

Annex G – Request for bus stop clearways at six bus stops on the K3 bus route in the Elmbridge area

Location: Existing southbound bus stop in Oaken Lane, Claygate at Woodbourne Drive, Claygate

Problem: This bus stop currently has no bus cage. Recent TfL data shows the stop is moderately used. Whilst there are no reported issues of on-street parking, a bus stop clearway will ensure buses can access the bus stop at all times. Most frontagers have off-street parking for a minimum of two cars.

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 and 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 11

Location: Existing northbound bus stop in Oaken Lane, Claygate at Woodbourne Drive, Claygate

Problem: This bus stop currently has no bus cage. Recent TfL data shows the stop is moderately used. Whilst there are no reported issues of on-street parking, the bus stop clearway will ensure buses can access the bus stop at all times. Most frontagers have off-street parking for a minimum of two cars.

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 and 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 northbound bus stop in Manor Road South, at Manor Road South/Oaken Lane.

Problem: This bus stop currently has no bus cage and very little hard standing for waiting passengers. Recent TfL data shows the stop is moderately used. Some parking issues have been reported by operator TfL, particularly at weekends, due to activities and events at the adjacent sports grounds in Oaken Lane. Most frontagers have off-street parking for a minimum of two cars.

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 and 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. (Improvements are also planned to increase and improve the passenger waiting area.)



ITEM 11

Location: Existing southbound bus stop in Manor Road South, at Manor Road South/Oaken Lane.

Problem: This bus stop currently has no bus cage and very little hard standing for waiting passengers. Recent TfL data shows the stop is moderately used. Some parking issues have been reported by operator TfL, particularly at weekends, due to activities and events at the adjacent sports grounds in Oaken Lane. Most frontagers have off-street parking for a minimum of two cars.

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 and 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. (Improvements are also planned to increase and improve the passenger waiting area.)



Location: Existing northbound bus stop in Church Street, Esher (for alighting only).

Problem: This bus stop currently has no bus cage. However, it benefits from double yellow line parking restrictions, but these have no associated loading restrictions. Whilst it is important that businesses can be serviced by delivery vehicles the kerb space next to the bus stop should be protected from inconsiderate parking by delivery vehicles. The proposed bus stop clearway will leave sufficient kerb space south of the bus stop from where deliveries can be made.

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 and to enable the restrictions to be enforced. With no loading restriction applicable to this street and a busy commercial frontage, a bus stop clearway will ensure buses have access to the bus stop at all times. 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. (Improvements are also planned to increase and improve the passenger waiting area.)



ITEM 11

Location: Existing northbound bus stop in Hare Lane, at Loseberry Road, Claygate.

Problem: This bus stop currently has no bus cage. Whilst Hare Lane in this locality has few parking issues, a bus stop clearway will deter any unnecessary and unwanted parking on or close to the bus stop.

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 and 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.

