

DELEGATED AUTHORITY REPORT 7612

TRAFFIC ORDERS – ROYAL ALBERT HALL (ATTRO)

INTRODUCTION OF ROAD CLOSURES, BUS AND GOODS VEHICLE PROHIBITIONS AND AMENDMENTS TO PARKING PLACES AND WAITING AND LOADING RESTRICTIONS

(Drawing Nos. 70062774-WSP-P02-X-DR-HI-1202-01 and -02 Revs S2-P01 [Existing Layout], -1203-01 and -02 Revs S2-P01 [Proposed Layout] and 70062774-WSP-P02-X-SK-HI-01-01 Rev S2-P01 [Vehicle Tracking])

(Knightsbridge & Belgravia Ward)

Background Information

Westminster City Council, together with the Royal Albert Hall, is proposing to introduce a series of security enhancements in the vicinity of the Royal Albert Hall, as part of the “Royal Albert Hall Protective Security and Public Realm Improvement scheme”, for the benefit of patrons and staff at the venue as well as pedestrians and vehicles on the surrounding highways.

Traffic Order consultation on the first tranche of measures affecting the length of Kensington Gore (A315) on the north side of the Royal Albert Hall was carried out during July 2020 and was subsequently approved for implementation on 4th August 2020 (ref. 7574).

The second tranche of measures would see a number of hostile vehicle mitigation (HVM) measures and associated parking amendments introduced in the roads on the east and west sides of the Royal Albert Hall. The HVM measures have been endorsed by the Assistant Commissioner of Specialist Operations for the Metropolitan Police Service who has recommended the City Council make an Anti-Terrorism Traffic Regulation Order under section 22C of the Road Traffic Regulation Act 1984 for this purpose.

Proposals

In order to mitigate the effects of and reduce the likelihood of danger connected with terrorism, it is proposed to:

- (a) close the western arm of Kensington Gore (adjacent to the Royal Albert Hall) to all vehicles between noon and midnight every day;
- (b) prohibit vehicles and pedestrians from entering or proceeding in the length of Kensington Gore referred to in paragraph (a) above, and in the forecourt area which lies on the south-east corner of the Royal Albert Hall at such times as considered necessary by, and at the discretion of the Metropolitan Police;

(The measures referred to in paragraphs (a) and (b) above would be managed through the introduction of security gates and vehicle barriers.)

- (c) prohibit goods vehicles (exceeding a maximum gross weight of 7.5 tonnes) and buses (vehicles constructed to carry more than 8 passengers) from entering or proceeding in:
 - (i) Bremner Road;
 - (ii) Jay Mews, between the northernmost arm of Kensington Gore (A315) and Bremner Road; and
 - (iii) Kensington Gore, all arms except the western arm referred to in paragraph (a) above and the northernmost arm (A315).

To facilitate the introduction of the above security measures, it is proposed to:

- (d) revise the existing parking and waiting / loading restrictions in the vicinity of the Royal Albert Hall as follows:
 - (i) shorten the motorcycle parking bay outside No. 26 Kensington Gore by 6 metres and relocate it to the north-east to south-west arm (at the rear of Beit Hall), replacing 5 metres of single yellow line waiting restrictions;
 - (ii) relocate the two “Blue Badge” disabled parking bays on the west side of the western arm of Kensington Gore to the north-east to south-west arm (at the rear of Beit Hall), replacing two pay-by-phone parking bays (10.5 metres) and 3 metres of double yellow line “at any time” waiting restrictions;
 - (iii) remove the six pay-by-phone parking bays from the west side of the western arm of Kensington Gore;
 - (iv) replace the “Blue Badge” disabled parking bay and six residents’ parking bays on the south side of the forecourt area of Kensington Gore which lies on the south-east corner of the Royal Albert Hall with double yellow line “at any time” waiting and loading restrictions; and
 - (v) introduce double yellow line “at any time” waiting and loading restrictions on the west side of the western arm of Kensington Gore (adjacent to the Royal Albert Hall).

The proposals would result in the net loss of one “Blue Badge” disabled persons’ parking space, seven motorcycle parking spaces, eight pay-by-phone parking bays and six residents’ parking spaces.

The design and implementation of the security measures will be fully funded by the Royal Albert Hall under a Section 278 agreement, while the cost of the highways amendments will be funded by the City Council.

Recommendation

It is recommended that Traffic Orders are made to facilitate the implementation of the measures described above and shown on Drawing Nos. 70062774-WSP-P02-X-DR-HI-1203-01 and -02 Revs S2-P01.

Statement of Reasons

The Royal Albert Hall Protective Security and Public Realm Improvement scheme includes the introduction of road closures (by means of security gates and vehicle barriers) and bus and heavy goods vehicle prohibitions around this venue in order to improve the safety and comfort of residents, visitors and workers.

The introduction of daily road closures between noon and midnight in the western arm of Kensington Gore is considered necessary because the Royal Albert Hall holds over 400 events annually, all of which attract large crowds. Having regular closure times will provide consistency to the local community and road users during these hours of operation. This length of road may also be closed at the direction of the Metropolitan Police for other planned events or as circumstances dictate in order to mitigate the effects of and reduce the likelihood of danger connected with terrorism.

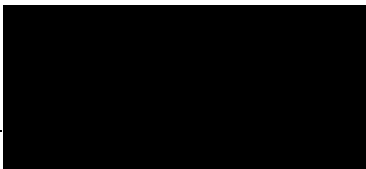
The removal or relocation of certain parking places from the eastern and western arms of Kensington Gore and the introduction of double yellow line “at any time” waiting and loading restrictions are necessary to ensure these lengths of roads are free of parked vehicles for the purposes of enhanced security for residents and the Royal Albert Hall.

I agree / do not agree to the above recommendation and statement of reasons and give the following authorisations:

- (a) that procedural steps be taken with a view to Traffic Orders being made under sections 6, 22C, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984;
- (b) that subject to no objections being received as a result of public notices and consultation, such Traffic Orders be made as proposed; and
- (c) that in the event of objections being received, they be referred to me for consideration and reported to the Cabinet Member(s) if I consider it to be necessary in accordance with City Council procedure, following which I will decide whether or not the Traffic Orders should be made, with or without modification.

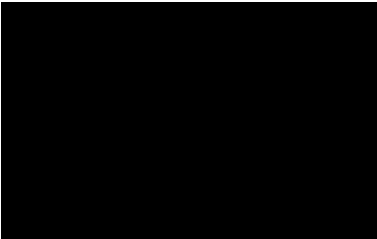
Signed

Date 22/12/2020



Programme and Contract Manager
City Highways, Environment and City Management

Signed



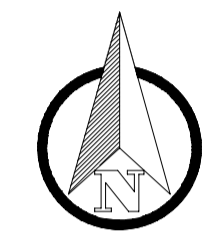
Date 22/12/2020

Head of Parking
City Highways, Environment and City Management

EXISTING LAYOUT SHEET 1 OF 2



- KEY**
- WHITE LINE MARKING
 - DOUBLE YELLOW LINE WAITING RESTRICTIONS "At any time"
 - SINGLE YELLOW LINE WAITING RESTRICTIONS Mon-Sat 8.30am - 6.30pm
 - PbP** PAY BY PHONE PARKING Mon-Sat 8.30am - 6.30pm, max stay 4 hours
 - D** "BLUE BADGE" DISABLED PARKING "At any time", max stay 4 hours - Mon-Fri 8.30am-6.30pm
 - R** RESIDENTS' PARKING ZONE A "At any time"
 - SM** SOLO MOTORCYCLE BAY "At any time" Charges apply Mon-Sat 8.30am - 6.30pm
 - EXISTING TEMPORARY BARRIER
 - EXISTING TEMPORARY GATE
 - EXISTING TEMPORARY HEAVY VEHICLE BARRIER



S2-P01	03.12.2020	NP	INITIAL ISSUE		
REV	DATE	BY	DESCRIPTION	CHK	APD

FOR CONSULTATION

25 Mandela Way, London, SE1 5SZ
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City of Westminster

PROJECT
ROYAL ALBERT HALL
HVM AND PUBLIC REALM

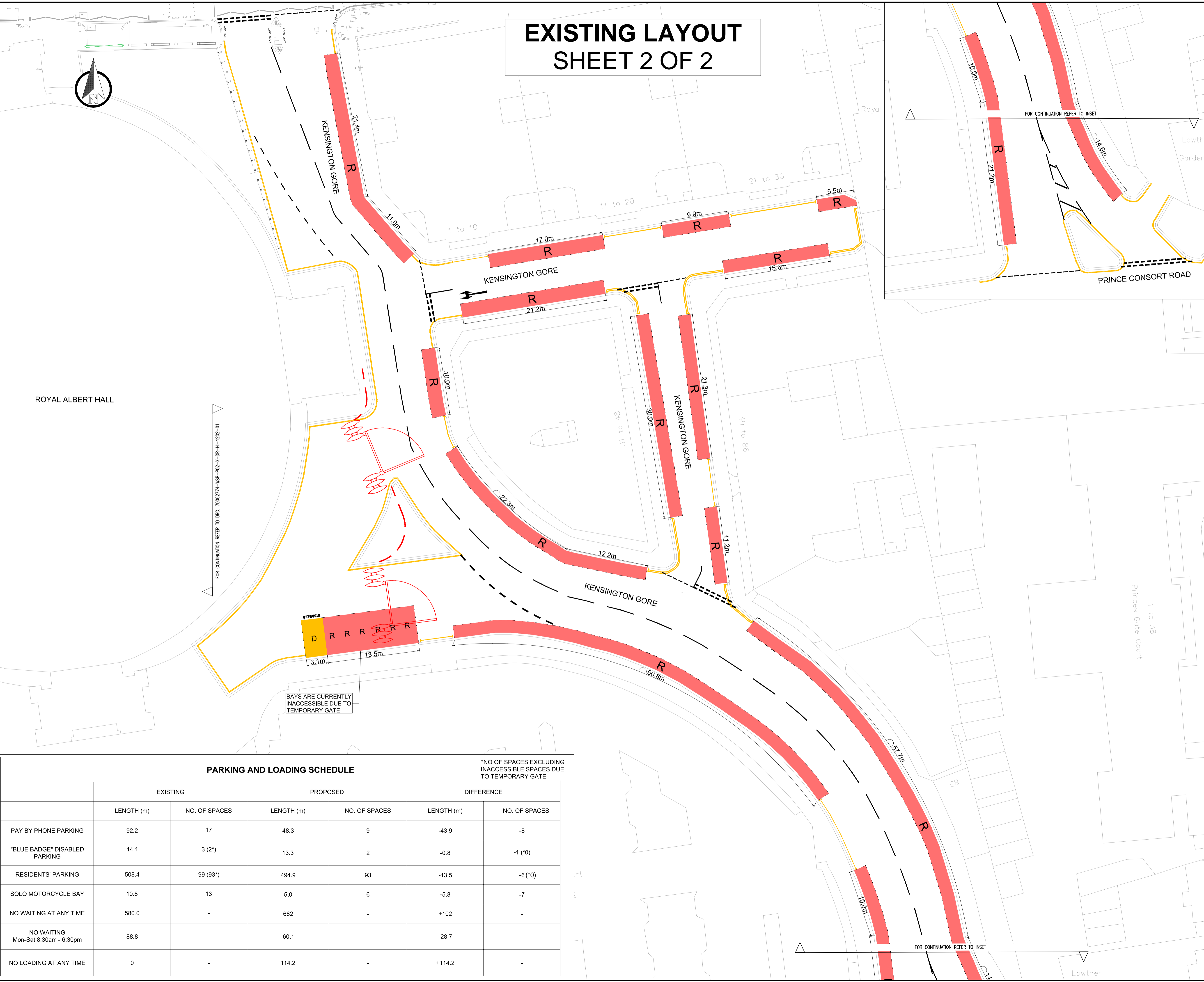
TITLE
TRAFFIC MANAGEMENT ORDER - EXISTING
KENSINGTON GORE WEST/EAST
SHEET 01 OF 02

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:250	03.12.2020	NP	VT	JN	A1
WSP PROJECT NO.	FMC PROJECT NO.	WCC PROJECT NO.			
70062774	WWESA2496	C.WD12022			
DRAWING No.	REV.				
70062774-WSP-P02-X-DR-HI-1202-01	S2-P01				

	PARKING AND LOADING SCHEDULE						*NO OF SPACES EXCLUDING INACCESSIBLE SPACES DUE TO TEMPORARY GATE
	EXISTING		PROPOSED		DIFFERENCE		
	LENGTH (m)	NO. OF SPACES	LENGTH (m)	NO. OF SPACES	LENGTH (m)	NO. OF SPACES	
PAY BY PHONE PARKING	92.2	17	48.3	9	-43.9	-8	
"BLUE BADGE" DISABLED PARKING	14.1	3 (2*)	13.3	2	-0.8	-1 (*0)	
RESIDENTS' PARKING	508.4	99 (93*)	494.9	93	-13.5	-6 (*0)	
SOLO MOTORCYCLE BAY	10.8	13	5.0	6	-5.8	-7	
NO WAITING AT ANY TIME	580.0	-	682	-	+102	-	
NO WAITING Mon-Sat 8:30am - 6:30pm	88.8	-	60.1	-	-28.7	-	
NO LOADING AT ANY TIME	0	-	114.2	-	+114.2	-	

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EXISTING LAYOUT SHEET 2 OF 2



- KEY**
- WHITE LINE MARKING
 - DOUBLE YELLOW LINE WAITING RESTRICTIONS "At any time"
 - SINGLE YELLOW LINE WAITING RESTRICTIONS Mon-Sat 8.30am - 6.30pm
 - PbP** PAY BY PHONE PARKING Mon-Sat 8.30am - 6.30pm, max stay 4 hours
 - D** "BLUE BADGE" DISABLED PARKING "At any time", max stay 4 hours - Mon-Fri 8.30am-6.30pm
 - R** RESIDENTS' PARKING ZONE A "At any time"
 - SM** SOLO MOTORCYCLE BAY "At any time" Charges apply Mon-Sat 8.30am - 6.30pm
 - - - EXISTING TEMPORARY BARRIER
 - EXISTING TEMPORARY GATE
 - EXISTING TEMPORARY HEAVY VEHICLE BARRIER

	EXISTING		PROPOSED		DIFFERENCE	
	LENGTH (m)	NO. OF SPACES	LENGTH (m)	NO. OF SPACES	LENGTH (m)	NO. OF SPACES
PAY BY PHONE PARKING	92.2	17	48.3	9	-43.9	-8
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RESIDENTS' PARKING	508.4	99 (93*)	494.9	93	-13.5	-6 (*0)
SOLO MOTORCYCLE BAY	10.8	13	5.0	6	-5.8	-7
NO WAITING AT ANY TIME	580.0	-	682	-	+102	-
NO WAITING Mon-Sat 8:30am - 6:30pm	88.8	-	60.1	-	-28.7	-
NO LOADING AT ANY TIME	0	-	114.2	-	+114.2	-

*NO OF SPACES EXCLUDING INACCESSIBLE SPACES DUE TO TEMPORARY GATE

REV	DATE	BY	DESCRIPTION	CHK	APD
S2-P01	03.12.2020	NP	INITIAL ISSUE		

DRAWING STATUS: **FOR CONSULTATION**

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CUSTOMER:

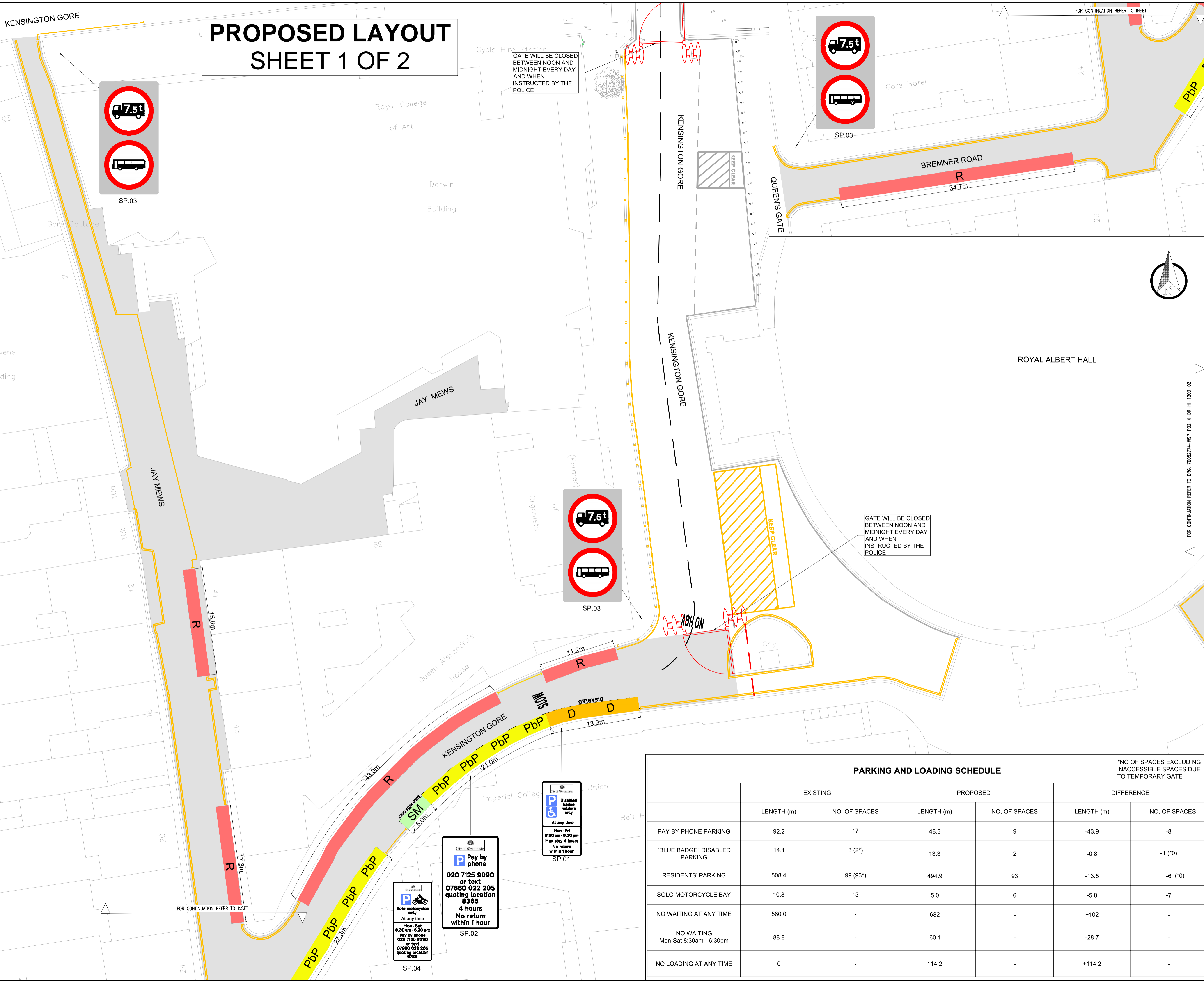
PROJECT: **ROYAL ALBERT HALL
HVM AND PUBLIC REALM**

TITLE: **TRAFFIC MANAGEMENT ORDER - EXISTING
KENSINGTON GORE WEST/EAST
SHEET 02 OF 02**

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
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WSP PROJECT NO.	FMC PROJECT NO.	WCC PROJECT NO.			
70062774	WWESA2496	C.WD12022			
DRAWING No.	REV.				
70062774-WSP-P02-X-DR-HI-1202-02	S2-P01				

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PROPOSED LAYOUT SHEET 1 OF 2



- ### KEY
- WHITE LINE MARKING
 - DOUBLE KERB MARKING
LOADING RESTRICTIONS
"At any time"
 - DOUBLE YELLOW LINE
WAITING RESTRICTIONS
"At any time"
 - SINGLE YELLOW LINE
WAITING RESTRICTIONS
Mon-Sat 8.30am - 6.30pm
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max stay 4 hours
 - D** "BLUE BADGE" DISABLED PARKING
"At any time", max stay 4 hours - Mon-Fri
8.30am-6.30pm
 - R** RESIDENTS' PARKING ZONE A
"At any time"
 - SM** SOLO MOTORCYCLE BAY
"At any time"
Charges apply Mon-Sat 8.30am - 6.30pm
 - GOODS VEHICLES EXCEEDING 7.5t
AND BUSES PROHIBITED
 - PROPOSED BARRIER
 - PROPOSED GATE
 - PROPOSED HEAVY VEHICLE BARRIER

S2-P01	03.12.2020	NP	INITIAL ISSUE		
REV	DATE	BY	DESCRIPTION	CHK	APD

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CITY OF WESTMINSTER

City of Westminster

PROJECT: ROYAL ALBERT HALL
HVM AND PUBLIC REALM

TITLE: TRAFFIC MANAGEMENT ORDER - PROPOSED
KENSINGTON GORE WEST/EAST
SHEET 01 OF 02

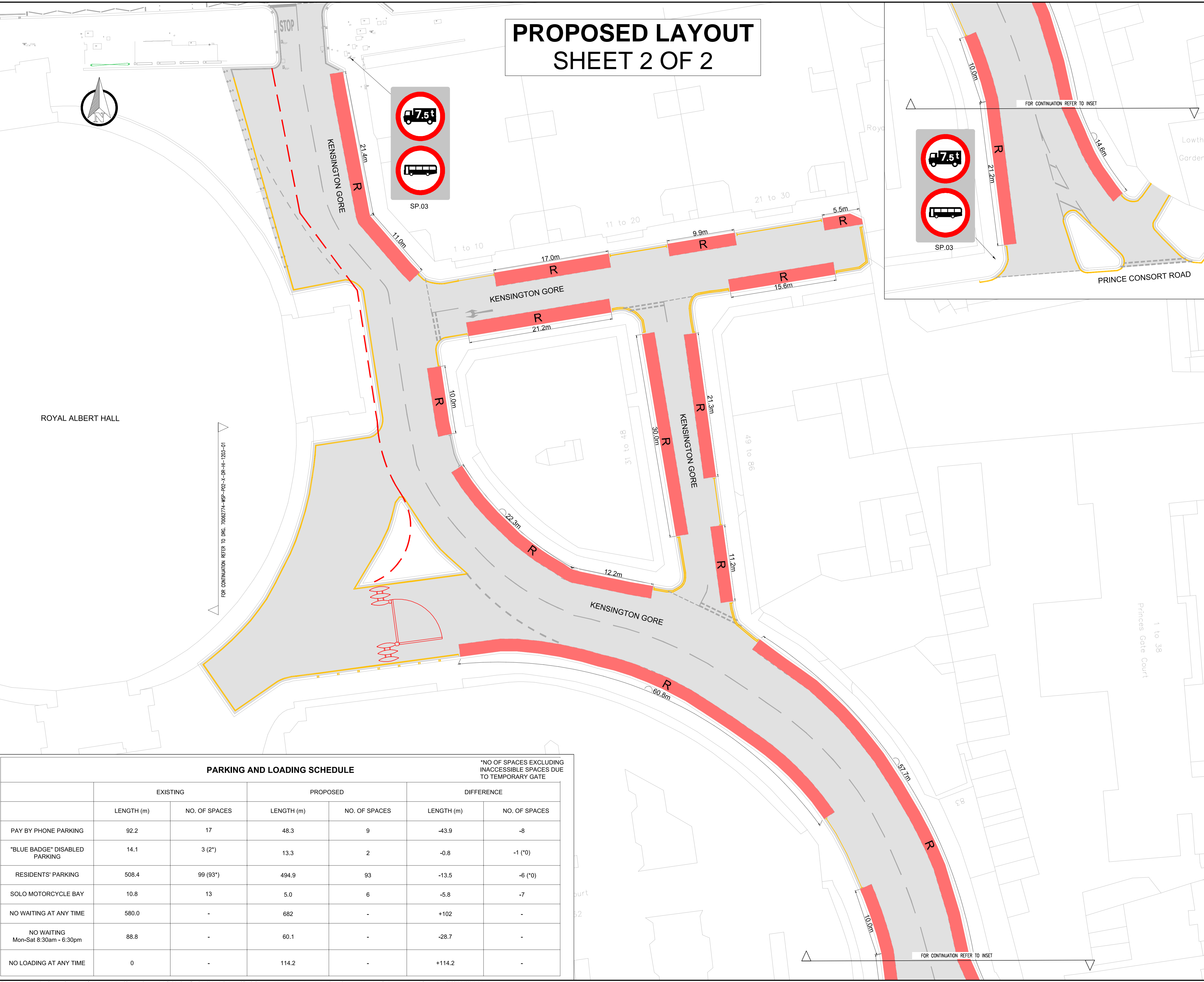
SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
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NO LOADING AT ANY TIME	0	-	114.2	-	+114.2	-

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PROPOSED LAYOUT SHEET 2 OF 2



- KEY**
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 - || DOUBLE KERB MARKING
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"At any time"
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AND BUSES PROHIBITED
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S2-P01	03.12.2020	NP	INITIAL ISSUE		
REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS: **FOR CONSULTATION**

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CITY OF WESTMINSTER

City of Westminster

PROJECT: **ROYAL ALBERT HALL
HVM AND PUBLIC REALM**

TITLE: **TRAFFIC MANAGEMENT ORDER - PROPOSED
KENSINGTON GORE WEST/EAST
SHEET 02 OF 02**

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:250	03.12.2020	NP	VT	JN	A1
WSP PROJECT NO.	FMC PROJECT NO.	WCC PROJECT NO.			
70062774	WWESA2496	C.WD12022			
DRAWING NO.	REV.				
70062774-WSP-P02-X-DR-HI-1203-02	S2-P01				

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	EXISTING		PROPOSED		DIFFERENCE		LENGTH (m)	NO. OF SPACES
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NO WAITING Mon-Sat 8:30am - 6:30pm	88.8	-	60.1	-	-28.7	-		
NO LOADING AT ANY TIME	0	-	114.2	-	+114.2	-		

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LONDON TAXI

PHOENIX 2-23W

KEY

- PROPOSED TEMPORARY BARRIER
- PROPOSED TEMPORARY GATE

London Taxi TX4 Euro 5 (2007)

- Overall Length: 4.580m
- Overall Width: 1.800m
- Overall Body Height: 1.739m
- Min Body Ground Clearance: 0.254m
- Max Track Width: 1.857m
- Lock to lock time: 4.00s
- Wall to Wall Turning Radius: 4.265m

Large Car (2006)

- Overall Length: 5.079m
- Overall Width: 1.872m
- Overall Body Height: 1.525m
- Min Body Ground Clearance: 0.310m
- Max Track Width: 1.831m
- Lock to lock time: 4.00s
- Kerb to Kerb Turning Radius: 5.900m

Small Refuse Vehicle

- Overall Length: 6.623m
- Overall Width: 2.200m
- Overall Body Height: 3.153m
- Min Body Ground Clearance: 0.358m
- Track Width: 2.200m
- Lock to lock time: 4.00s
- Kerb to Kerb Turning Radius: 6.750m

Phoenix 2-23W (with Elite 2 6x2MS chassis)

- Overall Length: 10.420m
- Overall Width: 2.530m
- Overall Body Height: 3.211m
- Min Body Ground Clearance: 0.416m
- Track Width: 2.530m
- Lock to lock time: 4.00s
- Kerb to Kerb Turning Radius: 11.150m

15m 6WS Luxury Coach

- Overall Length: 15.000m
- Overall Width: 2.500m
- Overall Body Height: 4.157m
- Min Body Ground Clearance: 0.387m
- Track Width: 2.500m
- Lock to lock time: 5.00s
- Wall to Wall Turning Radius: 12.490m

SMALL REFUSE VEHICLE

LUXURY COACH

LARGE CAR

S2-P01	08.12.20	NP	INITIAL ISSUE		
REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS: **SKETCH**

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CUSTOMER: **City of Westminster**

PROJECT: **ROYAL ALBERT HALL
HVM AND PUBLIC REALM**

TITLE: **VEHICLE TRACKING
KENSINGTON GORE WEST/EAST**

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:200	08.12.20	NP	VT	JN	A1
WSP PROJECT NO.	FMC PROJECT NO.	WCC PROJECT NO.			
70062774	WWESA2496	C.WD12022			
DRAWING NO.				REV.	
70062774-WSP-P02-X-SK-HI-01-01				S2-P01	

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