

Annex C - Request for bus stop clearways at 13 bus stops within north Epsom quality bus corridor

Common elements to each bus stop clearway request: The approved bus cage and clearway markings will each be restricted to 'no stopping at any time'. This is appropriate to the operating times of Route 418, which runs from early morning until around midnight, seven days a week. Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction.

Ten bus stops with existing cages

Location: Existing south-eastbound bus stop in Kingston Road (A240), called Worcester Park Road, but near Grafton Road, and a service road parallel to the A240.

Existing: The bus stop has a bus cage but no clearway markings, and occasionally vehicles are noted waiting in the lay-by.

Proposal: To approve the bus stop clearway, and to add clearway markings such that the bus cage conforms to TSRGD Diagram No.1025.3, the correct diagram for lay-by bus stops.



ITEM 9

Location: Existing north-westbound bus stop in Kingston Road (A240), at Ruxley Lane, adjacent to a service road and local shops

Existing: The bus stop has a bus cage and clearway marking that conforms to TSRGD to Diagram No.1025.3 for a bus stop in lay-by. The adjacent shops attract occasional parking or delivering activity.

Proposal: To approve the bus stop clearway.



Location: Existing south-westbound bus stop in Ruxley Lane, outside 5 Ruxley Lane, immediately south of Kingston Road.

Existing: The bus stop has a bus cage and clearway marking which conforms to TSRGD Diagram No.1025.1. Loading to nearby shops and business occasionally blocks access to the bus stop.

Proposal: To approve the bus stop clearway.



Location: Existing north-eastbound bus stop in Ruxley Lane, near Cox Lane, and a service road parallel to Ruxley Lane.

Existing: The bus stop has a bus cage but no clearway markings. The bus stop is near the entrance to Epsom and Ewell High School, and is occasionally used by parents for drop off and collection.

Proposal: To approve the bus stop clearway, and to add clearway markings such that the bus cage conforms to TSRGD Diagram No.1025.3, the correct diagram for a lay-by bus stop.



Location: Existing south-eastbound bus stop in Chessington Road, outside 470 Chessington Road, near Nightingale Drive.

Existing: The bus stop has a bus cage and clearway marking which conforms to TSRGD Diagram No.1025.1. The bus stop also has a bus shelter. Local shops occasionally attract parking.

Proposal: To approve the bus stop clearway.



ITEM 9

Location: Existing north-westbound bus stop in the dual carriageway section of Chessington Road, adjacent to Horton Park, and opposite Nightingale Drive

Existing: The bus stop has a bus cage and clearway markings conforming to TSRGD Diagram No.1025.3 for bus lay-by. Local shops occasional attract parking.

Proposal: To approve the bus stop clearway. There are no directly affected properties as the road is next to Horton Park.



Location: Existing north-westbound bus stop in Chessington Road, adjacent to Horton Arena. The stop is called Hook Arena

Existing: The bus stop is within a lay-by has a bus cage only, but no clearway marking. The lay-by is sometimes used for parking on Sundays when there is a car boot sale on Hook Arena.

Proposal: To approve the bus stop clearway, and to add clearway markings such that the bus cage conforms to TSRGD Diagram No.1025.3, the correct diagram for a lay-by bus stop.



Location: Existing north-westbound bus stop in Chessington Road, adjacent to Riverholme Drive

Existing: The bus stop is within a lay-by has a bus cage only, but no clearway marking.

Proposal: To approve the bus stop clearway, and to add clearway markings such that the bus cage conforms to TSRGD Diagram No.1025.3, the correct diagram for a lay-by bus stop.



Location: Existing north-eastbound bus stop in Longmead Road, adjacent to Roy Richmond Way and Blenheim High School.

Existing: The bus stop has a bus cage and clearway marking which conform to TSRGD Diagram No.1025.1. The adjacent High School attracts some drop off and pick up parking on or near this stop.

Proposal: To approve the bus stop clearway.



ITEM 9

Location: Existing south-westbound bus stop in Longmead Road, adjacent to Roy Richmond Way and Blenheim High School.

Existing: The bus stop is within a lay-by and has a bus cage and clearway marking which conform to TSRGD Diagram No.1025.3 for bus lay-bys. This lay-by is frequently used to drop-off or pick-up workers from the adjacent industrial estate.

Proposal: To approve the bus stop clearway.



Three bus stops with no existing bus cages

Location: Existing south-westbound bus stop in Ruxley Lane, adjacent to Cox Lane and Epsom and Ewell High School.

Existing: The bus stop has no bus cage or clearway markings. The close proximity of the school entrance means the lay-by is at risk from pick-up and drop-off parking.

Proposal: To provide a new bus cage and clearway road markings to comply with TSRGD diagram No.1025.3, for bus stop lay-bys. To approve the bus stop cage and bus stop clearway.



ITEM 9

Location: Existing south-eastbound bus stop in Chessington Road, adjacent to Plough Road

Existing: The bus stop lay-by has been converted into a defined parking bay and buses currently stop on the double yellow line downstream of the lay-by. Although these restrictions give some protection from casual parking, there are no loading restrictions at this location. The close proximity of local shops means the bus stop is at risk from casual parking, particularly in the evening, and from loading at any time.

Proposal: It is proposed to create a new bus cage and clearway road markings to comply with TSRGD Diagram No.1025.1 along the built-out section of kerb (in the foreground of the photo) to replace the current double yellow line. Subject to consultation with TfL, the bus stop pole, which is their asset, would be relocated a few metres to the south-east to provide a target stopping position for the bus. The pole would be positioned approximately opposite the pharmacy (No 210 Chessington Road). The available funding unfortunately does not extend to relocating the bus shelter, a Clear Channel type with advertising, which are relatively costly to move. This would remain at its current location until such time as the shelter contract is renewed. Relocation would occur as part of this contract and is considered the most cost effective solution.

To approve the bus stop cage and bus stop clearway as described above.



Location: Existing north-westbound bus stop in Chessington Road, adjacent to Plough Road

Existing: The bus stop has no bus cage or clearway markings, although some protection from parking results from a single yellow line. However, the close proximity of local shops means the bus stop is at risk from casual illegal parking. There are no loading restrictions at this location.

Proposal: To provide a new bus cage and clearway road markings to comply with TSRGD diagram No.1025.1. To approve the bus cage and bus stop clearway. The cage would be the minimum length feasible at 13m and would slightly over-sail the parking bay in front of the bus stop. However, the parking bay white road markings would remain and this overlap would not change the status of the parking lay-by.



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