="Image" /></td>
<td>A20</td>
<td>Earl's Court Area - residential area with high proportion of hotel uses, located between West London Railway Line and Earl's Court Road, Cromwell Road and Old Brompton Road, divided in northern and southern half by Earl's Court Station, west of it lies Earl's Court Exhibition Centre.</td>
<td>Area includes the Earl's Court Square, Neveryn Square and Philbeach conservation areas. - Area is fragmented and segregated by major routes and railway infrastructures. - Links to neighbouring areas are poor and involve the crossing of major roads. - Setting of exhibition centre is poor and lacks an appropriate public space.</td>
</tr>
<tr>
<td>Character Areas</td>
<td>Key Issues</td>
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<tr>
<td>----------------</td>
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<td></td>
<td></td>
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<tr>
<td>Poor linkages to neighbouring quarters</td>
<td>Number of employment uses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fragmented opportunity for intensification of uses</td>
<td>Shadow of Chiswick Power Station, mixed with</td>
<td></td>
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<tr>
<td>Low Read area, low density residential area in the</td>
<td>Loss of Read area, low density residential area in the</td>
<td></td>
<td></td>
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<tr>
<td>neighbour area</td>
<td>neighbour area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low pressure on street space, high pedestrian and public space</td>
<td>Low pressure on street space, high pedestrian and public space</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Poorly designed public space</td>
<td>Poorly designed public space</td>
<td></td>
<td></td>
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<tr>
<td>Pedestrian network</td>
<td>Pedestrian network</td>
<td></td>
<td></td>
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<tr>
<td>Lower Green spaces, park, walk, and high-rise</td>
<td>Lower Green spaces, park, walk, and high-rise</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Very interconnected area</td>
<td>Very interconnected area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Devoid of pockets</td>
<td>Comprising seven interconnected towers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>In part poorly designed, street space, bank, Radius and lock</td>
<td>Worlds End - residential housing estate built in the</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strong contrasts in scale between neighbouring developments</td>
<td>Worlds End - residential housing estate built in the</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Expanding road</td>
<td>Expanding road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>With dominant environment on Cromwell Road and</td>
<td>Expansion of large-scale mission and</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Large scale and mass with limited environmental points</td>
<td>Low-rise Poca and Street Avenue - area of high</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Major visitor attractions</td>
<td>Visitor Hall, which are in the neighbouring City of</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Area lies within the Dockside conservation area</td>
<td>Museum Quarter - home of the Victoria and Albert</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Westmeath</td>
<td>Westmeath</td>
<td></td>
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</tbody>
</table>
CHARACTER CORRIDORS
The following character corridors are identified in the Borough. Some longer corridors were subdivided in relation to changes to their character:

- C1 Grand Union Canal
- C2a Ladbroke Grove North
- C2b Ladbroke Grove South
- C3 Golborne Road
- C4 Portobello Road
- C5 Westway
- C6 Latimer Road
- C8 West Cross Route
- C7 Hammersmith and City Line
- C9 Holland Park Avenue
- C10a Holland Road
- C10b Warwick Road
- C10c Warwick Road
- C10d Pinborough Road & Gunter Grove
- C10e Cremorne Road
The following central nodes are identified in the Borough. All of them centre around major underground stations of the District, Circle or Hammersmith & City Line.

- N01 Ladbroke Grove
- N02 Shepherd's Bush Central
- N03 Notting Hill Gate
- N04 Kensington Olympia
- N05 Kensington High Street
- N06 Earl's Court
- N07 Gloucester Road
- N08 South Kensington
- N09 Knightsbridge
- N10 Stone Square
- N11 West Brompton

N01 Ladbroke Grove Station
N03 Notting Hill Station
N08 South Kensington
N06 Earl's Court
TRANSPORT ANALYSIS

The good location of the Royal Borough of Kensington and Chelsea at the edge of central London, as shown in figure A, places great pressure on the borough's transport system, with many people both passing through and travelling into the borough. Destination traffic is high overall, due to the borough's significant amount of commuters (more than 100,000 people working in the borough), and - its shopping, recreational and cultural attractions. Furthermore, the borough's high density land use is resulting also in high amounts of generated traffic.

The road network is saturated with high levels of congestion. Buses tend to get stuck in vehicle congestions and rail services are overcrowded, especially during peak hours.

In order to ensure that a holistic accessibility to the borough is gained, it is necessary to integrated further land use development with transport capacity issues and transport strategies. In order to ensure a sustainable transport system, it is essential to locate high trip-generating activities within good accessibility of public transport, walking or cycling. Furthermore, concentrating new mixed-use developments in appropriate locations can reduce the need to travel.

Therefore, the following section reviews the overall accessibility of RBKC for all transport modes, both in the context of London and borough-wide. An understanding of these issues will help identify suitable areas for development as well as revealing transport opportunities for the area.
SURFACE AND UNDERGROUND RAIL
NETWORK ACCESSIBILITY - ACCESSIBILITY FROM LONDON
PUBLIC TRANSPORT
From Victoria services during morning peak provided include:

- Brighton - 4/5 services per hr
- Ashford International - 3 services per hr
- Eastbourne - 2 services per hr
- Worthing - 3 services per hr
- Canterbury / Dover - 4 services per hr

Furthermore, Heathrow Airport can be reached from Paddington Station within 15 minutes and there are trains from Victoria to Gatwick Airport in 30 minutes. Both stations are well served by buses and tube. Paddington can be reached from everywhere within the RBKC within a maximum tube trip of 17 minutes and an underground trip to Victoria takes less than 30 minutes from everywhere within RBKC.

West Brompton and Kensington Olympia train stations within the RBKC are only served by local trains. Service has been improved since 1994, when operation was extended from peak-period only to an all-day Monday to Saturday half-hourly service between Clapham and Willesden junctions. The station in West Brompton was opened in June 1999. An hourly long distance service between the north-west and Brighton via Gatwick also operates on this line.

Another local train stop is Kensal Green just north of RBKC. Euston Station can be reached from there 3 times an hour, while service between Kensal Green and Willesden Junction and Watford Junction runs about every 5 minutes.

These local train stations provide important interchanges between the surface rail and the underground services. At both West Brompton and Kensington Olympia, interchange with the District Line is provided.

RBKC is highly accessible by underground rail with eleven stations located within the borough and five different lines servicing the borough as shown in Table 1 and figure 16. The Underground service is mostly east-west orientated and links RBKC with the city centre and west London. Services run roughly between 5 a.m. and 12 p.m. with a frequency of less than 10 minutes between 6 a.m. and 10 p.m. on all lines. Service details are given in Table 2.

<table>
<thead>
<tr>
<th>TABLE 1</th>
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<tbody>
<tr>
<td>Underground stations and services within RBKC</td>
</tr>
<tr>
<td>Notting Hill Gate</td>
</tr>
<tr>
<td>Holland Park</td>
</tr>
<tr>
<td>Ladbroke Grove</td>
</tr>
<tr>
<td>Ladbroke Road</td>
</tr>
<tr>
<td>Kensington High Street</td>
</tr>
<tr>
<td>Earl's Court</td>
</tr>
<tr>
<td>West Brompton</td>
</tr>
<tr>
<td>Gloucester Road</td>
</tr>
<tr>
<td>South Kensington</td>
</tr>
<tr>
<td>Knightsbridge</td>
</tr>
<tr>
<td>Sloane Square</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TABLE 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peak hour headway (mins)</td>
</tr>
<tr>
<td>Circle</td>
</tr>
<tr>
<td>District</td>
</tr>
<tr>
<td>Central</td>
</tr>
<tr>
<td>Hammersmith &amp; City</td>
</tr>
<tr>
<td>Piccadilly</td>
</tr>
</tbody>
</table>
Borough Wide Accessibility

With dedication to providing accessible transport service, the Borough dedicates significant resources to improving access for all residents. The map below displays the current network of public transport services accessible to the Borough.

Bus Corridors

London is served by a network of bus services that connect the Borough with the wider area. The main routes are:

- **Battersea Bridge Road - Kinds Road - St John's Street**
- **Borough Court - Landmark Grove - St John's Street**
- **Worthington Grove - Eastbourne Road - Pembroke Road**
- **Kensington Church Street - Pembroke Road**
- **Kensington Road - Kinsgrove Road - F红茶路**
- **Hammersmith Road - Kinsgrove High Street**
- **Holland Park Avenue - Notting Hill Gate - Bayswater Road**
- **Shepherd's Bush - Holland Park Avenue - Notting Hill Gate**
- **Borough Court - Landmark Grove - St John's Street**

The following corridors are illustrated on the map:

- East-West Corridors: Connecting the Borough with the wider area
- North-South Corridors: Providing access to major arterial routes

These corridors are designed to ensure easy and efficient transport options for all residents.
Furthermore, the quality of the access ways to the public transport stations is another aspect to be considered. This involves the permeability of the urban pattern and barriers for pedestrian movements such as main roads or rails tracks. However, also aspects such as social security of routes (especially during evening hours) or perception of the environment are to be considered, i.e. trips along active frontages are often perceived shorter and more pleasant than trips along neighbourhoods.

PLANNED PUBLIC TRANSPORT IMPROVEMENTS

In the following, future strategic public transport projects are briefly outlined as far as they are of relevance for the borough.

- **CrossRail**
  CrossRail would provide a high capacity east-west rail link across London with the capacity of carrying at least 150,000 passengers during the morning peak period. It will also reduce the need for many rail passengers to interchange with National Rail services providing direct access to the central area instead. Therefore, CrossRail will help reducing overcrowding on several underground lines and reduce congestion at stations. Furthermore, accessibility between east and west London will be improved, as trains run directly from suburban areas across London resulting in up to 50% reduction of journey times.

- **The Chelsea/ Hackney Line**
  This project would run between Wimbledon and Leytonstone, being in a bored tunnel for the whole route through Chelsea. Providing capacity for approximately 125,000 passengers during the three hour morning peak period, this line would generally relieve traffic congestion in the central area and help reduce overcrowding on the District Line, particularly through Earl’s Court. New stations within the borough are proposed near Chelsea Old Town Hall and in South West Chelsea to interchange with the West London Line and to improve access to west Chelsea and south Fulham, which are poorly served by rail public transport. A route across the central area has been safeguarded.

- **Core OrbiRail**
  This project envisages a wider orbital network, the core of which would form an orbital network from the North, West, South, and East London Lines by extending the existing lines and expanding services operated over the core network. Services operating largely within this network would be supplemented by overlapping services from connecting lines. Such a network would ease journeys both from inner and outer London by providing an alternative for cross-London journeys. The network would thereby help to relieve congestion by enabling people to bypass London.

- **West London Line**
  Additional stops are planned on the West London Line between Willesden Junction and Clapham Junction that runs via Kensington Olympia and West Brompton. It is the RBKC’s objective to secure at least two further intermediate stations and the provision of stations at Shepherd’s Bush and Chelsea Harbour are being pursued. These proposals are in line with the Mayor’s Transport Strategy that seeks further local improvements on the West London Line to ensure its contribution to OrbiRail and incorporation in the London Metro.

- **West London Tram**
  The West London tram is proposed to link Uxbridge with Shepard’s Bush. It is designed to meet the growing demand for high quality public transport in west London and it is planned to take 4 to 8 million car trips per year off the roads.
ROAD NETWORK
STRATEGIC ROAD NETWORK

ACCESSIBILITY FROM LONDON - NETWORK ACCESSIBILITY
The borough is well accessible for motorised traffic and well connected to the regional road network. The Strategic Roads connect the borough north-, west- and southwards (A40, A3320, and A3212 respectively), while A40 runs right through the borough. These major roads link the borough directly with the north-south circular, as Figure A illustrates.

Much of the traffic entering the RBCK from the west is making through trips to the centre.

BOROUGH WIDE ACCESSIBILITY
Besides the Strategic Routes, the borough’s road hierarchy system also comprises of Local Distributor Roads, Local Distributor Roads, and Local Roads.

Strategic Road and London Distributor Roads are intended to carry the main traffic flows and longer distance movements. Heavy goods vehicles and coaches are directed to use these roads.

The London Distributor Roads are the links between the Strategic Roads and the Local Distributor Roads and form the main bus routes. Any proposals transferring significant amounts of traffic from the London Distributor Roads to Strategic Roads would be approved by Transport for London.

Local Distributor Roads and Local Roads provide access to residential and commercial properties. While Local Roads serve merely the function of providing access, the Local Distributor Roads have additionally an important traffic distribution function. The capacity of the Local Distributor Roads in the Borough varies considerably according to their particular character.

The road network hierarchies for RBKC are illustrated in figure 21.

CONGESTION CHARGING ZONE

EXISTING ZONE AND ITS EXTENSION
In February 2003 the Congestion Charging Zone (CCZ) was introduced to the central area of London. The zone is bounded by the Inner Ring Road. i.e., Marylebone Road, Euston Road, Pentonville Road, Tower Bridge, Elephant Castle, Vauxhall Bridge and Victoria. The scheme was introduced with an initial daily fee of £5 and an increase to £8 came into effect in July 2005.

CCZ has proven very successful since introduction with a reduction of car traffic of 20% during the first few months. Consequently, traffic speeds increased by 37% within the zone from 13 km/hr to 17 km/hr during peak period.

The CCZ has substantially enhanced public transport. Bus ridership increased by 14% and tube ridership by 1%. In contrast, bus congestion delays declined 50%. Net revenues from the system are used to improve public transport service, including more buses and major renovations to the underground system.

Due to the success of the current congestion charging zone, it is now planned to extend the charging zone towards the west by the so-called 'Variation Order'. A major public and stakeholder consultation was carried out between 9 May and 15 July 2005. The implementation for the western extension of the Congestion Charging Zone is scheduled for February 2007 and a single charge will apply across the whole area.

The extension will be bounded in the north by Harrow Road and Scrubs Lane, in the west by the West Cross Route, Holland Road and the inner southbound arm of the Ears Court One Way System, and by Chelsea Embankment and Grosvenor Road in the south (see figure 21). These boundary routes are free of charge and so are the elevated section of the Westway Road A40 (with a number of deviations) and the western arm of the inner ring road, namely Edgware Road, Park Lane, Grosvenor Place, and Vauxhall Bridge Road.

Charging hours will be from 7am to 6pm Monday to Friday with no charge on public holidays or between Christmas Day and New Year’s Day. Residents discount is provided as in the existing scheme and there would be only one charge for the whole combined area.

The framework of the charging zone will further be kept under review to respond to requirements and retain the overall objective of reducing traffic congestion.
Parking demand is highest in the evenings and at night.

Parking spaces will increasingly affect developments if expected increases in parking demand in the borough are not addressed. The increase in parking demand is expected to be especially high in areas around 2,700 school parking spaces and where existing parking spaces are already at or near capacity. This will result in increased traffic congestion and reduced accessibility for the residents of this area.

In the extension of the congestion charging zone, where the transport network and local amenities of the residents are affected, traffic redirection to minor roads, which will worsen traffic congestion and reduce the capacity of these systems, is required. On major streets, on-street parking can impact traffic flows.

Parking in the borough is likely to increase in the future.

The transportation, and local amenities of the residents will need to be addressed to reduce congestion and allow for the efficient use of public transport. The extension of the congestion charging zone is certain to impact on the use of public transport and result in traffic congestion.

To address the situation, new public transport links are required within the western extension. A new public transport network is required with the western extension to the congestion charging zone to accommodate improvements in expected impacts of transport, and ensure the efficiency of public transport services.

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STRATEGIC CYCLING NETWORK

The borough is introducing the London Cycle Network (LCN) as part of the strategy to increase cycling. It aims to provide a network of safe and convenient cycle routes linking residential areas with all major centres of the borough. LCN routes within RBCK are mainly formed from minor roads. The cycling network is illustrated in figure 22.

However, many cyclists use the main roads despite heavy traffic and therefore dangerous conditions for cyclists, as they are often the most direct links. On these main roads, measures are introduced to improve safety for cyclists such as advisory cycle lanes and advanced stop lines at signal junctions.

According to the Local Plan high amounts of cyclists occur on Holland Park Avenue / Bayswater Road and Kensington High Street / Kensington Road. Generally speaking east-west routes seem to be higher frequented than north-south routes.

FIGURE 22: Cycling network.