

Supplementary Agenda

We welcome you to
Surrey Heath Local Committee
Your Councillors, Your Community
and the Issues that Matter to You



Supplementary Agenda

Written Public Questions

Written Member Questions

Bus Stop Clearways plus maps

Venue

Location: The Chamber, Surrey Heath
Borough Council, Knoll Road,
Camberley

Date: Thursday, 21 October 2021

Time: 6.30 pm

SUPPLEMENTARY AGENDA

5 WRITTEN PUBLIC QUESTIONS (Pages 1 - 8)

To answer any written questions from residents or businesses within the area in accordance with Standing Order 69. Notice should be given in writing or by email to the Community Partnership and Committee Officer by 12 noon, four working days before the meeting (15 Oct).

6 WRITTEN MEMBERS QUESTIONS (Pages 9 - 10)

To receive any written questions from Members under Standing Order 47. Notice must be given in writing to the Community Partnership & Committee Officer by 12 noon 4 working days before the meeting (15 Oct).

7 BUS STOP CLEARWAYS (Pages 11 - 100)

Surrey County Council (SCC) proposes to implement new / upgraded bus stop clearways at bus stops along several key bus routes in Surrey Heath, namely bus routes 1, 2, 3, 11 and 34/35.

This is part of a package of measures funded by the Enterprise M3 Local Enterprise Partnership (EM3 LEP), aimed at increasing the accessibility of bus services and encouraging wider use of public transport.

Clearways are required to ensure that buses can access the bus stop waiting area to ensure step-free access onto/off buses and to aid bus service reliability.

SURREY HEATH LOCAL COMMITTEE

DATE: 21 OCTOBER 2021
SUBJECT: WRITTEN PUBLIC QUESTIONS
DIVISION: SURREY HEATH

Question 1 - Andrew Willgoss, Local resident

It has come to my attention that heavy haulage lorries and other large lorries are frequently turning off The signed route to /from the Camberley direction the A322/A30 Bagshot bypass route and using the Guildford Road and Bridge Road route as a short cut. I have personally followed two in convoy at speeds exceeding the speed limit that then travelled on towards Chapel Lane. During the M3 smart motorway works repeated requests were made to get the heavy haulage lorries to avoid this route.

I would like to draw the attention to the committee a number of factors.

1. The Guildford Road is largely a residential area, a road safety zone , and route to school.
2. Both roads are in parts inside the village conservation area which in the last conservation appraisal it was noted as a negative attribute that the area was "dominated by cars and other vehicles".
3. Many of these older properties have little or no foundations and in the words of one resident "my house bounces up and down when a heavy lorry passes".
4. Bridge Road crossing is used by senior residents from Hartdene Court retirement apartments to access the village.
5. There is little opportunity for these lorries to park in the village. See attached photo.
6. It is possible that these lorries are using this route due to satellite navigation systems despite the signed route(A322 /A30) surely being more suitable for these vehicles.

My question is.

I would like this committee to consider extending the 7.5 tonne limit in Bagshot village to include the Guildford Road from Bridge Road to the mini roundabout near the New Road junction and to the length of Bridge Road

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to ensure that the heavy lorries are directed via the signed bypass route the A322/A30.

I have included a recent photograph of the problems these vehicles can cause residents in Bagshot village.



Answer

As a general starting point, public roads are available for the use of all vehicles. Whilst restrictions can be introduced to prohibit certain types of vehicles from using particular roads, this would only be done where there is a strong justification for doing so. Clearly, most residents would prefer that large vehicles were prohibited from using the roads in which they live. As such, unless restrictions are limited to only a very small number of locations where they are really needed, you would end up with vast parts of the highway network being off limits to large vehicles. Similarly, the Police would only support the introduction of restrictions where there is compelling justification for their need.

Bridge Road is similar in character to many other roads where there are no restrictions prohibiting their use by large vehicles. In addition, the county council's collision database includes information going back to January 2012, and there is no record of any personal injury collisions involving large vehicles occurring over this period in either Guildford Road or Bridge Road. On this basis, it would be difficult to justify the introduction of a weight limit along Guildford Road and Bridge Road and the county council currently has no proposals to introduce one.

Whilst drivers of large vehicles are not prevented from using the route via Guildford Road and Bridge Road, direction signs encourage drivers to use the most appropriate route, with existing signing along the A322 Bagshot By-pass directing drivers to proceed straight ahead (in a northbound direction) at the junction with New Road and use slip road A (next to the fitness centre) to access the A30 in the Camberley bound direction.

Question 2 – Cllr Andrew Willgoss, Chairman, Windlesham Parish Council

I write to you in my capacity as Chairman of the Windlesham Parish Council Bagshot Village Committee and I have been tasked to raise the following concerns.

At our committee meeting held on the 7th of September concerns were raised regarding the state of street furniture within the village centre which we believe is the responsibility of SCC Highways.

I would like to ask does SCC /Surrey Highways have a maintenance schedule for the road side bollards in Bagshot High street and along the A30 near the traffic lights by the Waitrose supermarket?

What is this maintenance schedule for roadside bollards, if there is one, and can these bollards be painted in a timely manner?

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I would like to bring to the attention of this committee that Bagshot High street is a conservation area and the condition of the bollards is detracting from the village appearance.

Also could you please advise me as to whether the heritage bins in the village are the responsibility of SCC/ Surrey Highways?

Answer

There is no formal maintenance schedule for bollards. Bollards are repainted as and when required and subject to the availability of funding.

Whilst the A30 and Bagshot High Street are subject to regular safety inspections, these only identify safety defects. We are therefore reliant on officers identifying a need for bollards to be repainted when going about their duties or when reactively reviewing the condition of bollards in response to reports from the public.

Concerns do not appear to have been raised previously about the condition of the bollards. However, an inspection has confirmed that some of the bollards would benefit from being repainted.

Funding is not available to enable this to be done at present, but the works could be scheduled after the start of April 2022 when new budget allocations are received.

However, the matter has been discussed with the Divisional Member who has offered to fund the work using his member allocation to enable it to be completed more immediately. The Surrey Heath Maintenance Engineer will therefore organise a cost estimate and raise an order to ensure delivery of the works.

The heritage bins in Bagshot village centre are maintained by Surrey Heath Borough Council.

Question 3 – Ruth Hitchinson, Bagshot resident

Could Highways Officers please explain why we have been told, since 2015, that the Traffic signals both at Waitrose and Yaverland Drive London Rd Bagshot had been on various occasions adjusted and after these works undertaken we would experience less congestion possibly?

We now learn that as Lidl have put in an application to take the units next to Waitrose we suddenly read through the Planning process and conditions attached that Nottingham County Council will be giving Surrey County Council £50,000 towards works to be carried out on these junctions and then we hear that the signals are in fact obsolete.

What are we to believe is the problem ---communication between parties --i.e Highways Department & Siemens, who I believe still are responsible for the technical service & maintenance or is this all down to electronics and the time from 1985 when Yaverland Dr was installed to 2010 when Waitrose was added as part of a Retail Park coexisting with the Earlswood Estate?

Answer

Adjustments have previously been made to the traffic signals at the junctions with Waterers Way (Waitrose) and Yaverland Drive to help optimise their operation and reduce delays.

Traffic signals (like most equipment) require ongoing maintenance, and parts have a life expectancy and need to be replaced. All signal installations are therefore refurbished periodically to help maintain their reliability. In addition, traffic signal technology continues to evolve and advance. It is therefore also often necessary to upgrade existing equipment to take advantage of the benefits offered by the latest technology.

The traffic signals at the junction at Waterers Way have now been in place for over 10 years and require refurbishment. Upgrading the existing equipment as part of the refurbishment will enable the signals to operate using the latest systems. This will help improve their efficiency, mitigating the impacts of the increased movements in and out of Waterers Way that would result from the proposed development. On this basis, a contribution is being sought as part of the development agreement towards the costs of upgrading the signals. The remaining general refurbishment costs, for both this site and the Yaverland Road junction mentioned below, are to be met from the county council's traffic signals maintenance budget.

The signals at the junction of Yaverland Drive also require refurbishment and the existing equipment is now obsolete because the provider no longer exists, and reliable spare parts are not available.

Both sites currently operate using low voltage electrical power supplies, and the opportunity is also being taken to convert them into extra low voltage sites when the refurbishment and upgrade works take place. This will result in several benefits including reducing electric costs (by approximately 40-60% per site), reducing the carbon footprint of the signals, and improving safety in the event of a vehicle striking any of the signals equipment.

Question 4 – Celia Kingsley, Bagshot resident

With regard to the A30 speed limit petition, originated by Sarah Kingsley, I wish to make the following points underlining why it is vital to tackle speeding traffic on the stretch of the A30 London Road between Waterers Way and the A322 junction:

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In the 35 years since we moved to our home in School Lane adjacent to the A30 London Road, we have witnessed countless accidents, two of which have tragically resulted in the deaths of pedestrians on the Pelican crossing next to our property. One of these fatalities occurred in February this year, as stated in Agenda Item 4, page 12. It is my belief that, combined with other factors, speed contributed to this outcome – the force of the collision was such that one of the casualty's shoes flew off, over our 8 foot high garden wall, and was found in our garden several yards from the road. If that was not upsetting enough, if you had experienced the sight of police and paramedics desperately trying to save this person's life for over an hour, and the small tent placed over the body to keep the rain off, you would do anything within your power to prevent such a dreadful thing happening again.

Since then, two more accidents have happened on the A30 near us; a speeding car hit a row of vehicles parked on the layby next to the allotments around 12.30am on 7 August and another collision occurred not long afterwards next to the Cedar Tree public house.

Every day we hear drivers and motorcyclists accelerating past our house, both up and down the hill, and we hold our breath waiting for the bang. Unless you are very familiar with this road, you might think that it is either at a standstill with traffic jams caused by the lack of co-ordination between the different sets of traffic lights, or very quiet at other times. You would be mistaken.

Speeding down Jenkins Hill continues into the High Street, where the 20 mph signs on the road are nigh invisible, as is the worn-out zebra crossing. There should be no excuse for ignoring both the speed limit and the zebra crossing, but drivers do so constantly, and nothing is done to prevent them.

Even if accidents cannot be prevented, it is the speed at which they happen which often determines the result. There is no doubt that speed kills, so please let's kill the speed. Until 1975, the A30 had a 30 mph limit, so there is no reason why this cannot be reinstated. But it **MUST BE ENFORCED**. The population of Bagshot has increased exponentially in the last few years, thanks to the huge number of new homes and old people's accommodation being built, and there is far more traffic using the A30. A combination of more pedestrians, of all ages, and more traffic needs more safety measures.

Other matters related to the safety of pedestrians, not covered by Sarah Kingsley's petition, include:

There are three signal-controlled pedestrian crossings on the dual carriageway stretch of the A30: at Waterers Way, Yaverland Drive and Church Road. The A30 divides the two halves of Bagshot village and residents **must** cross it in order to live their daily lives; the youngest and oldest are at most risk when crossing and need to feel safe when doing so. In my experience, at these crossings vehicles are given priority over pedestrians, who must wait far too long

for the lights to change in their favour. This causes people to take risks rather than waiting, and is therefore another important factor in pedestrian safety.

We are being encouraged to walk instead of driving where possible, but it is unpleasant, and sometimes frightening, to walk along the often far too narrow pavements beside the A30, with fast-moving traffic passing so closely. The carriageway is not straight; there are kinks and bends and at some points cars are actually coming straight at you. Attention needs to be paid to increasing the usable width of footpaths and the installation of barriers where needed.

My question is:

Please can Surrey Highways take a holistic approach to road safety along this stretch of the A30 and consider all the factors which contribute to this. I would be happy to meet Jason Gosden if he could spare the time to look closely at the problems which long-term residents of Bagshot can see.

Answer

The petition response on the agenda covers many of the points raised and recommends further speed surveys are undertaken.

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SURREY HEATH LOCAL COMMITTEE

DATE: 21 OCTOBER 2021
SUBJECT: WRITTEN MEMBER QUESTIONS
DIVISION: SURREY HEATH

Question 1 - Trefor Hogg, Camberley East

Is a formal end of project planned for the London Road project?

I have received a number of complaints from residents in the King's Ride area that they have been adversely affected by the project and I feel that given the very large spend involved we should be making sure that the project is delivering the intended benefits without adverse impact and if necessary putting in place corrective actions.

Answer

Our contractor Mildren are officially demobilising from site on Friday 22 October 2021, with a few final elements of work to be completed week commencing 25 October. The main purpose of the works was to complete improvements to the junctions with Knoll Road, Lower Charles Street and Frimley Road as well as make amendments to the bus lane. In addition to the works originally agreed, our contractor was asked to resurface a section of the A30 London Road by Sandhurst as an added benefit to the public and road users. This week the installation of the anti-skid surfacing has been completed and the final piece of work outstanding is some white lining which will be completed week commencing 25 October.

We apologise for any inconvenience caused to residents in the area. We have tried to limit works to more sociable hours to limit disruption in the early morning/late evening. However, some work during less sociable hours has been unavoidable on a small number of occasions. It is sometimes necessary to work overnight to reduce disruption during peak times as it enables longer uninterrupted working before the closure is lifted for daytime traffic. Understandably it is disruptive to residents, but we hope it caused the least possible disruption overall.

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We will be monitoring the scheme in the coming weeks and, if necessary, there will be remedial actions to ensure the project is delivering the intended benefits.

We will also shortly be arranging a further meeting of the Surrey Heath Major Schemes Task Group to provide its members with update on both the A30 London Road scheme and the Blackwater Valley Gold Grid scheme.

LOCAL COMMITTEE (SURREY HEATH)

DATE: Thursday 21st October 2021

LEAD OFFICER: Ian Murdoch, Senior Transport Officer

SUBJECT: Bus Stop Clearways in Surrey Heath

DIVISIONS:

Camberley East,
Camberley West,
Heatherside and Parkside,
Frimley Green and Mytchett,
Bagshot, Windlesham and Chobham,
Lightwater, West End and Bisley

SUMMARY OF ISSUE:

Surrey County Council (SCC) proposes to implement new / upgraded bus stop clearways at bus stops along several key bus routes in Surrey Heath, namely bus routes 1, 2, 3, 11 and 34/35, which are the core bus routes operating in Surrey Heath. They take many thousands of residents to work, school and medical appointments, providing access to a huge range of services each and every day. They are vital in supporting the economy of the borough in a sustainable way.

This is part of a package of measures funded by the Enterprise M3 Local Enterprise Partnership (EM3 LEP), aimed at increasing the accessibility of bus services and encouraging wider use of public transport by residents.

Clearways are required to ensure that buses can access the bus stop waiting area to ensure step-free access onto/off buses and to aid bus service reliability.

The increased accessibility of bus services is a legal requirement incumbent upon SCC, as outlined in Section 1 below, with the Council having to provide infrastructure based on the requirements of the Disability Discrimination Act, the Department for Transport's (DfT) Inclusive Transport Strategy and National Bus Strategy ("Bus Back Better"), as well as the SCC's own Climate Change Strategy. These place a clear responsibility on SCC to enable greater accessibility of bus services for all residents, including the elderly and mobility impaired.

RECOMMENDATIONS:

The Local Committee (Surrey Heath) is asked to agree that:

- (i) new / upgraded bus stop clearways throughout Surrey Heath (as shown in the Annexes to this report) are approved.

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- (ii) following the approval of the clearways, SCC officers write to adjacent residents and businesses to advise that the bus stop clearways have been approved by the Local Committee, and will therefore be able to be enforced.
- (iii) any objections from adjacent residents and businesses can be addressed by delegated authority by the Local Highways Manager, or other appropriate role within the Scheme of delegation, and the Chair of the Local Committee.

REASONS FOR RECOMMENDATIONS:

It is recommended that the Surrey Heath Local Committee agree to the bus stop clearways at bus stops throughout Surrey Heath (as outlined in the Annexes), to operate for 24 hours a day, Monday to Sunday. This is to ensure that all buses servicing these bus stops are able to provide passengers with step-free access at all times and ensure that there is good visibility for the bus driver to see waiting passengers as well as aiding journey time reliability. This aims to support residents to use public transport across the borough and to make the public transport offer more attractive by making it more reliable.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Since January 2016, all full-size single deck buses have been made fully accessible, as per the Public Service Vehicle Accessibility Regulations (PSVAR). This makes it easier for passengers with mobility issues to board and alight buses. Non-compliance with PSVAR is a criminal offence, contrary to Section 40(3) of the Disability Discrimination Act 1995.
- 1.2 In July 2018, the Department for Transport (DfT) subsequently released 'The Inclusive Transport Strategy: achieving equal access for disabled people' policy, which aims to create an all-inclusive transport network for everyone by 2030 and contribute to getting an additional one million disabled people into work by 2027. Therefore, there is a requirement for public transport infrastructure, including bus stops, to be accessible to all.
- 1.3 SCC's Greener Futures Programme has followed the declaration of a Climate Emergency in Surrey in 2019, with improvements to sustainable transport modes such as public transport, walking and cycling being part of the resultant Climate Change Strategy.
- 1.4 The Department of Transport's "Bus Back Better" National Bus Strategy was published in March 2021. It sets out the vision and opportunity to deliver better bus services for passengers across England and to improve equality of opportunity, particular for older and disabled people.
- 1.5 With the above in mind, it is important that buses are able to access stops to provide step-free access for all passengers ensuring that they are able to safely board and alight, especially those with mobility issues, wheelchair users, those with child buggies, or those using shopping trolleys. Where there is unrestricted parking, buses can be prevented from pulling in parallel to the kerb meaning that passengers have to step into the road to access the bus. It is also difficult to deploy bus ramping or kneeling equipment.

- 1.6 Installing a bus stop clearway, with an enforceable marked yellow bus stop cage, prevents vehicles parking on the carriageway at bus stops and allows buses to safely and effectively serve these stops.
- 1.7 Bus stop clearways enable Borough enforcement officers to issue penalty charge notices on offending vehicles thereby discouraging inconsiderate parking.
- 1.8 Reliability of buses is also improved if the bus is able to approach, stop and depart from bus stops without hindrance, improving the accuracy of scheduled bus stopping times and encouraging the usage of sustainable transport. This is a key issue raised by residents, who tell us they would use the bus if it operated to time.
- 1.9 In recent months the Council has been progressing a number of accessibility improvements (improved footways and kerbing) at various bus stops in Surrey Heath, Guildford and Woking. These have been funded by the EM3 LEP, following the approval of business cases submitted by SCC in 2018.
- 1.10 In addition to the civils works being carried out at the bus stops, the proposed new bus stop clearway markings will make the bus stops even more accessible, for the reasons outlined above.
- 1.11 The majority of these bus stops already have yellow bus stop cages marked on the carriageway, but do not have clearway approval for them to be enforceable. The other bus stops (which currently do not have any markings) are located along the same bus corridors, and clearway approval is requested for the above reasons and for consistency in the area. In general, the proposed measures are mainly the formalisation of existing bus stop arrangements, and should not result in any significant impacts upon parking in the vicinity of these bus stops.
- 1.12 As the bus services along these routes operate every day from the early morning and into the late evening, the most appropriate clearway control is a 24hr continuous prohibition of stopping, loading or parking, by all vehicles other than local bus services. A shorter period of control would increase the risk of obstructive parking occurring during the late evening and early morning periods, however, the bus services do require unhindered access to/from the bus stops throughout the entirety of their operating schedules.
- 1.13 SCC's recommended bus stop clearway length is 23m. This is to enable buses to easily pull up to the kerbside, and easily pull away on departure from the bus stop, although different clearway lengths may be proposed at individual bus stops depending upon local conditions. Further details of the proposals for individual bus stops are shown in the Annexes to this report.

2. ANALYSIS:

- 2.1 A number of bus stops in Surrey Heath have been improved to allow residents in the locality to be able to benefit from more accessible bus stops, with raised accessible kerbing and footway improvements being provided at these bus stops.

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- 2.2 The bus stops where new bus stop clearways are proposed are located throughout Surrey Heath and are shown on the Annexes to this report. They are located on bus routes 1, 2, 3, 11 and 34/35.
- 2.3 Providing bus stop clearways will ensure that passengers who board/alight from the bus at the stops can do safely and with step-free access.
- 2.4 The operating hours of the proposed bus stop clearways would be 24 hours a day, Monday to Sunday to correspond with the operating hours of the bus services.
- 2.5 Although some of the bus stops are located in residential areas, these areas have adequate unrestricted parking, and the introduction of new / improved bus stop clearways should not result in any significant new parking pressures for local residents and businesses. In general, the proposed measures are mainly the formalisation of existing bus stop arrangements, and should not result in any significant impacts upon parking in the vicinity of these bus stops.

3. OPTIONS:

- 3.1 The option of doing nothing does not support the provision of accessible public transport, the sustainable transport and Greener Futures agendas or Surrey's Climate Change Strategy. Furthermore, as outlined in Section 1 above, there are legal and other legislative requirements that the Council is required to adhere to in respect of providing fully accessible bus stop infrastructure. Therefore, "doing nothing" is not recommended.
- 3.2 The preferred option is to install clearways at various bus stops throughout Surrey Heath, to be operational twenty-four hours a day, Monday to Sunday, to ensure that safe and convenient access to/from bus services is available to all passengers.

4. CONSULTATIONS:

- 4.1 Local bus operators have ongoing problems in being unable to access bus stops due to parked cars along bus corridors. This prevents buses from safely pulling in parallel to the kerb at bus stops, and also delays the bus service due to buses having to negotiate around vehicles.
- 4.2 If the proposed bus stop clearways are approved by the Local Committee, affected frontages and properties neighbouring the stops (residential properties and businesses) will then be informed of the proposals with the opportunity for feedback and comments on the proposed changes. Any objections from adjacent residents and businesses can be addressed by delegated authority by the Local Highways Manager, or other appropriate role within the Scheme of delegation, and the Chair of the Local Committee.
- 4.3 Surrey County Council, as the Highway Authority, has powers under the Road Traffic Regulation Act 1984 and the Traffic Sign Regulations and General Directions 2016 to create bus stop clearways. A bus stop clearway is a parking restriction at a bus stop that can be enforced by the District Councils Civil Enforcement Officers as they would waiting restrictions. They are, however,

more onerous than waiting restrictions because the clearway also prohibits stopping and loading/unloading over the length of the bus stop.

- 4.4 Although as stated in 4.2 above, impacted residents and businesses will be advised if the proposed bus stop clearways are approved by the Local Committee, unlike waiting restrictions there is no mandatory statutory consultation process in order for a highway authority to implement a bus stop clearway. Consequently it is SCC's policy that these measures are approved by the Local Committee to ensure that there is some local consultation prior to their implementation.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The works will be funded by the EM3 LEP through the "Blackwater Valley Gold Grid" programme.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 An Equality Impact Assessment was carried out at the time of the submission to the EM3 LEP for the overall Blackwater Valley Gold Grid programme, with part of this programme being the increased accessibility of bus stops throughout various key bus routes in Surrey Heath.
- 6.2 No Equalities Impact Assessment has been completed specifically for the proposed bus stop clearways, but the changes made to these bus stops in providing step-free access to buses serving this stop are to improve accessibility for all bus users, including those with disabilities and mobility issues. It is not envisaged that any protected characteristics will be disbenefitted by the proposals.

7. LOCALISM:

- 7.1 The bus stops are located on bus routes 1, 2, 3, 11 and 34/35 which operate in Surrey Heath, within the following divisions:

- Camberley East
- Camberley West
- Heatherside and Parkside
- Frimley Green and Mytchett
- Bagshot, Windlesham and Chobham
- Lightwater, West End and Bisley

- 7.2 The proposed measures will assist in enabling more reliable bus services in these communities, which will be more accessible to more members of those communities. This will assist more people to lead a more independent life, as they can access bus services with more ease due to the increased accessibility of those services.

8. OTHER IMPLICATIONS:

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8.1

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	Making local bus services more accessible will encourage wider use of these more sustainable modes of transport. With reduced car use, this will contribute towards reduced carbon emissions and overall environmental benefits.
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	As the proposed measures are intended to benefit public transport and encourage its wider use, this can contribute towards a more sustainable lifestyle with increased walking to/from bus services. The reduced carbon emissions and overall environmental benefits will have clear benefits on public health.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 It is proposed to roll out a programme of new / improved bus stop clearways throughout Surrey Heath, on bus routes 1, 2, 3, 11 and 34/35. These will enable the bus stops to be kept clear from obstructive parking and enable buses to pull up fully to the kerbside, thus increasing the accessibility of bus services. This is intended to make the bus services accessible to a wider cross-section of the community and encourage wider use of public transport, which ties in SCC's policies of encouraging more sustainable modes of transport such as public transport, walking and cycling.
- 9.2 This report requests that in order to progress this roll-out of enforceable bus stop clearways, the Local Committee approves the proposed measures. This will enable SCC officers to carry out subsequent notification of the proposals to residents and businesses who will be impacted by the proposed changes.

[www.surreycc.gov.uk/Choose an item.](http://www.surreycc.gov.uk/Choose%20an%20item)

10. WHAT HAPPENS NEXT:

- 10.1 If the Local Committee gives approval to proceed with the bus stop clearways, SCC officers will make arrangements to notify local residents and businesses in the vicinity of the bus stops. There will be the opportunity for the affected parties to comment on the proposals, which will be considered under Delegated Authority by the Local Highways Manager, or other appropriate role within the Scheme of delegation, and the Chair of the Local Committee. A summary of any comments will be provided to the Local Committee.
- 10.2 Once any comments have been received and addressed, SCC officers will then programme the roll-out of the new / improved bus stop clearways, so that they become enforceable.
- 10.3 It is envisaged that due to the number of bus stops for which it is proposed to provide new / upgraded bus stop clearways, the initial stages of the implementation will concentrate on certain corridors within Surrey Heath (these corridors are to be confirmed), to enable their implementation to be progressed in stages.

Contact Officer:

Ian Murdoch, Senior Transport Officer, 07815 002288

Consulted:

SCC Local Highways Team
SCC Parking Team
Bus Operators

Annexes:

(Once I have completed the updated Annexes, I will cross-reference these here)

Sources/background papers:

Business Case for the Blackwater Valley Gold Grid project

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Surrey Heath Local Committee: Thursday 21st October 2021
 Proposed bus stop clearways in Bagshot, Windlesham and Chobham Division

**BW123: London Road
 Pennyhill Park bus stop
 (Southbound towards Camberley)**



- Currently there is a 19m bus cage at the bus stop.
- It is proposed to designate an extended 23m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.

Frontages which may be affected

- The residential property which is closest to the bus stop (238 London Road) has off-street parking.
- Bagshot Garage is located off London Road, and customers and staff can park within their premises.

**BW124: London Road
 Pennyhill Park bus stop
 (Northbound towards Lightwater)**



- There is an existing bus layby with no bus cage markings.
- It is proposed to provide bus cage markings in the layby and designate as a bus stop clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.
- There are no frontagers at this location.

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Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Bagshot, Windlesham and Chobham Division

**BW125: London Road
Waterers Way bus stop
(Northbound towards Lightwater)**



- Currently there is a 13m bus cage at the bus stop.
- It is proposed to designate a 13m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.

Frontages which may be affected

- The residential properties which are closest to the bus stop (109 and 109A London Road) have off-street parking.

**BW126: London Road
Waterers Way bus stop
(Southbound towards Camberley)**



- There are bus cage markings in the existing layby.
- It is proposed to designate the bus cage in the layby as a bus stop clearway.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.
- There are no frontages at this bus stop.

Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Bagshot, Windlesham and Chobham Division

BW127: High Street
Bagshot Square bus stop
(Northbound towards Lightwater)



- There is currently a 17m bus cage at this bus stop.
- This bus stop is currently under consideration by SCC for accessibility improvements.
- SCC will also determine the proposed bus stop clearway length as part of the accessibility improvements.
- SCC will consult with the Local Member in regard to the proposed improvements for this bus stop.

BW128: High Street
Bagshot Square bus stop
(Southbound towards Camberley)



- There is currently a 23m bus cage at this bus stop.
- This bus stop is currently under consideration by SCC for accessibility improvements.
- SCC will also determine the proposed bus stop clearway length as part of the accessibility improvements.
- SCC will consult with the Local Member in regard to the proposed improvements for this bus stop.

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Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Bagshot, Windlesham and Chobham Division

**BW129: Guildford Road
Bagshot Green bus stop
(Northbound towards Camberley)**



- There are currently no bus cage markings at this location.
- It is proposed to provide 23m bus cage markings, although due to the existing double yellow lines it is not proposed to designate a bus stop clearway at this location.
- The bus stop is close to 30, 32 and 34 Guildford Road, although these properties have off-street parking.

BW130: Bus stop Bagshot Green Guildford Road (Southbound) towards lightwater



- Currently this stop has an existing bus stop cage covering the bus layby which has not been formally approved so is not enforceable.
- It is proposed to formally approve the existing bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- There are no direct frontagers, and the nearest properties have off-street parking.

Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Camberley East Division

<p>BW1: Kings Ride York Road bus stop (northbound towards Old Dean)</p> <p>Bus Route 1</p> 	<p><u>Issue:</u> Currently this stop has an existing 28m bus stop cage which has not been formally approved and is therefore not enforceable. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.</p> <p><u>Proposal:</u> To formally approve the existing bus stop clearway to enable the restrictions to be enforced. The times of restriction are proposed to be 'no stopping at any time'. The proposed cage length is 27m.</p> <p><u>Frontages which may be affected</u> Flat 1, 1 Bath Road Flat 2, 1 Bath Road</p>
<p>BW2: Kings Ride York Road bus stop (southbound towards Camberley)</p> <p>Bus Route 1</p> 	<p><u>Issue:</u> Currently this stop has an existing 23m bus stop cage which has not been formally approved and is therefore not enforceable. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.</p> <p><u>Proposal:</u> To formally approve the bus stop clearway to enable the restrictions to be enforced. The times of restriction are proposed to be 'no stopping at any time'. The bus stop is being moved slightly further north to provide passengers with accessible kerbing. The revised bus clearway is 23m in length, although this will be moved 10m to the north to enable the accessible bus stop to be located on a suitable section of footway. The new section of clearway at its northern end will be across an existing dropped kerb and two driveways, and this will therefore have no impact upon on-street parking.</p> <p><u>Frontages which may be affected</u> 20 Kings Ride Heatherhurst, Kings Ride The Magnolias, Kings Ride</p>

Surrey Heath Local Committee: Thursday 21st October 2021
 Proposed bus stop clearways in Camberley East Division

BW3: Kings Ride
Kings Ride bus stop
(southbound towards Camberley)



Issue

Currently this stop has an existing 20m bus stop cage which has not been formally approved and is therefore not enforceable. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal

To formally approve the existing bus stop clearway to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services. The revised bus stop cage is 21m in length.

Frontages which may be affected

- 76A Kings Ride
- 76B Kings Ride
- 78 Kings Ride

BW4: College Ride
Kings Ride bus stop
(north eastbound towards Old Dean)



Issue:

Currently this stop does not have any bus stop cage markings.

An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal:

To formally approve and install a new bus stop clearway which will enable the restrictions to be enforced. The times of restriction are proposed to be 'no stopping at any time'. The proposed bus cage will be 23m in length.

No parking bays or resident access will be affected by the clearway, but the introduction of a clearway will protect the bus stop from any vehicles. The proposed clearway will extend across the dropped kerb access for the driveway at 1a College Ride, but this should have no impact upon on-street parking, as vehicles would not be obstructing the driveway.

Frontages which may be affected

- 1a College Ride, Camberley, GU15 4JP

Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Camberley East Division

BW5: College Ride:

**Whitehill Close bus stop
(South-westbound towards Camberley)**



Issue:

The current bus stop does not currently have a bus cage, and it is also difficult to provide a fully accessible bus stop due to the presence of driveways and the lack of a suitably long section of kerbside available for the desired length of accessible kerbing.

Proposal:

It is proposed to move the bus stop to a new location a short distance to the east, outside no. 46 / 48 College Ride, and provide a new bus stop cage of 23m length. The times of restriction are proposed to be 'no stopping at any time'.

If the Committee or Local Member does not favour this relocation, we will look to upgrade the existing bus stop, although this will be to a lesser standard than the new proposed location.

Frontages which may be affected

46 College Ride
48 College Ride

BW6: College Ride

**Whitehill Close bus stop
(North-eastbound towards Old Dean)**



Issue:

The bus stop does not current have bus stop markings. It is intended that this bus stop has a bus stop cage added as part of the bus stop improvement works. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal:

To formally approve a bus stop clearway which will enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time'. The proposed bus cage will be 23m in length

Frontages which may be affected

41 College Ride
41a College Ride

Route 1

Surrey Heath Local Committee: Thursday 21st October 2021
 Proposed bus stop clearways in Camberley East Division

**BW7: Upper College Ride
 Highland Road bus stop
 (Eastbound towards Camberley)**



Issue

Currently this stop has an existing 19m bus stop cage which has not been formally approved so is not enforceable. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal

To make minor adjustments to the existing bus stop clearway to make the proposed length 23m. This will involve extending the cage approx. 6m to the west, and removing approx. 2m at the eastern end of the current cage. The times of restriction should be 'no stopping at any time'.

Although there is some evidence of parking in this area, the new clearway will only impact the equivalent of one car length, but this should be considered in the context of increased accessibility of the bus stop.

Frontages which may be affected

- 113 Upper College Ride
- 115 Upper College Ride
- 117 Upper College Ride

**BW8: Upper College Ride
 Highland Road bus stop
 (Westbound towards Camberley)**



Issue

Currently this stop has an existing 17m bus stop cage which has not been formally approved so is not enforceable. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal

To extend the bus cage by 6m to achieve a 23m bus cage. The times of restriction are proposed to be 'no stopping at any time'.

The nearest adjacent property has off-street parking, although the bus stop is situated alongside greenspace.

Frontages which may be affected

- 2 Highland Road

Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Camberley East Division

**BW9: Upper College Ride
Poppyhills Road bus stop
(Eastbound towards Old Dean)**



Issue

Currently this stop has an existing 21m bus stop cage which has not been formally approved so is not enforceable. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal

To adjust the existing bus stop clearway to 23m in length. The times of restriction are proposed to be 'no stopping at any time'.

Frontages which may be affected

149 Upper College Ride
151 Upper College Ride
153 Upper College Ride
155 Upper College Ride

**BW10: Upper College Ride
Bus Stop Turf Hill Road
(Westbound towards Camberley)**



Issue

Currently this stop has an existing 17m bus stop cage which has not been formally approved so is not enforceable. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal

It is proposed to extend the bus cage to 23m, and to formally approve the proposed bus stop clearway to enable the restrictions to be enforced. The times of restriction are proposed to be 'no stopping at any time'.

Frontages which may be affected

164 Upper College Ride
166 Upper College Ride
168 Upper College Ride
170 Upper College Ride

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Proposed bus stop clearways in Camberley East Division

**BW11: Upper College Ride
Turf Hill Road bus stop
(Eastbound towards Old Dean)**



Issue

Currently this stop has an existing 17m bus stop cage which has not been formally approved so is not enforceable. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal

To provide an increased cage length of 23m. The times of restriction are proposed to be 'no stopping at any time'. This involves extending the eastern end of the cage approx. 8m to the east, whilst cutting back the western end by 2m, but the additional section of clearway will extend across an existing dropped kerb / driveway access, and should not impact on-street parking.

Frontages which may be affected

- 177 Upper College Ride
- 179 Upper College Ride
- 181 Upper College Ride
- 183 Upper College Ride

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 Proposed bus stop clearways in Camberley East Division

Route 1

<p>BW12: Berkshire Road Berkshire Road bus stop (North-eastbound towards Old Dean)</p> 	<p><u>Issue</u> Currently this stop has an existing 13m bus stop cage which has not been formally approved so is not enforceable. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.</p> <p><u>Proposal</u> It is proposed to provide a 23m bus cage, with the times of restriction proposed to be 'no stopping at any time'.</p> <p><u>Frontages which may be affected</u> This bus stop is not adjacent to any frontages.</p>

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 Proposed bus stop clearways in Camberley East Division

BW13: Wimbledon Road
Wimbledon Close bus stop
(Northbound towards Old Dean)



Issue:
 There are currently no bus cage markings at this bus stop. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses. No parking bays or resident access will be affected by the clearway, but the introduction of a clearway will protect the bus stop from any vehicles.

Proposal:
 To formally approve a bus stop clearway which will enable the restrictions to be enforced. The times of restriction are proposed to be 'no stopping at any time'. The proposed bus cage will be 23m

Frontages which may be affected
 41 Wimbledon Road
 43 Wimbledon Road

BW14: Wimbledon Road
Wimbledon Road bus stop
(Eastbound towards Old Dean)



Issue:
 There are currently no bus cage markings at this bus stop. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses. No parking bays or resident access will be affected by the clearway, but the introduction of a clearway will protect the bus stop from any vehicles.

Proposal:
 It is proposed to provide a 23m bus stop clearway with the times of restriction proposed to be 'no stopping at any time'.

Frontages which may be affected
 67 Wimbledon Road
 69 Wimbledon Road
 71 Wimbledon Road

Route 1

Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Camberley East Division

BW15: Wimbledon Road
Bracknell Road bus stop
(Eastbound towards Old Dean)



Issue

Currently this stop has an existing 13m bus stop cage which has not been formally approved so is not enforceable. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal

It is proposed to provide a 23m bus cage and move it a short distance to the west away from the junction with Bracknell Road. The times of restriction are proposed to be 'no stopping at any time'. The extended clearway will not cover any areas currently used for on-street parking.

Frontages which may be affected

Although there are flats close to the bus stop, the local residents have available off-street parking as well as a parking bay on the opposite side of Wimbledon Road.

BW16: Mitcham Road
Mitcham Road bus stop
(Eastbound towards Old Dean)



Issue

Currently this stop has an existing 13m bus stop cage which has not been formally approved so is not enforceable. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal

It is proposed to provide a 19m bus cage, with the times of restriction 'no stopping at any time'.

Frontages which may be affected

There are no direct frontages at this bus stop, which is alongside a grassed area. Some of the closest properties have driveway parking, and on-street parking occurs a short distance to the east of the bus stop.

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Proposed bus stop clearways in Camberley East Division

BW17: Kingston Road
Kingston Road bus stop
Bus Stop Kingston Road Kingston Road
(Southwest bound towards Camberley)



Issue:

Currently this stop has an existing bus stop cage covering the bus layby which has not been formally approved so is not enforceable. Buses need to be able to access this bus stop fully always.

Proposal:

In addition to the proposed footway improvements, provide a 23m bus cage, with the times of restriction proposed to be 'no stopping at any time'.

Frontages that may be affected

74 Kingston Road

BW18 Kingston Road
Collingwood College bus stop
(South-westbound towards Camberley)



Issue:

Currently this stop has an existing bus stop cage covering the bus layby which has not been formally approved so is not enforceable. Buses need to be able to fully access this bus stop.

Proposal:

To formally approve the bus stop clearway within the layby to enable the restrictions to be enforced. The times of restriction are proposed to be 'no stopping at any time'.

The revised bus cage length would be 25m – i.e. the full length of the layby.

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Proposed bus stop clearways in Camberley East Division

BW19: Caesars Camp Road
Caesars Camp Road bus stop
(South- westbound towards Camberley)



Issue

Currently this stop has an existing 11m bus stop cage which has not been formally approved so is not enforceable. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal

It is proposed to provide a 23m bus cage, with the additional length extending at the entry part of the bus cage. The proposed times of restriction are 'no stopping at any time'.

Frontages that may be affected

Nos. 42 to 52 Caesars Camp Road

BW48: Heathcote Road
Heathcote Road bus stop
(Southbound towards Frimley)



Issue:

There is currently no bus stop cage at this bus stop.

Proposal:

It is proposed to provide a 23m bus cage at this location, with the times of restriction proposed to be 'no stopping at any time'.

Frontages which may be affected

11 to 16 Abbey Court

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Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Camberley East Division

BW48A: Heathcote Road
Heathcote Road bus stop
(Northbound towards Camberley)



Issue:

There is currently no bus stop cage at this bus stop.

Proposal:

It is proposed to provide a 23m bus cage with the times of restriction proposed to be 'no stopping at any time'.

Frontages which may be affected

Elmhurst Court

BW49: Upper Park Road
Shalbourne Rise bus stop
(Westbound towards Camberley)



Issue:

There is currently no bus stop cage at this bus stop.

Proposal:

It is proposed to provide a 17m bus cage with the times of restriction proposed to be 'no stopping at any time'.

Frontages which may be affected

2 Shalbourne Rise
28 Upper Park Road

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Proposed bus stop clearways in Camberley East Division

BW50: Upper Park Road
Shalbourne Rise bus stop
(Eastbound towards Frimley)



Issue:

Currently this stop has an existing 17m bus stop cage which has not been formally approved so is not enforceable. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal:

It is proposed to formally approve the existing 17m bus stop clearway to enable the restrictions to be enforced. The times of restriction are proposed to be 'no stopping at any time'.

Frontages which may be affected

Upper Park Place (29-31 Upper Park Road)
33 Upper Park Road

BW51: Church Hill
Belton Road bus stop
(Westbound towards Camberley)



Issue:

There is currently no bus stop cage at this bus stop. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal:

It is proposed to provide a 23m bus cage at this bus stop, with the times of restriction proposed to be 'no stopping at any time'.

No Frontages would be affected

Although this bus stop is adjacent to 1 Belton Road and 28 Church Hill, these properties do have off-street parking.

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Proposed bus stop clearways in Camberley East Division

BW52: Church Hill
Belton Road bus stop
(Eastbound towards Frimley)



Issue:

Currently this stop has an existing bus stop cage covering the bus layby which has not been formally approved so is not enforceable.

Proposal:

To formally approve the existing bus stop clearway in the layby to enable the restrictions to be enforced, with the proposed times of restriction being 'no stopping at any time'.

Frontages which may be affected

St Pauls Church

BW53: Crawley Hill
Connaught Road bus stop
(Northbound towards Camberley)



Issue:

There is currently no bus stop cage at this bus stop. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal:

It is proposed to provide a 23m bus cage at this bus stop, with the times of restriction proposed to be 'no stopping at any time'.

No Frontages would be affected

The nearby properties have off-street parking.

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Proposed bus stop clearways in Camberley East Division

BW54: Crawley Hill
Connaught Road bus stop
(Southbound towards Frimley)



Issue:

There is currently no bus stop cage at this bus stop. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal:

It is proposed to provide a 23m bus cage at this bus stop, with the times of restriction proposed to be 'no stopping at any time'.

No frontages would be affected

The nearby properties have off-street parking.

BW55: Crawley Hill
Ravenswood Drive
(Eastbound towards Frimley)



Issue:

There is currently no bus stop cage at this bus stop. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal:

It is proposed to provide a 19m bus cage at this bus stop, with the times of restriction proposed to be 'no stopping at any time'. The shorter bus cage is proposed at this location as there is a driveway entrance at the entry to the bus stop.

No Frontages would be affected

The nearby properties have off-street parking.

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Proposed bus stop clearways in Camberley East Division

BW56: Crawley Hill
Ravenswood Drive bus stop
(Westbound towards Camberley)



Issue:

Currently this stop has an existing bus stop cage covering the bus layby which has not been formally approved so is not enforceable.

Proposal: To formally approve the existing bus stop clearway to enable the restrictions to be enforced, with the times of restriction proposed to be 'no stopping at any time'.

No Frontages would be affected

There are no residential or business premises in the vicinity of the bus layby.

BW115: Portsmouth Road
Iberian Way bus stop
(Southbound towards Camberley)



Issue:

There is currently no bus stop cage at this bus stop. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal:

It is proposed to provide a 23m bus cage at this bus stop, with the times of restriction proposed to be 'no stopping at any time'.

No frontages would be affected

The nearby properties have off-street parking.

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Proposed bus stop clearways in Camberley East Division

BW116: Portsmouth Road
Iberian Way bus stop
(Northbound towards Bagshot)



Issue:

Currently this stop has an existing 17m bus stop cage which has not been formally approved so is not enforceable. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal:

It is proposed to extend the existing bus cage by 4m to achieve a 21m bus cage. The proposed times of restriction are 'no stopping at any time'.

No frontages would be affected

The nearby properties have off-street parking.

BW117: Portsmouth Road
Gibbet Lane bus stop
(Northbound towards Bagshot)



Issue:

There is currently no bus stop cage at this bus stop. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal:

It is proposed to provide a 23m bus cage at this bus stop, with the times of restriction proposed to be 'no stopping at any time'.

No frontages would be affected

The nearby properties have off-street parking.

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 Proposed bus stop clearways in Camberley East Division

BW118: Portsmouth Road
Gibbet Lane bus stop
(Southbound towards Camberley)



Issue:

Currently this stop has an existing 11m bus stop cage which has not been formally approved so is not enforceable. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal:

To formally approve a bus stop clearway which will enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time'. The bus stop cage would remain at 11m in length, due to the adjacent zig zag markings and side road entrance.

No frontages would be affected

The nearby properties have off-street parking, and also park in the side street (Beaufront Road).

BW119: Portsmouth Road
Hillcrest Road bus stop
(Southbound towards Camberley)



Issue:

There is currently no bus stop cage at this bus stop. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal:

It is proposed to provide a 23m bus cage at this bus stop, with the times of restriction proposed to be 'no stopping at any time'.

Frontages which may be affected:

- 13 Portsmouth Road
- 15 Portsmouth Road

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Proposed bus stop clearways in Camberley East Division

**BW120: Portsmouth Road
Hillcrest Road bus stop
(Northbound towards Bagshot)**



Issue:

There is currently no bus stop cage at this bus stop. An enforceable clearway will prevent any stopping, loading, or parking by any other vehicles apart from local buses.

Proposal:

It is proposed to provide a 23m bus cage at this bus stop, with the times of restriction proposed to be 'no stopping at any time'.

No frontages would be affected

The nearby properties have off-street parking, which is accessed via the side street (Highbury Crescent).

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Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Camberley West Division

BW22: London Road
The Agincourt bus stop
(North-eastbound towards Camberley)



- Currently bus cage markings in the existing layby.
- Proposed to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- No frontagers impacted by this proposal.

BW23: London Road
The Agincourt bus stop
(Westbound towards Blackwater Station)



- Currently no bus cage markings at this bus stop
- Proposed to provide bus cage markings, and to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'
- This bus stop is directly outside a commercial premises, who would be contacted with details of the proposed bus stop clearway if this is approved by the Local Committee. It should be noted that there is off-street parking within the commercial premises.

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Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Camberley West Division

BW24: London Road
Yorktown bus stop
(Southwest bound towards Camberley)



- Currently bus cage markings in the existing layby.
- Proposed to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'
- It is understood that the adjacent building may be redeveloped, any impacted frontagers will be written to, if the proposed clearway receives Local Committee approval.

BW25: London Road
Yorktown bus stop
(North-eastbound towards Camberley)



- Currently bus cage markings in the carriageway – 17m in length.
- Proposed to formally approve the bus stop clearway (to remain at 17m as existing yellow line restrictions either side of the bus cage) to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'
- No frontagers affected by this proposal.

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Proposed bus stop clearways in Camberley West Division

BW26: London Road
The Avenue bus stop
(South-westbound towards Blackwater)



- Currently bus cage markings in the carriageway – 17m in length.
- Proposed to formally approve the bus stop clearway (to remain at 17m as existing yellow line restrictions either side of the bus cage) to enable the restrictions to be enforced.
- The times of restriction should be ‘no stopping at any time’
- The adjacent frontagers affected by this proposal are in the block of flats (Dorchester Court - 281 London Road), although no on-street parking would take place in this section of London Road.

BW27: London Road
The Avenue bus stop
(North-eastbound towards Camberley)



- Currently bus cage markings in the carriageway – 19m in length.
- Proposed to formally approve the bus stop clearway (to remain at 19m as existing yellow line restrictions either side of the bus cage) to enable the restrictions to be enforced.
- The times of restriction should be ‘no stopping at any time’
- The adjacent frontagers are understood to park away from London Road itself and no on-street parking would take place in this section of London Road.

ITEM 7

Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Camberley West Division

BW28: London Road
The Staff bus stop
(South-west bound towards Camberley)



- Previously there were no bus cage markings, and the bus stop was located in a section of westbound bus lane.
- The recent A30 London Road scheme has widened the footway to provide a shared footway / cycleway.
- On completion of the A30 scheme, SCC will review the exact positioning of a new bus stop cage and clearway, and will propose a 23m clearway at this location.
- The impacted frontagers are in the adjacent Admiral House and at 201-205 London Road. On-street parking would not be taking place in this section of London Road though.

BW29: Frimley Road
Co-op bus stop
(Northwest bound towards Camberley)



- Currently bus cage markings in the carriageway – 19m in length.
- Proposed to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be ‘no stopping at any time’
- The adjacent frontagers (Burlington Mansions and Westminster Mansions) are understood to park away from Frimley Road itself and no on-street parking would take place in this section.

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 Proposed bus stop clearways in Camberley West Division

BW30: Frimley Road
Co-op bus stop
(South-eastbound towards Frimley)



- Currently bus cage markings in the carriageway – 23m in length.
- Proposed to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be ‘no stopping at any time’
- The adjacent property (23 Harcourt Road) has off-street parking accessed from Harcourt Road. No on-street parking is understood to take place in this section of Frimley Road.

BW31: Frimley Road
Vale Road bus stop
(Northwest bound towards Camberley)



- Currently bus cage markings in the carriageway – 19m in length.
- Proposed to formally approve the bus stop clearway (to remain at 19m) to enable the restrictions to be enforced.
- The times of restriction should be ‘no stopping at any time’
- The adjacent property (Oakfields) has off-street parking accessed from Alexandra Avenue. No on-street parking is understood to take place in this section of Frimley Road.

BW32: Frimley Road
Vale Road bus stop
(South-eastbound towards Frimley)



- Currently no bus cage markings at this bus stop
- Proposed to provide bus cage markings of 23m length, and to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- The adjacent properties are 45 and 47 Frimley Road, although these both have off-street parking. It is understood that parking would not take place in this section of Frimley Road by the bus stop.

BW33: Frimley Road
The Four Horseshoes bus stop
(South-eastbound towards Frimley)



- Currently bus cage markings in the carriageway – 19m in length.
- Proposed to formally approve the bus stop clearway (to remain at 19m) to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'
- The adjacent properties are as follows:
 - Four Horseshoes, 75 Frimley Road
 - 77 Frimley Road
 - 79 Frimley Road
 - 81 Frimley Road
 - 83 Frimley Road
 - 85 Frimley Road
 - 87 Frimley Road

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 Proposed bus stop clearways in Camberley West Division

BW34: Frimley Road
The Four Horseshoes
(North-westbound towards Camberley)



- Currently bus cage markings in the carriageway – 23m in length.
- Proposed to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be ‘no stopping at any time’
- The adjacent properties (82-90 Frimley Road) have some off-street parking, and parking is also observed to take place on the wide footway at this location, as well as at nearby kerbsides.

BW35: Frimley Road
Royal Standard bus stop
(Southbound towards Camberley)



- Currently bus cage markings in the carriageway – 21m in length.
- Proposed to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be ‘no stopping at any time’
- The adjacent properties are as follows:
 - 125 Frimley Road
 - 125A Frimley Road
 - 127 Frimley Road
 - Flat 1, 129 Frimley Road
 - Flat 2, 129 Frimley Road
 - 129A Frimley Road

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Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Camberley West Division

BW36: Frimley Road
Royal Standard bus stop
(Northbound towards Camberley)



- Currently bus cage markings in the carriageway – 19m in length.
- Proposed to formally approve the bus stop clearway (to remain at 19m) to enable the restrictions to be enforced.
- The times of restriction should be ‘no stopping at any time’
- The adjacent properties are as follows:
 - 110a to 110e Frimley Road
 - Sentry House
 - 112 Frimley Road

BW37: Frimley Road
Bristow Road bus stop
(Northbound towards Frimley)



- Currently bus cage markings in the carriageway – 23m in length.
- Proposed to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be ‘no stopping at any time’
- The adjacent properties (180 to 190 Frimley Road) all have off-street parking.

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Proposed bus stop clearways in Camberley West Division

BW38: Frimley Road
Bristow Road bus stop
(Southbound towards Frimley)



- Currently this stop has an existing bus stop cage covering the bus layby which has not been formally approved so is not enforceable.
- Proposed to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'
- The bus stop is adjacent to South Camberley Primary and Nursery School.

BW39: Frimley Road
Watchetts Drive bus stop
(Northbound towards Camberley)



- Currently this stop has an existing bus stop cage covering the bus layby which has not been formally approved so is not enforceable.
- Proposed to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'
- The bus stop is adjacent to :
 - The Crabtree, 220 Frimley Road
 - 226 Frimley Road

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Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Camberley West Division

BW40: Frimley Road
Watchetts Drive bus stop
(southbound towards Frimley)



- Currently bus cage markings in the carriageway – 23m in length.
- Proposed to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be ‘no stopping at any time’
- The adjacent properties (197 to 201 Frimley Road) all have off-street parking.

BW41: Frimley Road
James Road bus stop
(Southbound towards Frimley)



- Currently this stop has an existing yellow bus stop cage covering the bus layby which has not been formally approved so is not enforceable.
- Proposed to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be ‘no stopping at any time’
- There are no adjacent properties at this location.

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Proposed bus stop clearways in Camberley West Division

BW42: Frimley Road
James Road bus stop
(Northbound towards Camberley)



- Currently no bus cage markings at this bus stop, which is located at the end of a section of northbound bus lane.
- Proposed to provide bus cage markings of 23m length, and to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- The adjacent property is 290 Frimley Road, although this has off-street parking. It is understood that parking would not take place in this section of Frimley Road by the bus stop.

BW43: Frimley Road
Lyon Way bus stop
(Southbound towards Frimley)



- Currently this stop has an existing yellow bus stop cage covering the bus layby which has not been formally approved so is not enforceable.
- It is proposed to formally approve the existing bus stop clearway, to enable the restrictions to be enforced.
- The times of restriction are proposed to be 'no stopping at any time'.
- There are no frontages at this location impacted by this proposal.

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Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Camberley West Division

BW44: Frimley High Street
Frimley High Street bus stop
(southbound towards Frimley / Farnborough)



- Currently a 17m bus cage.
- Proposed to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction are proposed to be 'no stopping at any time'
- The adjacent properties have off-street parking.

BW45: Frimley High Street
Frimley High Street bus stop
(Northbound towards Frimley)



- Bus cage is currently located within the layby.
- SCC is currently considering further accessibility improvements at this bus stop, and designs have still to be finalised.
- It is proposed that further consultation is carried with the Local Member and SHBC in regard to the accessibility improvements, and the proposed bus stop clearway which would also be proposed at that time.

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 Proposed bus stop clearways in Camberley West Division

**BW46: Frimley High Street
 Frimley Station bus stop
 (Southwest bound towards Farnborough)**



- Existing bus cage is 19m in length.
- SCC is currently considering further accessibility improvements at this bus stop, and designs have still to be finalised.
- It is proposed that further consultation is carried with the Local Member and SHBC in regard to the accessibility improvements, and the proposed bus stop clearway which would also be proposed at that time.

**BW47: Frimley High Street
 Frimley Station bus stop
 (Northbound towards Camberley)**



- Currently no bus cage markings are provided.
- SCC is currently considering further accessibility improvements at this bus stop, and designs have still to be finalised.
- It is proposed that further consultation is carried with the Local Member and SHBC in regard to the accessibility improvements, and the proposed bus stop clearway which would also be proposed at that time.

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Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Camberley West Division

**BW68: Portsmouth Road
Frimley Park bus stop
(Southbound towards Frimley)**



- There is an existing 23m bus cage provided.
- Proposed to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction are proposed to be 'no stopping at any time'
- The adjacent properties have off-street parking.

**BW68A: Portsmouth Road
Frimley Park bus stop
(Northbound towards Camberley)**



- There is an existing 33m bus cage provided.
- Proposed to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction are proposed to be 'no stopping at any time'
- The adjacent properties have off-street parking.

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 Proposed bus stop clearways in Camberley West Division

BW69: Church Road
Church Road bus stop
(Northbound towards Deepcut)



- Currently an existing 17m bus cage
- Proposed to formally approve the bus stop clearway (to remain at 17m) to enable the restrictions to be enforced.
- The times of restriction are proposed to be 'no stopping at any time'
- The adjacent properties have off-street parking.

BW70: Church Road
Church Road bus stop
(South bound towards Frimley)



- Currently an existing 27m bus cage
- Proposed to formally approve the bus stop clearway (to remain at 27m) to enable the restrictions to be enforced.
- The times of restriction are proposed to be 'no stopping at any time'
- The adjacent properties have off-street parking.

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Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Camberley West Division

BW111: Chobham Road
Warren Rise bus stop
(Eastbound towards Camberley)



- Currently no bus cage markings are provided.
- It is proposed that a 19m bus cage and approval for a bus stop clearway is provided.
- The times of restriction are proposed to be 'no stopping at any time'
- The adjacent properties have off-street parking.

BW112: Chobham Road
Warren Rise bus stop
(Westbound towards Frimley)



- Currently no bus cage markings are provided.
- It is proposed that a 23m bus cage and approval for a bus stop clearway is provided.
- The times of restriction are proposed to be 'no stopping at any time'
- The adjacent properties have off-street parking.

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 Proposed bus stop clearways in Camberley West Division

BW113: Chobham Road
Bicknel Road bus stop
(Northbound towards Camberley)



- Currently no bus cage markings are provided.
- It is proposed that a 23m bus cage and approval for a bus stop clearway is provided.
- The times of restriction are proposed to be 'no stopping at any time'
- The adjacent properties have off-street parking.

BW114: Chobham Road
Bicknel Road bus stop
(Southbound towards Frimley)



- Currently no bus cage markings are provided.
- It is proposed that a 23m bus cage and approval for a bus stop clearway is provided.
- The times of restriction are proposed to be 'no stopping at any time'
- The adjacent properties have off-street parking.

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Surrey Heath Local Committee: Thursday 21st October 2021
 Proposed bus stop clearways in Frimley Green and Mytchett

**BW71: Frimley Green Road
 Sheridan Road bus stop
 (Northbound toward Frimley)**



- Currently an existing 23m bus cage
- Proposed to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction are proposed to be 'no stopping at any time'

Frontages which may be affected

- 4a Frimley Green Road
- 6 Frimley Green Road
- 6a Frimley Green Road

**BW72: Frimley Green Road
 Sheridan Road bus stop
 (Southbound towards Camberley)**



- Currently this stop has an existing bus stop cage covering the bus layby which has not been formally approved so is not enforceable.
- It is proposed to formally approve the existing bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.

Frontages which may be affected

- 5 Frimley Green
- 7 Frimley Green
- 9 Frimley Green

**BW73: Frimley Green Road
 Johnson's Wax bus stop
 (Northbound towards Frimley)**



- Currently this stop has an existing bus stop cage covering the bus layby which has not been formally approved so is not enforceable.
- It is proposed to formally approve the existing bus stop clearway to enable the restrictions to be enforced.
- The times of restriction are proposed to be 'no stopping at any time'.
- The adjacent premises has off-street parking.

**BW74: Frimley Green Road
 Johnson's Wax bus stop
 (Southbound towards Camberley)**



- Currently an existing 23m bus cage
- Proposed to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction are proposed to be 'no stopping at any time'
- There are no adjacent premises impacted by this proposal.

Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Frimley Green and Mytchett

**BW75: Frimley Green Road
Worsley Road bus stop
(Southbound towards Camberley)**



- Currently an existing 17m bus cage
- Proposed to formally approve the bus stop clearway (to remain at 17m) to enable the restrictions to be enforced.
- The times of restriction are proposed to be 'no stopping at any time'

Frontages which may be affected

- 97 Frimley Green Road
- 99 Frimley Green Road
- 99A Frimley Green Road

**BW76: Frimley Green Road
Worsley Road bus stop
(Northbound towards Frimley)**



- Currently an existing 19m bus cage
- Proposed to formally approve the bus stop clearway (to remain at 19m) to enable the restrictions to be enforced.
- The times of restriction are proposed to be 'no stopping at any time'.
- There are no adjacent frontages impacted by this proposal.

**BW77: Frimley Green Road
 Frimley Cof E School bus stop
 (Northbound towards Camberley)**



- Currently an existing 23m bus cage
- It is proposed to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction are proposed to be 'no stopping at any time'.
- The Frimley C of E Primary School is adjacent to this bus stop, although there is off-street parking within its premises. There is also evidence of on-street parking occurring to the south of the existing bus cage.

**BW78: Frimley Green Road
 Frimley C of E School bus stop
 Southbound towards Deepcut**



- Currently an existing 13m bus cage
- It is proposed to formally approve the bus stop clearway (retained at 13m) to enable the restrictions to be enforced.
- The times of restriction are proposed to be 'no stopping at any time'.
- No.s 153, 155 and 157 Frimley Green Road are adjacent to the bus stop, although they all have off-street parking.

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 Proposed bus stop clearways in Frimley Green and Mytchett

BW79: Frimley Green Road
The Wheatsheaf bus stop
(Northbound towards Camberley)



- Currently an existing 23m bus cage
- It is proposed to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction are proposed to be 'no stopping at any time'.
- Adjacent properties are 162, 164 and 166 Frimley Green Road, with only no. 162 having off-street parking.

BW80: Frimley Green Road
The Wheatsheaf bus stop
(Southbound towards Deepcut)



- Currently an existing 23m bus cage
- It is proposed to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction are proposed to be 'no stopping at any time'.
- The only adjacent property is the Old Wheatsheaf PH, which has off-street parking.

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Proposed bus stop clearways in Frimley Green and Mytchett

**BW81: Frimley Green Road
Frimley Green bus stop
(Northbound towards Camberley)**



For information:

There is no bus cage provided at present, and currently no proposals to provide a bus cage or clearway, as double yellow lines are provided throughout this section of Frimley GrRoad.

**BW82: Sturt Road
Frimley Green bus stop
(Southbound towards Farnborough)**



- Currently no bus cage is provided at this location, although there is currently a layby at the bus stop.
- SCC are currently investigating options for an improved bus stop layout, in order to improve the accessibility of the bus stop, as well as maintaining access to/from the adjacent Rose and Thistle PH.
- A new bus stop cage and clearway will also be developed in conjunction with the proposed bus stop improvements, and further discussions will take place with the Local Member in this regard.
- As mentioned above, this bus stop is adjacent to the Rose and Thistle PH.

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Proposed bus stop clearways in Frimley Green and Mytchett

BW83: Sturt Road
Sturt Road bus stop
(Southbound towards Farnborough)



- Currently no bus cage is provided at this location.
- It is proposed to provide a 23m bus cage and clearway.
- The proposed hours of restriction are 'no stopping at any time'.
- The adjacent properties have off-street parking.

BW84: Sturt Road
Sturt Road bus stop
(Northbound towards Deepcut)



- Currently no bus cage is provided at this location.
- It is proposed to provide a 23m bus cage and clearway.
- The proposed hours of restriction are 'no stopping at any time'.
- The adjacent properties have off-street parking.

BW85: Mytchett Road
Miners Arms bus stop
Southbound towards Farnborough



- Currently an existing 23m bus cage
- It is proposed to formally approve the bus stop clearway to enable the restrictions to be enforced.
- The times of restriction are proposed to be 'no stopping at any time'.

Frontages

- 1A Mytchett Road
 - 1 Mytchett Road
 - 3 Mytchett Road
 - 5 Mytchett Road
- (note that these all have off-street parking)

BW86: Mytchett Road
Miners Arms bus stop
Northbound towards Deepcut



- Currently no bus cage is provided at this location.
- It is proposed to provide a 23m bus cage and clearway.
- The proposed hours of restriction are 'no stopping at any time'.
- The adjacent properties have off-street parking.

Frontages

- The Miners Arms
- The Miners Lodge
- 6 Mytchett Road

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Proposed bus stop clearways in Frimley Green and Mytchett

BW87: Mytchett Road
Mytchett Road Post Office bus stop
(Southbound towards Ash Vale)



- Currently there are bus cage markings in the existing layby
- SCC are currently investigating options for an improved bus stop layout, in order to improve the accessibility of the bus stop, as well as maintaining access to/from the adjacent businesses and residential properties.
- A new bus stop cage and clearway will also be developed in conjunction with the proposed bus stop improvements, and further discussions will take place with the Local Member in this regard.
- This bus stop is adjacent to Surrey Wrought Iron, the Convenience Store / Post Office and 79/81 Mytchett Road. All have off-street parking, except for the Convenience Store / Post Office.
- It has been observed that parking often takes place in the existing bus layby, and bus operators and members of the public have raised this issue with SCC.

BW88: Mytchett Road
Mytchett Road Post Office bus stop
(Northbound towards Deepcut)



- Currently there are bus cage markings in the existing layby
- SCC are currently investigating options for an improved bus stop layout, in order to improve the accessibility of the bus stop, as well as maintaining access to/from the adjacent businesses and residential properties.
- A new bus stop cage and clearway will also be developed in conjunction with the proposed bus stop improvements, and further discussions will take place with the Local Member in this regard.
- The adjacent properties have off-street parking.

Frontages

- 68 – 84 Mytchett Road

Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Heatherside and Parkside Division

BW57: Portsmouth Road
Prior Road bus stop
(Southbound towards Frimley)



- There is currently a 17m bus cage at the bus stop.
- It is proposed to designate a 21m bus stop clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.
- The nearest properties to the bus stop have off-street parking.

BW58: Portsmouth Road
Prior Road bus stop
(Northbound towards Camberley)



- There is currently a 17m bus cage at the bus stop.
- It is proposed to designate a 17m bus stop clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.
- The nearest properties to the bus stop have off-street parking.

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Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Heatherside and Parkside Division

**BW59: Portsmouth Road
Golf Drive bus stop
(Northbound towards Camberley)**



- There is currently no bus stop cage at this bus stop.
- It is proposed to designate a 23m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.
- The nearest properties to the bus stop have off-street parking.

**BW60: Portsmouth Road
Golf Drive bus stop
(Southbound towards Frimley)**



- There is currently no bus stop cage at this bus stop.
- It is proposed to designate a 23m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.
- The nearest properties to the bus stop have off-street parking.

Surrey Heath Local Committee: Thursday 21st October 2021
 Proposed bus stop clearways in Heatherside and Parkside Division

<p>BW61: Portsmouth Road Longmeadow bus stop (Northbound towards Camberley)</p> 	<ul style="list-style-type: none"> • Currently this stop has an existing bus stop cage covering the bus layby which has not been formally approved so is not enforceable. • It is proposed to provide bus cage markings in the layby and formally approve the existing bus stop clearway to enable the restrictions to be enforced. • The times of restriction are proposed to be 'no stopping at any time'. • The nearest properties to the bus stop have off-street parking.
<p>BW62: Portsmouth Road Longmeadow bus stop (Southbound towards Frimley)</p> 	<ul style="list-style-type: none"> • Currently this stop has an existing bus stop cage covering the bus layby which has not been formally approved so is not enforceable. • It is proposed to formally approve the existing bus stop clearway to enable the restrictions to be enforced. • The times of restriction are proposed to be 'no stopping at any time'. • The nearest properties to the bus stop have off-street parking.

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Proposed bus stop clearways in Heatherside and Parkside Division

**BW63: Portsmouth Road
Brackendale Close bus stop
(Northbound towards Camberley)**



- Currently there are no bus cage markings provided at this stop.
- It is proposed to provide 23m bus cage markings and bus stop clearway.
- The proposed restriction times are 'no stopping at any time'
- The nearby properties all have off-street parking.

**BW64: Portsmouth Road
Brackendale Close bus stop
(Southbound towards Frimley)**



- Currently there are no bus cage markings provided at this stop.
- It is proposed to provide 23m bus cage markings and bus stop clearway.
- The proposed restriction times are 'no stopping at any time'
- The nearby properties all have off-street parking.

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Proposed bus stop clearways in Heatherside and Parkside Division

BW65: Portsmouth Road
The Grove Primary School bus stop
(North bound towards Camberley)



For information, due to the junction layout and existing road markings, a bus stop clearway is not proposed at this bus stop.

BW66: Portsmouth Road
The Grove Primary School bus stop
(Southbound towards Frimley)



- Currently this stop has an existing 19m bus stop cage which has not been formally approved so is not enforceable.
- It is proposed to formally approve the existing bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- The adjacent Primary School has off-street parking.

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Proposed bus stop clearways in Heatherside and Parkside Division

**BW89: Prior Road
Springfield Road bus stop
(Southbound towards Frimley)**



- Currently this stop has an existing 11m bus stop cage which has not been formally approved so is not enforceable.
- It is proposed to formally approve an extended bus stop clearway of 23m and to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- The nearby properties all have off-street parking.

**BW90: Prior Road
Springfield Road bus stop
(Northbound towards Camberley)**



- Currently this stop has an existing 11m bus stop cage which has not been formally approved so is not enforceable.
- It is proposed to formally approve an extended bus stop clearway of 23m and to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- The nearby properties all have off-street parking.

Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Heatherside and Parkside Division

**BW91: Prior Road
 Kilmore Drive bus stop
 (Northbound towards Camberley)**



- Currently this stop has an existing 11m bus stop cage which has not been formally approved so is not enforceable.
- It is proposed to formally approve an extended bus stop clearway of 23m and to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- The nearby properties all have off-street parking.

**BW92: Prior Road
 Kilmore Drive bus stop
 (Southbound towards Frimley)**



- Currently this stop has an existing 11m bus stop cage which has not been formally approved so is not enforceable.
- It is proposed to formally approve an extended bus stop clearway of 23m and to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- The nearby properties all have off-street parking.

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 Proposed bus stop clearways in Heatherside and Parkside Division

**BW93: Upper Chobham Road
 Amber Hill bus stop
 (Southbound towards Camberley)**



- There is currently no bus stop cage at this bus stop.
- It is proposed to designate a 23m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.
- The nearest properties to the bus stop have off-street parking.

**BW94: Upper Chobham Road
 Amber Hill bus stop
 (Northbound towards Frimley)**



- There is currently no bus stop cage at this bus stop.
- It is proposed to designate a 23m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.
- The nearest properties to the bus stop have off-street parking.

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 Proposed bus stop clearways in Heatherside and Parkside Division

**BW95: Cumberland Road
 Tremayne Walk bus stop
 (Northbound towards Camberley)**



- There is currently no bus stop cage at this bus stop.
- It is proposed to designate a 23m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.

Frontages which may be affected

- 26 Cumberland Road
- 26a Cumberland Road
- 28 Cumberland Road
- 30 Cumberland Road (these properties have off-street parking)

**BW96: Cumberland Road
 Tremayne Walk bus stop
 (Southbound towards Frimley)**



- There is currently no bus stop cage at this bus stop.
- It is proposed to designate a 23m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.

Frontages which may be affected

- 31 Cumberland Road
- 33 Cumberland Road

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Proposed bus stop clearways in Heatherside and Parkside Division

**BW97: Cumberland Road
The Wheatsheaf bus stop
(Eastbound towards Frimley)**



- Currently there is a 15m bus cage at the bus stop.
- It is proposed to designate a 15m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.

Frontages that may be affected:

87-101 Cumberland Road

**BW98: Cumberland Road
Wheatsheaf bus stop
(Westbound towards Camberley)**



- Currently there is a 19m bus cage at the bus stop.
- It is proposed to designate a 19m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.

Frontages that may be affected:

There are no direct frontages, although various businesses in the shopping area are in close proximity.

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 Proposed bus stop clearways in Heatherside and Parkside Division

**BW99: Martindale Avenue
 Coniston Close bus stop
 (Northbound towards Camberley)**



- Currently there is a 19m bus cage at the bus stop.
- It is proposed to designate a 19m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.

Frontages that may be affected:
 9-19 Martindale Avenue
 (the adjacent properties have off-street parking)

**BW100: Martindale Avenue
 Coniston Close bus stop
 (Southbound towards Frimley)**



- Currently there is a 19m bus cage at the bus stop.
- It is proposed to designate a 19m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.

Frontages that may be affected:
 8 Martindale Avenue
 (although this property does have off-street parking)

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Proposed bus stop clearways in Heatherside and Parkside Division

**BW101: Edgemoor Road
Silver Drive bus stop
(Northbound towards Camberley)**



- There is currently no bus stop cage at this bus stop.
- It is proposed to designate a 23m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.
- There are no frontagers near this bus stop.

**BW102: Edgemoor Road
Silver Drive bus stop
(Southbound towards Frimley)**



- There is currently no bus stop cage at this bus stop.
- It is proposed to designate a 23m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.
- There are no frontagers near this bus stop.

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 Proposed bus stop clearways in Heatherside and Parkside Division

BW103: Old Bisley Road
Fern Close bus stop
(Eastbound towards Camberley)



- There is currently no bus stop cage at this bus stop.
- It is proposed to designate a 23m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.

Frontagers that may be affected:
 91-95 Old Bisley Road
 (these properties all have off-street parking)

BW104: Old Bisley Road
Fern Close bus stop
(Westbound towards Frimley)



- There is currently no bus stop cage at this bus stop.
- It is proposed to designate a 23m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.
- There are no frontagers at this bus stop.

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Proposed bus stop clearways in Heatherside and Parkside Division

BW105: Old Bisley Road
The Ridings bus stop
(Westbound towards Frimley)



- There is currently no bus stop cage at this bus stop.
- It is proposed to designate a 23m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.
- There are no frontagers at this bus stop.

BW106: Old Bisley Road
The Ridings bus stop
(Eastbound towards Camberley)



- Currently there is a 13m bus cage at the bus stop.
- It is proposed to designate an extended 23m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.

Frontages that may be affected:
43 and 45 Old Bisley Road
(these properties have off-street parking)

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Proposed bus stop clearways in Heatherside and Parkside Division

BW107: Old Bisley Road
Ravenscote School bus stop
(Southbound towards Frimley)



- Currently there is a 13m bus cage at the bus stop.
- It is proposed to designate an extended 23m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.
- There are no frontages at this location.

BW108: Old Bisley Road
Ravenscote School bus stop
(Northbound towards Camberley)



- Currently there is a 11m bus cage at the bus stop.
- It is proposed to designate an 11m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.
- The bus stop is adjacent to Ravenscote Junior School, which has off-street parking.

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Proposed bus stop clearways in Heatherside and Parkside Division

**BW109: Chobham Road
Tomlinscote Way bus stop
(Westbound towards Frimley)**



- Currently this stop has an existing bus stop cage covering the bus layby which has not been formally approved so is not enforceable.
- It is proposed to formally approve the existing bus stop clearway to enable the restrictions to be enforced.
- The times of restriction are proposed to be 'no stopping at any time'.
- There are no frontagers at this bus stop.

**BW110: Chobham Road
Tomlinscote Way bus route
(Westbound towards Camberley)**



- Currently there is a 19m bus cage at the bus stop.
- It is proposed to designate an extended 23m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.
- There are no frontages at this location.

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Proposed bus stop clearways in Heatherside and Parkside Division

BW121: Portsmouth Road
Collingwood Grange Close bus stop
(Northbound towards Bagshot)



- There is currently no bus stop cage at this bus stop.
- It is proposed to designate a 23m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.
- The adjacent properties have off-street parking.

BW122: Portsmouth Road
Collingwood Grange Close bus stop
(Southbound towards Camberley)



- There is currently no bus stop cage at this bus stop.
- It is proposed to designate a 23m bus stop cage and clearway at this location.
- The proposed hours of restriction are proposed to be 'No Stopping At Any Time'.
- The adjacent properties have off-street parking.

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Surrey Heath Local Committee: Thursday 21st October 2021
 Proposed bus stop clearways in Lightwater, West End and Bisley Division

BW131: Guildford Road
The Avenue bus stop
(Westbound towards Bagshot)



- Currently this stop has an existing bus stop cage covering the bus layby which has not been formally approved so is not enforceable.
- It is proposed to formally approve the existing bus stop clearway to enable the restrictions to be enforced.
- The times of restriction are proposed to be 'no stopping at any time'.

Frontages which may be affected
 239 -249 Guildford Road
 (the residential properties at this location all have off-street parking)

BW132: Guildford Road
The Avenue bus stop
(Eastbound towards Knaphill)



- There are currently no bus cage markings at this location.
- It is proposed to provide 23m bus cage markings, and is also proposed to designate a bus stop clearway at this location.
- The bus stop is adjacent to 170-178 Guildford Road, although these properties have off-street parking.

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Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Lightwater, West End and Bisley Division

**BW133: Guildford Road
MacDonald Road bus stop
(Eastbound towards Knaphill)**



- This bus stop does not currently have bus cage markings.
- It is proposed to provide bus cage markings and formally approve a 23m bus stop clearway which will enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- There are no frontages at this bus stop.

**BW134: Guildford Road
MacDonald Road bus stop
(Westbound towards Bagshot)**



- This bus stop does not currently have bus cage markings.
- It is proposed to provide bus cage markings and formally approve a 23m bus stop clearway which will enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- There are no frontages at this bus stop.

Frontages which may be affected

- 161-169 Guildford Road
(these properties all have off-street parking)

Surrey Heath Local Committee: Thursday 21st October 2021
 Proposed bus stop clearways in Lightwater, West End and Bisley Division

**BW135 Guildford Road
 War Memorial bus stop
 (Northbound towards Bagshot)**



- Currently this stop has an existing 15m bus stop cage which has not been formally approved so is not enforceable.
- SCC is currently developing a design to improve the accessibility of the bus stop, and will also confirm a proposed bus stop clearway length along with the new bus stop layout.
- In this regard, SCC will consult further with the Local Member with any proposals.

**BW136: Guildford Road
 War Memorial bus stop
 (Southbound towards Knaphill / Windlesham)**



- Currently this stop has an existing 13m bus stop cage which has not been formally approved so is not enforceable.
- SCC is currently developing a design to improve the accessibility of the bus stop, and will also confirm a proposed bus stop clearway length along with the new bus stop layout.
- In this regard, SCC will consult further with the Local Member with any proposals.

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Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Lightwater, West End and Bisley Division

BW137: Guildford Road
Blackstroud Lane bus stop
(Southbound towards Knaphill/ Windlesham)



- Currently there are no bus cage markings at this bus stop.
- It is proposed to provide bus cage markings and a 23m bus stop clearway.
- The times of restriction should be 'no stopping at any time'.
- There are no frontages at this bus stop.

BW138: Guildford Road
Blackstroud Lane bus stop
(Northbound towards Bagshot)



- Currently there are no bus cage markings at this bus stop.
- It is proposed to provide bus cage markings and a 23m bus stop clearway.
- The times of restriction should be 'no stopping at any time'.
- There are no frontages at this bus stop.

Surrey Heath Local Committee: Thursday 21st October 2021
 Proposed bus stop clearways in Lightwater, West End and Bisley Division

BW139: Guildford Road
The Gordon School bus stop
(Northbound towards Lightwater)



- Currently this stop has an existing bus stop cage covering the bus layby which has not been formally approved so is not enforceable.
- It is proposed to formally approve the existing bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- There are no frontages at this location.

BW140: Guildford Road
The Gordon School bus stop
(Southbound towards Knaphill)



- Currently this stop has an existing bus stop cage covering the bus layby which has not been formally approved so is not enforceable.
- It is proposed to formally approve the existing bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- There are no frontages at this location.

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Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Lightwater, West End and Bisley Division

BW141: Guildford Road
The Inn bus stop
(Northbound towards Lightwater)



- Currently this stop has an existing bus stop cage covering the bus layby which has not been formally approved so is not enforceable.
- However, SCC are currently working on an alternative design for this bus stop to make it more accessible, and the proposed bus stop clearway length will be confirmed along with the general stop redesign.
- SCC will consult with the Local Member in this regard.

BW142: Guildford Road
The Inn bus stop
(Southbound towards Knaphill)



- Currently this stop has an existing bus stop cage covering the bus layby which has not been formally approved so is not enforceable.
- It is proposed to formally approve the existing bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- There are no direct frontages at this location, with parking for the nearest properties either taking place in off-street parking or on High Street which lies behind the bus stop.

Surrey Heath Local Committee: Thursday 21st October 2021
 Proposed bus stop clearways in Lightwater, West End and Bisley Division

**BW143: Guildford Road
 Fellow Green bus stop
 (Northbound towards Lightwater)**



- Currently this stop has an existing bus stop lettering in the bus layby which has not been formally approved so is not enforceable.
- It is proposed to provide new bus cage markings and formally approve the existing bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- There are no direct frontages at this location

**BW144: Guildford Road
 Fellow Green bus stop
 (Southbound towards Knaphill)**



- Currently this stop has an existing bus stop cage covering the bus layby which has not been formally approved so is not enforceable.
- It is proposed to formally approve the existing bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- There are no direct frontages at this location

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Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Lightwater, West End and Bisley Division

BW145: Guildford Road
School Close bus stop
(Northbound towards Lightwater)



- There are currently no bus cage markings at this bus stop.
- It is proposed to provide 23m of bus cage and to formally approve a bus stop clearway which will enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- No frontages are affected.

BW146: Guildford Road
School Close bus stop
(Southbound towards Knaphill)



- Currently this stop has an existing 17m bus stop cage which has not been formally approved so is not enforceable.
- It is proposed to formally approve an extended bus stop clearway of 23m to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- No frontages are affected.

Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Lightwater, West End and Bisley Division

**BW147: Guildford Road
 Hen and Chickens bus stop
 (Southbound towards Knaphill)**



- Currently this stop has an existing yellow bus stop cage covering the bus layby which has not been formally approved so is not enforceable.
- It is proposed to formally approve the existing bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- No frontages would be affected by this proposal.

**BW148: Guildford Road
 Hen and Chickens bus stop
 (Northbound towards Lightwater)**



- Currently this stop has an existing yellow bus stop cage covering the bus layby which has not been formally approved so is not enforceable.
- It is proposed to formally approve the existing bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- No frontages would be affected by this proposal.

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Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Lightwater, West End and Bisley Division

**BW149: Guildford Road
Arethusa Way bus stop
(Northbound towards Lightwater)**



- Currently this stop does not have bus stop cage markings.
- It is proposed to provide bus cage markings and formally approve a 23m bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'
- No frontages would be affected.

**BW150: Guildford Road
Arethusa Way bus stop
(Southbound towards Knaphill)**



- Currently this stop has an existing bus stop cage covering the bus layby which has not been formally approved so is not enforceable.
- It is proposed to formally approve the existing bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'.
- There are no direct frontages – the nearest properties to the bus stop all have off-street parking.

Surrey Heath Local Committee: Thursday 21st October 2021
 Proposed bus stop clearways in Lightwater, West End and Bisley Division

**BW151: Guildford Road
 Queens Road bus stop
 (Northbound towards Lightwater)**



- Currently this stop does not have bus stop cage markings.
- It is proposed to provide bus cage markings and formally approve a 23m bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'
- The frontages at no.s 260, 262, 264 and 266 Guildford Road are impacted by this proposal.

**BW152: Guildford Road
 Queens Road bus stop
 (Southbound towards Knaphill)**



- Currently this stop does not have bus stop cage markings.
- However, SCC are currently investigating design options to make this bus stop more accessible, and in doing so will also confirm an appropriate bus stop clearway length.
- SCC will consult with the Local Member in this regard.

Frontages which may be affected

- 269, 271, 273, 275 and 277 Guildford Road

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Surrey Heath Local Committee: Thursday 21st October 2021
Proposed bus stop clearways in Lightwater, West End and Bisley Division

**BW153: Guildford Road
Foxleigh Grange bus stop
(Southbound towards Knaphill)**



- Currently this stop does not have bus stop cage markings.
- It is proposed to provide bus cage markings and formally approve a 23m bus stop clearway to enable the restrictions to be enforced.
- The times of restriction should be 'no stopping at any time'
- The bus stop is directly outside Kingsbury Court Care Home, although it has off-street parking.

**BW154: Guildford Road
Foxleigh Grange bus stop
(Northbound towards Lightwater)**



- Currently this stop is located by a bus layby, but there are no bus cage markings at present.
- It is proposed to provide bus cage markings in the layby and formally approve as a bus stop clearway so that it can become enforceable.
- The times of restriction should be 'no stopping at any time'.
- There are no direct frontages impacted, and the nearest properties all have off-street parking.