

## Approval for clearways in Stanwell, Stanwell Moor and Staines

### **Overview:**

As part of the Wider Staines Sustainable Transport Package scheme a package of bus stop improvements has been agreed to encourage greater patronage of the local bus network and to assist with members of the public/residents to make a choice more easily to use a sustainable transport mode, mainly in the Stanwell and Stanwell Moor area, and also in Staines. This can be achieved if a more pleasant and welcoming waiting environment is created and step-free access onto and off buses is provided. As part of this scheme, shelters are to be installed, real-time passenger information displays will be provided and bus stop waiting areas have been improved, to improve accessibility to the local bus service.

The correct height kerb enables passengers to benefit from level access to buses and for access ramps to be deployed for wheelchair access. Ease of boarding and alighting speeds bus operation and assists bus operators maintaining schedules and reliability. These improvements cannot be realised unless buses can access and stop parallel to the kerb at bus stops. Inconsiderate parking can also prevent ease of access for buses to stopping positions. By approving clearways the highway area in the direct vicinity of the bus stop can be kept free to allow buses to freely access the bus stops. Clearways are shown by yellow bus stop cage lining on the road and a clearway plate on the bus stop pole.

To improve reliability and encourage further use of local buses as a sustainable transport choice 34 bus stops on quality bus corridors are proposed for implementation of new bus stop clearway markings. The majority of these bus stops already have yellow bus stop cages lined on the road but do not have clearway approval for them to be enforceable. The other bus stops are along the same bus corridors and clearway approval is requested for the above reasons and for consistency in the area.

As the bus services supporting both these quality bus corridors operate every day into the evening, the correct clearway control is a 24hr continuous prohibition of stopping, loading or parking, by all vehicles other than local bus services.

### **Reasons for recommendation:**

1. Buses require parallel alignment to the kerb to deploy ramping and kneeling equipment to allow step-free access for wheelchair users and those with mobility problems, and easier boarding/alighting for all passengers.
2. Parked vehicles within bus stops prevent this access.
3. Reliability of buses is increased if the vehicles are able to approach, stop and depart bus stops without hindrance, improving accuracy of scheduled bus stopping times and encouraging usage of sustainable transport
4. Bus stop clearways enable Borough enforcement officers to issue penalty charge notices on offending vehicles thereby discouraging inconsiderate parking.

The main bus operators have been consulted and agree with the proposals. If the restrictions are approved the residents of affected frontages will be informed by letter.

In some cases there are already yellow bus cages marked on the road. However these are not approved clearways and therefore are not currently enforceable. Approving clearways will ensure that the existing bus cages are enforceable and other enforceable bus cages will be marked as appropriate, subject to approval.

Letters will be sent to residents or commercial premises in the immediate vicinity of proposed clearways informing residents that the local committee has approved a bus stop clearway. If the bus cage and clearway marking is already in place the letter will state that the bus cage clearway will become immediately enforceable. If the bus cage is still to be marked out then the cage will become enforceable once implemented.

## Clearways for approval at Spelthorne Local Committee – September 2019 – Part 1

### 1. Ashford Hospital Entrance bus stop (eastbound), Town Lane, Stanwell (towards the hospital)



**Issue:** Currently this stop has an existing yellow bus stop cage covering the bus layby which has not been formally approved so is not enforceable. This is a very busy bus stop serving Ashford Hospital and the large Tesco store. Buses need to be able to fully access this bus stop at all times.

**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

2. Ashford Hospital Entrance bus stop (westbound), Town Lane, Stanwell



**Issue:** Currently this stop has an existing yellow bus stop cage covering the bus layby which has not been formally approved so is not enforceable. This is a very busy bus stop serving Ashford Hospital and the large Tesco store. Buses need to be able to fully access this bus stop at all times.

**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

### 3. Town Lane bus stop (northbound) on Town Lane, Stanwell



**Issue:** This bus stop will be improved as part of the cycleway improvements along Town Lane. It is the intention to line a yellow bus stop cage on the road to provide clear access for buses to this stop. This is a very busy bus stop serving Ashford Hospital and the large Tesco store. Buses need to be able to fully access this bus stop at all times.

**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', which is appropriate to the operating times of the bus services. Bus cage length yet to be confirmed but no residential frontages are affected.

4. Scotts Close bus stop on Town Lane (southbound), Stanwell – bus routes



**Issue:** Currently this stop has an existing yellow 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 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 yellow bus stop cage is 25m in length. No residential frontages are affected.

5. Scotts Close bus stop on Town Lane (northbound), Stanwell



**Issue:** Currently this stop has an existing yellow 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 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 yellow bus stop cage is 25m in length. No residential frontages are affected.

6. St Anne's Avenue bus stop on Clare Road (southbound), Stanwell



**Issue:** Currently this stop has an existing yellow 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. This is a highly used bus stop.

**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 yellow bus stop cage is 25m in length, which is an extension of the previous bus cage but will allow buses free access to the bus stop and improved waiting area.

7. St Anne's Avenue bus stop on Clare Road (southbound), Stanwell



**Issue:** Currently this stop has an existing yellow 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. This is a highly used bus stop.

**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 yellow bus stop cage is 25m in length, which is an extension of the previous bus cage but will allow buses free access to the bus stop and improved waiting area. There are parking spaces in laybys on the other side of the road which are not affected by either St Anne's Avenue bus stop cages.

8. Happy Landing bus stop (southbound) on Clare Road, Stanwell



**Issue:** This bus stop has had a yellow bus stop cage added as part of the bus stop improvement works 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. This bus stop is on a bus boarder between parking bays and resident access which will not be affected by the clearway but will protect the bus stop from any loading vehicles. This is a highly used bus stop.

**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 yellow bus stop cage is 25m in length, which is an extension of the previous bus cage but will allow buses free access to the bus stop and improved waiting area. No residential parking spaces will be affected. Currently there are single yellow lines at this location

9. Happy Landing bus stop (northbound) on Clare Road, Stanwell



**Issue:** This bus stop has had a yellow bus stop cage added as part of the bus stop improvement works 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. This bus stop is away from the parking for the shops which will not be affected by the clearway but will protect the bus stop from any loading vehicles. This is a highly used bus stop.

**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 yellow bus stop cage is 25m in length which will allow buses free access to the bus stop. No residential parking spaces will be affected.

10. Cordelia Road bus stop (southbound) on Clare Road, Stanwell



This bus stop will move from current position near the lamp column as shown above, to the area of grass verge just south of the parking bay and before the concrete bollards

**Issue:** It is intended that this bus stop has a yellow 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. 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. This is a well used bus stop.

**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', which is appropriate to the operating times of the bus services. The yellow bus stop cage is 25m in length, which is an extension of the previous bus cage but will allow buses free access to the bus stop and improved waiting area. The residential parking spaces in the parking laybys will not be affected.

11. Cordelia Road bus stop (northbound) on Clare Road, Stanwell



**Issue:** This bus stop has had a yellow bus stop cage added as part of the bus stop improvement works 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. This is a well used bus stop. This bus stop is away from any usual parking but a clearway but will protect the bus stop from any loading vehicles. This is a well-used bus stop.

**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', which is appropriate to the operating times of the bus services. The bus stop cage will be 13 metres in length as this is all that can be achieved at the location as the bus stop is on an "island". The bus will be able to freely pull into and out of the bus stop area due to the accesses to the junctions with Frobisher Crescent.

12. Everest Road bus stop (southbound) on Clare Road, Stanwell



**Issue:** This bus stop has had a yellow bus stop cage added as part of the bus stop improvement works 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. This is a highly used bus stop. This bus stop is on a bus boarder between parking bays and resident access will not be affected by the clearway but will protect the bus stop from any loading vehicles.

**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', which is appropriate to the operating times of the bus services. The yellow bus stop cage is 17m in length, which is the length of the existing bus "boarder" area. No residential parking spaces will be affected.

13. Everest Road bus stop (northbound) on Clare Road, Stanwell



This bus stop will move slightly further north to allow appropriate space for passengers to board/alight from dual door buses when the bus pulls up to the bus stop. It is intended that the bus stop cage will be 21 metres in length as the bus will also be able to take advantage of the railings on the departure end of the bus cage.

**Issue:** It is intended that this bus stop has a yellow 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. 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 parking in the bus stopping area. However, there are parking bays opposite this location. There are sometimes cars parked half on the pavement at this location, which prevents the bus serving the existing bus stop and having to stop in the road, with passengers having to board/embark from the road rather than the pavement. Much of the parking has been observed to be related to parking for the nearby school at drop off/pick up times. . This is a highly used bus stop.

**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', which is appropriate to the operating times of the bus services. The bus stop cage will be 21 metres in length. There are parking bays opposite this location.

14. Bedfont Road bus stop (southbound) on Clare Road, Stanwell



**Issue:** It is intended that this bus stop has yellow bus stop cage added as part of the bus stop improvement works along the bus corridor. An enforceable clearway will prevent any stopping, loading or parking by any other vehicles apart from local buses. Resident access which will not be affected by the clearway but will protect the bus stop from any loading vehicles (currently there are single yellow lines as this location)

**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', which is appropriate to the operating times of the bus services. The length of the bus cage would be 25 metres. Currently there are single yellow lines at this location. There are parking bays opposite this location.

15. Bedfont Road bus stop (northbound) on Clare Road, Stanwell



**Issue:** This bus stop has had a yellow bus stop cage added as part of the bus stop improvement works 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. Access out of the garage will not be affected by the clearway but will protect the bus stop from any loading vehicles (there were single yellow lines as this location)

**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 length of the yellow bus cage is 23 metres which links with the double yellow lines at the junction of Clare Road with Bedfont Road and the exit from the petrol station. No residential frontages are affected.

16. Long Lane bus stop (westbound) on Bedfont Road, Stanwell



**Issue:** This bus stop has had a yellow bus stop cage added, as part of the bus stop improvement works, 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 (there were double yellow lines as this location).

**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 length of the bus stop cage is 13 metres. The bus stop cage is protected either side by double yellow lines on this very busy road where it is highly unlikely vehicles would stop. No residential frontages are affected.

17. Long Lane bus stop (eastbound) on Bedford Road, Stanwell



**Issue:** This bus stop has had a yellow bus stop cage added, as part of the bus stop improvement works, 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 (there were double yellow lines as this location).

**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 yellow bus cage is 21 metres in length, which is the distance between the access to the footpath over the river and the end of the bus boarding area. There are double yellow lines at either end of the bus cage. No residential frontages are affected.