

## Annex G - Request for bus stop clearways at 19 bus stops on the K3 bus route in the Elmbridge area

**Location:** Existing northbound bus stop in Claremont Lane, Esher at Clare Hill,

**Problem:** This bus stop is currently protected by double yellow lines and has benefitted from investment in raising the kerb for step free access. The bus stop is located within a short walk of Esher CoE Primary School. A high incidence of on street parking occurs at school drop off and pick up times, indicating the need to protect the bus stop, and to support the previous investment.

**Proposal:** To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



## ITEM 9

**Location:** Existing eastbound bus stop in Milbourne Lane, Esher at Orchard Way,

**Problem:** This bus stop, which is within a lay-by, is located very close to Esher CoE Primary School. The bus stop already has a bus cage and clearway markings. A high incidence of on street parking occurs at school drop off and pick up times, indicating the need to protect the bus stop clearway markings. The bus cage and clearway road markings comply with TSRGD diagram 1025.3. Committee approval is required to enforce the clearway marking within the bus cage.

**Proposal:** To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



**Location:** Existing westbound bus stop in Milbourne Lane, Esher at Orchard Way,

**Problem:** This bus stop, which is within a lay-by, is located very close to Esher CoE Primary School. The bus stop already has a bus cage and clearway markings. A high incidence of on street parking occurs at school drop off and pick up times, indicating the need to protect the bus stop clearway markings. The bus cage and clearway road markings comply with TSRGD diagram 1025.3. Committee approval is required to enforce the clearway marking within the bus cage.

**Proposal:** To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



## ITEM 9

**Location:** Existing westbound bus stop in Milbourne Lane, Esher at Arbrook Lane

**Problem:** This bus stop has no bus cage. It is located at the north end of Arbrook Lane where there is some on-street parking pressure from local residents without off street parking and also The Swan PH. These pressures suggest that, for the future protection of the bus stop, there is a need to provide bus cage and clearway road markings.

**Proposal:** To provide a new bus cage and bus stop clearway with road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



**Location:** westbound bus stop in Milbourne Lane, Esher at Arbrook Lane

**Problem:** This bus stop has no bus cage. It is located opposite the north end of Arbrook Lane where there is some on-street parking pressure from local residents without off street parking and also The Swan PH. These pressures suggest that, for the future protection of the bus stop, there is a need to provide bus cage and clearway road markings.

**Proposal:** To provide a new bus cage and bus stop clearway with road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



## ITEM 9

**Location:** Existing eastbound bus stop in Hare Lane, Claygate at Loseberry Road

**Problem:** The bus stop has a bus shelter and bench but no cage and clearway markings. To match the investment in passenger waiting facilities a bus cage and clearway is sought.

**Proposal:** To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



**Location:** Existing southbound bus stop in Hare Lane, Claygate at Claygate Station

**Problem:** This bus stop is located near Claygate station and local shops. The bus stop already has a bus cage and clearway markings. Hare Lane has a high incidence of on street parking, due to the local shops and station, indicating the need to protect the bus stop clearway markings. The existing bus cage and clearway road markings comply with TSRGD diagram 1025.1. Committee approval is required to enforce the clearway marking within the bus cage.

**Proposal:** To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



## ITEM 9

**Location:** Existing northbound bus stop in Hare Lane, Claygate at Claygate Station

**Problem:** This bus stop is located near Claygate station and local shops. The bus stop already has a bus cage and clearway markings. Hare Lane has a high incidence of on street parking, due to the local shops and station, indicating the need to protect the bus stop clearway markings. The existing bus cage and clearway road markings comply with TSRGD diagram 1025.1. Committee approval is required to enforce the clearway marking within the bus cage.

**Proposal:** To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.





**Location:** Existing bus stop in Hare Lane, Claygate at Dalmore Avenue

**Problem:** This bus stop is located in near central Claygate. The bus stop is within a lay-by and already has a bus cage but no clearway markings. The lay-by is used for causal parking due its close proximity to the village centre, indicating the need to provide additional protection of the bus stop markings. With the clearway bar added the road markings would then comply with TSRGD diagram 1025.1. VCOs within the lay-by would be unaffected by the clearway. Committee approval is requested to provide the bus stop clearway marking within the bus cage.

**Proposal:** To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out. (This bus cage will be refreshed as part of this phase of works)



## ITEM 9

**Location:** Existing bus stop in St Leonard's Road, Claygate, at the Green,

**Problem:** This busy bus stop is located in the centre of Claygate and is close to local shops and the Borough's Day Centre for the Community in Elm Road. It already has a bus cage and clearway markings. The bus cage and clearway road markings comply with TSRGD diagram 1025.1. Committee approval is required to enforce the clearway marking within the bus cage.

**Proposal:** To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



**Location:** Existing bus stop in St Leonard's Road, Claygate, at Red Lane,

**Problem:** This bus stop is located in central Claygate with a residential frontage. There are VCOs for each property on both sides of St Leonards Road, but the gaps in between provide potential locations for casual parking. Protection of the bus stop from parked cars is recommended.

**Proposal:** To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



## ITEM 9

**Location:** Existing bus stop in Common Road, Claygate

**Problem:** This bus stop is located in central Claygate on a narrow residential street. There are VCOs for each property on the east side of Common Road, and the gaps in between provide potential locations for casual parking. In addition, on the west side of Common Road is the Griffin PH, and terraced properties with no off street parking, which adds to on street parking pressures.

**Proposal:** To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



**Location:** Existing bus stop in The Causeway, Claygate

**Problem:** This bus stop is located in central Claygate on a residential street. There are VCOs for each property on the east side of Common Road, and the gaps in between provide potential locations for casual parking. Neighbouring residential streets have a high incident of parking and protecting this bus stop from potential parking pressure is recommended.

**Proposal:** To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



## ITEM 9

**Location:** Existing bus stop in Church Road, Claygate at the Recreation Ground

**Problem:** This bus stop is located in central Claygate. The bus stop already has a bus cage and clearway markings. Church Road has a high incidence of on street parking, indicating the need to protect the bus stop from parked cars. The bus cage and clearway road markings comply with TSRGD diagram 1025.1. Committee approval is required to enforce the clearway marking within the bus cage.

**Proposal:** To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



**Location:** Existing bus stop in Church Road, Claygate at Village Hall

**Problem:** This bus stop is located in central Claygate near to local shops and the village hall. The bus stop already has a bus cage and clearway markings but these require refreshing. Church Road has a high incidence of on street parking, indicating the need to protect the bus stop from parked cars. The bus cage and clearway road markings, although faded, comply with TSRGD diagram 1025.1. Committee approval is required to enforce the clearway marking within the bus cage.

**Proposal:** To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out. (This bus cage will be refreshed as part of this phase of works)



## ITEM 9

**Location:** Existing northbound bus stop in Manor Road South, Hinchley Wood, at Greenways

**Problem:** The existing bus stop has recently benefitted from footway works to raise the footway and kerb to offer step free access. To match this infrastructure investment the bus stop should be protected from potential casual parking by a bus cage with a bus stop clearway.

**Proposal:** To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.





**Location:** Existing southbound bus stop in Manor Road South, Hinchley Wood, at Greenways,

**Problem:** The existing bus stop has recently benefitted from footway works to raise the footway and kerb to offer step free access. To match this infrastructure investment the bus stop should be protected from potential casual parking by a bus cage with a bus stop clearway.

**Proposal:** To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



## ITEM 9

**Location:** Existing northbound bus stop in Manor Road South, Hinchley Wood, at Kingston By-pass

**Problem:** The existing bus stop, being close to Hinchley Wood Station, potentially could be subjected to on street parking pressure from commuters in future years. There are no parking restrictions either side of the existing bus stop cage. The bus stop has recently benefitted from footway works to raise the footway and kerb to offer step free access. Protection by a bus cage with a bus stop clearway is recommended.

**Proposal:** To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



**Location:** Existing southbound bus stop in Manor Road South, Hinchley Wood at Hinchley Wood Station.

**Problem:** The existing bus stop is located opposite Hinchley Wood Station Approach, which generates significant on street parking pressure. There are double yellow line parking restrictions to the north of the existing bus stop cage, and a zebra crossing to the south. The bus cage and clearway road markings comply with TSRGD diagram 1025.1. Committee approval is required to enforce the clearway marking within the bus cage.

**Proposal:** To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



## ITEM 9

**Location:** Existing northbound bus stop in Manor Road South, Hinchley Wood at Hinchley Wood Station

**Problem:** The existing bus stop is located approximately 25m to the south of Hinchley Wood Station Approach, which generates significant on street parking pressure. There are double yellow line parking restriction on the south side of the existing bus stop cage. The bus cage and clearway road markings comply with TSRGD diagram 1025.1. Committee approval is required to enforce the clearway marking within the bus cage.

**Proposal:** To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restrictions should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



**Location:** Existing northbound bus stop in Manor Road South, Hinchley Wood at Claygate Lane

**Problem:** The existing bus stop is located just to the south of Claygate Lane. There are VCOs for each property on the west side of Manor Road South, but the gaps in between provide potential locations for casual parking. There is potential parking pressure from the schools in Claygate Lane. Protection by a bus cage with a bus stop clearway is recommended.

**Proposal:** To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



## ITEM 9

**Location:** Existing southbound bus stop in Manor Road South, Hinchley Wood at Claygate Lane.

**Problem:** The existing bus stop, located next to a small 'green' or open space, has double yellow line parking restrictions. These restrictions possibly relate to parking pressure from the schools in Claygate Lane. Protection by a bus cage with a bus stop clearway is nevertheless recommended.

**Proposal:** To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). No homes or businesses are affected by this proposal.



**Location:** Existing south-westbound bus stop in Manor Road South, Long Ditton at Mayfield Close

**Problem:** The existing bus stop is located in a section of Manor Road South with side roads with little off street parking. This causes some residents to park in Manor Road South. The road has no 'no waiting' or parking restrictions. To ensure the bus stop is protected from residents' cars a new bus cage with a bus stop clearway is requested. The opposite north-eastbound stop has recently been upgraded and benefits from a bus stop clearway.

**Proposal:** To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally 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 (in accordance with DfT guidance for introducing bus stop clearways). No homes or businesses are affected by this proposal.



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