

## CITY OF WESTMINSTER

### BLACKBURNE'S MEWS, CULROSS STREET, GROSVENOR SQUARE, NORTH AUDLEY STREET, UPPER BROOK STREET AND UPPER GROSVENOR STREET

1. NOTICE IS HEREBY GIVEN that Westminster City Council proposes to make the following Orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended:

- The City of Westminster (Free Parking Places) (Diplomatic Missions) (Amendment No. \*) Order 202\*;
- The City of Westminster (Free Parking Places) (Hotel Parking Permits) (Amendment No. \*) Order 202\*;
- The City of Westminster (Motorcycle Parking Places) (Amendment No. \*) Order 202\*;
- The City of Westminster (Parking Places) (E Zone) (Amendment No. \*) Order 202\*;
- The City of Westminster (Prescribed Routes) (No. \*) Traffic Order 202\*;
- The City of Westminster (Taxi Rank) (Amendment No. \*) Order 202\*; and
- The City of Westminster (Waiting and Loading Restriction) (Amendment No. \*) Order 202\*.

2. The general effect of the Orders would be to:

- (a) make various amendments to parking provisions and waiting and loading restrictions in **Blackburne's Mews**, **Culross Street**, **Grosvenor Square**, **North Audley Street**, **Upper Brook Street** and **Upper Grosvenor Street**, as set out in the Schedule to this Notice;
- (b) on **Blackburne's Mews**, introduce one-way working southbound; and
- (c) on **Culross Street**, between **Blackburne's Mews** and **Park Street**, introduce one-way working westbound and reopen the road at its eastern junction with **Park Street**; and
- (d) on **Grosvenor Square** (western arm), reverse the direction of the one-way working from generally northbound to southbound – the existing crescent-shaped road would be relocated westward and reconstructed as a straight road.

3. FURTHER NOTICE IS HEREBY GIVEN that Westminster City Council, in accordance with the provisions of section 23 of the Road Traffic Regulation Act 1984, intends to:

- (a) realign the "zebra" pedestrian crossing on **North Audley Street** from generally north-east to south-west to directly east to west – the associated zig-zag markings would be shortened to 4.6 metres on both sides of the southbound approach and 6.8 metres (west side) and 2.1 metres (east side) respectively on the southbound exit;
- (b) relocate the "zebra" pedestrian crossing on **Upper Brook Street** westward by 11.1 metres to a new location adjacent to the southernmost wall of No. 22 Grosvenor Square – the associated zig-zag markings would extend 12.9 metres westward (outside Nos. 1 and 2 Upper Brook Street) and 7.5 metres eastward

to the junction with North Audley Street on the north side, and 4.6 metres westward and 17.2 metres eastward on the south side; and

- (c) relocate the “zebra” pedestrian crossing on **Upper Grosvenor Street** westward by 3.9 metres – the associated zig-zag markings would be extended to 30.2 metres on both sides of the westbound approach and shortened to 4.6 metres on both sides of the westbound exit.

4. The proposed Orders and other documents giving more detailed particulars of the Orders are available for inspection until six weeks have elapsed from the date on which either the Orders are made or the Council decides not to make the Orders at <https://westminstertransportationservices.co.uk/notices> and, in person by appointment only, at Westminster City Hall, 64 Victoria Street, London, SW1E 6QP, between 9.00 a.m. and 5.00 p.m. on Mondays to Fridays (except bank / public holidays). Please telephone (020) 3116 5939 or email [tmo.westminster@wsp.com](mailto:tmo.westminster@wsp.com) to arrange an appointment.

5. Further information may be obtained by telephoning the Council’s agents, WSP, telephone number (020) 3116 5939.

**6. Any objections or other representations about the proposal should be sent in writing to the Council’s agents, WSP Traffic Order Team, 3<sup>rd</sup> Floor, WSP House, 70 Chancery Lane, London, WC2A 1AF, or by email to [tmo.westminster@wsp.com](mailto:tmo.westminster@wsp.com) quoting reference 8037/HWB, by 13<sup>th</sup> December 2023. All objections must specify the grounds on which they are made.**

Dated 22<sup>nd</sup> November 2023

JONATHAN ROWING  
Head of Parking  
(The officer appointed for this purpose)

### SCHEDULE

Proposed amendments to parking provisions and waiting and loading restrictions

Street	Location	Amendment
<b>Blackburne’s Mews</b>	the east side, outside the service entrances to The Chancery Rosewood development	introduce “at any time” loading restrictions
<b>Culross Street</b> , between Blackburne’s Mews and Park Street	the north side	shorten the residents’ parking place by 4.6 metres and relocate it westward by 2.5 metres
	the north side, outside No. 2 and at the junction with Park Street	introduce double yellow line “at any time” waiting restrictions
	the south side	introduce double yellow line “at any time” waiting restrictions on the entire length, replacing the residents’ parking place (47.8 metres)
<b>Grosvenor Square</b> ,	both sides	remove the “at any time” loading

western arm southern arm		restrictions from the entire length
	the north side, opposite Nos. 35 to 37	introduce a taxi rank (10 metres)
	the north side, opposite Nos. 38 and 44	extend the pay-by-phone parking place (10 metres)
	north side, from the junction with the western arm	extend the double yellow line “at any time” waiting restrictions eastward by 21.5 metres
	the south side, outside Nos. 35 to 37	extend the double yellow line “at any time” waiting restrictions westward by 6.5 metres, replacing zig-zag markings
<b>North Audley Street</b>	outside and opposite No. 22 Grosvenor Square	introduce 6 metres of double yellow line “at any time” waiting restrictions
<b>Upper Brook Street</b>	the north side, outside Nos. 8 and 9	introduce double yellow line “at any time” waiting restrictions replacing the residents’ parking place (15.3 metres)
	the north side, outside Nos. 4 to 7	introduce a shared-use parking place (31.1 metres)
	the south side, opposite Nos. 5 and 6	introduce a pay-by-phone parking place (5 metres)
	the south side, opposite Nos. 2 and 3	introduce a hotel permit parking place (12 metres)
<b>Upper Grosvenor Street</b>	the north side, outside Nos. 8 to 12	extend the residents’ parking place eastward by 9.2 metres, replacing a length of double yellow line “at any time” waiting restrictions
	the north side, opposite Nos. 44 and 45	introduce a pay-by-phone parking place (5 metres)
	the north side, opposite Nos. 47 and 48	introduce a hotel permit parking place (12 metres)
	the south side, outside Nos. 39 and 40	replace a length of double yellow line “at any time” waiting restrictions with single yellow line Monday to Saturday, 8.30 a.m. to 6.30 p.m. waiting restrictions (23.2 metres)
	the south side, outside Nos. 41 and 42	introduce 20 metres of “at any time” loading restrictions
	the south side, outside Nos. 43 to 48	introduce a pay-by-phone parking place (49.9 metres)
	the south side, outside No. 48 and adjacent to Nos. 32 to 34 South Audley Street	introduce a motorcycle parking place (4 metres)

## **CITY OF WESTMINSTER**

### **BLACKBURNE'S MEWS, CULROSS STREET, GROSVENOR SQUARE, NORTH AUDLEY STREET, UPPER BROOK STREET AND UPPER GROSVENOR STREET**

**The City of Westminster (Free Parking Places) (Diplomatic Missions)  
(Amendment No. \*) Order 202\*;**

**The City of Westminster (Free Parking Places) (Hotel Parking Permits)  
(Amendment No. \*) Order 202\*;**

**The City of Westminster (Motorcycle Parking Places) (Amendment No. \*) Order 202\*;**

**The City of Westminster (Parking Places) (E Zone) (Amendment No. \*) Order 202\*;**

**The City of Westminster (Prescribed Routes) (No. \*) Traffic Order 202\*;**

**The City of Westminster (Taxi Rank) (Amendment No. \*) Order 202\*; and**

**The City of Westminster (Waiting and Loading Restriction)**

**(Amendment No. \*) Order 202\*.**

#### Statement of Reasons

The introduction of one-way traffic movement southbound on Blackburne's Mews is necessary to prevent traffic using this narrow semi-residential street as a shortcut to access North Audley Street, thus making it less attractive to through traffic.

The reopening of Culross Street to localised through traffic will reinstate direct access to Park Street following the removal of the hostile vehicle protective measures associated with the former US Embassy. The street was previously closed as a protective security measure for the embassy building and the closure is no longer needed.

The introduction of one-way working westbound on Culross Street will connect Blackburne's Mews and Park Street, providing a safe means of vehicular egress in conjunction with the removal of the road closure.

The loss of residents' parking on the south side of Culross Street is necessary to ensure a safe carriageway width for traffic and to remove the need 'wheel up' footway parking. Additional residents' parking has been provided in Upper Grosvenor Street (residents' parking) and Upper Brook Street (shared-use parking).

The introduction of one-way working southbound on Grosvenor Square (western arm) is necessary to avoid the creation of an attractive through-route for traffic from South Audley Street to North Audley Street, preventing an increase in through traffic and congestion.

The introduction of a taxi rank on Grosvenor Square (southern arm) is necessary to provide a taxi ranking provision in the vicinity of The Chancery Rosewood Hotel.

The introduction of hotel permit parking places on Upper Grosvenor Street and Upper Brook Street are necessary to provide dedicated facilities for The Chancery Rosewood Hotel.

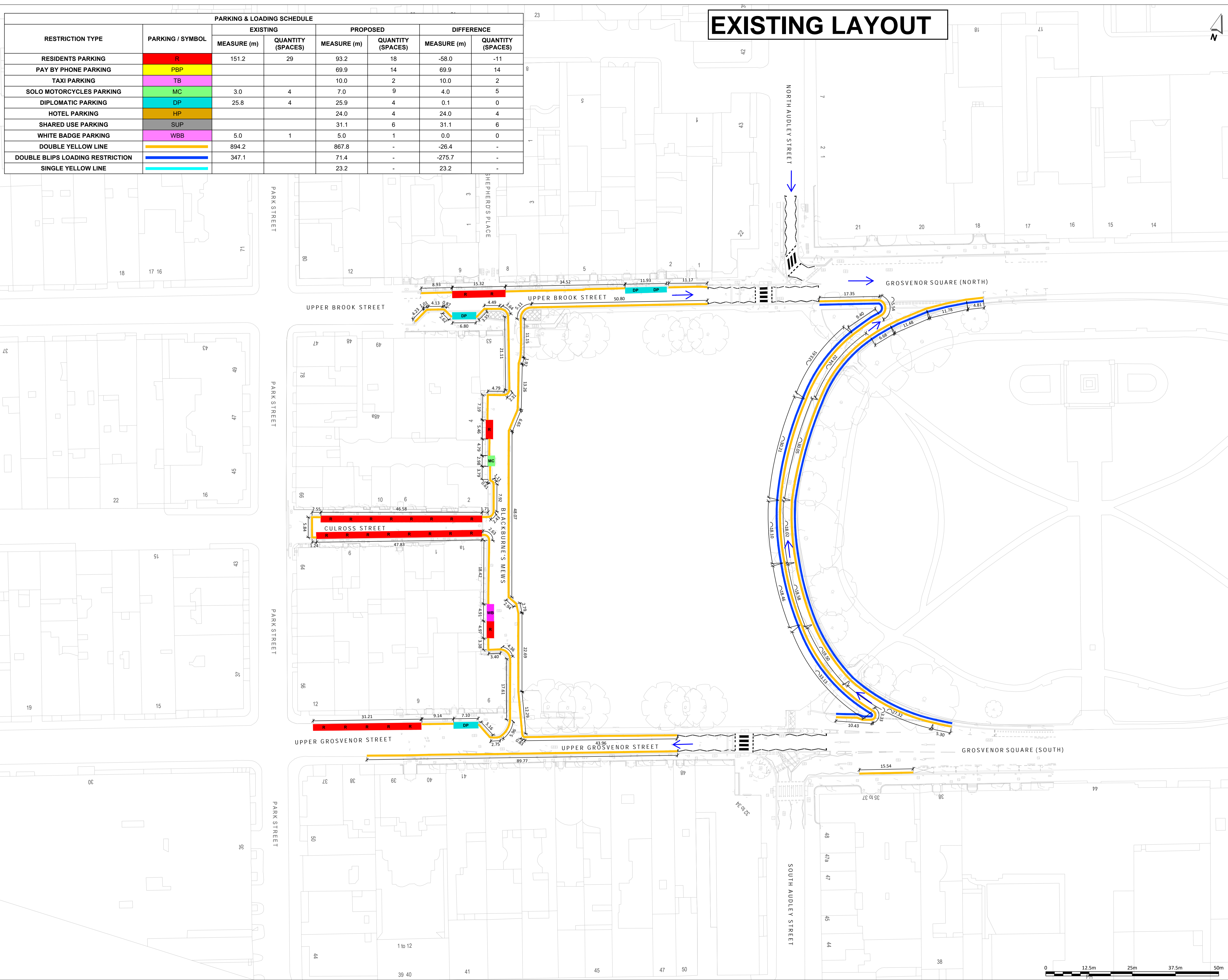
The introduction of an additional motorcycle parking bay, shared-use parking and pay-by-phone parking is necessary to provide parking facilities for residents and visitors.

The amendments to waiting and loading restrictions in Blackburne's Mews, Culross Street, Grosvenor Square, North Audley Street, Upper Brook Street and Upper Grosvenor Street are necessary to prevent parking and/or loading where doing so may obstruct traffic movements and sightlines between road users.

RESTRICTION TYPE	PARKING / SYMBOL	PARKING & LOADING SCHEDULE					
		EXISTING		PROPOSED		DIFFERENCE	
		MEASURE (m)	QUANTITY (SPACES)	MEASURE (m)	QUANTITY (SPACES)	MEASURE (m)	QUANTITY (SPACES)
RESIDENTS PARKING	R	151.2	29	93.2	18	-58.0	-11
PAY BY PHONE PARKING	PBP			69.9	14	69.9	14
TAXI PARKING	TB			10.0	2	10.0	2
SOLO MOTORCYCLES PARKING	MC	3.0	4	7.0	9	4.0	5
DIPLOMATIC PARKING	DP	25.8	4	25.9	4	0.1	0
HOTEL PARKING	HP			24.0	4	24.0	4
SHARED USE PARKING	SUP			31.1	6	31.1	6
WHITE BADGE PARKING	WBB	5.0	1	5.0	1	0.0	0
DOUBLE YELLOW LINE		894.2		867.8	-	-26.4	-
DOUBLE BLIPS LOADING RESTRICTION		347.1		71.4	-	-275.7	-
SINGLE YELLOW LINE				23.2	-	23.2	-

# EXISTING LAYOUT

- Key:**
- **R** RESIDENT PERMIT HOLDERS ONLY (AT ANY TIME)
  - **MC** SOLO MOTORCYCLES ONLY  
MON - SAT 7.00am - 7.00pm  
MON - SAT 8.30am - 6.30pm  
PAY BY PHONE 020 7125 9090  
OR TEXT 07860 022 205
  - **DP** DIPLOMATIC CARS ONLY (AT ANY TIME)
  - **WB** WHITE BADGE PARKING REF D539 ONLY (AT ANY TIME)
  - DOUBLE YELLOW LINE WAITING RESTRICTION (AT ANY TIME)
  - DOUBLE YELLOW BLIPS LOADING RESTRICTION (AT ANY TIME)
  - ONE-WAY WORKINGS (DIRECTION OF TRAFFIC)



REV	DATE	DESCRIPTION	DES	CHK	APP
C4	14/11/23	TMO CHANGES UNDERTAKEN BY WSP			
C3	30OCT23	DRAWING SCALE AMENDED	IVT	CJM	PVC
C2	05OCT23	SYL ADDED TO UPPER GROSVENOR STREET	IVT	CJM	PVC
C1	04OCT23	FOR CONSTRUCTION	IVT	CJM	PVC



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Client:		MULTIPLEX	
Project Title:		30 GROSVENOR SQUARE	
Drawing Title:		TRAFFIC MANAGEMENT ORDER EXISTING LAYOUT	
Status:	Series:		
FIT FOR CONSTRUCTION	100		
Size:	Scale:	Suitability:	Rev.
A1	1:500	A	C4
Drawing No.		30GS-STR-EX-HWY-HGN-LA-010-308	

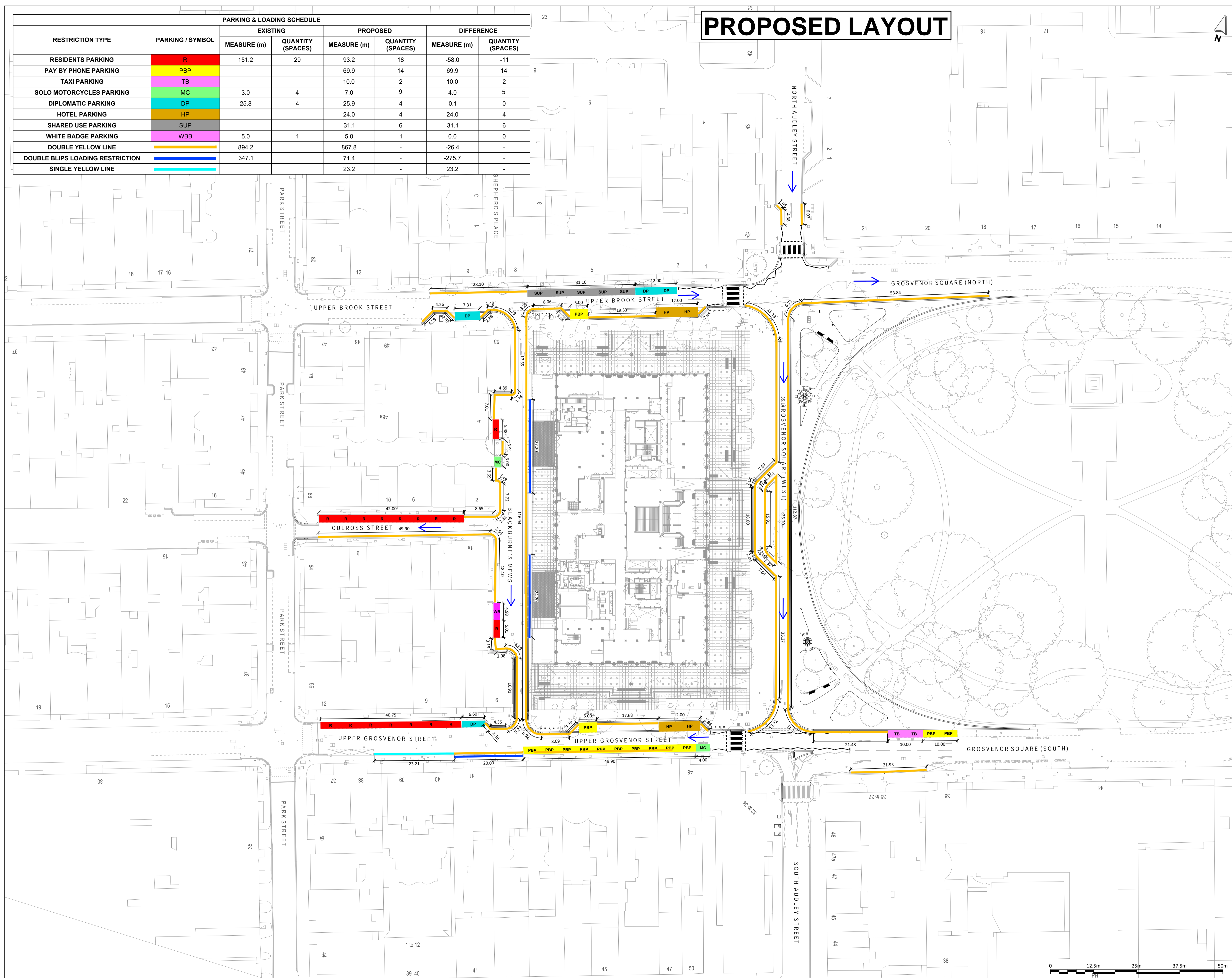
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DATE: 07/11/2018 C:\PROJECTS\30 GROSVENOR SQUARE\DRAWING\30GS-STR-EX-HWY-HGN-LA-010-308 - 1005 - 1001

# PROPOSED LAYOUT

RESTRICTION TYPE	PARKING / SYMBOL	PARKING & LOADING SCHEDULE					
		EXISTING		PROPOSED		DIFFERENCE	
		MEASURE (m)	QUANTITY (SPACES)	MEASURE (m)	QUANTITY (SPACES)	MEASURE (m)	QUANTITY (SPACES)
RESIDENTS PARKING	R	151.2	29	93.2	18	-58.0	-11
PAY BY PHONE PARKING	PBP			69.9	14	69.9	14
TAXI PARKING	TB			10.0	2	10.0	2
SOLO MOTORCYCLES PARKING	MC	3.0	4	7.0	9	4.0	5
DIPLOMATIC PARKING	DP	25.8	4	25.9	4	0.1	0
HOTEL PARKING	HP			24.0	4	24.0	4
SHARED USE PARKING	SUP			31.1	6	31.1	6
WHITE BADGE PARKING	WBB	5.0	1	5.0	1	0.0	0
DOUBLE YELLOW LINE		894.2		867.8		-26.4	
DOUBLE BLIPS LOADING RESTRICTION		347.1		71.4		-275.7	
SINGLE YELLOW LINE				23.2		23.2	

- KEY:**
- R** RESIDENT PERMIT HOLDERS ONLY (AT ANY TIME)
  - PBP** PAY BY PHONE PARKING BAY
    - PAY BY PHONE
    - 020 7125 9090
    - OR TEXT
    - 07860 22 205
    - 4 HOURS
    - NO RETURN
    - WITHIN 1 HOUR
  - TB** TAXI PARKING BAY (AT ANY TIME)
  - MC** SOLO MOTORCYCLES ONLY
    - MON - SAT
    - 7.00am - 7.00pm
    - CHARGES APPLY
    - MON - SAT
    - 8.30am - 6.30pm
    - PAY BY PHONE
    - 020 7125 9090
    - OR TEXT
    - 07860 022 205
  - DP** DIPLOMATIC CARS ONLY (AT ANY TIME)
  - HP** HOTEL PARKING BAY (AT ANY TIME)
  - SUP** SHARED USE PARKING BAY
    - MON - FRI
    - 8.30am - 6.30pm
    - RESIDENT PERMIT HOLDERS
    - OR
    - PAY BY PHONE
    - 020 7125 9090
    - OR TEXT
    - 07860 022 205
  - WB** WHITE BADGE PARKING REF. D539 ONLY (AT ANY TIME)
  - DOUBLE YELLOW LINE** WAITING RESTRICTION (AT ANY TIME)
  - DOUBLE YELLOW BLIPS** LOADING RESTRICTION (AT ANY TIME)
  - SINGLE YELLOW LINE** RESTRICTION (MON - SAT, 8.30am - 6.30pm)
  - Blue Arrow** ONE-WAY WORKING (DIRECTION OF TRAFFIC)



REV	DATE	DESCRIPTION	DES	CHK	APP
C4	14NOV23	TMO CHANGES UNDERTAKEN BY WSP			
C3	30OCT23	GS(S) PARKING LAYOUT UPDATED	IVT	CJM	PVC
C2	05OCT23	SYL ADDED TO UPPER GROSVENOR STREET	IVT	CJM	PVC
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Drawing Title:		TRAFFIC MANAGEMENT ORDER PROPOSED LAYOUT	
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Size:	A1	Scale:	1:500
Suitability:	A	Rev:	C4
Drawing No.:	30GS-STR-EX-HWY-HGN-LA-010-309		

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