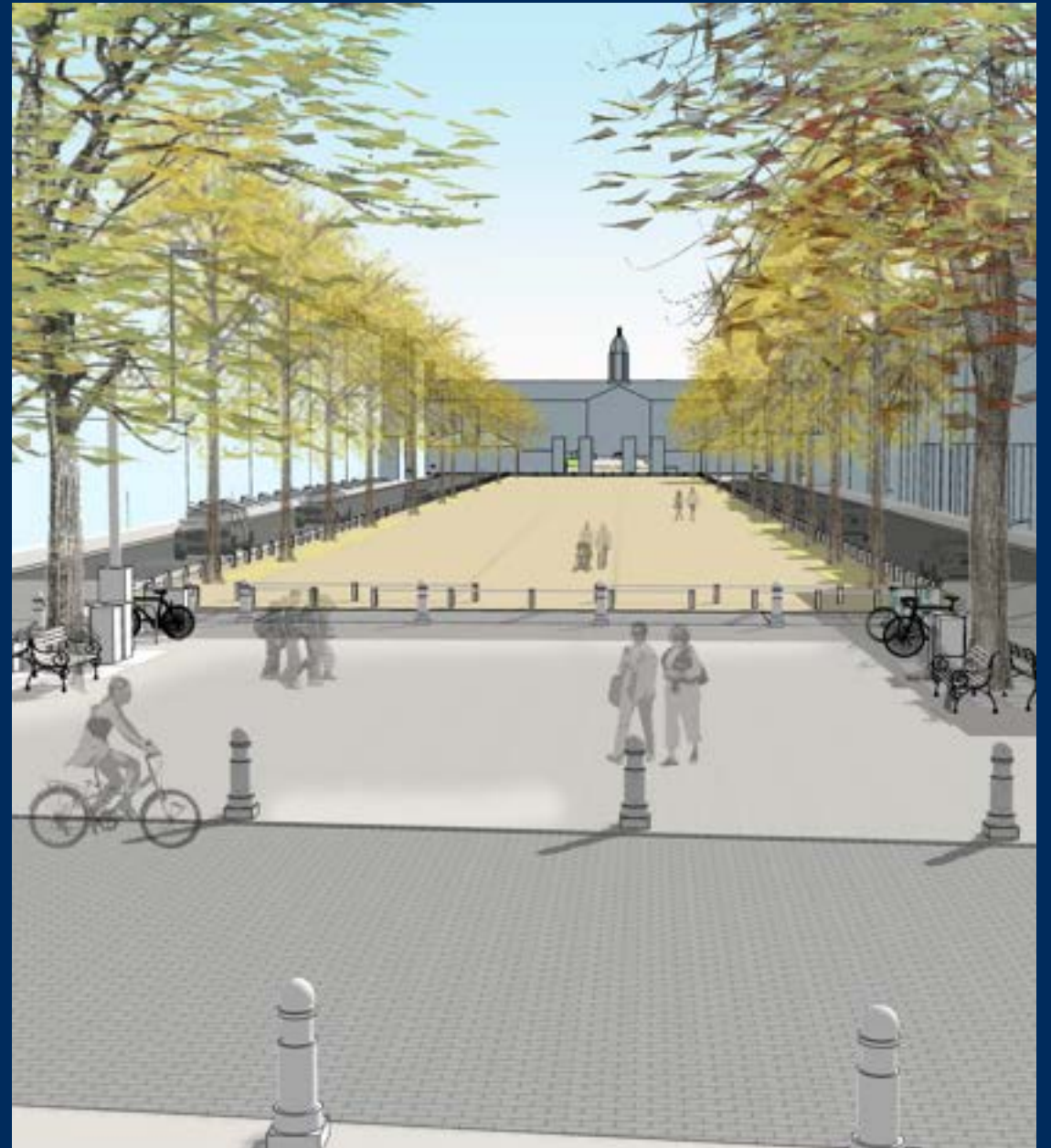


Royal Avenue Public Realm

Report



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PART I

Executive Summary

Introduction

Royal Avenue in Context

Executive Summary

- Between January and May 2023, The King's Road Partnership (KRP) convened local stakeholders to develop potential public realm improvements for Royal Avenue, through a series of co-design workshops facilitated by AttisTowns
- Prior to these workshops, the design team conducted several site visits to better understand Royal Avenue, its challenges and opportunities
- At the conclusion of the process, a priority area of focus emerged with a preferred series of design changes for the northern end of Royal Avenue, where it meets The King's Road
- This set of proposed changes will form part of an emerging King's Road Local Area Action Plan



Introduction - Purpose of the Project

- Following on from the public realm and place baseline assessment for The King's Road, The King's Road Partnership (KRP) commissioned AttisTowns **to develop a public realm scheme for Royal Avenue, through a co-design process with local stakeholders**
- The process focused on the area within the red line boundary (pictured)
- The brief for the design process was to ensure any potential emerging scheme was **sympathetic to the historic fabric and context of the local area**, which includes the Grade II listed Royal Hospital Chelsea, located due south of Royal Avenue



Royal Avenue in Context

Originally laid out with Burton Court as a carriageway to the Royal Hospital Chelsea, Royal Avenue has a unique and rich history:

1681 - Sir Christopher Wren approved a scheme to connect the Royal Hospital Chelsea with Kensington Palace but stops at The King's Road

1691- Made up with gravel and enclosed by a brick wall and wooden gates

1719 – Gatehouse built on Royal Avenue, later demolished

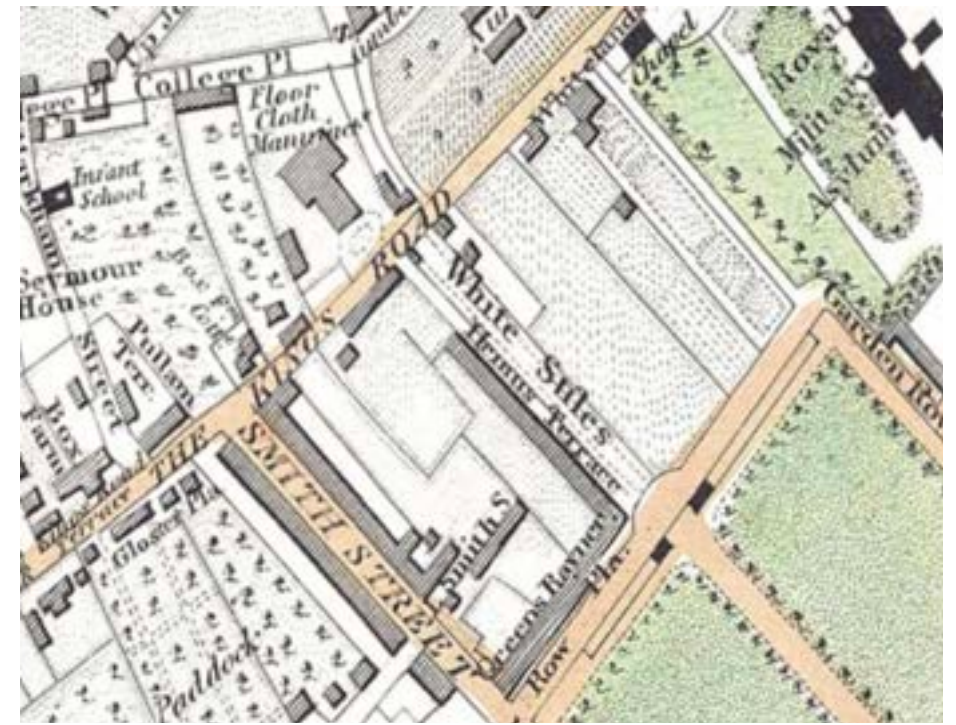
1748 - Known as White Stiles Walk from the white ladder stiles located at each end

1830s - Houses built on either side of the open space

1833 - Gatehouse demolished when The King's Road was opened to the public

1875 – Current name Royal Avenue adopted

1970 – Direct road access to The King's Road is closed



Pictured Top: Map circa 1830, Pictured Below: Painting of White Stiles Walk (Chelsea Print Room C174), Copyright: Royal Borough of Kensington and Chelsea Libraries (RBKC, Libraries)

Royal Avenue in Context

- A publicly open space
- Sits within the Royal Hospital Conservation Area
- Royal Avenue is listed as a “protected square” under the London Squares Preservation Act 1931
- It is one of the unique spaces along The King’s Road that offers a place to pause
- Approximately 177 x 32 metres (green space is approximately 150 x 20 metres) / circa 0.5 hectares
- Royal Hospital Chelsea leases the space to the Royal Borough of Kensington and Chelsea (RBKC) and RBKC maintains the space, including the trees
- Gravel area presents accessibility challenges



Pictured above: Conservation Area map; Painting ‘Royal Avenue, Chelsea’ c. 1900 by William Evelyn Osborn



Pictured above: View of the White Hart pub c. 1900, Chelsea Pharmacy c.1960s

Royal Avenue in Context



More recently, Royal Avenue has been used formally for events and art installations, as well as informally by the public as a place to walk, meet and gather

PART II

Methodology

Co-Design Process

Methodology - Summary

- Ahead of commencing the co-design process with key local area stakeholders, the AttisTowns team, composed of experts in landscape, urban design, transport and placemaking, conducted several site visits to assess and understand Royal Avenue's current design and how the space performs
- The team continued to regularly visit Royal Avenue during the co-design process to better understand points raised by stakeholders during discussions. The team visited Royal Avenue on multiple occasions between September 2022 and April 2023
- Three co-design workshops were held between January and April 2023 with invited local area stakeholders*
- A presentation was given to Royal Avenue Residents Association in January 2023, updating residents on the design process
- In parallel, the team was in communication with key area stakeholders including landowners, residents and teams within the council (Royal Borough of Kensington and Chelsea) to better understand the issues challenging Royal Avenue, particularly the King's Road end of the street

*A full list of participating stakeholders from hands-on workshops and one-to-one engagement is provided in Appendix 1

Site Audit

- Team visited Royal Avenue on several occasions including at day, at night and at the weekend
- Bookended by the Royal Hospital Chelsea and The King's Road, the space has a distinct character. Its Parisian feel is unusual in London
- However, its potential is not being realised. The team observed the following:
 - Many demands being put onto this space especially by F&B operations, including issues with litter, bins, E-scooters, E-bikes*, deliveries, delivery bikes and Santander bikes
 - Identity and use – what is it for? Could it be more attractive?
 - Disconnected from the King's Road
 - Limited seating which faces the busy King's Road rather than the open space and historic view
 - Nothing to note the heritage at piazza/plaza end of Royal Avenue
 - Wayfinding challenges
 - Conflict with cyclists
 - Some street furniture in poor condition
 - More opportunities for biodiversity
 - Gravel surface presents accessibility challenges

*Audits began prior to RBKC removing the e-bike/escooter bay from Royal Avenue

Site Audit

- Initial site audit considered Royal Avenue as two areas, as shown right
- Following the initial co-design workshop, the character areas developed further, which is explained in subsequent pages
- There was an ongoing discussion about the naming of Royal Avenue spaces. The references on this page were only used during Workshop 1



The square and surrounding street



The plaza

Site Audit Place Management

- The site audit confirmed and fast-tracked several place management issues impacting the quality of Royal Avenue



McDonalds bin management I	Clutter and density	Business	United Kingdom m: +44(0)7500 786484 t: +44(0)203 567 2650 / 2652 / 2644 43 Devon St, London SE15 1AL kerryrowbottom@uk.mcd.co.uk	frequency of collection needs to increase or RBKC look to crack down, practically serviced. Bag accumulation on street. Attracting litter that is not the restaurants - however limited provision Email sent to Kerry on 7th Dec.	QUICK WIN - frequency of collection to increase or crack down from RBKC		
McDonalds bin management II	Clutter and density	Business	RBKC	facing wrong way and not easily used. Does there are need to the building offer a potential solution?	MT - bin provision must be considered as part of new design vision (Q3 2023)		
Bike pathway	Traffic management	RBKC	TL	Encourage 'wrong way' riding Not aligned to Tryon street. Posts serve no useful function. Note: Re-align crossing and pedestrian crossing alongside opposite Tryon Street. Not possible to displace to new route (Anderson Street/Walpole Street, or Bray Place/Leicester Street.)	LT - consider as part of new design vision alongside the delivery of Crowth scheme		
Quality of street furniture- benches	Public Realm	RBKC?		Poor quality and view (facing ER rather than RH)	new design vision (Q3 2023) however ownership of space needs resolution.		
Delivery bikes parked on piazza/scooter waiting for delivery orders	Clutter	RBKC		RBKC crack down, can it provide designated area/issue around time of collection (as mentioned).	QUICK WIN but must be considered as part of new design vision and potential for designated space (Q3 2023)		
Bike parking Rails	Clutter	RBKC		Bike chained to railing/left overnight Balance of providing sustainable travel options but can there be a better offer? Needs to form part of redesign.	MT must be considered as part of new design vision (Q3 2023) and where these can go with reconfiguration.		
Grit Bin	Clutter	RBKC		Taking up valuable space and used with hardly any frequency	QUICK WIN can be managed and removed with deployment of grit if required.		
Railing Bollards I	Public Realm	RBKC	KRP?	Note, they've been bashed and run into. Also now evidence of cigarette inside railing. Provide barrier but is there a solution that discourages parking in 'cross' road of Avenue by reducing its width with planters and potentially increase size of piazza.	ST - holes to be covered, paint and tidying up		
Railing Bollards II	Public Realm	RBKC	KRP?	Note, they've been bashed and run into. Also now evidence of cigarette inside hole within railing. Provide barrier but is there a solution that discourages parking in 'cross' road of Avenue by reducing its width with planters and potentially increase size of piazza.	MT - look at this as part of redesign of space and vision (Q3 2023)		

Site Audit Wear and Tear

- Like other areas along The King's Road, Royal Avenue is showing signs of wear and tear



Site Audit Wear and Tear (continued)

- Like other areas along The King's Road, Royal Avenue is showing signs of wear and tear



Site Audit

Street furniture (seating)

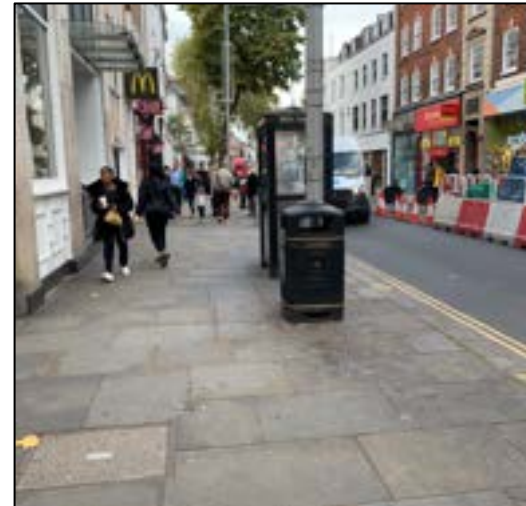
- Benches face the busy King's Road rather than enjoy the aspect overlooking Royal Hospital Chelsea
- Limited number of benches lead to people sitting on the fences / guard rails



Site Audit

Street furniture (bins)

- Known litter issues with not fit-for-purpose bins by McDonald's (bottom right) facing towards Royal Avenue. Also, an insufficient number of bins available
- Grit box (top right) taking up valuable space



Site Audit Clutter

- The right side of the plaza has so many demands on the space including Santander Bikes, McDonald's rubbish collection and deliveries, bins, public bike racks and delivery drivers (vans and scooters)



Site Audit Connections

- While there are on-street cycleway signs, signage for nearby quietway sits only at the southern end of Royal Avenue, with no information at the northern end
- The crossing north to Tryon Street is obscured with many demands on the streetscape (during construction)



Site Audit Heritage

- The northern end of Royal Avenue does not promote the rich history of the street whereas the southern end does have a blue plaque (pictured)



Co-Design Process

- Three co-design workshops were run with the aim of collaboratively developing a series of design possibilities that could form a future design brief for Royal Avenue
- The focus for Workshop 1, held on 19 January, was to give the team the opportunity to share their initial site audit observations alongside a facilitated discussion with stakeholders exploring what they liked about Royal Avenue and what they did not like about Royal Avenue. The group also engaged in a conversation around the purpose of the space - with Royal Avenue considered as two distinct areas - The Piazza and The Avenue**
- The key observations from Workshop 1 included:
 - Royal Avenue is a unique public space with much-cherished views to the Royal Hospital
 - It has considerable heritage
 - It adds to the experience of The King's Road
 - A place to walk through
- However, there are several aspects hindering the space:
 - The litter
 - The clutter (street furniture, traffic)
 - Inaccessible and unwelcoming central space (i.e. the dog fouling)

**Throughout the process, there was a debate about the names of the Royal Avenue character areas. The names noted on this page were used to guide discussions in Workshop 1

Co-Design Process - Purpose

Following Workshop 1, the team reviewed the stakeholders' contributions distilling Royal Avenue as an entire place and its purpose into four distinct aspects:

An amenity space for residents and visitors

An integral part of the Chelsea Heritage Quarter

Enriches and enlivens the King's Road experience

Pedestrian & cycle route between the King's Road and the Royal Hospital/ Chelsea Heritage Quarter



Co-Design Process - Defining the Space

- Following Workshop 1, to help the design process and maximise the potential of Royal Avenue, the space was broken down into five character areas
- At Workshop 2, held on 9 March, the five character areas below were workshopped with stakeholders. For each area, its purpose, objective and design possibilities were discussed
 - The King's Road Tie-In
 - The Square
 - The Top of the Avenue
 - The Avenue
 - The Burton Court Tie-In



THE KING'S ROAD TIE-IN

(not workshopped at session 1)

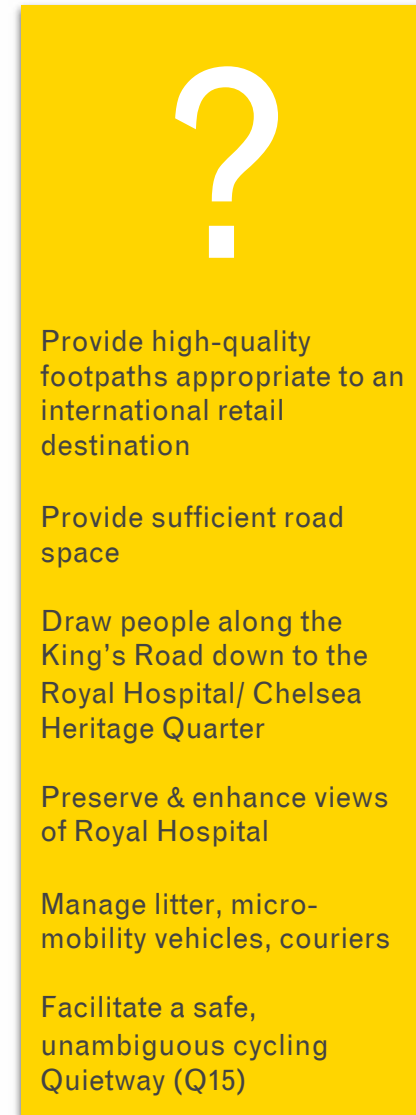


The area



- International retail destination
- Strategic road and primary bus route
- North/South cycle (Q15) and pedestrian route
- Setting for One Twenty King's Road
- Loading to restaurants and shops

Purpose



- Provide high-quality footpaths appropriate to an international retail destination
- Provide sufficient road space
- Draw people along the King's Road down to the Royal Hospital/ Chelsea Heritage Quarter
- Preserve & enhance views of Royal Hospital
- Manage litter, micro-mobility vehicles, couriers
- Facilitate a safe, unambiguous cycling Quietway (Q15)

Objectives



Possibilities

THE SQUARE



The area

- Enhance, enliven and uplift the King's Road experience while respecting residents' quality of life
- Draw people along the King's Road
- Place to pause on the King's Road
- Point of orientation
- Curate & showcase the King's Road
- A gateway to the Royal Hospital and Chelsea Heritage Quarter

Purpose



- Create an open, uncluttered space
- Preserve & enhance views of Royal Hospital
- Provide flexible space to host installations and events (related to King's Road and Chelsea Heritage Quarter)
- Draw people down to Royal Hospital and Chelsea Heritage Quarter
- Discourage anti-social behaviour (especially at night-time)
- Manage litter, micro-mobility vehicles, couriers
- Facilitate a safe, unambiguous cycling Quietway (Q15)
- Integrate unobtrusive infrastructure for events

Objectives



- Consolidate street furniture & remove redundant items
- Replace & consolidate bin provision
- Underground bins
- Relocate e-bikes
- Relocate e-scooters
- Remove seating
- Improve seating
- Remove small trees
- Cut back large plane trees
- Replace street furniture
- Introduce public art
- Improve signage
- Heritage information/ installations
- Activation infrastructure
- Do nothing

Possibilities

TOP OF THE AVENUE



Part of a gateway to the Royal Hospital and Chelsea Heritage Quarter

A link between The Square and The Avenue for pedestrians and cyclists

A place for motor vehicles to pass through, but not to linger



Remove physical and perceptual barriers to North/South pedestrian movement between square and gravel area

Discourage anti-social behaviour (especially at night-time)

Stop motor vehicles parking / loading in the space, even briefly

Draw people down to the Royal Hospital and Chelsea Heritage Quarter

Facilitate a safe, unambiguous cycling Quietway (Q15)



Reduce width of cross-road

Re-pave cross-road as a shared surface

Support relocation of loading to The King's Road

Enforce a no-stopping policy for all motor vehicles

Improve signage

Remove knee rails

Reconfigure knee rails

Do nothing

The area

Purpose

Objectives

Possibilities

THE AVENUE



- A quiet, life-enhancing space for residents and visitors to enjoy
- A biodiverse place to pause & explore
- An integral part of the Royal Hospital and Chelsea Heritage Quarter
- A direct and pleasant route to the Royal Hospital and Chelsea Heritage Quarter



- Walking routes that are usable by everyone, including disabled people
- Preserve & enhance views of the Royal Hospital
- Discourage inappropriate loitering
- Define boundaries
- Increase biodiversity
- Introduce things of interest
- Deal with dog fouling



- No seating
- Remove knee rails
- Install full-height railings
- Introduce wildflower borders
- Introduce public art
- Cut back trees
- Re-pave whole space with bound / Breedon gravel
- Lay out defined paths in bound / Breedon gravel
- Heritage information / installations
- Cycle contraflow on Royal Avenue
- Do nothing

The area

Purpose

Objectives

Possibilities

BURTON COURT TIE-IN

(not workshopped at session 1)



The area

?

- A seamless pedestrian North/South link
- Part of a gateway to the Royal Hospital Chelsea and Chelsea Heritage Quarter
- A place for motor vehicles to pass through, but not to linger
- Nodal point in Cycle Quietway 15

Purpose



?

- Remove physical and perceptual barriers to North/South pedestrian movement between square and gravel area
- Discourage anti-social behaviour (especially at night-time)
- Stop motor vehicles parking/ loading in the space, even briefly
- Preserve & enhance views of Royal Hospital
- Facilitate a safe, unambiguous cycling Quietway (Q15)

Objectives



?

- Narrow section of St Leonard's Terrace directly south of gravel space
- Shared surface on section of St Leonard's Terrace directly south of gravel space
- Blended footways on north side of St. Leonard's Terrace/ Royal Avenue
- Install a formal North/South pedestrian crossing
- Open a public route through Burton Court (while preserving private access only to main spaces)
- Do nothing

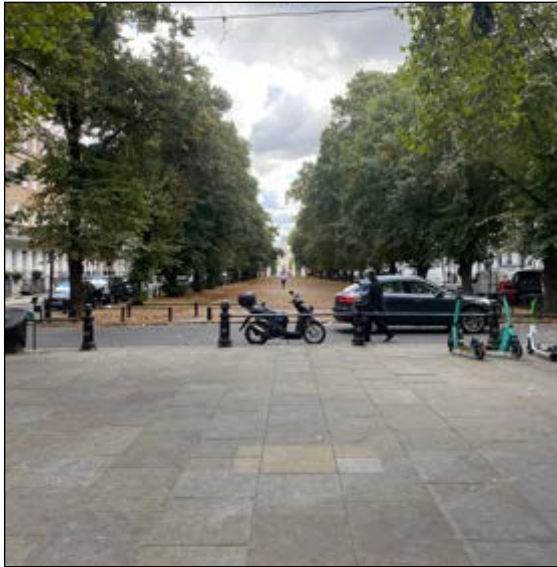
Possibilities

Workshop 2 – Process

- As part of the process, the team presented stakeholders with several design possibilities for the character areas
- Precedents as reference (next series of pages) were shown to help stakeholders consider the range of possibilities for each area
- Aesthetics along with practical aspects, such as maintenance, were discussed to help build consensus and an agreed way forward to emerge
- The next 13 pages recap these references and potential solutions for the varying character areas



TOP OF THE AVENUE



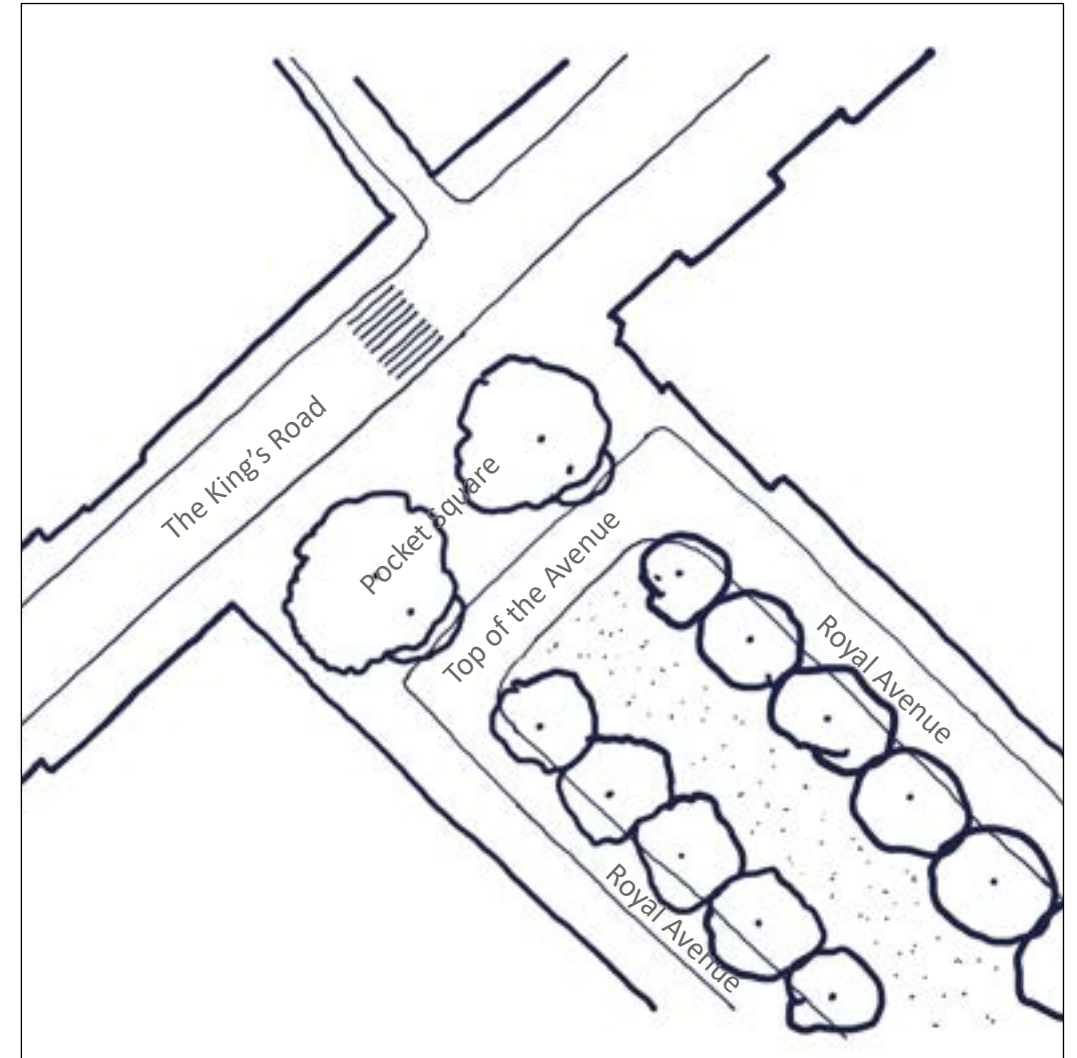
Royal Avenue, looking south

The carriageway at the north end of Royal Avenue divides the paved space from the gravel space



Royal Avenue, looking north

Currently it provides a convenient place for motor vehicles to stop while drivers access premises on The King's Road, blocking movement and views



Sketch plan, as existing

TOP OF THE AVENUE



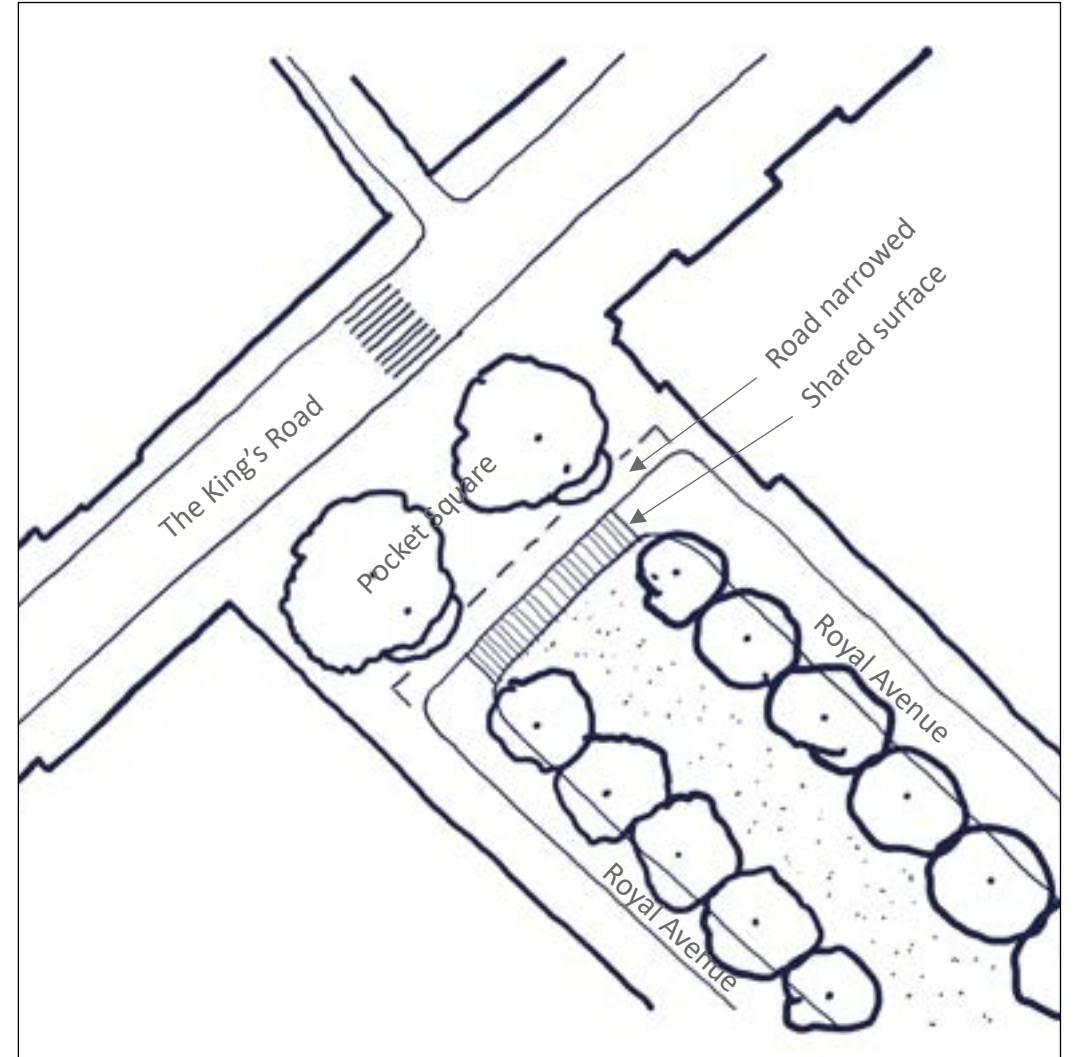
Shared surface

New Road, Brighton



Shared surface

Jubilee Gardens, London



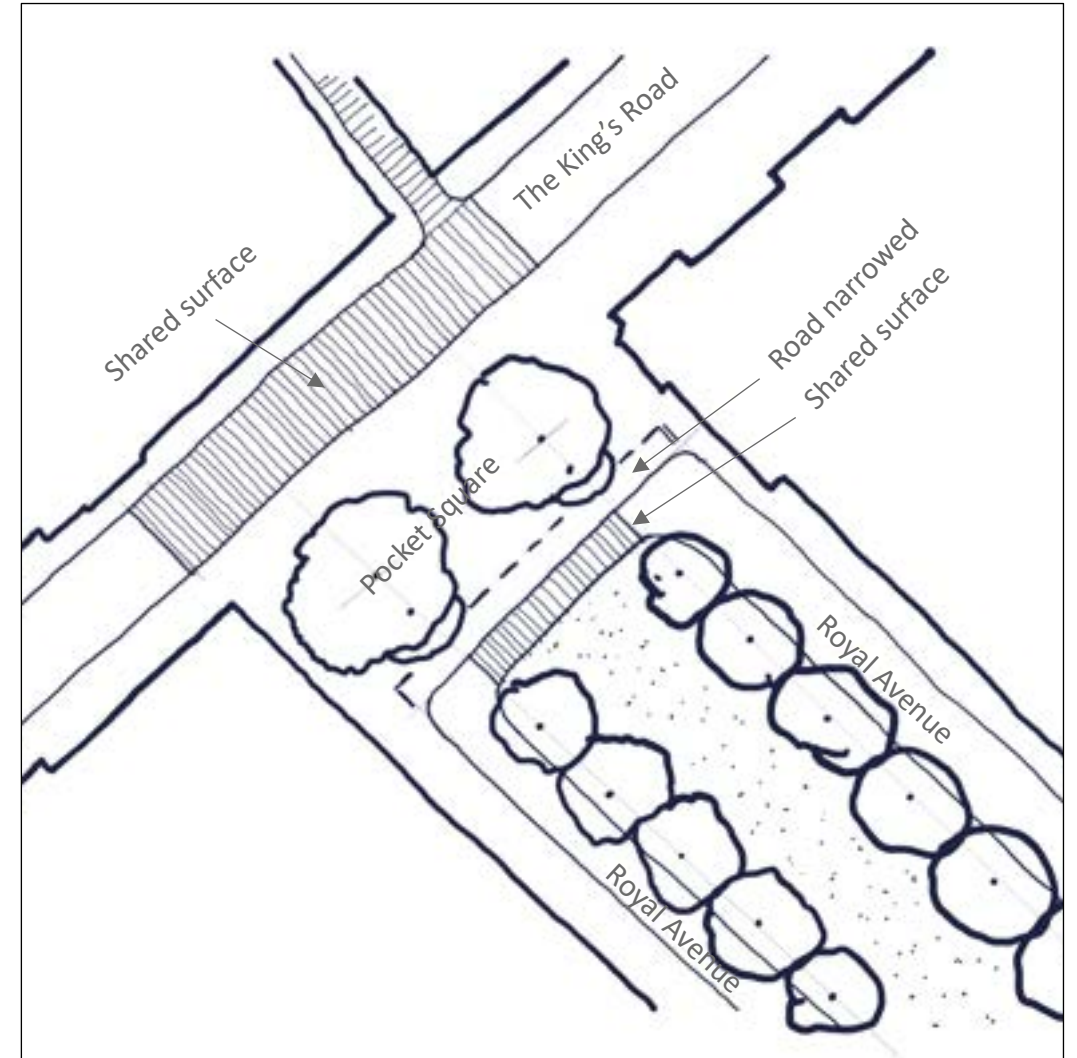
Sketch plan, possibilities

TOP OF THE AVENUE



Shared surface

Clapham Junction, London



Sketch plan, possibilities

THE SQUARE



Looking west

A place to pause on the King's Road, to orientate, to enjoy, relax. However, the current space is compromised



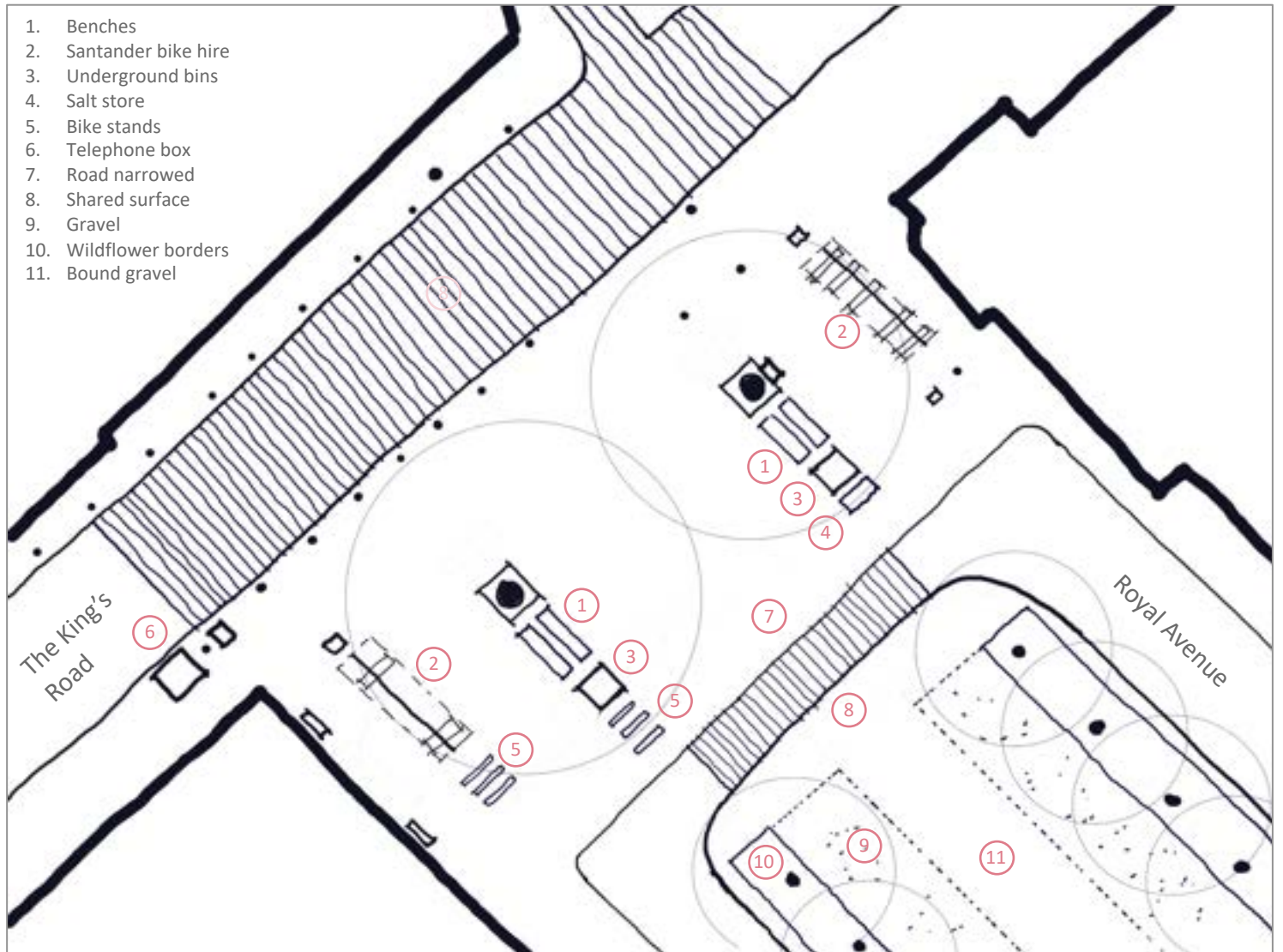
Sketch plan, as existing

THE SQUARE



Shared surface

New Bond Street, an international shopping destination reimagined



Sketch plan, possibilities

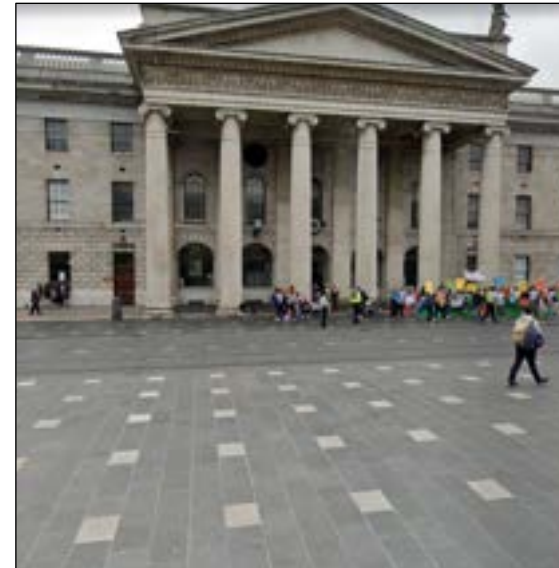
THE SQUARE



Underground bins
Clapham Park, London



Public art
Duke of York Square, London



Shared surface
O'Connell Street, Dublin



Shared surface
Exhibition Road, London

THE AVENUE



Painting 'Royal Avenue, Chelsea'
c. 1900 by **William Evelyn Osborn**

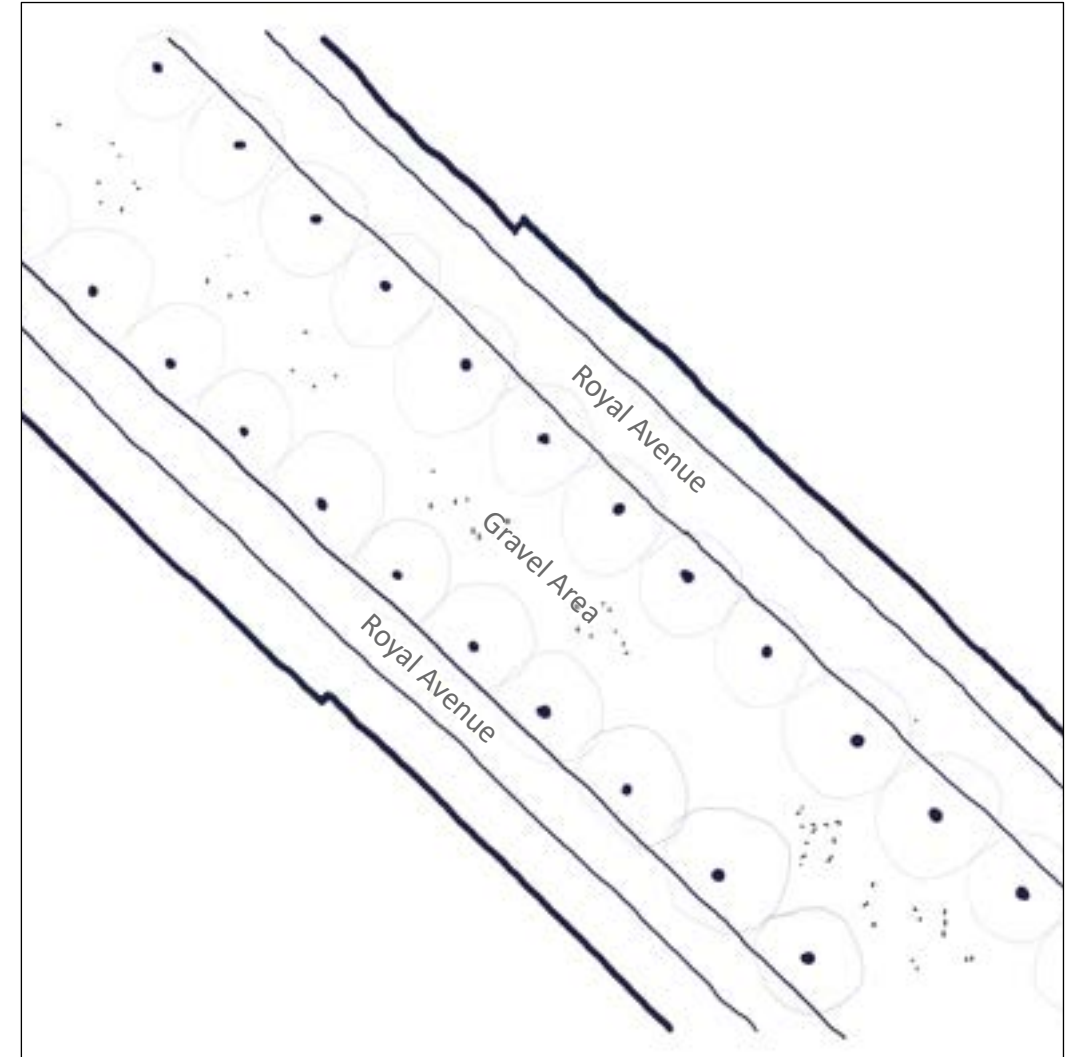
Gravel has been integral to the character of the space since it was built and gives it a unique identity in London



The gravel today

Brings problems:

- It is difficult to walk on, or push wheelchairs or buggies, making it inaccessible to many
- Difficult to manage dog fouling



Sketch part-plan, as existing

GRAVEL – BUT BETTER



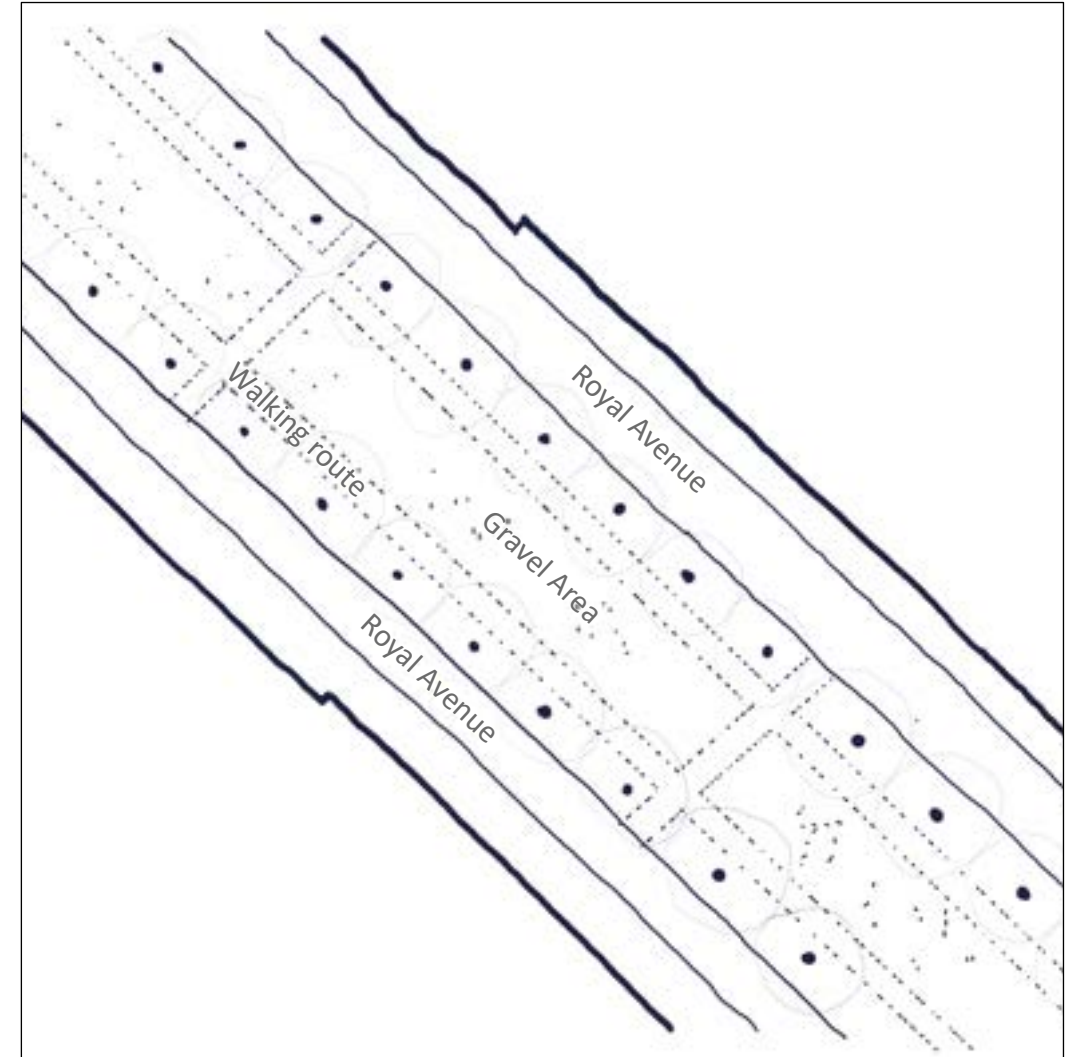
Tuileries, Paris

One option would be to re-pave the whole surface with bound gravel or Breedon gravel



The Mall, London

Alternatively create walking routes with bound/ Breedon gravel within a wider field of the existing gravel



Sketch part-plan, a possibility

WILDFLOWER BORDERS



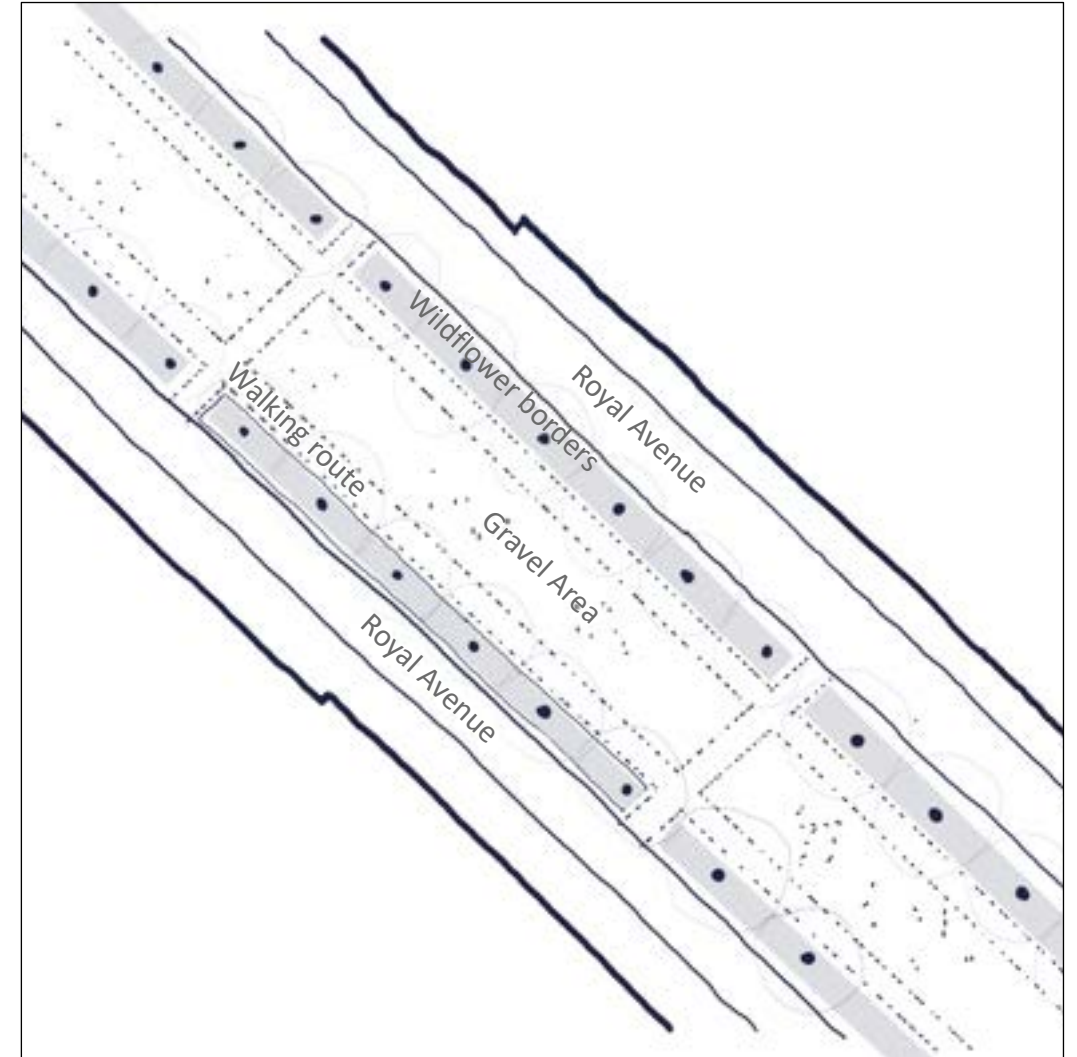
Planted borders

O'Callaghan Walk, London



Wildflower meadows

Queen Elizabeth Olympic Park, London



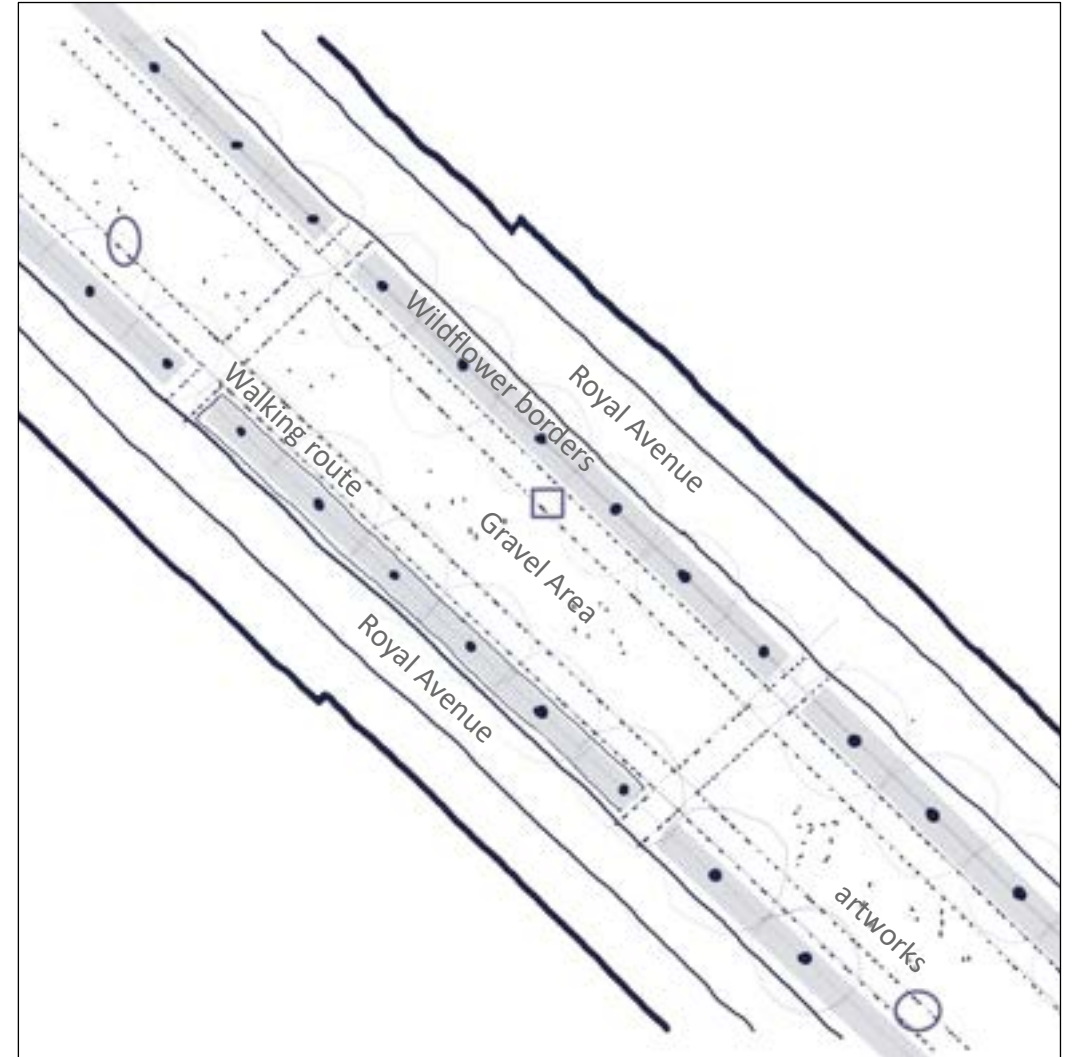
Sketch part-plan, a possibility

ART – INTEGRATED & SUBTLE



Art trail, integrated in paving

Freiburg, Germany



Sketch part-plan, a possibility

BURTON COURT TIE-IN



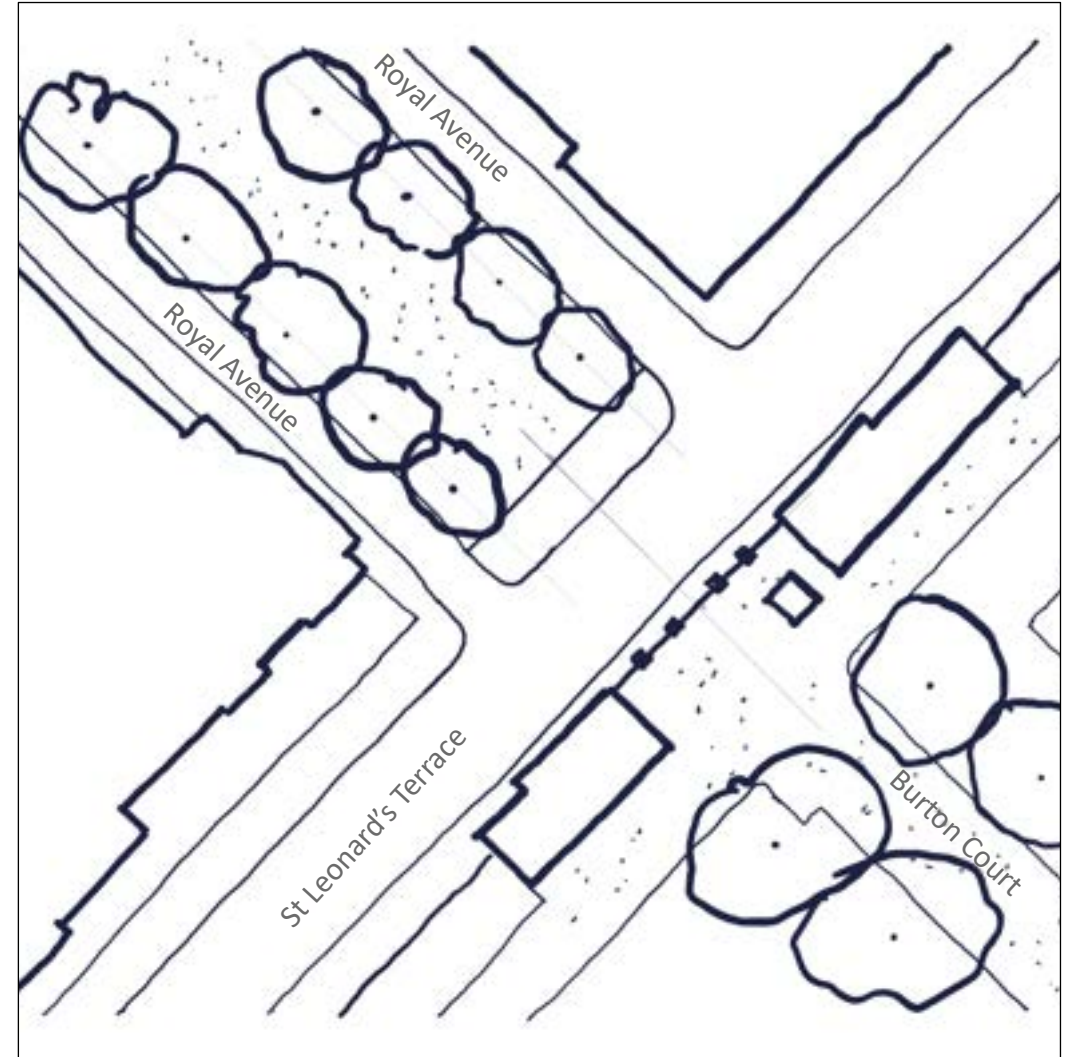
Burton Court

Looking towards Royal Avenue



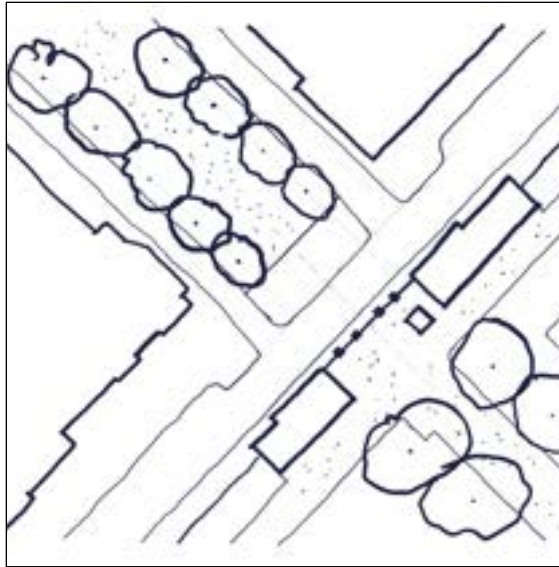
St Leonard's Terrace

Looking towards southern end of Royal Avenue



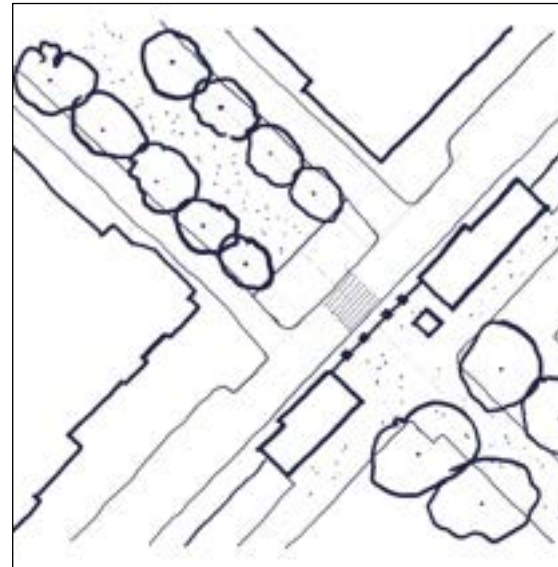
Sketch plan, as existing

BURTON COURT TIE-IN



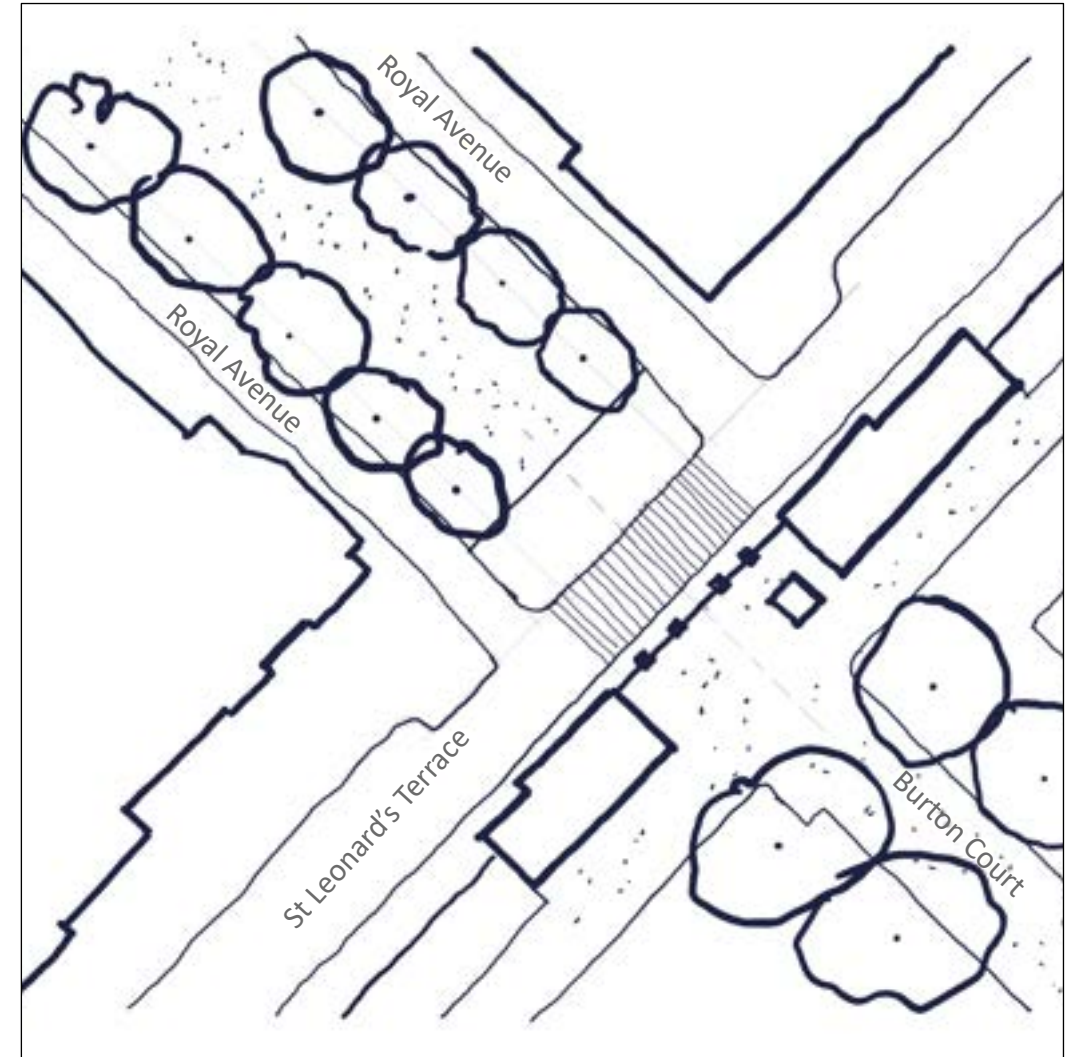
Sketch plan, a possibility

Reduce width of St Leonard's Terrace at southern end of Royal Avenue



Sketch plan, a possibility

Introduce a formal pedestrian crossing from Royal Avenue to Burton Court



Sketch plan, a possibility

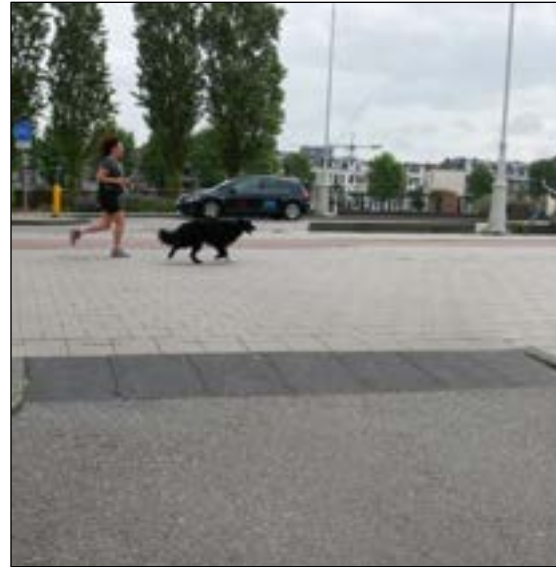
Introduce a shared surface between Royal Avenue and Burton Court

BURTON COURT TIE-IN



Shared surface

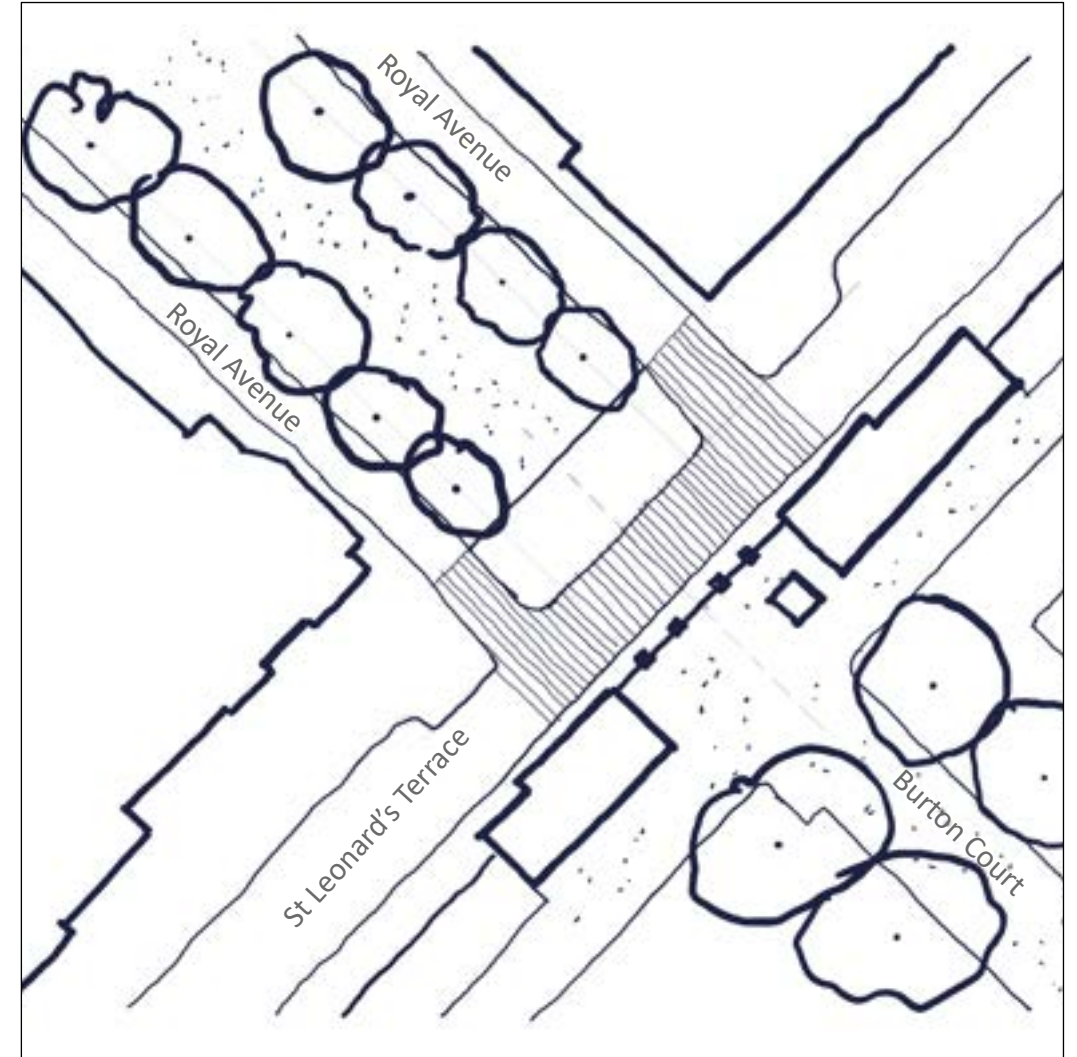
Holbein Place, London



Blended footways

Amsterdam, Netherlands

(image credit: Robert Weetman)



Sketch plan, a possibility

Introduce blended footways to St Leonard's Avenue across Royal Avenue

Workshop 2 – Key Learnings

- Consensus that **five character areas enables design possibilities** with more manageable projects that allows for priority areas to emerge
- Stakeholders agreed that a **careful balance** needs to be struck to help Royal Avenue encourage a **positive use of the space**
- Duty to ensure **public spaces including Royal Avenue are accessible to all**, also a need to consider how any changes might **impact the local community**
- Observations from **Action Disability**, shared by KRP:
 1. Current surface is not accessible as it is uneven and can result in puddles that can cause additional issues
 2. The surface needs to be even, perhaps with a trackway or pathway through the space, so that wheelchair users or mobility scooters could use this
 3. The knee rail is very dangerous, especially for visually-impaired visitors
 4. Currently there are no drop curbs and the fencing positions/angles means that certain visitors cannot currently access the space
 5. Benches or seating would be helpful for visitors with mobility issues

Three levels of priority

At Workshop 2, the priorities for change were identified in the following order:

1. The King's Road end
2. The gravel area
3. The Burton Court end

Area one is where footfall is highest and where Royal Avenue is not performing to its full potential.



Feedback Received at Workshop 2

At workshop:

- Stakeholders generally positive, however cautioned that changes to the gravel area (The Avenue) may be contentious with residents
- Agreed to focus on The King's Road end of Royal Avenue
- Underground bins found to be not feasible; however more conventional bins are required
- Chicanes should be retained to deter use of gravel space by bikers
- Consideration of how larger vehicles (such as removal lorries) will access Royal Avenue

Post-workshop:

- Crosstree very positive and supportive of a more seamless connection across The King's Road
- RBKC Parks emphasised accessibility issues and need for a quiet space off The King's Road
- Parallel crossing to be retained; moved closer to Tryon Street

PART III

Design Development

The Priorities – The Brief

- At Workshop 3, held on 20 April, an emerging design for Royal Avenue was presented
- As agreed at the conclusion of Workshop 2, the priority area of focus was The King's Road end of Royal Avenue
- The emerging design looked at addressing the following, based on stakeholder input and feedback at Workshops 1 and 2:
 - Deliver a high-quality public space for the King's Road
 - Improve the views to the listed Royal Hospital
 - Deter vehicles from stopping in 'the top of Royal Avenue'
 - Declutter 'The Square'
 - Improve access for all
 - Look to introduce greening and contribute to biodiversity net gain
 - Celebrate the local area's heritage
 - Provide better connection to the King's Road
 - Improve facilities for pedestrians and cyclists
- The design was subsequently slightly amended following feedback from the workshop (and also a further presentation to the King's Road Partnership Board on 4 May 2023)

Benefits of Emerging Design

- Rationalised, less cluttered layout
- Clear sightlines to the Royal Hospital and Chelsea Heritage Quarter
- More public space: potentially an increase of 100SQM
- More bins: increased from 4 to up to 10
- Santander Bikes and public bike stands retained (same number)
- Increased accessibility
- More biodiversity
- Reduced severance between north and south sides of The King's Road
- Design-out crime and anti-social behaviour

Workshop 3 – Key Learnings

- Although subtle, the **rearranged street furniture zones** in 'The Square' were **welcomed by stakeholders**. Further refinement is needed for the final proposed arrangement (i.e. location of seating, bins, CCTV)
- Proposed **shared surfaces** across 'The King's Road Tie-In' to 'The Square' onto 'The Top of the Avenue' welcomed
- Overall **maintenance of the proposed spaces must be reviewed alongside the capital costs**, with a maintenance plan delivered together with any future design proposals. Particular further consideration is needed for the required bin provision offset against the maintenance requirement
- Any **potential changes to increasing greenery and biodiversity should be considered now** alongside research into which type of plants can thrive and survive under the Royal Avenue lime trees
- Stakeholders urged a **celebration of the location's heritage narrative** to come through as one of the **early deliverables** in the northern end of the street
- The **existing chicanes and knee rails present as a visual barrier** for Royal Avenue. Ensuring 'The Avenue' becomes accessible for all, without encouraging motorbikes to park up at the northern end, is deemed an **important long-term priority to help 'The Square' and 'The Avenue' become better connected**. This connection will also help to link The King's Road and emerging Chelsea Heritage Quarter
- Further **research and analysis** can also help to better understand the **delivery vehicles** accessing the area and how potential tech solutions could be installed to help manage traffic along Royal Avenue

INITIAL DESIGNS

- 1. Benches
- 2. Santander bike hire
- 3. Bins
- 4. Salt store
- 5. Public bike stands
- 6. Telephone Box
- 7. Scooter hire
- 8. Small trees
- 9. Knee rails
- 10. CCTV



Existing

- 1. Benches
- 2. Santander bike hire
- 3. Bins
- 4. Salt store
- 5. Public bike stands
- 6. Telephone box
- 7. Road narrowed
- 8. Shared surface
- 9. Parallel crossing aligned closer to Tryon Street
- 10. Bound gravel walkways
- 11. Wildflower borders
- 12. CCTV
- 13. Heritage art piece



Potential



Existing



Potential

PART IV

Next Steps

Proposed Next Steps

- Identify co-funding opportunities
- Tender for multi-disciplinary design team for next design stages
- Integrate these projects into the wider King's Road Area Action Plan
- Continue conversations with Royal Hospital Chelsea on emerging heritage quarter and placemaking possibilities
- Continue to work with the community, in particular local residents, in a co-design process, including disability representatives to ensure the design evolves to work for all users

Appendix 1

Participating Stakeholders

The following list includes stakeholders that attended at least one hands-on co-design workshop or met with Attis Towns Team for a one-to-one discussion:

Giles Semper, Cadogan

James Clark, Crosstree

Matt Mason, Crosstree

Adrian Border, Itsu

Lucas Da Rocha, Itsu

Steve Medway, King's Road Partnership

Rebecca Handley, King's Road Partnership

Hurish Gooroochurn, McDonald's

Yesika Ramirez- Restrepo, McDonald's

Georgia Coleridge, Royal Avenue Residents Association

Martin Flash, Royal Avenue Residents Association

Monica Castelino, Royal Borough of Kensington and Chelsea

Sue Foster, Royal Borough of Kensington and Chelsea

Reisha Gill, Royal Borough of Kensington and Chelsea

Catherine Harvey, Royal Borough of Kensington and Chelsea

Katie Hurrell, Royal Borough of Kensington and Chelsea

Cllr Cem Kemahli, Royal Hospital Ward

Cllr Emma Will, Royal Hospital Ward

Kate Ainley-Marr, Royal Hospital Chelsea

Gary Lashko, Royal Hospital Chelsea

Nicky Mott, Royal Hospital Chelsea

