

From: Stephen Walker [redacted] tfl [redacted]
Sent: 06 February 2023 10:44
To: Daniel Douglas [redacted] HAVERING [redacted]; 'Mark Hodgson'
[redacted] havering [redacted]
Cc: Michelle Wildish [redacted] tfl [redacted]; Loic Reyes [redacted] tfl [redacted]
Subject: RE: Route 497

Hi Daniel / Mark

Michelle cc'd in will be leading on the consultation for the 497 scheme.

As part of the consultation preparation we are wondering whether or not to include the two routing options discussed below in yellow. The question is the extent to which Havering are amenable to amending the stand at Waycross Road. If you're dead against it then there is probably little point including it as an option. Have you been able to consider the request below? Do you have any views on whether we should include the alternative routing option?

I think Michelle also intends to get in touch with you prior to the consultation launching to brief you on it.

Regards

Stephen

From: Stephen Walker
Sent: 20 January 2023 16:10
To: Daniel Douglas [redacted] HAVERING [redacted]; Mark Hodgson
[redacted] havering [redacted]
Cc: Charles Baker [redacted] tfl [redacted]; Alexander Baldwin-Smith
[redacted] tfl [redacted]
Subject: Route 497

Daniel / Mark

At our meeting we agreed I would list highway intervention suggestions related to the proposed 497 scheme. Sorry it has taken me so long to get this over to you.

The proposal, as it currently stands, is to route the 497 via Hall Lane - Upminster Park Estate - Upminster station (which would be the terminus). If Havering are amenable, we could amend this so the 497 does Hall Lane – Upminster S tn – Upminster Park Estate (terminus).

The benefit of this alternative arrangement is that it gives passengers from the North quicker access to the shops and station in Upminster while still maintaining the existing 346 links. This is likely to be preferred by more passengers. (The assumption here being passenger demand will be greater north – south than south – north).

The alternative arrangement would mean less bus movements on Avon Road and more on Hall Lane which is probably regarded as more of a main road. Our view is that an extra 2 bph on roads already served by buses is neither here nor there in traffic terms but other stakeholders may see it differently.

If we were to do this alternative arrangement, I think we would need to improve the standing area on Waycross Road so that stationary 497 buses do not interfere with the operation of the 248, including ensuring the stops remain accessible for those with mobility issues. Driver toilets would also be required. The location I'm referring to is here:



Other highway interventions worth giving consideration to include:

- Provision of accessible bus stops on the current 497 routeing. These are primarily on the section of route between Harold Wood station and Faringdon Ave where at present there is currently only one formal bus stop (at Tesco). The roads within this section at those through the Kings Park estate / Lister Ave / Whitelands Way / Tangent Link & Ashton Road. Of particular note is a requirement for a northbound stop close to Harold Wood station to provide access to the Elizabeth line.
- Provision of accessible bus stops on Chatteris Avenue between Faringdon Road and Hildene Ave.
- It would also be desirable to investigate whether the Dagnam Park Square bus stand could be lengthened / improved.

Let me know if any of the above isn't clear or you have any other questions.

Regards

Stephen

Stephen Walker

Principal Transport Planner | Public Transport Service Planning

