



HIGHWAYS ADVISORY COMMITTEE
5th September 2017

Subject Heading:

Proposals to relocate existing bus stand in Appleton Way, Hornchurch – Outcome of the public consultation.

SLT Lead:

Dipti Patel

Report Author and contact details:

Musood Karim
Engineer
01708 432804
masood.karim@havering.gov.uk

Policy context:

Havering Local Development Framework (2008).
Havering Local Implementation Plan 2014/15 – 2016/17 Three year delivery plan (2013).

Financial summary:

The estimated cost of £25,000 for the works would be met by the Transport for London via a special grant allocated for Bus Enabling Works.

The subject matter of this report deals with the following Council Objectives:

- Havering will be clean and its environment will be cared for [x]
- People will be safe, in their homes and in the community [x]
- Residents will be proud to live in Havering [x]

SUMMARY

This report sets out the responses to a consultation on proposals to relocate the existing bus stand in Appleton Way, Hornchurch, situated directly at the rear side of No. 4 Victor Gardens, Hornchurch. The new location of the bus stand proposed is on the south side of the electric sub-station in Appleton Way. Details of the proposals are contained in the report and are shown on drawing No. QQ039.

The scheme is within **St. Andrews** ward.

RECOMMENDATIONS

That the Committee having considered the report and the representations, recommend to the Cabinet Member for Regulatory Services and Community Safety that the following measures are implemented:

1. **Appleton Way, Hornchurch**

That the existing bus stand in Appleton Way, Hornchurch situated to the rear side of property No. 4 Victor Gardens is abandoned and relocated to a new location adjacent to the existing electricity sub-station as shown on drawing No.QQ039.

2. Members note that the estimated cost of £25,000 for implementation of the scheme will be met by Transport for London through the 2017/18 allocation for Bus Priority measures.

REPORT DETAIL

1.0 **Background**

- 1.1 London Buses, part of Transport for London, have expressed their concerns about buses experiencing delays due to traffic congestion at peak periods in Hornchurch High Street. Buses on route 372 operate between Hornchurch and Lakeside Shopping Centre and park at the existing bus stand in Appleton Way at the end of their inbound route.
- 1.2 At present, when buses enter into service (outbound route) in Appleton Way, they must traverse Abbs Cross Gardens - turn right into Hornchurch High Street

– turn around at the Hornchurch Gyratory - enter Hornchurch High Street again and finally turn left into Abbs Cross Lane towards Elm Park. The extent of the detour that buses have to perform when they enter into service leads to delays which in turn results in buses being unable to serve their designated stops at scheduled times along the route.

- 1.3 The responsibility of siting of bus stands lies with London Buses although local decisions are taken in conjunction with the Council (as the highway authority and primary interface with local residents) and the traffic unit of the Metropolitan Police. The Council is responsible for implementing certain controls such as provision of waiting restrictions, clearway restrictions, assessing highway safety implications etc that may support the effective use of the bus stand.
- 1.4 The existing bus stand at its present location is not safe in terms of highway safety as it is located immediately after the left turn bend in the road. It is proposed to abandon the existing bus stand and provide a new location for a stand in Appleton Way. The suitable location identified is on rear side of the existing electric sub-station in Appleton Way, Hornchurch. The new location will enable buses to exit via Station Road and then use Hornchurch High Street before turning left into Abbs Cross Lane to continue their normal route towards Elm Park, thus removing the need for a convoluted route to commence the service.
- 1.5 London Buses and its commercial operator were pre-consulted and they are in agreement with the proposals. In addition, UK Power Networks (distribution network operator for electricity covering south east and east England and London) have been consulted as their access to the electricity sub-station might be affected by the proposals. They are content in principle with the proposals but did suggest relocating the stand away from the main gates to maintain continuous access to the site which would be required in the event of emergencies.
- 1.6 The attached drawing No. QQ039 shows the proposed location and details of the new bus stand. When designing the location of the new bus stand, consideration was given to maintaining access for current occupiers, retention of existing parking bay for the disabled drivers and existing Pay and Display parking and environmental impact on the neighbouring properties.
- 1.7 Other highway works include altering the existing traffic island to improve access for buses, installation of tactile paving for pedestrians and tidying up the area. The proposals will result the loss of a highway tree but a new replacement tree of similar species will be planted and the area will be landscaped.
- 1.8 Environmental Impact of new bus stand on neighbouring properties

The new location of the bus stand would be approx. 35 metres from the existing flats fronting Hornchurch High Street and approx. 40 metres from the nearest property in Victor Gardens and Woodfield Way. A few properties in Victor Gardens and Woodfield Way have mature Conifer trees in their rear gardens which will help to reduce the aesthetic impact of buses parked at the new

stand. In addition, some properties in Victor Gardens and Woodfield Way have garages at their rear gardens with access from Appleton Way.

As part of the proposals, London Buses will be required to install a sign reminding bus drivers to switch off the engines when parked at the new bus stand. Consideration will also be given to installing a litter bin at a safe location.

Further measures associated with Appleton Way scheme

In relation to the Appleton Way scheme, Transport for London (TfL) have further proposals to re-route the existing 372 service in Rainham Village to serve the Rainham station subject to the Appleton Way scheme is delivered.

Currently, the 372 uses the existing bus stop in Wennington Road by Rainham Hall. There have been several complaints in recent years about the boundary wall behind the bus stop being damaged as a result of passengers leaning on it.

The relocation of the existing bus stand will enable TfL to reroute the 372 via Rainham Station (eastbound only), subject to public consultation. The existing bus stop in Wennington Road, Rainham (outside the St Helen & St Giles, Rainham Parish Church) will be abandoned and the 372 will instead serve Rainham Station. TfL have received several requests from stakeholders to move away from the Wennington Road stop in a bid to prevent further deterioration of the boundary wall. TfL have not been able to accommodate the request to date due to prohibitive costs, however, the benefits of the Appleton Way scheme will enable this re-routeing to be provided at marginal cost. The re-routeing will also benefit passengers interchanging between the 372 and rail services at Rainham Station hence providing improved interchange facilities.

Outcome of the Public Consultation

In addition, to the above if the stop was removed this would avoid the need for passengers to cross Wennington Road where there is no controlled crossing.

Consultation letters were sent to emergency services and other statutory consultees on 14th July 2017. In addition, approximately, 70 letters were hand delivered to the occupiers in the immediate area. The closing date for receiving representations was set for 4th August 2017. By the close of consultation, 5 responses were received. The responses were analysed carefully and these are included in the appendix 2 of this report.

Most respondents have mainly been concerned about the drivers leaving the engines running at night times and drivers disposing rubbish on the road. The residents were informed that plan of action, as set by the operators of route 372 is for the installation of a new a new bus stand instructing drivers that they must switch off engines when the buses are stationery. In addition, consideration will be given to the installation a litter bin and bus drivers will be encouraged to use it.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking the Council's HAC to recommend to the Cabinet Member for Environment the implementation of the above scheme.

The estimated cost of £25,000 for implementation will be met by Transport for London through the 2017/18 allocation for Bus Priority measures (A2654). The funding will need to be spent by 31st March 2018, to ensure full access to the grant.

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards to actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Street Management and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an over spend, the balance would need to be contained within the overall Environment Capital budget.

Legal implications and risks:

The responsibility for siting bus stands lies with Transport for London/London Buses The Greater London Authority Act 1999 Chapter V ("the 1999 Act") Section 183 (2) and (3) of the 1999 Act sets out that TfL must consult the Commissioner of Police affected, the relevant Local Authority, the London Transport users' Committee and any other person whom TfL considers it appropriate to consult about a proposal about a bus stand.

TfL have consulted the Council on proposed relocation of the bus stand. The Council has undertaken local consultation to enable a better and wider appreciation of the issues and for local engagement. This report presents the result of the local consultation, which are taken into account in making a recommendation.

Decisions of public bodies are subject to the risk of legal challenge. Provided that consideration is only given to relevant issues when making decisions and any statutory procedures are followed the risks of challenge is low.

Human Resources implications and risks:

None.

Equalities implications and risks:

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

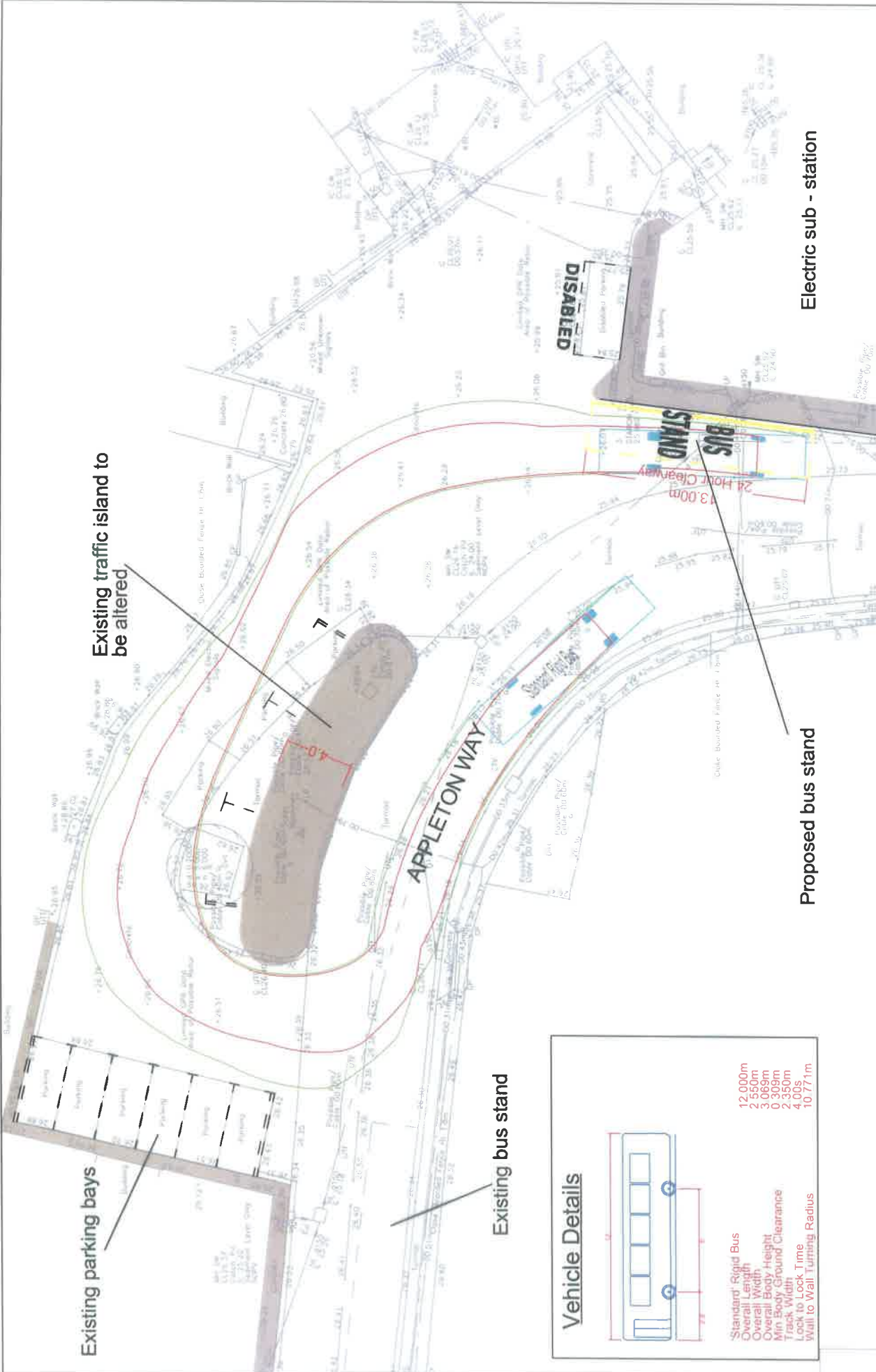
There will be some physical and visual impact arising from the required bus stop flag sign (switch off engine) and road lining works. Where infrastructure is provided or sustainably upgraded, reasonable adjustments should be made to improve access for the disabled, which will assist the Council in meeting its duties under the Equality Act of 2010.

BACKGROUND PAPERS

Copy of Notice of Non–Key Executive Decision, of 3rd April 2017- approval of local highway management schemes in principle for public consultation.

Appendix 1

Plan showing details
of proposed bus stand



Existing parking bays

Existing bus stand

Existing traffic island to be altered

Proposed bus stand

Electric sub - station

Vehicle Details

- Standard Rigid Bus
- Overall Length 12.000m
- Overall Width 2.550m
- Overall Body Height 3.060m
- Min Body Ground Clearance 0.300m
- Track Width 2.350m
- Lock to Lock Time 4.00s
- Wall to Wall Turning Radius 10.771m

		APPLETON WAY BUS STAND	
DRAWN BY: [Name]	CHECKED BY: [Name]	APPROVED BY: [Name]	JOB TITLE: [Title]
DATE: 18/05/17	SCALE: MTS	REV: 0	DRAWING TITLE:
Proposed Arrangement			

Appendix 2

Results of the Consultation

Summary of Consultation responses

1. London Buses (Planning), Transport for London – fully support the proposals for the relocation of the existing bus stand.
2. London Buses (Operations and Infrastructure) – fully support the proposals.
3. No 4, Woodfield Way, Hornchurch – has objected the proposals. Buses will have to perform a large turning manoeuvre into Station Road thus overrunning into the centre filter lane in Station. The safety issues have been ignored as this junction is very busy and it would be dangerous to other drivers and pedestrians.

Staff comments: During the bus route test, it was noted that the bus was able to carry out the turning manoeuvre safely. The bus operators had also confirmed that during bus diversion due to public highway works, the traffic flow was reversed in Appleton Way ie travelling in eastwards direction, buses had no problems when exiting from Appleton Way and left turning left into Station Road.

4. No 4, Victor Gardens, Hornchurch – The existing bus stand is situated directly behind the gardens of his property. The respondent has stated that they have to endure the noise of engines running and the fumes in the air. Sometimes two buses park there. Rubbish left on buses is discarded on the road or footways the bus drivers. Has requested that the bus stand is relocated as soon as possible.

Staff Comments: The respondent was informed that his agreement to relocate the existing bus stand will be included in the report.

5. 19 Woodfield Way, Hornchurch - the respondent has objected to the proposals. The respondent had raised complaints to the Customer Services of Transport for London complaining about the bus drivers leaving the engines running when parked in Appleton Way. In addition, they have issues with Costa Coffee with receiving deliveries at night time.

The respondent has queried if there are strict prohibitions in place to ensure residents are not disturbed and the Council is willing to ensure any complaints that do arise are dealt with vigorously. Any assurances of this kind would be appreciated.

Staff comments: The respondent was informed that issues relating with buses are dealt with Transport for London, therefore, any complaints in the future should be referred to them direct. In addition, the respondent was also informed to inform the Council as such matters are also discussed at the Public Transport Operators Liaison Group meetings which are held regularly at the Town Hall.

In regards to deliveries to Costa Limited at late night time, the respondent was advised to keep the Customer Services of Costa informed. The Council only

Highways Advisory Committee, 5th September 2017

carries out parking enforcement up to 10pm only. The respondent was advised to contact the Council's Call Centre and the matter will be referred to the Environmental Services to deal with.