

The Camden (Parking Places) (CA-H) (Amendment No. 23) Traffic Order 2022
The Camden (Parking Places) (CA-J) (Amendment No. 13) Traffic Order 2022
The Camden (Parking Places) (CA-S) (Amendment No. 10) Traffic Order 2022
The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 137) Traffic Order 2022

Notice is hereby given that the Council of the London Borough of Camden proposes to make the above orders under Sections 6, 45, 46, 49 and 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended. The general nature and effect of the orders will be to designate disabled parking places either in general or for specific individuals, together with associated changes to existing parking restrictions as set out below:

AGINCOURT ROAD: south-west side - designation of a prohibition on waiting by vehicles at all times from a point opposite the eastern kerb line of Lisburne Road for 41 metres in south-east direction.

CHRISTCHURCH HILL: south-west side – revocation of the residents parking place outside Christchurch Passage and the entrance to Christ Church Primary School (approximately 27 metres length) to be replaced with a prohibition on waiting by vehicles at all times.

KIDDERPORE AVENUE: north-east side – revocation of the westernmost 25 metre length of the shared-use parking place outside St. Luke's CE School to be replaced with a prohibition on waiting by vehicles at all times.

DUMPTON PLACE: revocation of echelon parking places and motorcycle parking place. Designation of a 10 metre long permit holders / paid-for parking place on the south-east side (2 metres width) commencing approximately 6.2 metres north-east of the north-eastern kerb line of Gloucester Avenue. A prohibition on waiting by vehicles to apply elsewhere in the street.

GLOUCESTER AVENUE: conversion of the south-easternmost 6 metre section of the permit holders / paid-for parking place outside The Lansdowne, 90 Gloucester Avenue, to a motorcycle parking place.

Copies of the proposed orders and other documents relating to the orders may be obtained by contacting traffic.orders@camden.gov.uk or inspected at camden.gov.uk/recently-advertised-proposals or may be inspected in person by appointment only at 5 Pancras Square, London, N1C 4AG, between the hours of 9am and 5pm on Mondays to Fridays excluding bank and public holidays (please contact traffic.orders@camden.gov.uk or 020-7974 4788 or 020-7974 5800 to arrange an appointment). Any person wishing to object or make representations in respect of the proposed orders should send comments in writing, giving reasons for any objection to safetravel@camden.gov.uk or by post to FREEPOST LBC TRANSPORT STRATEGY, to be received by the end of 16 June 2022.

Peter Mardell
Head of Parking Operations
26 May 2022

The Camden (Parking Places) (CA-H) (Amendment No. 23) Traffic Order 2022
The Camden (Parking Places) (CA-S) (Amendment No. 10) Traffic Order 2022
The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. 137) Traffic Order 2022

STATEMENT OF REASONS

Footway Widening outside schools in response to COVID-19 – Permanent Proposals

Following approval by the Cabinet Member for a Sustainable Camden of Camden's [Safe Travel in Camden](#) Covid response programme, in May and June 2021 the Council implemented temporary footway widening measures outside school entrances/exits on Agincourt Road, Christchurch Hill and Kidderpore Avenue to create additional space for pedestrians, and parents/carers picking up and dropping off pupils outside the schools on those roads. This also allowed them to maintain social distancing where possible, while improving road safety around the schools. The measures were introduced using temporary traffic orders with a commitment to undertake full public consultation after approximately 6 months to help determine whether to make the measures permanent.

Proposals to make the temporary footway widening measures outside the 3 school entrances/exits permanent were the subject of public consultations undertaken between 29th November 2021 and 20th December 2021. The proposals are described in more detail below.

Christ Church Primary School, Christchurch Hill - The proposal at Christ Church Primary School is to make the temporary footway widening measures on Christchurch Hill permanent to improve road safety for pupils and parents/carers outside the school entrance and help enable more and safer walking journeys. The proposal involves the permanent removal of 5 resident permit holder parking bays directly outside the school on Christchurch Hill. This also involves the permanent retention of 27 metres of double yellow lines directly outside the school on Christchurch Hill.

Fleet Primary School, Agincourt Road - The proposal at Fleet Primary School is to make the temporary footway widening measures on Agincourt Road permanent to improve road safety for pupils and parents/carers outside the main entrance to the school and help enable more and safer walking journeys. The proposal involves the permanent replacement of 41 metres of single yellow line with 41 metres of double yellow lines directly outside the school on Agincourt Road.

St Luke's Church of England School - The proposal at St Luke's Church of England School is to make the temporary footway widening measures on Kidderpore Avenue permanent to improve road safety for pupils and parents/carers outside the main entrance to the school and help enable more and safer walking journeys. The proposal involves the permanent removal of 5 shared use (resident permit holder and pay to park) parking bays directly outside the school on Kidderpore Avenue. This also involves the permanent retention of 25 metres of double yellow lines directly outside the school on Kidderpore Avenue. It also involves the retention of a new school sign

which was erected on an existing lighting column to increase driver awareness that they are approaching a school.

The proposals support the wider objectives of the [CTS](#) and the Council's [Climate Action Plan](#). Specifically, these measures respond to CTS Policy 1b: removing barriers to walking and cycling, CTS Policy 1c: changing how road space is allocated, including reallocating carriageway space to active modes of travel, and CTS Policy 2h: removing motor vehicle parking provision where necessary in order to facilitate sustainable transport modes.

The proposals would assist Camden to:

- Act on the results of the public consultations from local stakeholders.
- Meet CTS and wider policy objectives to prioritise sustainable, active healthy modes of travel where it is feasible to do so.
- Make Agincourt Road, Christchurch Hill, and Kidderpore Avenue easier and safer to use on foot.
- Contribute towards meeting the objectives of Our Camden Plan, the CTS, Camden's Climate Action Plan, the Mayor's Transport Strategy, and the DfT's Gear Change.
- Contribute towards meeting the latest DfT statutory network management duty guidance that the DfT:
 - *“continue to expect local authorities to take measures to reallocate road space to people walking and cycling. The focus should now be on devising further schemes and assessing COVID-19 schemes with a view to making them permanent. The assumption should be that they will be retained unless there is substantial evidence to the contrary”.*

The footway widening schemes provide additional space for pedestrians outside entrances to the 3 schools. In addition, Officers are of the view that the schemes help improve road safety at the 3 schools through improved visibility and a (permanent) reduction in road width, and in doing so contribute towards constraining motor vehicle speeds in these locations. Officers feel that this makes it easier for pedestrians to cross the road. Some of the respondents to the consultations highlighted these points as positive aspects of the 3 schemes.

The 3 footway widening schemes are intended to have a positive impact on residents, parents/carers of children who attend the 3 schools, children, elderly residents, and those with mobility issues. The footway widening measures continue to provide more space for pedestrian movement, more space for pedestrians to dwell and interact, and improved opportunities for pedestrians to cross the roads outside the 3 schools. The 3 schemes therefore improve the safety of vulnerable road users, making it safer for people to walk, cycle or scoot.

The 3 footway widening schemes have positive implications for the environment, encouraging reduced motor vehicle traffic movements and supporting sustainable modes of transport, especially walking and scooting, which help improve air quality and reduce greenhouse gas emissions. The proposals strongly align with the objectives of our [Clean Air Action Plan](#) and [Climate Action Plan](#).

Following careful consideration by officers of evidence gathered and correspondence received since the 3 schemes were constructed and the responses to the public consultations, the Director of Environment and Sustainability approved the proposals to make the temporary measures outside the 3 schools, as described above, permanent on 4th February 2022. The decision report and appendices can be found on the Camden website [here](#).

The Council now proposes to amend the traffic management orders adjacent to the 3 schools to allow the temporary footway widening measures and associated changes to parking and loading restrictions to be made permanent.

The Camden (Parking Places) (CA-J) (Amendment No. 13) Traffic Order 2022

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 137) Traffic Order 2022

Statement of reasons

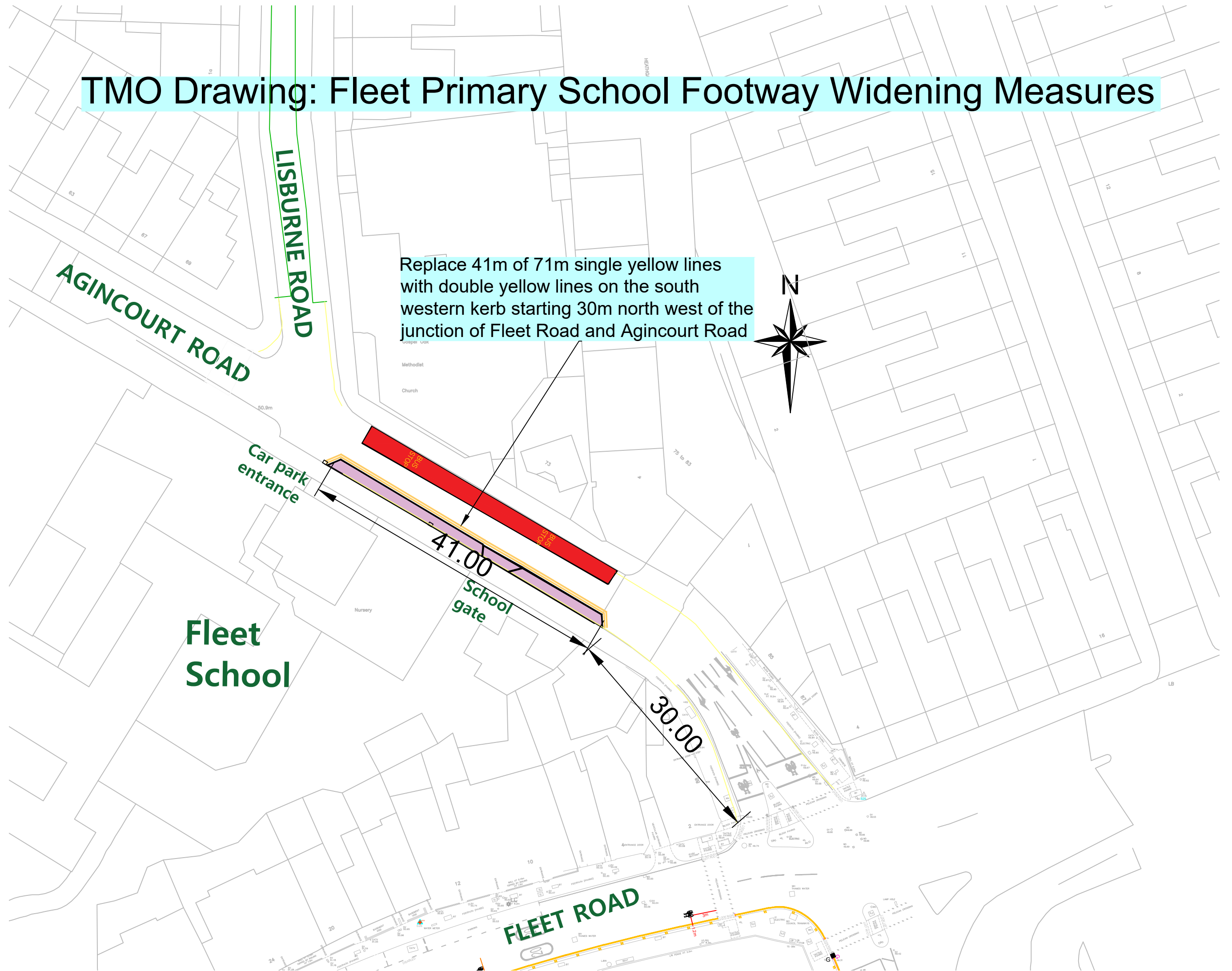
The proposed changes at Dumpton Place would facilitate a larger and improved pedestrian space by widening the footways, making changes to parking bays, waiting and loading restrictions.

The aim of the proposal is to improve the look, feel and function of the area along with making road safety improvements for those walking and cycling to and through the area; as well as providing improvements to biodiversity and placemaking.

The proposals meet the objectives of the Camden Plan by creating a clean, vibrant and sustainable place.

The proposals meet the Camden Transport Strategy objective by transforming streets and places to enable an increase in walking and cycling to the area.

TMO Drawing: Fleet Primary School Footway Widening Measures



Replace 41m of 71m single yellow lines with double yellow lines on the south western kerb starting 30m north west of the junction of Fleet Road and Agincourt Road



AGINCOURT ROAD

LISBURNE ROAD

Fleet School

Car park entrance

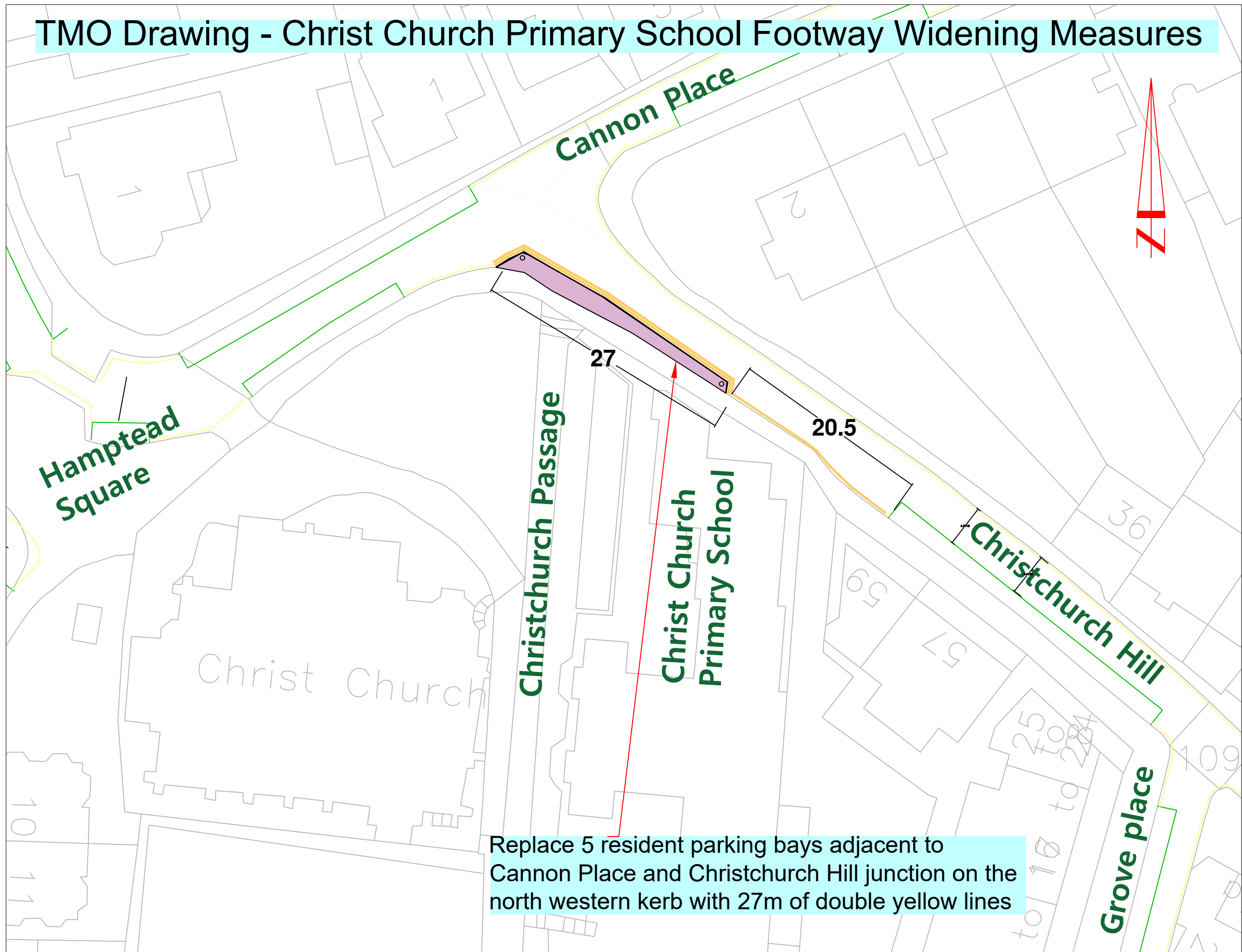
41.00

School gate

30.00

FLEET ROAD

TMO Drawing - Christ Church Primary School Footway Widening Measures



Replace 5 resident parking bays adjacent to Cannon Place and Christchurch Hill junction on the north western kerb with 27m of double yellow lines

TMO - St Luke's Church of England School Footway Widening Measures



St Luke's Church
St Luke's Church
of England School

Replace 5 shared-use parking bays on the north eastern kerb with 25m of double yellow lines outside St Luke's School

5.5

25

11.3

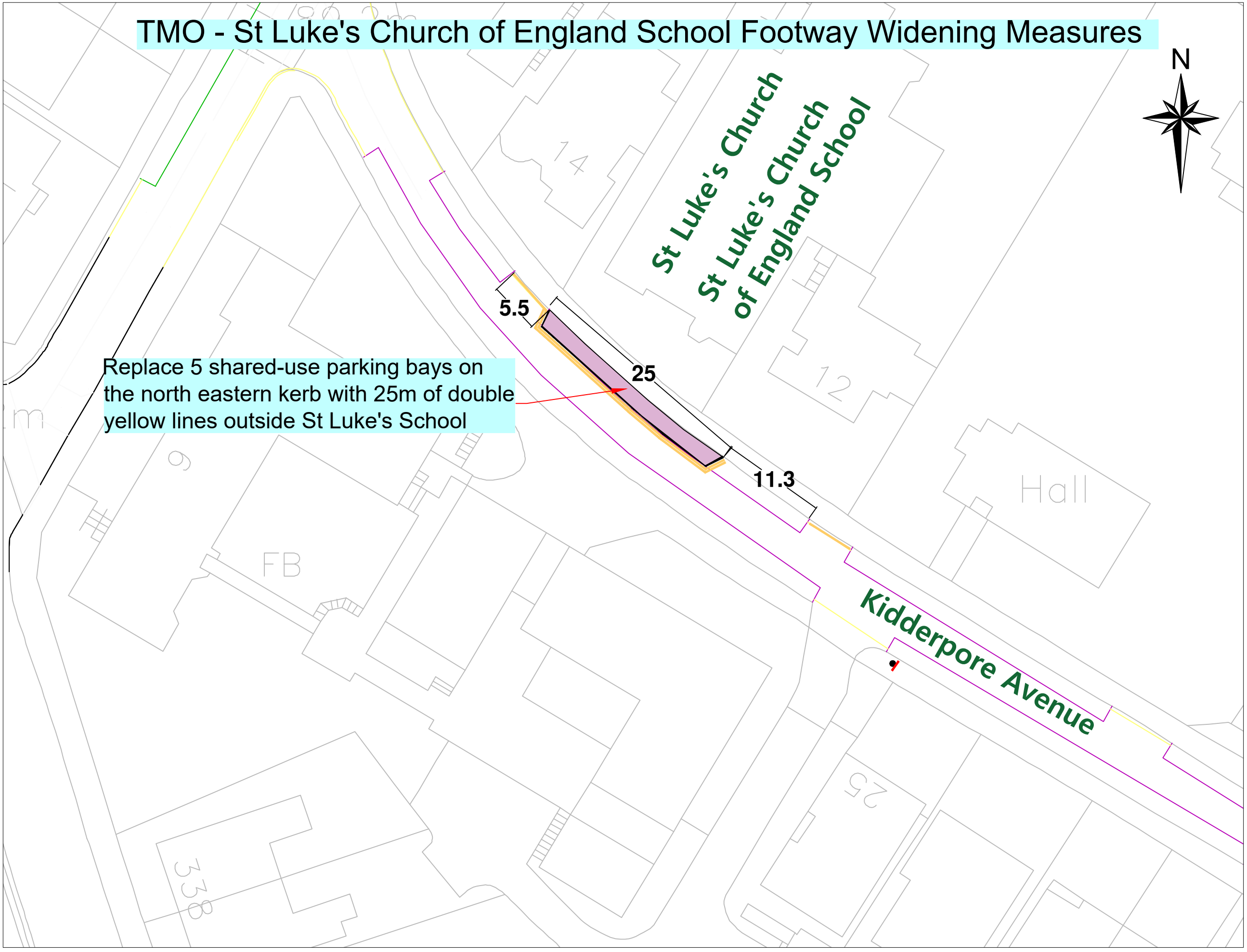
Kidderpore Avenue

Hall

FB

358

25



The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 137) Traffic Order 2022

2022 No. 74

**AGINCOURT ROAD
CHRISTCHURCH HILL
DUMPTON PLACE
KIDDERPORE AVENUE**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 74

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. 137) Traffic Order 2022

Made on

Coming into force on

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, 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 [1984 c. 27], as amended by section 8 of and part I of schedule 5 to the Local Government Act 1985 [1985 c. 51], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

- 1.1 This order shall come into force on _____ and may be cited as the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 137) Traffic Order 2022.

2. Interpretation

- 2.1 In this order
- 2.1.1 the term "parent order" means the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C 2012 No. 1];
- 2.1.2 any reference in this order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment;
- 2.1.3 unless the context otherwise requires, any expression used in this order which is also used in the parent order shall have the same meaning as in that order.

3. Amendments to schedule 1 to the parent order

- 3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this order the parent order shall have effect as though;
- 3.1.1 there was substituted for the items set out in relation to the similarly named street in schedule 1 to the parent order, the items set out in table 1 of the schedule to this order;

Dated this

SCHEDULE

TABLE 1 - ITEMS SUBSTITUTED IN RESPECT OF THE SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE PARENT ORDER

| ITEM NUMBER | STREET – SIDE OF STREET – LENGTH OF HIGHWAY | RESTRICTED HOURS (See Schedule 3) |
|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|
| 13 | AGINCOURT ROAD | |
| (a) | north-east side: | |
| (i) | between the north-eastern kerb line of Mansfield Road to the party wall of nos.33 and 35 Agincourt Road | 2N |
| (ii) | from the party wall of nos. 33 and 35 Agincourt Road to a point 2.5 metres west of the party wall of nos. 21 and 23 Agincourt Road | A |
| (iii) | from a point 2.5 metres west of the party wall of nos. 21 and 23 Agincourt Road to the junction with Constantine Road | 2N |
| (b) | south-west side: | |
| (i) | between the northern kerb line of Fleet Road and a point 21 metres south-east of the south-eastern kerb line of Cressy Road | 2N |
| (ii) | from a point 35 metres north-west of the northern kerb line of Fleet Road, north-westwards for a distance of 41 metres | A |
| (iii) | from a point 76 metres north-west of the northern kerb line of Fleet Road, to a point 21 metres south-east of the south-eastern kerb line of Cressy Road | 2N |
| (iii) | from a point 21 metres south-east of the south-eastern kerb line of Cressy Road and a point 3 metres west of the party wall of nos. 34 and 36 Agincourt Road | A |

| | | |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| (iv) | from a point 3.0 metres west of a point opposite the party wall of nos.34 and 36 Agincourt Road to the junction with Constantine Road | 2N |
| | | |
| 194 | CHRISTCHURCH HILL | A |
| | | |
| 272 | DUMPTON PLACE | A |
| | | |
| 519 | KIDDERPORE AVENUE | |
| (a) | north-east side: | |
| (i) | from the south-eastern kerb line of Platt's Lane to a point 3.5 metres south-east of the south-eastern kerb line of the vehicular access road to Willoughby House | A |
| (iii) | from a point 38.7 metres north-west of the north-western kerb line of Croftway, south-eastwards for a distance of 13.3 metres | A |
| (v) | from a point 16 metres north-west of the north-western kerb line of Kidderpore Gardens to a point 11 metres south-east of the south-eastern kerb line of Kidderpore Gardens. | A |
| (vii) | from the north-west kerb line of Heath Drive, north-westwards for a distance of 8.5 metres | A |
| (b) | south-west side: | |

| | | |
|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| (i) | from the south-eastern kerb line of Platt's Lane to a point 3.5 metres south-east of the south-eastern kerb line of Penrose Gardens | A |
| (iii) | from a point a point 3 metres south-east of the projected south-eastern flank wall of nos. 59 to 72 Westfield, Kidderpore Avenue, south-eastwards for a distance of 28.3 metres | A |
| (v) | from the north-west kerb line of Heath Drive, north-westwards for a distance of 6.0 metres | A |
| (c) | both sides: so much else of Kidderpore Avenue that is public highway and which does not lie within those lengths specified above | K |
| | | |
| | | |
| | | |

**The Camden (Parking Places) (CA-S) (Amendment No. 10)
Traffic Order 2022**

2022 No. 75

KIDDERPORE AVENUE

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 75

The Camden (Parking Places) (CA-S) (Amendment No. 10) Traffic Order 2022

Made on

Coming into force on

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45, 46, 49 and 124 of and part IV of schedule 9 to the Road Traffic Regulation Act 1984 [1984 c. 27], as amended by section 8 of and part I of schedule 5 to the Local Government Act 1985 [1985 c. 51], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

1.1 This Order shall come into force on _____ and may be cited as The Camden (Parking Places) (CA-S) (Amendment No. 10) Traffic Order 2022.

2. Interpretation

2.1 In this order:

2.1.1 the term "parent order" means the Camden (Parking Places) (CA-S) (Traffic Order 2012 [L.B.C 2012 No. 17];

2.1.2 any reference in this order to any other order or enactment shall be construed as a reference to that order or enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent order or enactment;

2.1.3 unless the context otherwise requires, any expression used in this order which is also used in the parent order shall have the same meaning as in that order.

3. Revocation and designation of parking places

3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this order the parent order shall have effect as though:

3.1.1 there was omitted from schedule 3 to the parent order, the items set out in table 1 of the schedule to this order;

3.1.2 there was included in schedule 3 to the parent order, the items set out in table 2 of the schedule to this order.

Dated this

SCHEDULE

TABLE 1 – ITEMS OMITTED FROM SCHEDULE 3 TO THE PARENT ORDER

| ITEM NUMBER | STREET | LENGTH OF HIGHWAY | CONTROLLED HOURS | TARIFF (NON-DIESEL ENGINED) | TARIFF (DIESEL ENGINED) | MAXIMUM STAY |
|-------------|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-----------------------------|-------------------------|--------------|
| 8683 | KIDDERPORE AVENUE | north-east side, from a point 3.8 metres north-west of the south-eastern boundary line of no. 12 Vicarage, Kidderpore Avenue to the common boundary of no. 14 Kidderpore Avenue and St. Luke's Church, Kidderpore Avenue for a distance of 18 metres | MONDAY – FRIDAY 12.30 – 2.30PM | £3.67 per hour | £4.45 per hour | 1½ hours |

TABLE 2 – ITEMS INCLUDED IN SCHEDULE 3 TO THE PARENT ORDER

| ITEM NUMBER | STREET | LENGTH OF HIGHWAY | CONTROLLED HOURS | TARIFF (NON-DIESEL ENGINED) | TARIFF (DIESEL ENGINED) | MAXIMUM STAY |
|-------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-----------------------------|-------------------------|--------------|
| | KIDDERPORE AVENUE | north-east side: from a point 3.8 metres north-west of the south-eastern boundary line of no. 12 "Vicarage", Kidderpore Avenue, north-westwards for a distance of 11.3 metres | MONDAY – FRIDAY 12.30 – 2.30PM | £3.67 per hour | £4.45 per hour | 1½ hours |

The Camden (Parking Places) (CA-H) (Amendment No. 23) Traffic Order 2022

2022 No. 76

CHRISTCHURCH HILL

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 76

The Camden (Parking Places) (CA-H) (Amendment No. 23) Traffic Order 2022

Made on

Coming into force on

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45, 46, 49 and 124 of and part IV of schedule 9 to the Road Traffic Regulation Act 1984 [1984 c. 27], as amended by section 8 of and part I of schedule 5 to the Local Government Act 1985 [1985 c. 51], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

- 1.1 This Order shall come into force on _____ and may be cited as The Camden (Parking Places) (CA-H) (Amendment No. 23) Traffic Order 2022.

2. Interpretation

2.1 In this order:

- 2.1.1 the term "parent order" means the Camden (Parking Places) (CA-H) (Traffic Order 2012 [L.B.C 2012 No. 8];
- 2.1.2 any reference in this order to any other order or enactment shall be construed as a reference to that order or enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent order or enactment;
- 2.1.3 unless the context otherwise requires, any expression used in this order which is also used in the parent order shall have the same meaning as in that order.

3. Revocation and designation of parking places

- 3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this order the parent order shall have effect as though there was omitted from schedule 1 to the parent order, the items set out in table 1 of the schedule to this order.

Dated this

SCHEDULE

TABLE 1 – ITEMS OMITTED FROM SCHEDULE 1 TO THE PARENT ORDER

| ITEM NUMBER | STREET | LENGTH OF HIGHWAY | CONTROLLED HOURS |
|-------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| 3139 | CHRISTCHURCH HILL | south-west side: from a point 16.2 metres south-east of a point opposite the eastern flank wall of Christchurch Passage, north-westwards for a distance of 54.1 metres. | MONDAY – SATURDAY 9AM – 8PM |

The Camden (Parking Places) (CA-J) (Amendment No. 13) Traffic Order 2022

2022 No. 77

**DUMPTON PLACE
GLOUCESTER CRESCENT**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 77

The Camden (Parking Places) (CA-J) (Amendment No. 13) Traffic Order 2022

Made on

Coming into force on

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45, 46, 49 and 124 of and part IV of schedule 9 to the Road Traffic Regulation Act 1984 [1984 c. 27], as amended by section 8 of and part I of schedule 5 to the Local Government Act 1985 [1985 c. 51], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

1.1 This Order shall come into force on _____ and may be cited as The Camden (Parking Places) (CA-J) (Amendment No. 13) Traffic Order 2022.

2. Interpretation

2.1 In this order:

2.1.1 the term "parent order" means the Camden (Parking Places) (CA-J) (Traffic Order 2012 [L.B.C 2012 No. 9]);

2.1.2 any reference in this order to any other order or enactment shall be construed as a reference to that order or enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent order or enactment;

2.1.3 unless the context otherwise requires, any expression used in this order which is also used in the parent order shall have the same meaning as in that order.

3. Revocation and designation of parking places

3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this order the parent order shall have effect as though:

3.1.1 there was omitted from schedule 3 to the parent order, the items set out in table 1 of the schedule to this order;

3.1.2 there was included in schedule 3 to the parent order, the items set out in table 2 of the schedule to this order.

Dated

SCHEDULE

TABLE 1 – ITEMS OMITTED FROM SCHEDULE 3 TO THE PARENT ORDER

| ITEM NUMBER | STREET | LENGTH OF HIGHWAY | CONTROLLED HOURS | TARIFF (NON-DIESEL ENGINED) | TARIFF (DIESEL ENGINED) | MAXIMUM STAY |
|-------------|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-----------------------------|-------------------------|--------------|
| 4066 | DUMPTON PLACE | east side: from a point 5 metres north of the northern kerb line of Gloucester Avenue, northwards for a distance of 12.5 metres and which has a width throughout of 4.9 metres | MONDAY - FRIDAY 8.30AM - 6PM | £4.62 per hour | £5.61 per hour | 2 hours |
| 9388 | DUMPTON PLACE | east side: from a point 17 metres north of the northern kerb line of Gloucester Crescent, northwards for a distance of 5 metres and which has a width throughout of 4.9 metres | MONDAY - FRIDAY 8.30AM - 6PM | £4.62 per hour | £5.61 per hour | 2 hours |
| 4064 | GLOUCESTER AVENUE | north-east side: from a point 4 metres north-west of the north-western kerb line of Dumpton Place to a point opposite the party wall of nos. 102 and 104 Gloucester Avenue | MONDAY - FRIDAY 8.30AM - 6PM | £4.62 per hour | £5.61 per hour | 2 hours |

TABLE 2 – ITEMS INCLUDED IN SCHEDULE 3 TO THE PARENT ORDER

| ITEM NUMBER | STREET | LENGTH OF HIGHWAY | CONTROLLED HOURS | TARIFF (NON-DIESEL ENGINED) | TARIFF (DIESEL ENGINED) | MAXIMUM STAY |
|-------------|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-----------------------------|-------------------------|--------------|
| | DUMPTON PLACE | south-east side: from a point 6.2 metres north-east of the north-eastern kerb line of Gloucester Avenue, north-eastwards for a distance of 10 metres | MONDAY - FRIDAY 8.30AM - 6PM | £4.62 per hour | £5.61 per hour | 2 hours |
| | GLOUCESTER AVENUE | north-west side: from a point 3 metres south-east of the party wall of no. 90 (The Lansdowne) and no. 92 Gloucester Avenue, north-westwards for a distance of 35.5 metres | MONDAY - FRIDAY 8.30AM - 6PM | £4.62 per hour | £5.61 per hour | 2 hours |