

Annex H - Other bus stop clearway proposals in Elmbridge

Request for a clearway at an existing bus stop on Portsmouth Road, Cobham

Location: Existing north-eastbound bus stop in Portsmouth Road, Cobham, known as Icklingham Road.

Problem: The existing bus stop is located in a long parking lay-by. The lay-by dates from the time the Portsmouth Road formed part of the A3 Trunk Road from London to Portsmouth. The lay-by would have originally been provided as a rest area for drivers, and continues to offer that service. It is used by a mobile snack bar and a bus stop, but also is used by both short and longer stay parking which hinders the safe operation of the bus stop. This results in passengers having to board and alight in the carriageway, which has a posted speed limit of 40mph less than 50m north from this bus stop. There are no parking restrictions in the lay-by. Despite its length the demand for parking in this location is surprisingly high.

Proposal: To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.3 for use in a parking lay-by. 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. The mobile snack bar operates from the southern end of this very long lay-by and should not be affected.



Request for a clearway at an existing bus stop on Portsmouth Road, Cobham

Location: Existing south-westbound bus stop in Portsmouth Road, Cobham, known as Icklingham Road.

Problem: The existing bus stop is located in a bus stop lay-by. The existing lay-by has double yellow line parking restrictions. Although there is no know abuse of the lay-by, the proximity of the mobile snack bar opposite this bus lay-by may give rise to occasional transitory parking.

Proposal: To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.3 for use in a parking lay-by. 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.



Request for a clearway at an existing bus stop on Queens Road, Weybridge

Location: Existing south-eastbound bus stop in Queens Road, Weybridge, known as Haines Bridge.

Problem: The existing bus stop is located in Queens Road opposite Princes Road. The bus stop is presently protected by double yellow line parking restrictions. There is anecdotal evidence that the location, being adjacent to commercial properties, shops and fast food outlets, may suffer from occasional transitory short term parking associated with these uses and is a location from where commercial vehicles can legally load at off peak times. Any illegal parking or legal or illegal loading would cause passengers to board and alight from the carriageway.

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 letters will be sent to the commercial premises adjacent to the bus stop, advising them of the bus cage and clearway being introduced.



Request for a clearway at an existing bus stop on Queens Road, Weybridge

Location: Existing north-westbound bus stop in Queens Road, Weybridge, known as Haines Bridge.

Problem: The existing bus stop is located in Queens Road immediately east of Princes Road. The bus stop has the benefit of a bus cage but no clearway or parking restrictions. The bus stop is presently suspended due to the redevelopment of the site on the corner of Pine Grove and Queens Road. There is anecdotal evidence that the location, being adjacent to commercial properties, shops and fast food outlets, may suffer from occasional transitory very short term parking associated with these uses, including being used by commercial vehicles or loading. Any parking or loading would cause passengers to board and alight from the carriageway.

Proposal: To provide add a 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 letters will be sent to the developer of the site adjacent to the bus stop, advising them of the bus cage and clearway being introduced. The revised bus cage would be marked out after the redevelopment is complete.



ITEM 9

Request for a clearway at an existing bus stop on Summer Road, Thames Ditton

Location: Existing south-eastbound bus stop in Summer Road, Thames Ditton, known as Queens Road.

Problem: The existing bus stop is located in Summer Road, west of Queens Road. The bus stop has no bus cage or parking restrictions. The bus stop is located immediately west of a section of kerb where parking is restricted. To the east of the stop is a short section of double yellow lines protecting a vehicle crossover, and beyond that a short term parking bay established to assist parking for the local shops located at the corner of Queens Road. The remaining kerb is unprotected, but both sides of Summer Road experience parking from residents and by drivers using the local shops. The bus stop is regular seen to have parked cars next to the bus flag. Any parking or loading here would cause passengers to board and alight from the carriageway.

Proposal: To provide a 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 letters will be sent to the commercial premises adjacent to the bus stop, and any affected residents, advising them of the bus cage and clearway being introduced.

