

3. The Orders associated with Phases 2 and 3 of the public realm improvements, which encompass the traffic management controls affecting Blackburne’s Mews, Culross Street, Grosvenor Square (western and southern arms), and Upper Grosvenor Street, as set out in the Notice of Proposals published on 22nd November 2023, will be made in due course.

4. The Order, which will come into force on 26th June 2024, and other documents giving more detailed particulars of the Order are available for inspection until 29th July 2024 at <https://westminstertransportationservices.co.uk/notices> and, in person by appointment only, at Westminster City Hall, 64 Victoria Street, London, SW1E 6QP, between 9.00 a.m. and 5.00 p.m. on Mondays to Fridays (except bank / public holidays). Please call 020 3116 5939 or email [tmo.westminster@wsp.com](mailto:tmo.westminster@wsp.com) to arrange an appointment.

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

Dated 19th June 2024

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

**SCHEDULE**

Amendments to parking provisions and waiting and loading restrictions

Street	Location	Amendment
Grosvenor Square, northern arm	the south side	remove the “at any time” loading restrictions opposite North Audley Street (17.3 metres) as part of a kerb realignment
North Audley Street	outside and opposite No. 22 Grosvenor Square	introduce 6 metres of double yellow line “at any time” waiting restrictions
Upper Brook Street	the south side, opposite Nos. 2 and 3	introduce a hotel permit parking place (12 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 north side, outside Nos. 8 and 9	introduce double yellow line “at any time” waiting restrictions, replacing the residents’ parking place (15.3 metres)

(4648725)

**LONDON BOROUGH OF BARKING AND DAGENHAM ROAD TRAFFIC ACTS**

**THE LONDON BOROUGH OF BARKING AND DAGENHAM (WAITING, LOADING AND PARKING RESTRICTIONS) (MIZZEN STREET, MAST STREET, KETCH STREET AND TIDE STREET, BARKING) AMENDMENT NO. \* ORDER 202\***

**THE LONDON BOROUGH OF BARKING AND DAGENHAM (20MPH ZONE SPEED LIMIT) (MIZZEN STREET, MAST STREET, KETCH STREET AND TIDE STREET, BARKING) ORDER 202\***

**THE LONDON BOROUGH OF BARKING AND DAGENHAM (BANNED TURNS AND ONE-WAY RESTRICTIONS) (MIZZEN STREET, MAST STREET, KETCH STREET AND TIDE STREET, BARKING) ORDER 202\***

NOTICE IS HEREBY GIVEN that the Council of the London Borough of Barking and Dagenham in exercise of its powers under sections 6, 45, 46, 49, 84 and 124 and Parts I to IV of Schedule 9 of the Road Traffic Regulation Act 1984 as amended (hereinafter called “the Act”) and all other enabling legislation and powers and after consultation with the Commissioner of Police of the Metropolis in accordance with Part IV of Schedule 9 of the Act propose to make the above Order, the effect of which will be to:

1. Introduce a 20mph Zone Speed Limit at the following locations:

a. Tide Street, Ketch Street, Mizzen Street, and Mast Street.

2. Introduce prohibited right turns at the following locations:

a. Mizzen Street into St Pauls Road.

b. Tide Street into Ripple Road.

3. Introduce a One-way restriction at the following locations:

a. Mizzen Street, in a northerly direction, from its junction with Tide Street to its junction with St Pauls Road.

b. Tide Street, in an easterly direction, from its junction with Mast Street to its junction with Ripple Road.

4. Introduce a Restricted parking zone No waiting at any time except in signed bays restriction at the following locations:

a. Mizzen Street, from its junction with Tide Street to its junction with St. Pauls Road.

b. Mast Street, from its junction with Tide Street to its junction with St. Pauls Road.

5. Introduce No Waiting at any time and No loading at any time restrictions at the following locations:

a. Ketch Street, south-east side, from its junction with St Ann’s for 15 metres in a north-easterly direction.

b. Ketch Street, north-west side, from its junction with St Ann’s to a point 6 metres north-east of its junction with Mast Street.

c. Ketch Street, north-west side, from a point 21 metres north-east of its junction with Mast Street for 19.5 metres in a north-easterly direction.

d. Ketch Street, north-west side, from its junction with Ripple Road for 17 metres in a south-westerly direction.

e. Tide Street, both sides, from its junction with St Ann’s for 6.2 metres in a north-easterly direction.

f. Tide Street, both sides, from a point 16.2 metres north-east of its junction with St Ann’s for 4.5 metres in a north-easterly direction.

g. Tide Street, south-east side, from a point 33.7 metres north-east of its junction with St Ann’s for 3.3 metres in a north-easterly direction.

h. Tide Street, south-east side, from its junction with Ripple Road to a point 7.6 metres south-east of its junction with Mizzen Street.

i. Tide Street, north-west side, from a point 5.2 metres north-east to a point 5.9 metres south-west of its junction with Mizzen Street.

j. Tide Street, north-west side, from a point 23.2 metres north-east of its junction with Mizzen Street for 2 metres in a north-easterly direction.

k. Tide Street, north-west side, from a point 11 metres north-east to a point 16.3 metres south-west of its junction with Mast Street.

l. Tide Street, north-west side, from a point 22.3 metres south-west of its junction with Mast Street for 2 metres in a south-westerly direction.

m. Tide Street, north-west side, from its junction with Ripple Road for 18.5 metres in a south-westerly direction.

n. Mizzen Street, north-east side, from its junction with Ketch Street to its junction with Tide Street.

o. Mizzen Street, south-west side, from its junction with Ketch Street for 5.5 metres in a north-westerly direction.

p. Mizzen Street, south-west side, from its junction with Tide Street for 7.2 metres in a south-easterly direction.

q. Mizzen Street, south-west side, from a point 19.2 metres south-east of its junction with Tide Street for 3 metres in a south-easterly direction.

r. Mizzen Street, south-west side, from a point 34.2 metres south-east of its junction with Tide Street for 11 metres in a south-easterly direction.

s. Mizzen Street, south-west side, from a point 17.5 metres north-west of its junction with Ketch Street for 4 metres in a north-westerly direction.

t. Mast Street, south-west side, from its junction with Ketch Street to its junction with Tide Street.

u. Mast Street, north-east side, from its junction with Ketch Street for 11.8 metres in a north-westerly direction.

v. Mast Street, north-east side, from a point 17.8 metres north-west of its junction with Ketch Street for 5 metres in a north-westerly direction.

w. Mast Street, north-east side, from a point 34.8 metres north-west of its junction with Ketch Street for 2 metres in a north-westerly direction.

x. Mast Street, north-east side, from its junction with Tide Street for 10 metres in a south-easterly direction.

y. Mast Street, north-east side, from a point 16 metres south-east of its junction with Tide Street for 2 metres in a south-easterly direction.