Background Report 01
Audit & Analysis
JULY 2006
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.
the way it functions. Should not be acceptable (para).

- Design which is inappropriate in its context or
- Use of heritage sites, places, etc. without the appropriate consultation and awareness of local heritage groups and communities.

- Preservation of existing landscape and character.

- Planning authorities should plan positively for
- Good design should be integrated into the existing
- Development schemes.

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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.

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 4.27 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 London Plan sets out policies that affect the Royal Borough in seven areas: Central London, Town Centres, Tall Buildings, London View Protection Framework, the Blue Ribbon Network, Strategic Cultural Areas, and the Thames. The strategic priorities for Central London, including the Royal Borough of Kensington and Chelsea (Policy 5B.1) address culture and tourism, intensification in town centres, infrastructure projects, and protecting the quality of the environment. The Central London policies are set out in the Central London Sub-regional Framework.
new building which would significantly exceed the
domestic/infrastructure requirements that are set
and, therefore, the Council's concern is that such
development would not be able to be accommodated
within the existing infrastructure and services and
may not be viable without significant improvements.

The London Plan Supplementary Planning Guidance
on housing (2005) states that the Council's concern
is that such development would not be able to be
accommodated within the existing infrastructure
and services and may not be viable without significant
improvements.
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 (CD57). 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.
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 into 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:

- Paddington Railway Line
- Westway together with the elevated Hammersmith and City Line
- Holland Park Avenue
- Kensington High Street
- Cromwell Road
- Old Brompton Road
- Fulham 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 86 shows the analysis of the urban grain for the area. Can offer a basis for development on the urban or adjacent, diversity and business in the area. It is more or less influential than the urban grain and the urban grain (urban grain length is essential). Small, narrow streets and blocks with small grain areas are the dominant. The concept of the layout of an area is determined by the urban grain structure.
4.4 DENSITY AND MIX OF LAND USES

The analysis identifies other localised areas in the Royal Borough that comprise of larger block sizes. Although they may impinge on permeability and legibility in these areas, this study may not offer the scope to address these on this strategic level.

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 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.
referred to in high property prices.

The borough's residential areas feature large houses,

as well as mixed-use developments. The historic streets and

residential areas are well-preserved, and many

victorian townhouses and mansions. The

united

The borough is predominantly residential and

factors, including accessibility to public

infrastructure, education, health, and

industrial areas. The layout of the

Local Centre and major links form a

vitality in the borough and provide

many

The land use pattern is shown in Figure 09.

The map shows the density of these estates is considered

accommodate the high residential towers. Across the

greater development rights. In some cases, they

complement the urban fabric, contributing

open and parking spaces. These developments

show different development forms. Some

number of post-war housing estates.

These are a number of post-war housing estates.
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 communities are particularly deprived. Often located in fringe location enclosed or bordered by impenetrable barriers, access is constrained, sometime 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 a 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 30,000 visitors stay in the Borough every night. The majority of these hotel uses are concentrated in the Earl's Court area and Courtyard area.

Besides local high streets and shopping centres the Borough contains a number of shopping streets of metropolitan importance. With larger retailers and specialist 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.
KEY ISSUES

The expansion of mixed-use commercial and residential areas is a key issue. These areas are characterized by the integration of retail, housing, and other amenities in a single space. This trend is driven by the desire for urban living and the demand for convenience. However, there are several challenges associated with the development of mixed-use areas. One of the main issues is the need to balance the needs of the community and the market. In most parts of the borough, the built environment is residential, and building clusters are oriented to the residential market. However, there is also a significant demand for commercial and mixed-use spaces. This creates a need for community engagement and collaboration between developers, residents, and local governments.

Another key issue is the need for public spaces and green spaces within mixed-use areas. Public spaces are crucial for community engagement and social interaction. They provide opportunities for residents to gather and enjoy the outdoors. However, the provision of public spaces within mixed-use areas can be challenging. Developers are often more focused on maximizing profits and may prioritize commercial spaces over public areas. As a result, there is a need for innovative design solutions that can create functional and aesthetically pleasing public spaces.

The expansion of mixed-use areas also raises concerns about traffic congestion and parking. As more people live and work in these areas, there is a need for effective transportation solutions. This includes the development of bike lanes, pedestrian-friendly pathways, and public transportation options. The expansion of mixed-use areas also requires thoughtful consideration of the environmental impact. Developers must ensure that new developments are designed to minimize their carbon footprint and maximize energy efficiency.

In conclusion, the expansion of mixed-use commercial and residential areas is a key issue. While there are many opportunities for growth and development, there are also significant challenges that need to be addressed. These include the need to balance the needs of the community and the market, the provision of public spaces and green spaces, and the management of traffic congestion and parking. With careful planning and collaboration, it is possible to create mixed-use areas that are sustainable, livable, and vibrant.
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 Garden (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)

FIGURE 10: Green and public spaces
The Borough lacks shared-use public spaces and allows for ornamentation meaning and playgrounds. This increases the shortage of public spaces available in the community. In addition, the location of the Borough is relatively remote and public spaces are not as common in the surrounding areas. Although they contribute to the atmosphere and map, they are not as prominent in the parks and open spaces.

KEY ISSUES

Lack of mixed-use spaces. Primary pedestrian activities overall the Borough are predominantly of pedestrian-streets that are almost always located in the core of the Borough. There is a small number of public spaces within the Borough's core.

There are only a few urban public parks within the Borough. The majority of these parks are not accessible to the public. The South Channel and the Thames River are not accessible to the community. However, there are a number of neighborhood parks with a range of mixed-use spaces within the Borough. A few mixed-use parks are located along the Thames River and the South Channel.

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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 developed.

The development is characterized by the presence of higher blocks, which are often accompanied by other lower blocks in the surrounding area. The blocks are usually clustered in groups, forming the characteristic grid pattern of urban areas. The blocks are surrounded by lower buildings in the peripheral areas, with the exception of a few single developments.

The second layer is the housing in the inner areas. The third layer is the commercial and institutional areas.

The development is characterized by a mix of residential and commercial areas, with a focus on mixed-use development. The buildings are oriented to take advantage of the surrounding views and to create a cohesive and visually appealing urban landscape.

The buildings are designed to be energy-efficient and to meet the demands of modern living, with a focus on sustainability and environmental considerations. The design is characterized by the use of green spaces, the incorporation of natural materials, and the integration of passive design principles.

The development is intended to be a model for sustainable urban design, offering a diverse range of housing options and a vibrant, mixed-use community. The design is intended to be responsive to the needs of the community and to create a place that is welcoming, safe, and enjoyable for all.
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

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 culture, 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 on Cromwell Road, Kensington High Street and Warwick Road. Three 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.


do the area. Further they include proposals for their

exclusive character appraisal and historical analysis.

covers each area. These guidelines provide with an

conservation area statements prepared by the Council.

A map of conservation areas is shown in Figure 10. A

squares. They cover about 7% of the entire Borough

the many garden on the major estates and others on the many garden

has designated 55 conservation areas, some centred

and early Victorian country buildings. The Council

a large part of the Borough's diverse character and

CONSERVATION AREAS

DEVELOPMENT POTENTIALS

4.7 AREA DESIGNATIONS AND

Character Analyses

All estates are addressed in more detail in Section 65

non-residential non-passing through the developments.

areas around these estates, and security tends to deter

 Hearings. This makes it difficult to control and

are weakly defined and lack enclosure. Legibility and

visibility compromise of an abundance of public places that

areas are often broken and fragmented by law. They

development patterns. Links between neighbouring

most of these estate developments within the Royal
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.
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.
Figure 15 shows the detailed character areas.

Particular emphasis is given in these to identifying

Chelsea

Princess Alice and Kensington, South Kensington and
Chelsea Underhill Group: Notting Hill area. Holland
Park area and Kensington, South Kensington and
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<th>Image</th>
<th>Area Code</th>
<th>Area Description</th>
<th>Key Issues</th>
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| 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 |
| 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 |
| A03   |           | Kensal Town - Residential Area with a few light industrial units locked 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 |
| A04   |           | Site north of Dalgarno Gardens and Barby 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>Issues</th>
<th>Area Description</th>
<th>Area Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lack of connectivity across the site and links between single</td>
<td>Street block comprising of Puff Mall Direct converted</td>
<td>A08</td>
</tr>
<tr>
<td>ship to and endorses all street space.</td>
<td>and a number of schools</td>
<td></td>
</tr>
<tr>
<td>Large scale partly reoced developments with poor relation</td>
<td>Warehouses, SI Chitra, Hospital, Carmila Monastery</td>
<td></td>
</tr>
<tr>
<td>Direct and legible</td>
<td>A07</td>
<td></td>
</tr>
<tr>
<td>Linkages towards the westway and across are particular in</td>
<td>Medium rise residential estate with cul-de-sac south</td>
<td></td>
</tr>
<tr>
<td>Poor connectivity across she,</td>
<td>A06</td>
<td></td>
</tr>
<tr>
<td>Underused public quality public spaces</td>
<td>Medium rise residential estate at Worthington Road</td>
<td></td>
</tr>
<tr>
<td>Poor street encoure</td>
<td>North of Colborne Road</td>
<td></td>
</tr>
<tr>
<td>Disregarding hisotric street patterns</td>
<td>Low of Colborne Road</td>
<td></td>
</tr>
<tr>
<td>Poor connectivity across she with developments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passing through</td>
<td>Street with Standalone development of up to one</td>
<td>A05</td>
</tr>
<tr>
<td>Lack of supervision and sightlines deter non-residents from</td>
<td>Estate with Standalone development of up to one</td>
<td></td>
</tr>
<tr>
<td>Poor permeability across the site</td>
<td>Estate with Standalone development of up to one</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Estate with Standalone development of up to one</td>
<td></td>
</tr>
<tr>
<td>Image</td>
<td>Area Code</td>
<td>Area Description</td>
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<tr>
<td>-------</td>
<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>Key Issues</th>
<th>Area Description</th>
<th>Area Code</th>
<th>Image</th>
</tr>
</thead>
<tbody>
<tr>
<td>Covered by the Holland Park Conservation and Restoration</td>
<td>Institutional development blocks partly made up of recent residential and Edwardian terraces, town houses and mansion. Surrounding Holland Park, predominately Victorian houses and villas.</td>
<td></td>
<td>A16</td>
<td><img src="image1.png" alt="Image" /></td>
</tr>
<tr>
<td>Covered by the Holland Park, Ladbroke and Pembroke conservation areas.</td>
<td>Houses and villas in a large stock of good quality Victorian terraces, town houses and garden squares and conservation area. Notting Hill - large affluent residential area.</td>
<td></td>
<td>A15</td>
<td><img src="image2.png" alt="Image" /></td>
</tr>
<tr>
<td>The approach into and through the estate is not legible. With White City across the West Cross Route. The estate accommodates in number the only pedestrian link between the district and the rest of the city. Area within the Borough of Kensington and Fulham.</td>
<td>Residual development including these residential towers and recent housing estate looking towards the sky.</td>
<td></td>
<td>A14</td>
<td><img src="image3.png" alt="Image" /></td>
</tr>
<tr>
<td>Towards St. Anne's Road. Poor pedestrian, low standards of street space and lack of active frontage.</td>
<td>Henry Dickens Court - residential estate off St. Anne's Road comprising low rise blocks up to 7 storeys.</td>
<td></td>
<td>A13</td>
<td><img src="image4.png" alt="Image" /></td>
</tr>
<tr>
<td>Image</td>
<td>Code</td>
<td>Area Description</td>
<td>Key Issues</td>
<td></td>
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<td></td>
</tr>
<tr>
<td><img src="image1" 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 &lt;br&gt; - Left over spaces and surface car parks dominate and create adverse pedestrian environment</td>
<td></td>
</tr>
<tr>
<td><img src="image2" 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>
<td></td>
</tr>
<tr>
<td><img src="image3" 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. &lt;br&gt; - Parts of the area act as barrier with only a few links across in East-west direction &lt;br&gt; - Small scale developments stand in stark contrast to single buildings of large mass and height &lt;br&gt; - Segregation of sub-parts by railway line with poor permeability and legibility</td>
<td></td>
</tr>
<tr>
<td><img src="image4" alt="Image" /></td>
<td>A20</td>
<td>Earls Court Area – residential area with high proportion of hotel uses, locked 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, Newvern Square and Philbeach conservation areas. &lt;br&gt; - Area is fragmented and segregated by major routes and railway infrastructures &lt;br&gt; - Links to neighbouring areas are poor and involve the crossing of major roads &lt;br&gt; - Setting of exhibition centre is poor and lacks an appropriate public space</td>
<td></td>
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<tr>
<td>Issue</td>
<td>Area Code</td>
<td>Area Code</td>
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<tr>
<td>Poor linkage to neighbouring quarters</td>
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<tr>
<td>Opportunity for intensification of uses</td>
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<tr>
<td>Fragmented</td>
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<tr>
<td>Number of employment uses.</td>
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<tr>
<td>Shadow of Chelsea Power Station, mixed with a</td>
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<tr>
<td>Low rise area, low density residential area in the</td>
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<tr>
<td>Underused and poorly designed public space</td>
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<tr>
<td>Determine pedestrian environment</td>
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<tr>
<td>Deliver green spaces, blue walls and legible routes</td>
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<tr>
<td>Very underused area</td>
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<tr>
<td>79s, comprising seven identical towers</td>
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<tr>
<td>Worlds End – Residential housing estate built in the</td>
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<tr>
<td>Overlooking</td>
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<tr>
<td>In rising property, elevated street, clear footways and clock</td>
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<tr>
<td>Strong contrasts in scale between neighbouring developments</td>
<td></td>
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<tr>
<td>Incremental blocks, retail and warehouse uses</td>
<td></td>
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<tr>
<td>Darbyshire comprising of large scale mansion and</td>
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<tr>
<td>Lower Place and Sibanye Avenue – area of high</td>
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<tr>
<td>Exhibition Road</td>
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<tr>
<td>发挥 dominance environment on Cromwell Road and</td>
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<tr>
<td>Large scale and mass with limited entry points</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>fewer visitor attractions</td>
<td></td>
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</tr>
<tr>
<td>Area lies within the Queen's Gate Conservation Area</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Westminster</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Albert Hall, which is in the neighbouring city of</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Museum, Imperial College and the Science Museum, Albert Hall</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Museum, Natural History Museum and the Science Museum</td>
<td></td>
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<td></td>
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<tr>
<td>Museum Quarter – Home of the Victoria and Albert</td>
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</tr>
</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.
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 1: Underground stations and services within RBKC

<table>
<thead>
<tr>
<th>Station</th>
<th>Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Notting Hill Gate</td>
<td>Circle, District, Central</td>
</tr>
<tr>
<td>Holborn Park</td>
<td>Central</td>
</tr>
<tr>
<td>Ladbroke Grove</td>
<td>Hammersmith &amp; City</td>
</tr>
<tr>
<td>Ladbroke Circus</td>
<td>Hammersmith &amp; City</td>
</tr>
<tr>
<td>Kensington High Street</td>
<td>Circle, District</td>
</tr>
<tr>
<td>Earl's Court</td>
<td>District, Piccadilly</td>
</tr>
<tr>
<td>West Brompton</td>
<td>District</td>
</tr>
<tr>
<td>Gloucester Road</td>
<td>Piccadilly, Circle, District</td>
</tr>
<tr>
<td>South Kensington</td>
<td>Piccadilly, Circle, District</td>
</tr>
<tr>
<td>Knightsbridge</td>
<td>Piccadilly</td>
</tr>
<tr>
<td>Sloane Square</td>
<td>Circle, District</td>
</tr>
</tbody>
</table>

### Table 2: Service details

<table>
<thead>
<tr>
<th>Line</th>
<th>Peak hour headway (mins)</th>
<th>Off-peak hour headway (mins)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Circle</td>
<td>5-9</td>
<td>6-10</td>
</tr>
<tr>
<td>District</td>
<td>3-7</td>
<td>9-13</td>
</tr>
<tr>
<td>Central</td>
<td>6-10</td>
<td>5-11</td>
</tr>
<tr>
<td>Hammersmith &amp; City</td>
<td>4-11</td>
<td>4-9</td>
</tr>
<tr>
<td>Piccadilly</td>
<td>3-6</td>
<td>3-6</td>
</tr>
</tbody>
</table>
Boroughwide Accessibility

Another issue determining the quality of public transport service is the need to improve accessibility. In most of the borough's streets, access to transport services is available in most places. With dedicated bus priority measures, the borough's public transport service is improved. The extension of 'Silent Night' in some services reduces journey times. The area of the borough with the highest number of accessible streets is the High Street. Thus, the borough's public transport services are improved. Figure 1 shows these corridors at least four different services balance and availability of public transport services and the lack of underground access in the north.

Bus Corridors

London lies between central and west London, directly to the south of the borough. Routes between central and west London and the borough's edges are extensive and touch upon various modes of transport, including underground services. This is more frequent than any other local service due to the expansion of the existing services. Both the surface and the underground rail services contribute to the borough's accessibility.
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 over-crowding on the District Line, particularly through Earls Court. New stations within the borough are proposed near Chelsea Old Town Hall and 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 that 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 Shepherd'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.
Figure 21. Private motorised transport - boroughwide accessibility.

Figure 20. Private motorised transport - network accessibility.
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 (A4011, 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 London 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 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 Earls 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.

Spaces will remain available.

Development is expected to result in increased
parking demand. Increased demand is expected to result in
increased parking demand.

Parking demand is highest in the evenings and at night.

Spaces will remain available.

Development is expected to result in increased
parking demand. Increased demand is expected to result in
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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.