



Hard standing and higher kerb for boarding area.

Existing road hump to remain

Double yellow line where road is narrow.

Hospital-bound bus at its typical stopping position.

Enfield-bound bus at its typical stopping position.

Existing single yellow line can be removed; made largely obsolete by the new lines on the northern side. This leaves an extended section of clear kerbside for overspill domestic parking west of the bus stop.

Removing the ability to park both sides in the narrower sections of the road will aid visibility and passing space for general access traffic, as well as for buses.

**Why are the bus stop markings longer than the bus?**  
A clear section is needed upstream of the boarding position to enable the driver to pull the bus in tightly to the kerb; a short section is needed downstream to pull back out.

Existing domestic crossovers, are shown for context.

Double yellow line near island.

Hard standing and higher kerb for boarding area.

Existing verge to remain around tree.

Double yellow line where road is narrow.

Double yellow line where road is narrow.