

TRANSPORT FOR LONDON**MEMORANDUM TO THE BUS SERVICES MEETING**

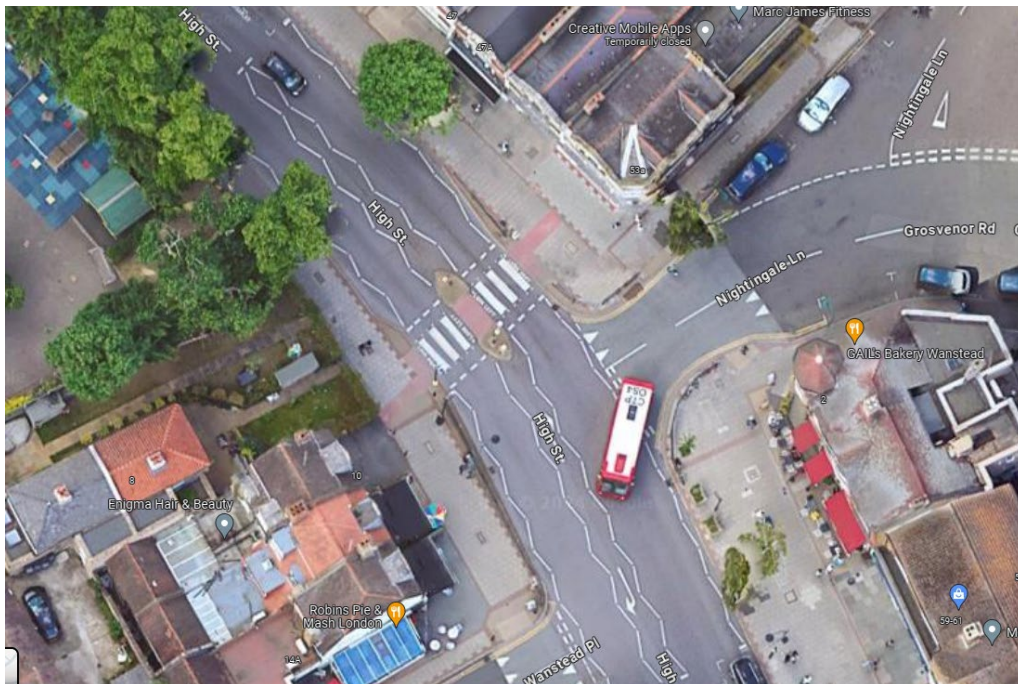
SUBMITTED BY: LOIC REYES

SUBJECT: ROUTE W14 – TEMPORARY DIVERSION

DATE: 27 MARCH 2024

INTRODUCTION

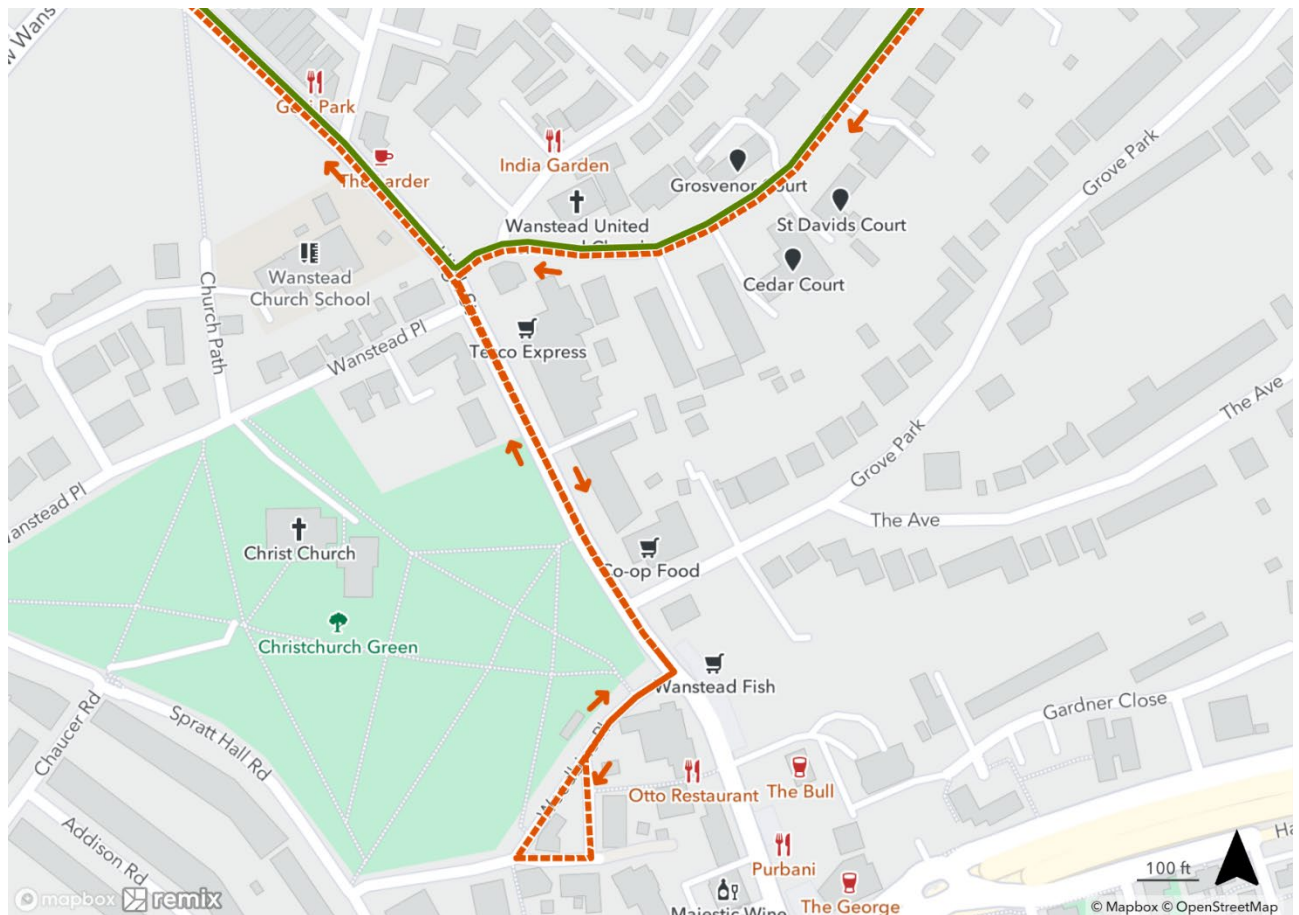
1. This paper seeks approval for a temporary proposal for route W14.
2. It was approved at BSM 672 to restructure route W14 to operate between Loughton Station and Whipps Cross Interchange. The change will happen on 7 September 2024.
3. A route test was conducted on 11 March 2024 and failed at the right-turn from Nightingale Lane into Wanstead High Street. This is due to a pedestrian crossing on Wanstead High Street where there is a narrowing of the road and a pedestrian island that make the manoeuvre impossible.



Map 1 – Satellite view of the intersection

4. LB Redbridge was part of the route test and committed to investigate the relocation of the crossing to allow for the right-turn movement. LB Redbridge has also indicated that this will not be achievable by the start of the new contract.
5. An alternative routeing was investigated and tested on 11 March 2024 to avoid that right-turn movement from Nightingale Lane into Wanstead High Street. Route W14

would instead divert to Wanstead, Woodbine Place where it would be able to turn around and return to line of route.



Map 2 – Proposed diversion

6. It is expected that the diversion would lead to an increase in runtime by up to 3 minutes towards Whipps Cross Hospital. The operator indicated that there would be sufficient layovers in the schedule to accommodate for the diversion on a temporary basis. Nonetheless, the stops on the section between Nightingale Lane and Woodbine Place would not be served as it would take too much time out of the schedule to do so.
7. This is a temporary diversion until LB Redbridge confirms the feasibility of relocating the pedestrian crossing. In case the relocation could not be delivered by LB Redbridge, another BSM paper would be brought to this meeting to formalise the routing.
8. Another issue that was identified on the route test was a bend on Charnwood Drive, part of the Hail and Ride section, that was difficult to navigate with the vehicle tested. The recommendation is to extend the double yellow lines to ensure a safe movement of the bus in each direction.
9. The issue was discussed with officers and councillors at their external scrutiny committee on 18 March 2024 as part of a wider conversation on the W-routes restructuring. It was mentioned that engagement with local residents could only be held after the Mayor's election. This would still allow for the delivery of the parking restrictions in time for the introduction of the changes in September 2024.

10. There is also a loading bay on George Lane located before stops D and E that prevents buses to align with the kerb when in use. LB Redbridge officers have agreed to look at alternative locations to facilitate the access of the two stops.

PROPOSAL

11. It is proposed to:

- Divert until further notice route W14 via Wanstead, Woodbine Place towards Whipps Cross Interchange only

12. Table 3 summarises the scheme appraisal.

Route	Scheme	Estimated Gross Cost £pa	Estimated Revenue £pa	Estimated Passenger Benefits £pa	Estimated Net Cost £pa	Benefit to Net Cost X to 1	Estimated Mileage pa	Estimated PVR
W14	Diversion via Woodbine Place towards Whipps Cross Interchange	£1,683	-	-	-	-	2,752	0

Table 3: Scheme appraisal

13. The operator has indicated that there would only be a mileage cost as part of this proposal.

IMPLEMENTATION DATE

14. This service change will be introduced on or after 07/09/2024, which is the start of the new contract and the introduction of the scheme.

RATIONALE

15. The justification for the proposal is highway limitations preventing the delivery of the agreed routing.

RECOMMENDATION

16. The Meeting is asked to APPROVE the proposals set out in this paper.