

## Clearways for approval at Spelthorne Local Committee – September 2019 – Part 2

### 18. Hadrian Way bus stop (southbound) on Hadrian Way, 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 25 metres in length. No residential frontages will be affected.

19. Medical Centre bus stop (southbound) on Hadrian Way, Stanwell



**Issue:** Currently this stop has an existing yellow bus stop cage (of 13 metres) 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. (It is proposed that this bus stop clearway cage is extended to the start of the driveway of No. 56 Hadrian Way). This bus stop is situated in a residential road and opposite a Children's Centre and needs to be kept clear of parked vehicles.

**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 stop cage will be 23 metres which takes in 5 metres of in front of the bus stop cage and then ties in with ensuring there is no obstruction to a vehicle crossover.

20. Medical Centre bus stop (northbound) on Hadrian Way, 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 bus stop is situated in a residential road and needs to be kept clear of parked vehicles.

**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 will be 25 metres to ensure that the bus can freely access the bus stop area. No residential frontages are affected.

21. St Mary's Avenue bus stop (eastbound) on St Mary's Crescent, Stanwell



**Issue:** Currently this stop has an existing yellow bus stop cage (of 13 metres) 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 situated in a residential road and needs to be kept clear of parked vehicles.

**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. It is proposed that the yellow bus stop cage is extended to 21 metres to ensure that the bus can freely access the bus stop area. Extending the bus cage to this length takes in the length of an existing vehicle cross over but should not be detrimental to resident parking.

22. St Mary's Avenue bus stop (westbound) on St Mary's Crescent, Stanwell



**Issue:** Currently this stop has an existing yellow bus stop cage (of 13 metres) 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 situated in a residential road and needs to be kept clear of parked vehicles.

**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. It is proposed that the yellow bus stop cage is extended to 21 metres to ensure that the bus can freely access the bus stop area. Extending the bus cage to this length takes in the length of an existing vehicle cross over but should not be detrimental to resident parking.

23, Town Lane bus stop (northbound) on Town Lane, Stanwell



**Issue:** Currently this stop has an existing yellow bus stop cage (of 17 metres in length) 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. It is proposed to extend the yellow bus stop cage to 23 metres to ensure that the bus can freely access the bus stop area. Extending the bus cage to this length takes in the length of an existing vehicle cross over but should not be detrimental to resident parking.

24. Town Lane bus stop (southbound) on Town Lane, Stanwell



**Issue:** Currently this stop has an existing yellow bus stop cage (of 21 metres) 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 situated in a residential road and needs to be kept clear of parked vehicles.

**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

25. Selwood Gardens bus stop (eastbound) on Park Road, Stanwell



**Issue:** Currently this stop has an existing yellow bus stop cage (of 21 metres) 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 situated in a residential road and needs to be kept clear of parked vehicles.

**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.

26. Selwood Gardens bus stop (westbound) on Park Road, Stanwell



**Issue:** Currently this stop has an existing yellow bus stop cage (of 17 metres) 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 situated in a residential road and needs to be kept clear of parked vehicles.

**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. It is proposed to extend the bus stop cage to 23 metres to ensure that the cage fully covers the bus stop area. No residential frontages will be affected.

27. Horton Road bus stop (southbound) on Stanwell Moor Road, Stanwell



**Issue:** This stop has been recently relocated into a layby on Stanwell Moor Road. 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 bus stop is situated in a layby which needs to be kept of any stopping vehicles other than 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 covers the length of the bus stop layby. No residential frontages are affected.

28. Horton Road bus stop (northbound) on Stanwell Moor Road, Stanwell



**Issue:** This stop has been recently improved. 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. No residential frontages are affected.

29. Glenhaven Drive bus stop (eastbound) on Horton Road



**Issue:** Currently this stop has an existing yellow bus stop cage (of 13 metres) 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 situated in a busy road for parking and needs to be kept clear of parked vehicles.

**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. It is proposed that the yellow bus stop cage is extended to be 23 metres in length to ensure that the bus can freely access the bus stop area.

### 30. Post Office bus stop (eastbound) on Horton Road



**Issue:** Currently this stop has an existing yellow bus stop cage (of 13 metres in length) 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 situated in a busy road for parking and needs to be kept clear of parked vehicles. This bus stop is on a bus boarder between parking bays which will not be affected by the clearway.

**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 existing yellow bus stop cage takes in the full length of the bus boarder whilst still allowing the use of existing parking bays.

31. Horton Road North bus stop (southbound) on Horton Road (aka The Anchor bus stop)



**Issue:** Currently this stop has an existing yellow bus stop cage (of 13 metres in length) 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. The clearway will not affect the nearby parking bays.

**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 existing yellow bus stop cage takes in the full length of the bus boarder whilst still allowing the use of existing parking bays. It is proposed that the bus stop cage is extended by 8 metres on the departure end to ensure that the bus can freely depart from the stop. No residential frontages will be affected.

32. Birch Green bus stop (eastbound) on London Road, Staines



**Issue:** Currently this stop has an existing yellow bus stop cage (of 17 metres) 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. It is proposed that the bus stop cage is extended to 23 metres. The 4 metre extension would be over the carriageway which is currently protected by a single yellow line. Providing a longer bus stop cage would ensure that there is no loading vehicle obstructing buses departing from the bus stop at any time.

33. Kingston Road bus stop (northbound) (Stop L), London Road, Staines



**Issue:** Currently there are double yellow lines in the vicinity of the bus stop. However, providing a yellow bus stop cage will prevent any stopping, loading or parking by any other vehicles apart from local buses.

**Proposal:** To formally approve a 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. It is proposed that the bus stop cage is 23 metres in length.

34. High Street bus stop (eastbound) (Stop J), London Road, Staines



**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. As part of the cycleway works along London Road the opportunity is being taken to provide bus stop improvements at this very busy stop for both passengers and frequent bus services. As well as a larger bus shelter and provision of accessible kerbing it is intended that the bus stop cage will be extended to accommodate two stationary buses and protect the bus stop area from parking, stopping or loading vehicles. There are double yellow lines either side of the current bus stop cage but they do not prevent vehicles loading either side of the bus stop cage. Extending the bus stop cage will fully protect the bus stop area from obstructing vehicles.

**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. It is proposed that the yellow bus stop cage is extended to 31 metres in length to accommodate two buses stopping at the same time.

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