

GLA 2007 No. 416

**THE GLA ROADS AND GLA SIDE ROADS
(RICHMOND UPON THAMES) RED ROUTE
CONSOLIDATION TRAFFIC ORDER 2007**

Made

28th November 2007

Coming into force

12th December 2007

Transport for London in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984^a and of all other enabling powers, hereby makes the following Order.

1. Commencement and citation

This Order may be cited as The GLA Roads and GLA Side Roads (Richmond Upon Thames) Red Route Consolidation Traffic Order 2007, and shall come into force on 12th December 2007.

2. Interpretation

(1) In this Order-

- (a) a reference to an article or a schedule followed by a number is a reference to the article of, or the schedule to, this Order so numbered;
- (b) an entry in column (3),(4) or (5) of an item in a table in a schedule to this Order applies to that column in subsequent items in that table;
- (c) "authorised agent" means a parking services contractor appointed by and acting on behalf of Transport for London for the purposes of enforcing the provisions of this order;
- (d) "bus" has the same meaning as in regulation 22 of the Traffic Signs Regulations and General Directions 2002^b;
- (e) "bus stop" means an area of carriageway bounded by the broken yellow lines comprising the road marking shown in diagram 1025.1, 1025.3 or 1025.4 in schedule 6 to the Traffic Signs Regulations and General Directions 2002 and on which is marked the words "bus stop";

^a 1984 c.27

^b S.I. 2002/3113

- (f) "bus stand" means an area of carriageway bounded by the broken yellow lines comprising the road marking shown in diagram 1025.1, 1025.3 or 1025.4 in schedule 6 to the Traffic Signs Regulations and General Directions 2002 and on which is marked the words "bus stand";
- (g) "carriageway" has the same meaning as in section 329(1) of the Highways Act 1980^a;
- (h) "cause" includes permit, and "causing" includes "permitting";
- (i) disabled person's badge" and "parking disc" have the same meaning as in regulation 3(1) of the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000^b, and "relevant position" has the same meaning as in regulation 4 of those Regulations;
- (j) "GLA Road" has the same meaning as in sections 14D(1) and 329(1) of the Highways Act 1980;
- (k) "GLA Side Road" has the same meaning as in sections 124A(9) and 142(1) of the Road Traffic Regulation Act 1984;
- (l) "medical practitioner" means a person who provides health care to patients in the community, from a medical practice or health centre, and for whom the use of a vehicle is essential to providing that care, and includes, amongst others, doctors, nurses, midwives and health visitors;
- (m) "London Taxi" means a vehicle licensed under Section 6 of the Metropolitan Public Carriage Act 1869^c
- (n) "London private hire vehicle" means a vehicle licensed under Section 7 of the Private Hire Vehicles (London) Act 1998^d and fitted with signs authorised by Transport for London
- (o) "parking attendant" has the same meaning as in section 82(1) of the Road Traffic Act 1991^e;
- (p) "pedal cycle" and "solo motor cycle" have the same meaning as in regulation 4 of the Traffic Signs Regulations and General Directions 2002;
- (q) "provision of a universal postal service" and "universal service provider" have the same meanings as in section 126 of the Postal Services Act 2000^f
- (r) "public highway" has the same meaning as "highway maintainable at the public expense" in section 329(1) of the Highways Act 1980;
- (s) "red route" means those roads, or lengths of roads, that are specified in Schedule 1; comprising the whole width of public highway except where only one side of a road or length of road is specified, wherein it shall comprise the public highway from its edge to the centre of the carriageway;
- (t) "traffic sign" has the same meaning as in section 64 of the Road Traffic Regulation Act 1984;

^a 1980 c.66

^b S.I 2000/683

^c 1869 c.115 Vict

^d 1998 c.34

^e 1991 c.40

^f 2000 c.26

(u) "vehicle" includes any part of a vehicle.

(2) The Interpretation Act 1978^a applies to this Order as if it were an enactment.

3. General prohibition of stopping

- (1) Subject to the provisions of paragraphs (2) and (3) of this article, and of articles 4, 5, 6, 7, 9 and 10, no person shall cause any vehicle to stop on a red route during the restricted hours.
- (2) Subject to the provisions of paragraph (3) of this article, and of articles 4, 5, 6, 7, 9 and 10, no person shall cause any vehicle to stop at any time on a length of red route specified in schedule 4.
- (3) The controls specified in paragraphs (1) and (2) of this article do not apply in respect of any area of or length of road specified in an item in column (2) of the table in schedule 2A.
- (4) In this article "the restricted hours" means, in relation to a red route specified in an item in column (2) of the table in Schedule 1, the hours specified in column (3) in that item.

4. Exemptions for parking

The controls specified in article 3(1) and (2) do not apply in respect of a person causing a vehicle to be parked, in accordance with the provisions of article 8, on a length of red route specified in an item in column (2) of the table in schedule 2B, during the hours specified in column (3) in that item, for a period not exceeding the period specified in column (4) in that item, provided that not less than the period specified in column (5) in that item has elapsed since the vehicle was last parked on any part of the same length of red route.

5. Miscellaneous exemptions for parking

- (1) Licensed taxis: The controls specified in article 3(1) and (2) do not apply in respect of a person causing a London Taxi to be parked at the edge of carriageway on a length of road specified in schedule 2D.
- (2) Buses: The controls specified in article 3(1) and (2) do not apply in respect of a person causing a bus to be parked, in accordance with the provisions of article 8, on a length of red route specified in an item in column (2) of the table in schedule 2E, during the hours specified in column (3) in that item, for a period not exceeding the period specified in column (4) in that item, provided that not less than the period specified in column (5) in that item has elapsed since the vehicle was last parked on any part of the same length of red route.

^a 1978 c.40

- (3) Medical practitioners' vehicles: The controls specified in article 3(1) and (2) do not apply in respect of a person causing a vehicle to be parked, in accordance with the provisions of article 8, on a length of red route specified in column (2) of the table in schedule 2F, during the hours specified in column (3) in that item, provided that-
- (a) there is displayed in the windscreen of the vehicle a permit issued by, or with the authority of, Transport for London to a medical practitioner, and which specifies:
 - (i) the name of the person to whom it was issued, and
 - (ii) the premises in relation to which it applies; and
 - (b) the vehicle was parked by, or with the permission of, the person whose name is specified on the permit and for so long only as the person who parked the vehicle is engaged in work at the premises specified on the permit.
- (4) Solo motor cycles: The controls specified in article 3(1) and (2) do not apply in respect of a person causing a solo motor cycle to be parked, in accordance with the provisions of article 8, on a length of red route specified in an item in column (2) of the table in schedule 2G, during the hours specified in column (3) in that item.

6. Exemptions for loading and unloading

The controls specified in article 3(1) and (2) do not apply in respect of a person causing a vehicle to be stopped, in accordance with the provisions of article 8, on a length of red route specified in an item in column (2) of the table in schedule 3A or 3B, during the hours specified in column (3) in that item, provided that the vehicle is stopped only for the purposes of loading or unloading that vehicle for as long as is necessary or for a period of 20 minutes, whichever is the less, and provided that not less than 20 minutes has elapsed since the vehicle was last parked on any part of the same length of red route.

7. Exemptions for disabled persons

- (1) The controls specified in article 3(1) and (2) do not apply in respect of a person causing a vehicle displaying a disabled person's badge in the relevant position to be parked, in accordance with the provisions of article 8, on a length of red route specified in an item in column (2) of the table in schedule 2B, during the hours specified in column (3) in that item.
- (2) The controls specified in article 3(1) and (2) do not apply in respect of a person causing a vehicle displaying a disabled person's badge in the relevant position to be parked, in accordance with the provisions of article 8, on a length of red route specified in column (2) of the table in schedule 2C, during the hours specified in column (3) in that item.

- (3) The controls specified in article 3(1) and (2) do not apply in respect of a person causing a vehicle displaying a disabled person's badge in the relevant position, and a parking disc on which is shown the time at which the period of parking began, to be parked, in accordance with the provisions of article 8, on a length of red route specified in an item in column (2) of the table in schedule 3A, during the hours specified in column (3) in that item, for a period of up to 3 hours, provided that not less than 1 hour has elapsed since the vehicle was last parked on any part of the same length of red route.

8. Manner of parking or Stopping

Whenever a vehicle is parked or stopped on a length of red route specified in an item in column (2) of a table in schedule 2D, or in an item in column (2) of a table in schedule 2B, 2C, 2E, 2F, 2G, 3A or 3B during the hours specified in column (3) in that item, the vehicle shall stand either wholly within:-

- (1) an area of carriageway comprised in that length of red route which is bounded on one side or sides by the edge of the carriageway of that length of red route and on the other side or sides by a traffic sign indicating the limits of the area of carriageway within which a vehicle may be parked; or
- (2) an area of footway, carriageway or an area of both footway and carriageway comprised in that length of red route which is bounded on all sides by a traffic sign indicating the limits of the area of footway, carriageway or the area of both footway and carriageway, as the case may be, within which a vehicle may be parked.

9. Exemptions at bus stops and stands

- (1) The controls specified in article 3 (1) and (2) do not apply in respect of a person causing-
 - (a) a bus to stop at a bus stop for as long as may be required to enable passengers to board or alight; or
 - (b) a bus to stop at a bus stop or a bus stand and being used for operational reasons in the course of providing a London local service (as defined in section 179 of the Greater London Authority Act 1999^a) under an agreement with Transport for London or training drivers to allow such a service to be provided.
- (2) In this article "operational reasons" means-
 - (i) to enable passengers to board and alight; or
 - (ii) to enable crew changes to take place; or
 - (iii) to maintain the scheduled timetable subject, in the case of a bus stop, to a maximum wait of two minutes.

^a 1999 c.29

10. Other exemptions

- (1) The controls specified in article 3(1) and (2) do not apply in respect of a person causing a vehicle to stop if that person is-
 - (a) required by law to cause the vehicle to stop or not to proceed;
 - (b) obliged to stop the vehicle so as to avoid an accident;
 - (c) prevented from proceeding in the vehicle by circumstances beyond the person's control;
 - (d) getting or giving help in consequence of an accident or an emergency, or otherwise taking action for public safety;
 - (e) opening or closing a gate or other barrier at the entrance to premises to which the vehicle is being driven or from which it has emerged, if it is not reasonably practicable to cause the vehicle to stop elsewhere for the purpose;
 - (f) using the vehicle on any occasion for fire brigade, ambulance or police purposes if the observance of those provisions would hinder the use of the vehicle;
 - (g) using the vehicle in connection with the removal of any obstruction to traffic;
 - (h) using the vehicle in connection with the maintenance, improvement or reconstruction of a red route;
 - (i) using a London Taxi or London private hire vehicle to stop for so long only as may be required to enable a passenger to get on or off the vehicle;
 - (j) using a vehicle displaying a disabled person's badge in the relevant position to stop for so long only as may be required to enable a disabled person to get on or off the vehicle;
- (2) The controls specified in article 3(1) and (2) do not apply in respect of a vehicle bearing a livery which is used by a universal service provider and which is stopped at the edge of the carriageway of a red route for as long as may be necessary for the purposes of the provision of a universal postal service.
- (3) The controls specified in article 3(1) and (2) do not apply to anything done with the permission or at the direction of a police constable in uniform or a parking attendant.
- (4) The controls specified in article 3(1) and (2) do not apply in respect of a person causing a pedal cycle to be parked at a facility specifically provided for the purpose of pedal cycle parking by, or with the consent of, the highway authority.

11. Revocation of certain provisions in existing Orders

- (1) Subject to paragraphs (2) and (3) of this article, provisions of the Orders specified in the Annex to this Order, are hereby revoked in so far as those Orders establish red route controls within the roads or lengths of roads specified in schedule 1 of this Order.
- (2) Where other provisions of Orders specified in paragraph (1) of this article concern lengths of GLA Roads or GLA Side Roads, other than those specified in schedule 1 of this Order, then the provisions of those Orders shall continue in force.
- (3) Where the provisions of Orders specified in paragraph (1) of this article in relation to the roads specified in schedule 1 of this Order are varied by an order made under section 9 of the Road Traffic Regulation Act 1984, then those provisions shall continue in force, as varied, until the Order made under section 9 of that Act is revoked or expires.

Dated this 28th day of November 2007

Mark Allan
Head of Strategic Project Support
Road Network Development
Transport for London

**The GLA Roads and GLA Side Roads
(Richmond Upon Thames) Red Route
Consolidation Traffic Order 2007**

SCHEDULE 3B

Article 6

Lengths of the red route on which there are exemptions for loading or unloading.

Table

(1) Item	(2) Length of Road	(3) Restricted Hours
MAIN ROAD ITEMS		
1	A205 CLIFFORD AVENUE, the south-west side from a point 1 metre south of a point opposite the extended southern building line of No. 115 St Leonards Road to a point 1 metre north of a point opposite the extended northern building line of No. 113 St Leonards Road	Mon-Sat 7am-7pm
2	A205 DEANHILL ROAD, the south side from a point 2 metres east of the extended common boundary of PO, Upper Richmond Road West and No. 503 Upper Richmond Road West to a point 1 metre east of the extended common boundary of Nos. 505 and 507 Upper Richmond Road West	Mon-Sat 10am-4pm
3	A205 UPPER RICHMOND ROAD WEST, the north side from a point 2 metres east of the extended common boundary of Nos. 414 and 412 Upper Richmond Road West to a point 2 metres west of the extended common boundary of Nos. 414 and 416 Upper Richmond Road West	Mon-Sat 10am-4pm
4	A205 UPPER RICHMOND ROAD WEST, the north side from the extended common boundary of Nos. 310 and 312 Upper Richmond Road West to a point 2 metres east of the extended common boundary of Nos. 314 and 316 Upper Richmond Road West	Mon-Sat 10am-4pm
5	A205 UPPER RICHMOND ROAD WEST, the north side from the extended common boundary of Nos. 356 and 358 Upper Richmond Road West to a point 3 metres west of the extended common boundary of Nos. 358 and 360 Upper Richmond Road West	Mon-Sat 7am-7pm
6	A205 UPPER RICHMOND ROAD WEST, the north side from a point 12 metres west of the extended common boundary of Nos. 224 and 226 Upper Richmond Road West to a point 10 metres east of the extended common boundary of Nos. 232 and 234 Upper Richmond Road West	Mon-Sat 7am-7pm

**The GLA Roads and GLA Side Roads
(Richmond Upon Thames) Red Route
Consolidation Traffic Order 2007**

SCHEDULE 4

Article 3(2)

Lengths of the red route on which stopping is prohibited at all times

Table

(1) Item	(2) Area of Road
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MAIN ROAD ITEMS

- | | |
|---|---|
| 1 | A205 CLIFFORD AVENUE, the east side from a point 1 metre south-west of a point opposite the extended common boundary of Nos. 109 and 111 St Leonards Road to the extended northern building line of No. 171 Lower Richmond Road |
| 2 | A205 CLIFFORD AVENUE, the east side from the extended northern building line of No. 37 Clifford Avenue to a point 4 metres south of the extended southern building line of No. 35 Clifford Avenue |
| 3 | A205 CLIFFORD AVENUE, the east side from a point 6 metres north-west of the extended western building line of No. 424 Upper Richmond Road West to a point 5 metres south of the extended northern building line of No. 37 Clifford Avenue |
| 4 | A205 CLIFFORD AVENUE, the south-west side from a point 3 metres south-east of a point opposite the extended southern building line of No. 33 Clifford Avenue for a distance of 5 metres in a north-westerly direction |
| 5 | A205 CLIFFORD AVENUE, the west side from a point 1 metre north of a point opposite the extended northern building line of No. 113 St Leonards Road to a point 4 metres north of the extended north-western building line of Nos. 179 to 181 Lower Richmond Road |
| 6 | A205 CLIFFORD AVENUE, the west side from a point 3 metres north-east of the extended eastern building line of No. 462 Upper Richmond Road West to a point 3 metres north of the extended common boundary of Nos. 26 and 28 Clifford Avenue |
| 7 | A205 KEW GREEN, the south-west side from a point 6 metres north of the extended north-eastern building line of No. 9 Kew Green to the extended common boundary of Nos. 11 and 13 Kew Green |
| 8 | A205 KEW ROAD, the east side from a point 3 metres south of the extended common boundary of No. 1a Mortlake Terrace, Mortlake Road and Nos. 2 to 4 Kew Green to a point 152 metres north of the extended north-eastern building line of No. 110 Waterloo Place |

**The GLA Roads and GLA Side Roads
(Richmond Upon Thames) Red Route
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(1) Item	(2) Area of Road
27	A205 UPPER RICHMOND ROAD WEST, the north side from a point 7 metres west of the extended western building line of No. 170 Upper Richmond Road West to the extended southern building line of No. 202 Upper Richmond Road West
28	A205 UPPER RICHMOND ROAD WEST, the north side from a point 4 metres east of the extended common boundary of Nos. 130 and 132 Upper Richmond Road West to a point 1 metre west of the extended common boundary of Nos. 136 and 138 Upper Richmond Road West
29	A205 UPPER RICHMOND ROAD WEST, the north side from a point 17 metres west of the extended westernmost apex of Nos. 1 to 16 The Willoughbys, Upper Richmond Road West to a point 37 metres east of the extended westernmost apex of Nos. 1 to 16 The Willoughbys, Upper Richmond Road West
30	A205 UPPER RICHMOND ROAD WEST, the north-west side from a point 16 metres west of the extended common boundary of Nos. 262 and 260 Upper Richmond Road West to the extended southern building line of No. 232 Upper Richmond Road West
31	A205 UPPER RICHMOND ROAD WEST, the north-west side from a point 10 metres south of the extended southernmost building line of No. 142 Upper Richmond Road West to the extended common boundary of Nos. 158 and 160 Upper Richmond Road West
32	A205 UPPER RICHMOND ROAD WEST, the south side from a point 2 metres west of the extended westernmost building line of No. 179 Upper Richmond Road West for a distance of 22 metres in a westerly direction
33	A205 UPPER RICHMOND ROAD WEST, the south side from a point 8 metres south-east of the extended eastern building line of No. 1 Deanhill Road to a point 3 metres east of a point opposite the extended eastern building line of No. 426 Upper Richmond Road West
34	A205 UPPER RICHMOND ROAD WEST, the south side from a point 2 metres east of the extended common boundary of Nos. 495 and 493 Upper Richmond Road West to the extended common boundary of Nos. 485 and 483 Upper Richmond Road West
35	A205 UPPER RICHMOND ROAD WEST, the south side from a point 1 metre west of the extended eastern building line of No. 435 Upper Richmond Road West for a distance of 7 metres in a westerly direction

**The GLA Roads and GLA Side Roads
(Richmond Upon Thames) Red Route
Consolidation Traffic Order 2007**

(1) Item	(2) Area of Road
73	A316 ROUNDABOUT AT JUNCTION WITH WHITTON ROAD AND CHERTSEY ROAD, the outer side for its whole length .
74	A316 THE AVENUE, the south-east side from a point 6 metres south-west of the extended south-western building line of Nos. 16 to 18 Cumberland Close to the extended common boundary of Nos. 48 and 50 Heathcote Road
75	A316 TWICKENHAM BRIDGE, the north-west side from a point 6 metres south-west of a point opposite the north-eastern building line of No. 39 The Avenue to a point opposite the extended north-eastern building line of No. 47 The Avenue
76	A316 TWICKENHAM BRIDGE, the south-east side from the extended common boundary of No. 48 and 50 Heathcote Road to the extended north-eastern building line of No. 47 The Avenue
77	A316 TWICKENHAM ROAD, the north side from a point 27 metres west of the extended south-eastern building line of No. 28 Michel's Row, Twickenham Road to a point 53 metres east of the extended easternmost building line of the Public Baths, Kew Road
78	A316 TWICKENHAM ROAD, the south side from the extended westernmost building line of No. 63 Kew Road to a point 52 metres north-east of a point opposite the extended north easternmost building line of Public Baths, Twickenham Road
79	UPPER RICHMOND ROAD WEST, the north side from a point 7.3 metres east of the extended common boundary of Nos. 180 and 182 Upper Richmond Road West to a point 31 metres east of the extended common boundary of Nos. 180 and 182 Upper Richmond Road West

SIDE ROAD ITEMS

In the vicinity of the A205

- 1 KEW ROAD, the south-east side from a point 11 metres north-west of the extended north-western building line of No. 358 Kew Road to the extended common boundary of Nos. 356 and 358 Kew Road
- 2 BEECHWOOD AVENUE, the north-west side from a point 5 metres south of the extended southern building line of No. 62 Mortlake Road to a point 3 metres west of the extended eastern building line of No. 62 Mortlake Road

**The GLA Roads and GLA Side Roads
(Richmond Upon Thames) Red Route
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(1) Item	(2) Area of Road
73	A316 ROUNDABOUT AT JUNCTION WITH WHITTON ROAD AND CHERTSEY ROAD, the outer side for its whole length .
74	A316 THE AVENUE, the south-east side from a point 6 metres south-west of the extended south-western building line of Nos. 16 to 18 Cumberland Close to the extended common boundary of Nos. 48 and 50 Heathcote Road
75	A316 TWICKENHAM BRIDGE, the north-west side from a point 6 metres south-west of a point opposite the north-eastern building line of No. 39 The Avenue to a point opposite the extended north-eastern building line of No. 47 The Avenue
76	A316 TWICKENHAM BRIDGE, the south-east side from the extended common boundary of No. 48 and 50 Heathcote Road to the extended north-eastern building line of No. 47 The Avenue
77	A316 TWICKENHAM ROAD, the north side from a point 27 metres west of the extended south-eastern building line of No. 28 Michel's Row, Twickenham Road to a point 53 metres east of the extended easternmost building line of the Public Baths, Kew Road
78	A316 TWICKENHAM ROAD, the south side from the extended westernmost building line of No. 63 Kew Road to a point 52 metres north-east of a point opposite the extended north easternmost building line of Public Baths, Twickenham Road
79	UPPER RICHMOND ROAD WEST, the north side from a point 7.3 metres east of the extended common boundary of Nos. 180 and 182 Upper Richmond Road West to a point 31 metres east of the extended common boundary of Nos. 180 and 182 Upper Richmond Road West

SIDE ROAD ITEMS

In the vicinity of the A205

- | | |
|---|---|
| 1 | KEW ROAD, the south-east side from a point 11 metres north-west of the extended north-western building line of No. 358 Kew Road to the extended common boundary of Nos. 356 and 358 Kew Road |
| 2 | BEECHWOOD AVENUE, the north-west side from a point 5 metres south of the extended southern building line of No. 62 Mortlake Road to a point 3 metres west of the extended eastern building line of No. 62 Mortlake Road |

**The GLA Roads and GLA Side Roads
(Richmond Upon Thames) Red Route
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(1) Item	(2) Area of Road
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- | | |
|----|---|
| 70 | VINE ROAD, the north-west side from a point 5 metres south-west of the extended southernmost building line of No. 1 Vine Road to a point 3 metres north of the extended northern building line of No. 3 Vine Road |
| 71 | VINE ROAD, the south-east side from a point 1 metre south-east of a point opposite the extended southernmost building line of No. 1 Vine Road to a point 1 metre north of a point opposite the extended northern building line of No. 3 Vine Road |

In the vicinity of the A316

- | | |
|---|--|
| 1 | AILSA ROAD, the north-east side from a point 2 metres west of the extended western building line of No. 17 The Avenue to a point 1 metre south-east of the extended common boundary of Nos. 2 and 4 Ailsa Road |
| 2 | AILSA ROAD, the south-west side from a point 18 metres north-east of the extended north easternmost building line of No. 15 The Avenue to a point 5 metres north-west of the extended southern building line of No. 15 The Avenue |
| 3 | BROOK ROAD, the east side from a point 2 metres south-west of the extended common boundary of Nos. 58 and 60 Chertsey Road to the extended north-western building line of No. 60 Chertsey Road |
| 4 | BROOK ROAD, the west side from the extended eastern building line of No. 2 Brook Road to a point 2 metres north of the extended northernmost building line of No. 2 Brook Road |
| 5 | CASSILIS ROAD, the north-east side from a point 6 metres south-west of the extended south westernmost building line of No. 16 The Avenue to a point 3 metres north-west of the extended south easternmost building line of No. 16 The Avenue |
| 6 | CASSILIS ROAD, the south-west side from the extended north-eastern building line of No. 13 Norfolk Close to a point 3 metres north-west of the extended south-eastern building line of No. 22 Cassilis Road |
| 7 | COLE PARK ROAD, the north-east side from a point 10 metres south-west of the extended south westernmost building line of No. 82 Cole Park Road to a point 3 metres north-west of the extended south easternmost building line of No. 82 Cole Park Road |
| 8 | COLE PARK ROAD, the north-east side from a point 3 metres south of the extended westernmost building line Nos. 1 to 6 Cavendish House, Chertsey Road to a point 2 metres north-west of the extended northern building line of No. 74 Cole Park Road |