

Notice of Non-key Executive Decision

Subject Heading	Introduction of bus stop/stand in Ferry Lane and two bus stops in Lamson Road.
Decision Maker	Imran Kazalbash Director of Environment
Cabinet Member	Cllr Alex Sibley Cabinet Member for Highways
ELT Lead	Neil Stubbings Strategic Director of Place
Report Author and contact details	David Fogarty Engineer - Traffic Schemes 01708 431950 david.fogarty@havering.gov.uk
Policy context	National Planning Policy Framework (2019) London Plan (2019) Havering Local Implementation Plan 2018/19 Delivery Plan
Financial summary	Estimated cost of £42,900 will be met by Transport for London Superloop Budget, Capital Code C44310.
Relevant Overview & Scrutiny Sub Committee	Environment
Is this decision exempt from being called-in?	Yes - Non Key

Non-key Executive Decision

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

People - Things that matter for residents	X
Place - A great place to live, work and enjoy	X
Resources - A well run Council that delivers for People and Place	X

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

Following the formal advertisement of the proposed bus stop and bus stop/stand, this Executive Decision seeks approval to:

I. agree to the implementation of:

(a) Introduction of a bus stop/stand in Ferry Lane, Rainham.

This will consist of the removal of an existing loading bay, the marking out of a bus stop cage marking.

(b) Introduction of Loading Restrictions

The introduction of a limited length of loading restrictions on Ferry Lane, south of the bus stand, is proposed to ensure the free and unhindered egress of buses while safeguarding the nearby vehicular access.

(c) Introduction of two bus stops in Lamson Road Rainham.

This will consist of the marking out of a bus stop cage marking.

Please see Appendix A for a copy of the general arrangement plan showing these measures.

AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution Part 3.3.5 (1.1).

To exercise the Council's powers and duties arising under the Road Traffic Regulation Act 1984, New Roads and Streetworks Act 1991 and Traffic Management Act 2004.

3.3.1 (5.1) covers sub-delegations:

The Chief Officers may delegate any of the powers listed in this part to another Officer, in so far as is legally permissible. Such delegation will specify whether the Officer is permitted to make further sub-delegations. Any such delegation or sub-delegation must be: (a) recorded in writing; and (b) lodged with the Monitoring Officer who will keep a public record of all such delegations. Any such delegation / sub-delegation will become valid only when these conditions are complied with.

STATEMENT OF THE REASONS FOR THE DECISION

Background to the Scheme and Design Proposals:

Superloop bus services were initially introduced by the Mayor in 2023. They currently comprise of a network of 12 express bus routes designed to improve connections and journey times between key outer London town centres and transport hubs.

The initial round of Superloop routes that were introduced did not include any routes into Havering. The Council was very disappointed about this and made representations both at Officer and political level to lobby TfL and the Mayor to see a Superloop service introduced in the borough.

Last year, TfL launched a consultation on Superloop 2, a series of new proposed Superloop routes which included Superloop 12, a proposed express bus service between Gants Hil and Rainham via Romford and Elm Park.

The Council responded to the consultation welcoming the proposed route which would provide a much needed direct, frequent public transport connection between Romford and Rainham. In particular, the Council strongly supported the new service operating into the London Riverside BID area because of the significant benefits this would bring to businesses and wider regeneration.

The Council also made it clear they would like to have further discussions with TfL to secure additional Superloop services that would connect other important centres such as Hornchurch, Upminster, Collier Row and Harold Hill.

Superloop 12

The Superloop 12 route will start at Gants Hill in LB Redbridge and will operate via Newbury Park, Romford and Elm Park before continuing south to Rainham, where it will terminate at Ferry Lane in the London Riverside Business Improvement District.

Please see Appendix F for route plans and how Superloop 12 will tie in with existing Superloop routes.

The route will run every 12 minutes during Monday to Saturday daytimes and every 15 minutes during Sundays, evenings and early mornings. The route is expected to be brought into operation on 5th September 2026.

Proposals

The proposals for Superloop 12 includes a pair of new bus stops on Lamson Road which will provide a boarding and alighting point for those passengers who may be interchanging at Rainham Station to the north.

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Due to the service terminating in Ferry Lane, there is a requirement for a bus stop/stand to be located there, together with a bus driver welfare facility.

Lamson Road – Bus Stop

The proposals for Lamson Road consist of a bus stop on each side of the carriageway, consisting of bus stop cage markings and bus stop posts and flags. Unfortunately, bus stop shelters cannot be installed due to the limited width of the footway, which is also a shared use cycle route. A general arrangement plan can be found in Appendix A.

Ferry Lane Bus Stop/Stand

Over recent months, Officers have been working in partnership with TfL to identify and agree on a location for the bus stop/stand and associated driver welfare facility in Ferry Lane.

The outcome of this is the proposed introduction of the bus stop/stand as shown in Appendix A. The proposed site is located on an existing loading bay on the southbound side of Ferry Lane, opposite the Wanis International Foods facility. This site has been identified, because it's best suited from a sight line perspective, and TfL are able to secure appropriate sewerage connections with Thames Water and electrical connections for the welfare facility.

Before agreeing to move proposals forward, 24 hour video surveys were undertaken over a seven day period to establish the usage of the existing loading bay to be replaced with the proposed bus stop/stand.

In summary, the survey showed that over the seven day period, there was only one incident of legal loading or unloading, which involved a motorcycle parcel delivery. Other activities included the dropping off and picking up of trailers, parking, and waiting, which are not permitted in loading bays. The conclusion was that the data demonstrated the loading bay could be altered to a different use without compromising loading or unloading activity.

Please see Appendix E for a copy of the survey report.

Public Consultation

On 15th May 2026, the proposals were formally advertised as part of the statutory consultation process. Notices were erected on site, published in the local newspaper and letters were sent directly to local businesses.

Please see Appendix B for a copy of the letters and plans that were posted to businesses.

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One objection was received to the proposal in Ferry Lane during the three week consultation period, which ended on the 5th June 2026. This objection can be found in Appendix C of this report.

The respondent raised concerns that the removal of the loading bay would impact on local businesses that currently use it as a staging area while waiting to enter their respective premises. The objector would also like to see a loading bay installed close by should the existing one be removed.

To address the objector's concerns, officers have identified an alternative location for the loading bay further south along Ferry Lane, which has been presented and discussed in a meeting with the objector. A copy of the plan presented in the meeting can be found in Appendix D of this report.

Please note that this Executive Decision does not seek authorisation for the introduction of the proposed Loading Bay. The Loading Bay will be subject to the statutory consultation and formal advertisement process. Should any objections be received as part of that process, a separate Executive Decision will be submitted for consideration.

No objections were received on the proposals for Lamson Road.

Next Steps

Following approval of this Executive Decision, Officers will liaise with Havering's Contractor Marlborough to progress installation of the bus stop/stand cage markings in Ferry Lane and bus stops cage markings in Lamson Road. The physical infrastructure consisting of bus shelters, bus stop flags and driver welfare facility will be installed by Transport for London through their own contractors and will be secured through a separate Section 50 agreement between TfL and Havering Council.

TfL intend to commence operation of the Superloop 12 service on the 5th September.

OTHER OPTIONS CONSIDERED AND REJECTED

The option of not installing bus stops or a bus stand was rejected as it would mean that the Superloop service would have to be curtailed early (probably at Tesco Rainham) before the service reaches the London Riverside BID area.

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PRE-DECISION CONSULTATION

On 15th May 2026, the proposals were formally advertised as part of the statutory consultation process. As part of this consultation, officers also took the opportunity to inform local businesses via letters to their business addresses.

NAME & JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER

Name: David Fogarty

Designation: Engineer - Traffic Schemes

Signature:

A handwritten signature in black ink, appearing to be 'D. Fogarty', written over a horizontal line.

Date: 19/08/2026

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

Officers seek approval for the implementation of bus stops subject to a “no stopping at any time except local busses” restriction and that a section of existing “no waiting at any time” yellow line parking control in Ferry Lane has a “no loading at any time” restriction added to help ensure that unimpeded access and operation of the bus route is maintained, which is pursuant to the Council’s Constitution requiring an executive decision by the Lead Member for Environment.

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in Part I of the Road Traffic Regulation Act 1984 (“RTRA 1984”) with the power to designate parking places set out under part IV of the RTRA 1984.

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations & General Directions 2016 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer’s recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

FINANCIAL IMPLICATIONS AND RISKS

The estimated costs of £42,900 which includes the physical works, advertising/traffic order costs and technical fees, will be funded through the TfL Superloop 2026/27 budget.

Breakdown of costs:

Physical Works (including 10% contingency)	£28,700.00
Traffic Order	£1,000.00
TfL 'third party request'	£5,000.00
Technical Fees	£8,200.00
Total	£42,900.00

HUMAN RESOURCES IMPLICATIONS AND RISKS (AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)

The proposal can be delivered within the standard resourcing within Highways, Traffic and Parking and has no specific impact on staffing/HR issues.

EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;

(iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socioeconomics and health determinants.

Equality and Health Impact Summary

The proposed SL12 bus service, which is intended to commence operation on the 5th September 2026, will provide an express, limited-stop orbital connection between Ferry Lane Industrial Estate and Gants Hill, serving key transport interchanges including Rainham, Elm Park, Romford, Newbury Park and Gants Hill stations. The route will also improve public transport access to Queen's Hospital and King George Hospital, as well as major town centres, employment areas and other essential services.

The Equality and Health Impact Assessment has identified the scheme as having an overall neutral to positive impact, with no negative impacts identified for any protected characteristic.

Equality Impacts

The positive and neutral impacts identified are:

- **Age - Positive:** Children and young people are expected to benefit from improved access to education, training, employment and recreational opportunities, supporting greater independence. Older people should benefit from improved access to healthcare, shopping and social activities, potentially helping to reduce loneliness and social isolation.
- **Disability - Positive:** Accessible buses and infrastructure, including low-floor vehicles, wheelchair spaces, audio-visual announcements and accessible stops, should improve mobility, independence and participation for disabled passengers.
- **Sex/Gender - Positive:** Improved transport connections should support access to employment and caring responsibilities. The service may particularly benefit women, who are more likely to use public transport and undertake multi-purpose or trip-chaining journeys.

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- **Race/Ethnicity/Nationality - Positive:** Improved connectivity should increase access to employment, education, community facilities and cultural services and help address existing transport barriers experienced by some communities.
- **Religion or Belief - Neutral:** No specific differential impact has been identified.
- **Sexual Orientation - Neutral:** No specific differential impact has been identified.
- **Gender Reassignment - Neutral:** No specific differential impact has been identified.
- **Marriage and Civil Partnership - Neutral:** No specific differential impact has been identified.
- **Pregnancy, Maternity and Paternity - Positive:** Improved public transport connections should provide better access to healthcare, shopping and social activities.
- **Socio-economic Status - Positive:** The service will provide enhanced affordable mobility and improve access to employment, education, healthcare and other opportunities and services, particularly benefiting people from lower income, or financially excluded households.

Potential negative impact

This report highlights that bus shelters cannot be provided for the two bus stops in Lamson Road and that the footway in Lamson Road forms part of a shared use cycle route.

The potential equality impacts associated with this bus stop arrangement has been considered and it's acknowledged that the inability to provide shelters, due to the constrained footway width and the presence of the shared use pedestrian and cycle route, may have an impact on some passengers with protected characteristics.

Older, disabled and pregnant people, and those with mobility, stamina, or other accessibility needs may be more negatively affected by having to wait for a bus without seating, or protection from adverse weather. The absence of a shelter may make the use of these stops less convenient or accessible for some passengers.

There are also potential accessibility and safety considerations associated with passengers waiting within, or adjacent to the shared pedestrian and cycle environment. This may particularly affect people with mobility, or sensory impairments, including people who are visually impaired, as well as older passengers and others who may require additional time or space to navigate the area safely.

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These potential impacts are acknowledged as part of the Equality Act 2010 and Public Sector Equality Duty considerations for the scheme. However, the physical constraints at Lamson Road mean that the installation of conventional bus shelters could reduce the effective width available for pedestrians and cyclists and may, in themselves, create accessibility and safety concerns.

Therefore, it's considered appropriate to retain the proposed stop arrangements, while ensuring that accessibility is taken into account in the detailed design and operation of the stops. Where feasible, consideration should be given to measures that could mitigate the identified impacts, including maintaining adequate unobstructed pedestrian space, appropriate positioning of bus stop infrastructure, accessible boarding arrangements and clear management of pedestrian and cycle movements.

The operation of the stops will be kept under review following implementation. Any evidence of accessibility or safety difficulties should be considered with TfL and, where reasonably feasible, further mitigation measures investigated. This approach acknowledges the potential disproportionate impacts on some protected groups while recognising the physical constraints of the location and the wider accessibility benefits provided by the new bus service.

Health and Wellbeing

The introduction of the SL12 bus service is expected to have an overall positive impact on health and wellbeing. Improved public transport connectivity will increase access to healthcare, employment, education, retail and community facilities.

The service should particularly benefit older and disabled people by supporting independent travel and may help reduce social isolation and transport related inequalities. Greater availability and use of public transport may also contribute towards wider environmental and population-health objectives by reducing reliance on private vehicles.

The assessment concludes that the scheme is expected to have a neutral to positive impact on residents, with no significant adverse equality or health impacts identified.

Overall Conclusion

The proposed SL12 bus service is expected to deliver predominantly positive equality, accessibility and health benefits, particularly for children and young people, older people, disabled people, women, minority ethnic communities, people who are pregnant or have caring responsibilities, and residents on lower incomes.

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No negative impacts have been identified in the assessment. The improved orbital connections to hospitals, railway stations, town centres, employment areas and other services are expected to increase accessibility and support social inclusion and independent travel.

For decision-making purposes, the equality and health assessment therefore presents no identified equality or health related impediment to the implementation of the proposed SL12 service.

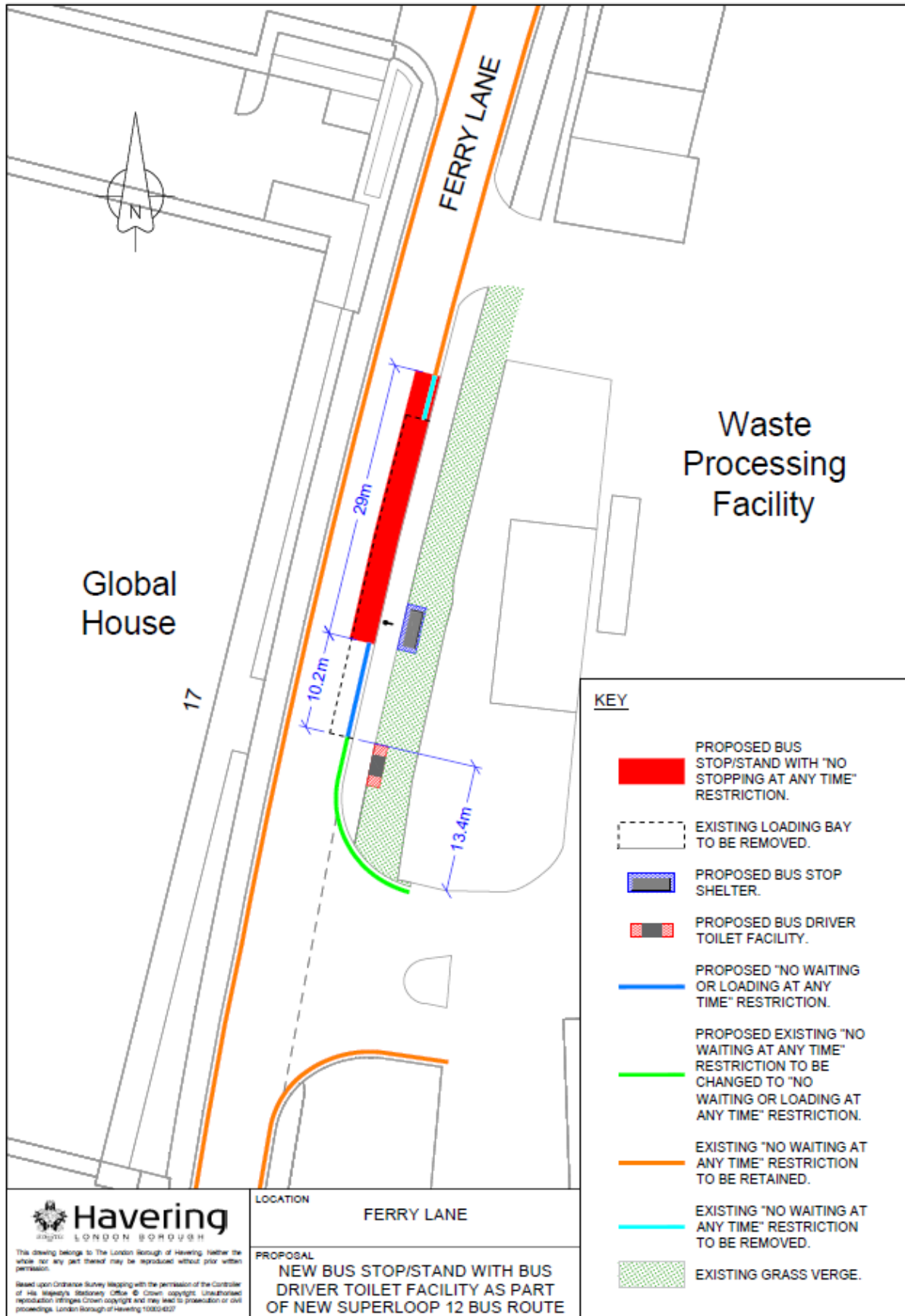
Please see Appendix G for a copy of the full EQHIA form.

ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS

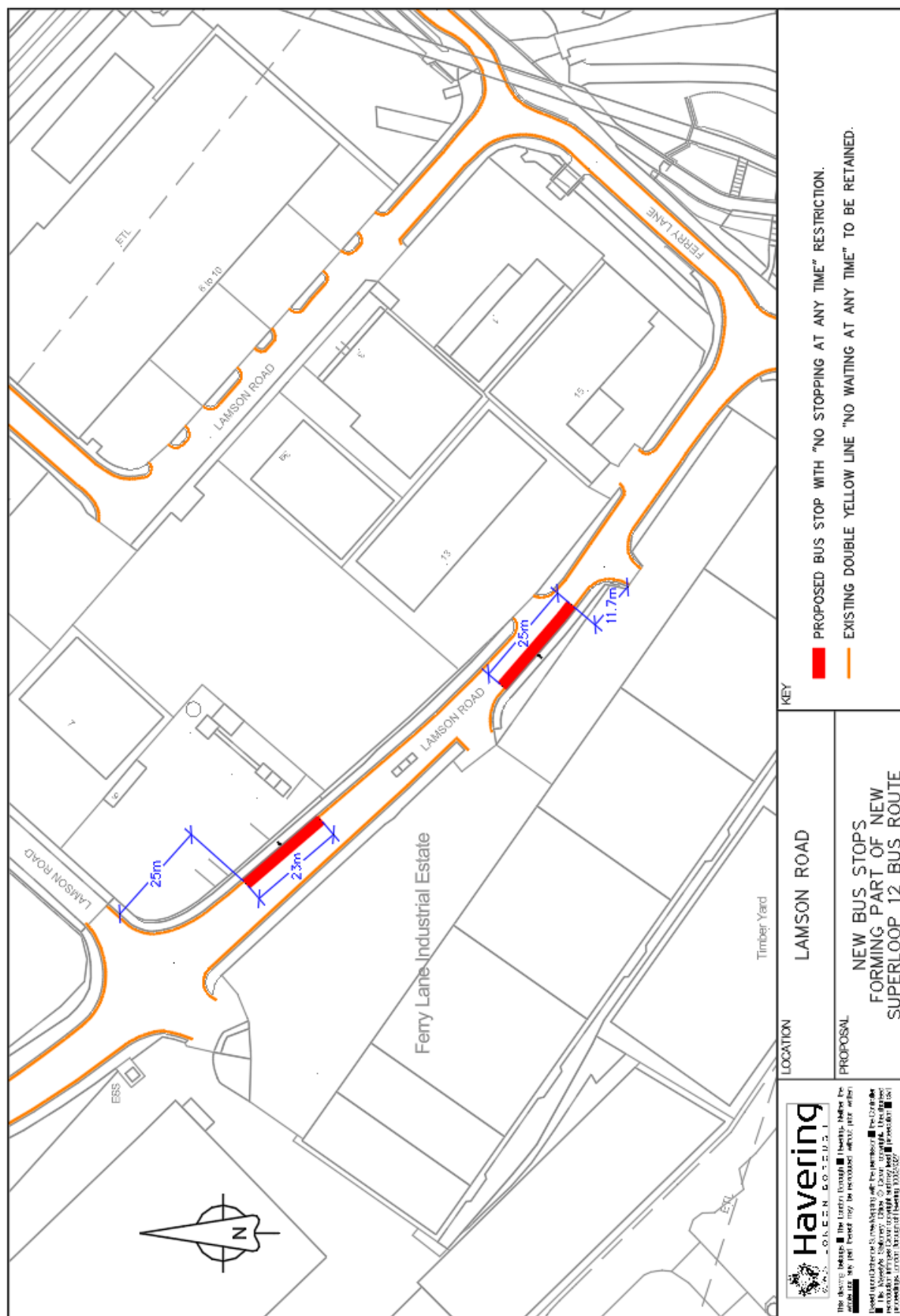
The introduction of the proposed bus route directly aligns with the Havering Climate Change Action Plan, supporting the borough's core target of reaching carbon neutrality by 2040, or sooner. It will also help to fulfil the transport objectives of the Council's Caring For Our Local Environment Action Plan (CFOLEAP) and supports the Mayor's Transport Strategy priority to shift local journeys away from private cars.

BACKGROUND PAPERS

Appendix A – General arrangement plans for Ferry Lane bus stop/stand and Lamson Road bus stops.



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Appendix B - Consultation letters posted to businesses in Ferry Lane and Lamson Road at the start of the statutory consultation.



Highways, Traffic & Parking Schemes

London Borough of Havering
Town Hall,
Main Road
Romford RM1 3BB

IMPORTANT CONSULTATION ENCLOSED

Email: schemes@haverling.gov.uk

The Resident/Occupier

Date: Friday 6th May 2026

Dear Occupier,

**Proposed Removal of Existing Loading Bay and
Proposed Bus Stop and Welfare Facilities**

I am writing to inform you that Havering Council, in partnership with TfL, is proposing to install a new bus stop and driver welfare facilities on Ferry Lane.

These changes are being proposed to support the upcoming TfL Superloop 12 service, which will introduce a bus route serving the Ferry Lane industrial area.

The proposals include the removal of the existing loading bay which survey data indicates that it is significantly under-utilised, which will be replaced with a bus stop. In addition, it is proposed that a section of the existing grass verge is converted to asphalt to accommodate a bus shelter for waiting passengers, along with welfare facilities for bus drivers.

Full details, including relevant orders, are available for inspection over a 21 day period, starting on **Friday 15th May** at:
https://haverling.statmap.co.uk/tro/map.html?login=tro_public&order=305

All comments to the proposals should be sent in writing to the Highways, Traffic and Parking Group Manager, Havering Town Hall, Main Road, Romford RM1 3BB or by email to schemes@haverling.gov.uk. All responses need to be received by **Friday 5th June 2026** and any objections must state the grounds on which they are being made.

Please note we are unable to answer individual points raised at this stage. However, your comments will be noted and taken into consideration when presenting the final report to the Director of Environment. Any issues will be addressed at that time and all comments received are open to public inspection.

Yours faithfully

The Schemes Team

The Havering you want to be part of

Your Data Rights

In relation to the personal data which we may hold about you, you have the right to request to:

*Be **informed**, have **access** or **rectify** incorrect information.*

*You also have the right to **object** to or **restrict** our processing of your data.*

Under Data Protection law we must verify your identity and explain to you our reasons if we do not agree to carry out your request.

Details can be found at this address:

https://www.havering.gov.uk/info/20044/council_data_and_spending/139/data_protection/1

or via email to :

GDPR-dataprotection@onesource.co.uk

Contact and Further Information

If you would like more information about how we use your data, please read our Privacy Policy:

https://www.havering.gov.uk/info/20007/council_and_democracy/499/privacy_and_cookies/2

or you can listen to our Privacy Policy by telephoning 01708 434343

Data protection questions can be made via telephone on 01708 434343

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London Borough of Havering

Town Hall

Main Road

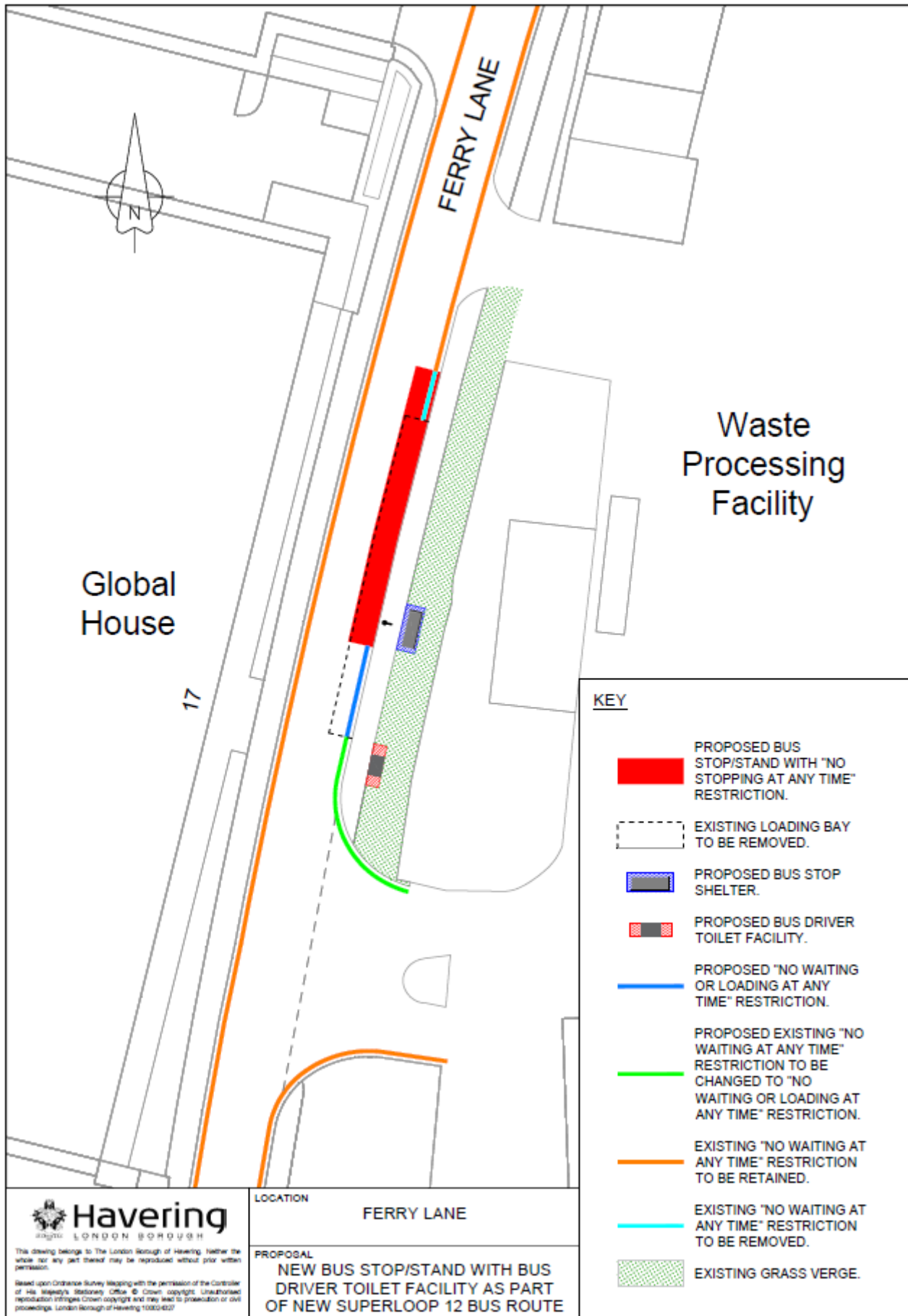
Romford

RM1 3BD

You have the right to complain to the Information Commissioner's Office at

www.ICO.org.uk

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**Highways, Traffic & Parking
Schemes**

London Borough of Havering
Town Hall,
Main Road
Romford RM1 3BB

IMPORTANT CONSULTATION ENCLOSED

The Resident/Occupier

Email: schemes@haverling.gov.uk

Dear Occupier,

Date: Friday 6th May 2026

**Proposed introduction of bus stops as part of
Transport for London Superloop 12 bus service**

I am writing to inform you that Havering Council, in partnership with Transport for London, is proposing to install two new bus stops in Lamson Road.

These are being proposed as part of the upcoming Superloop 12 bus service, which will provide a route serving the Ferry Lane industrial area.

Both bus stops will be subject to a “no stopping at any time” restriction. For the exact location of the proposed bus stops, please see plan enclosed with this letter.

Full details, including relevant orders, are available for inspection over a 21 day period, starting on **Friday 15th May** at:

https://haverling.statmap.co.uk/tro/map.html?login=tro_public&order=305

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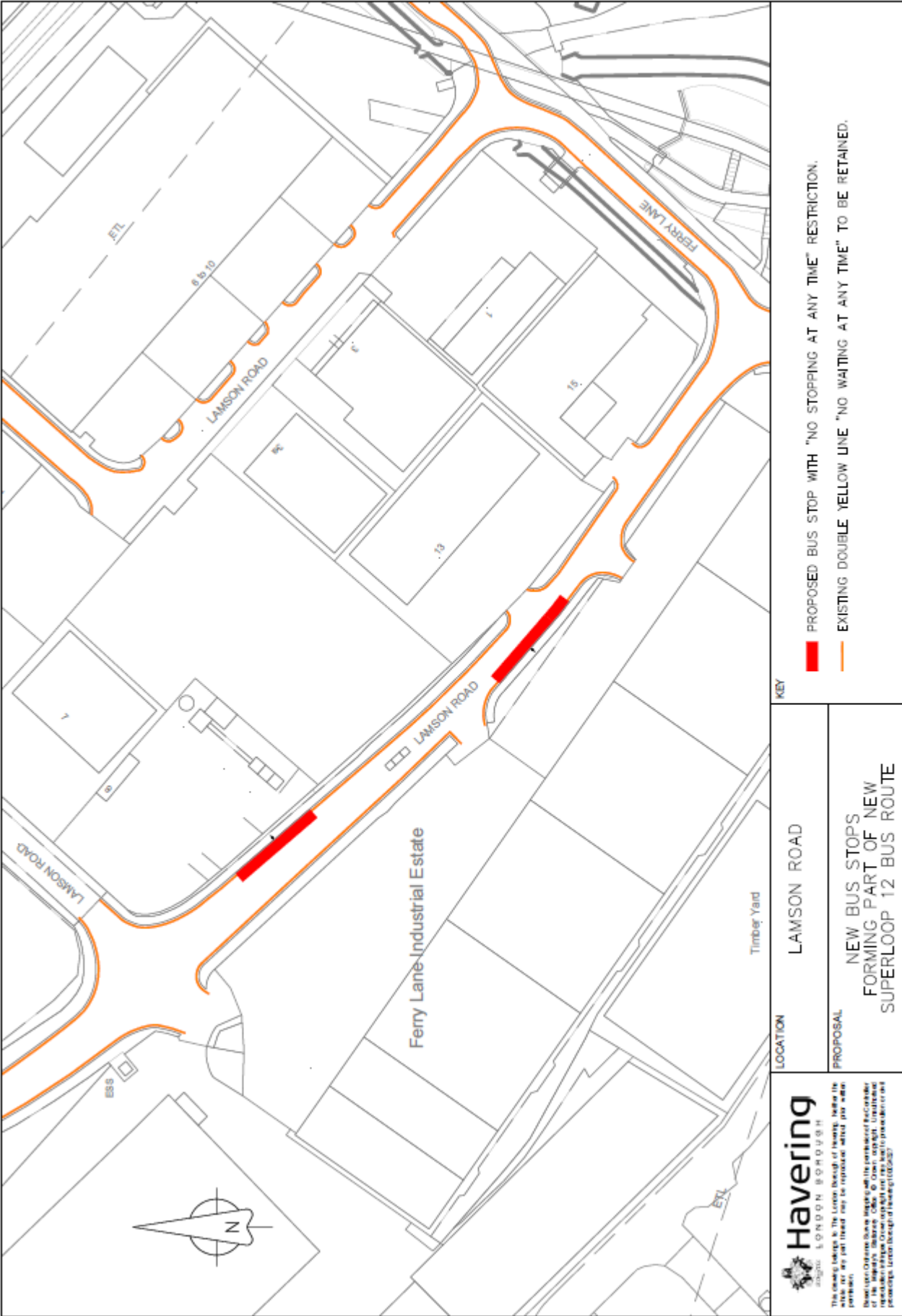
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Town Hall
Main Road
Romford
RM1 3BD

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Appendix C - Objection received during the statutory consultation.

From: [REDACTED]
Sent: 05 June 2026 10:39
To: schemes@havering.gov.uk <schemes@havering.gov.uk>
Cc: [REDACTED]
Subject: Proposed Removal of Existing Loading Bay and Proposed Bus Stop and Welfare Facilities

Dear Highways Team

Following your letter to local businesses I have been asked by several of them to write to you regarding the proposals.

The 'loading bay' outside of Keeble's was installed by the Council because of the nature of the activity that takes place on that and adjacent sites. Crow Metals, Keeble's and RMS Waste processing, especially, rely on the layby for lorries that are waiting for permission to enter the respective premises with their loads. I am unsure if in the study this 'waiting' was considered loading, but it should have been, since this is the very purpose of the bay. These are daily activities, throughout the day and should have been observed and recorded by the study.

Please accept this email as an objection to the proposals by local businesses whose daily operations will be adversely affected.

Furthermore, we were led to believe that removal of the bay outside of Keeble's Recycling would be accompanied by a new one being provided very close by. We do not see this on the plans and are therefore concerned that this will have a significant and detrimental impact on the function of this industrial road and the activities of local businesses.

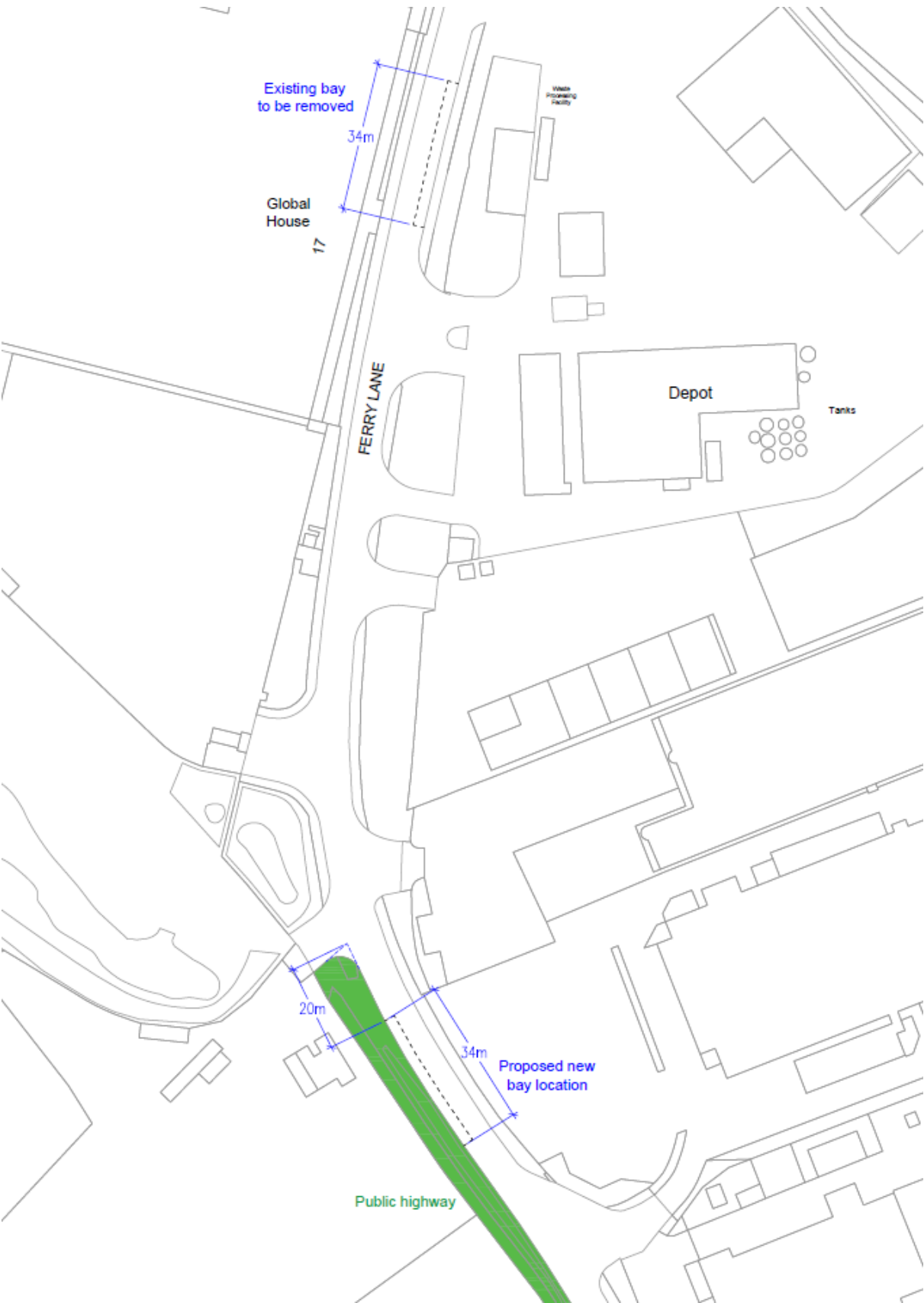
Can you please confirm that a new layby will be installed very close to the existing. If this is not planned, then it will become very challenging for those businesses to conduct their operations.

The BID has lobbied for better public transport into the industrial zone and welcomes the new Superloop, but it should not hamper the day to day functioning of the industrial area and its resident businesses. We are aware that alternative locations were being considered; please advise what they were and the rationale for rejecting them.

Kind regards

[REDACTED]

Appendix D – Existing and alternative loading bay location Plan.



Appendix E - Project Centre loading bay usage survey.

Ferry Lane Loading Bay

Project	HBC – Ferry Lane Loading Bay	Job No	1000011084
Subject	Survey Analysis	Issue	01
Prepared by	Edward Bell	Date	16/11/2025
Approved by	Ben Meekings	Date	16/11/2025

1. INTRODUCTION

Project Centre was commissioned by London Borough of Havering to review the use of the loading bay opposite 71 Ferry Lane RM13 9DB, to assess the current use the amount of space needed for the existing loading activity.

This note provides details of the surveys, analysis of the results and provides comments on the existing use.

1.1 Location

The loading bay is on the east side of Ferry Lane, Rainham, outside the recycling centre as shown in Figure 1.

The loading bay is 37.5m long, the bay is restricted to loading only Monday-Saturday 8am-6:30pm 30 minutes, no return within 1 hour.

Figure 1 Loading Bay Location



1.2 Surveys Commissioned

Project Centre commissioned Traffic Data Centre to carry out 24hr loading surveys between the 10th and 16th November 2025 to determine the use of the loading bay. The following sections set out the findings of these surveys, and the survey analysis is appended to this note.

2. SURVEY

2.1 Overview

The survey segmented the loading bay and adjacent waiting restrictions to give an understanding of where loading activity took place. These sections are shown in the survey appendix to this report, they divide the loading bay into c5m long sections (Bay ID's 4-10).

The areas adjacent to the bay are identified as Bay ID's 1-3 and 11-13. These are double yellow lines or unsuitable areas for parking / loading.

2.2 Results

The results show that there is a lot of activity in and around the loading bay but only a very small amount of this is loading.

Over the week there were only 21 recorded instances of loading or unloading for a total duration of 95 minutes. These include OGV's leaving and collecting trailers in the loading bay which is not loading permitted by the restrictions in the bay.

When these activities are excluded from the analysis, there is only one loading activity across the entire week, comprising a parcel delivery by motorcycle which took two minutes.

The vast majority (86%) of all recorded activities were undertaken by good vehicles.

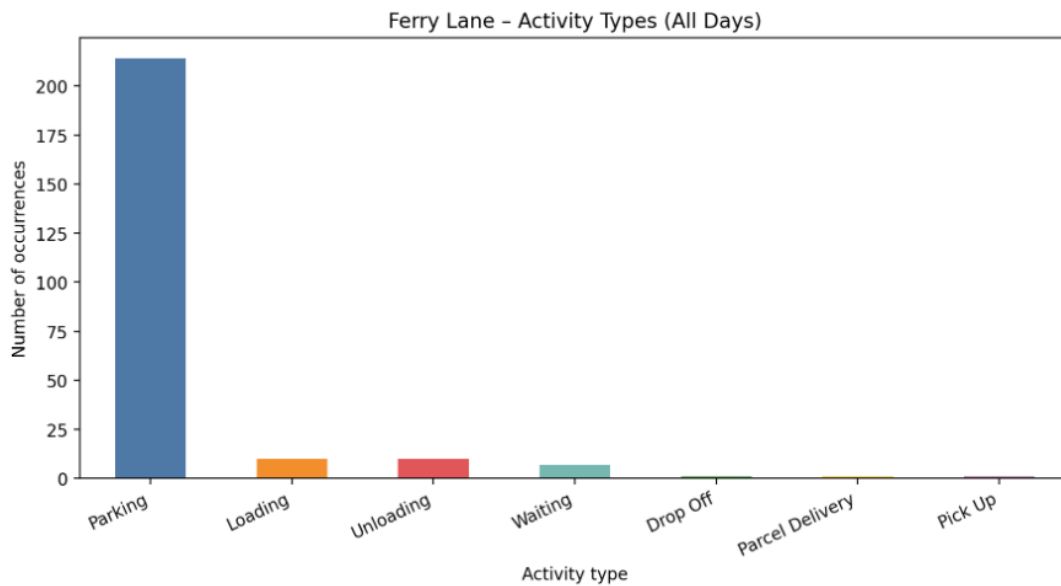
2.3 Types of recorded activity

Analysis showed that only 8% of recorded activity involved loading and unloading. But as described earlier, this included trailer drop off and collection which is not loading as prescribed. When this is excluded, the only loading activity across the week is less than 0.5% of all activity recorded.

The other activity included waiting and pickups, with the majority (88%) being parking. This is illustrated in Figure 2.

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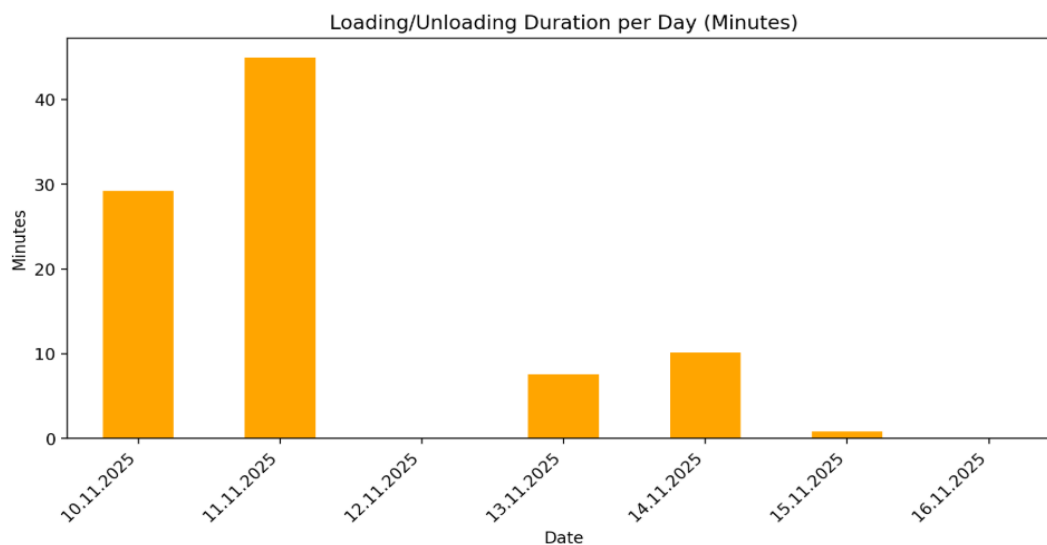
Figure 2 Activity Types Per Week



2.4 Loading

As described earlier, the trailer drop off and collection is not standard loading activity, however, as the surveys recorded it as such it is included in the following analysis as a worst-case assessment. The amount of loading per day is very low as shown in Figure 3. The average length of loading time is around five minutes. Even on the busiest days, the total loading occurs for less than 45 minutes and generally less than 10 minutes. There was no loading recorded on 12th or 16th November.

Figure 3 Loading/Unloading Duration



Most loading vehicles (80%) were observed using areas outside loading bay, i.e. overhanging the marked loading bay area and onto the double yellow lines (identified as bays 11 and 12). There are occasions where this

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occurred further south, over the vehicle entrance to the industrial units (Bay 13) as shown in the attached photographs.

This overhang of the bay may happen so the trailer is left at the end of the bay to ensure easier access for the collection.

The maximum length of loading bay used for loading at any one time was 11m, this happened on 10th and 11th November. This indicates that the 37.5m long loading bay is much larger than needed to accommodate the observed loading.

2.5 Summary

There was only one recorded legitimate loading activity throughout the whole week, this being a parcel delivery by motorcycle, taking two minutes.

Though the loading bay is well used, this is mainly for parking. There are some activities noted as loading by the surveyors but as these do not involve the movement of goods to or from a building, they should not be happening in the loading bay.

However, even when these activities are included in the analysis as a worst-case assessment, these are still a very low proportion of the activity and only use less than 1/3 of the loading bay length at any one time.

3. Conclusion

Analysis of the data demonstrates that the loading bay could be altered to a different use / restriction without compromising loading activity. Further work may be needed to understand where any parking or other activities would be displaced to, however, it is likely that these are related to nearby businesses which may be able to accommodate this on site if there are not alternatives on the nearby public highway.

Survey Screen Shots



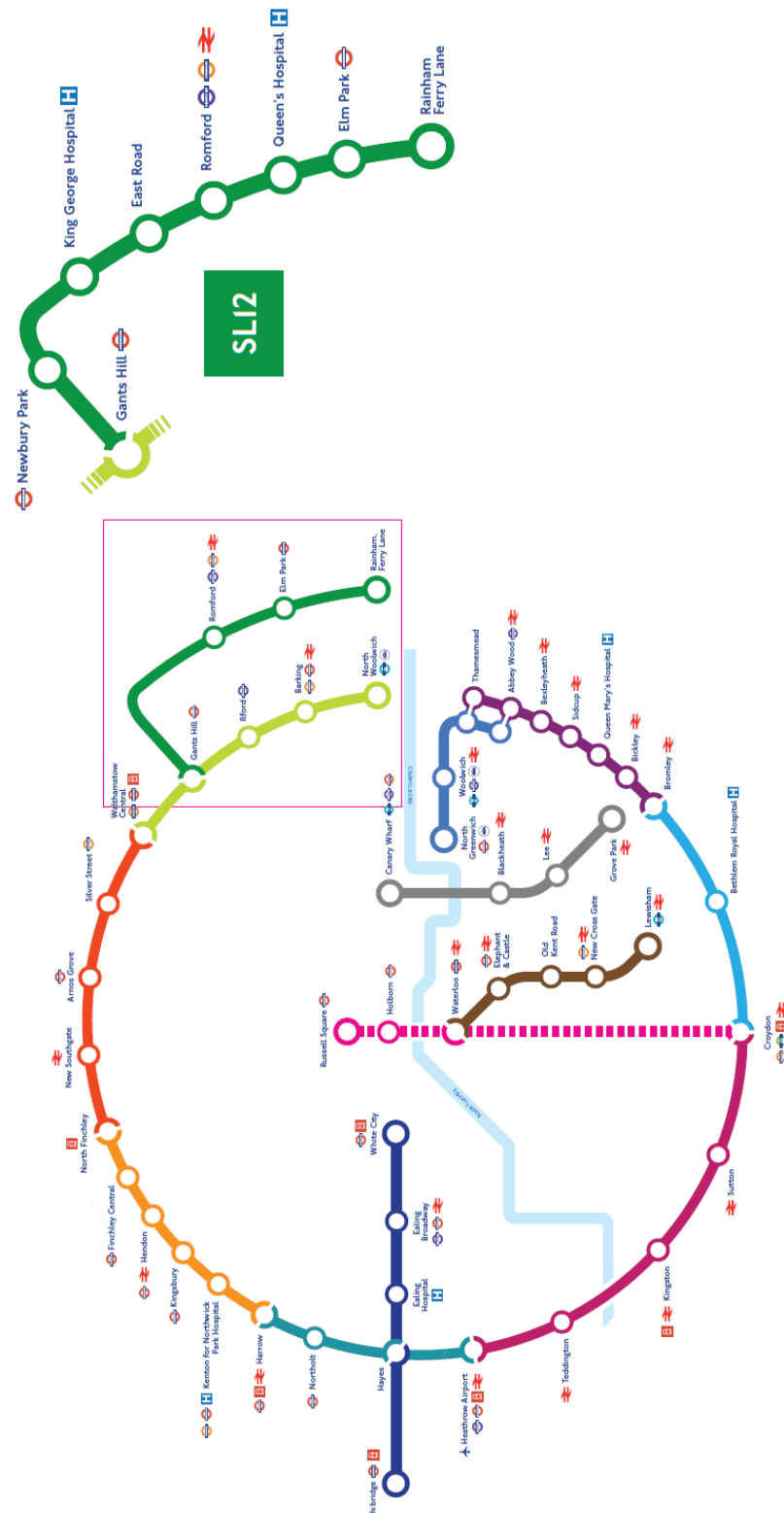
Non-key Executive Decision



Non-key Executive Decision

Appendix F - Plans showing the new SL12 route and how the new route will fit in with the existing Superloop network.

SL12 route with existing Superloop routes.



SL12 linear route plan.

SL12 towards Rainham:

- Gants Hill  Parham Drive
- Horns Road
- Newbury Park 
- Eastern Avenue Barley Lane for King George Hospital
- Eastern Avenue Padnall Road
- Eastern Avenue West Mawney Road
- Western Road
- Romford   
- Queen's Hospital, Romford
- Elm Park 
- Mungo Park Road Freeborne Gardens
- South End Road Ford Lane
- Cherry Tree Lane Dunedin Road
- Rainham  South Side
- Ferry Lane Industrial Estate

SL12 towards Gants Hill:

- Ferry Lane Industrial Estate
- Rainham  South Side
- Cherry Tree Lane Dunedin Road
- South End Road Ford Lane
- Mungo Park Road Freeborne Gardens
- Elm Park 
- Queen's Hospital, Romford
- Romford   
- Western Road
- Eastern Avenue West Mawney Road
- Eastern Avenue East Road
- Eastern Avenue Barley Lane for King George Hospital
- Newbury Park 
- Ley Street
- Gants Hill  Cranbrook Drive

Non-key Executive Decision

SL12 map-based plan.



Appendix G - EqHIA



Equality & Health Impact Assessment (EqHIA)

Title of activity	Ferry Lane – New bus stop /stand as part of new SL12 bus route.
Lead officer	David Fogarty Engineer - Traffic Schemes 01708 431950 david.fogarty@haverling.gov.uk
Approved by	Forwarded to HR for approval accompanying the Executive Decision form for this scheme.
Version Number	V0.1
Date & Key Changes Made	29/07/2026
Scheduled date for next review	Scheme to be implemented under a permanent traffic order (where traffic orders are applicable). A review of the implemented scheme will take place to ensure it has been installed correctly and that any impact on businesses is as expected and as advised within this EqHIA.

Did you seek advice from the Corporate Policy & Diversity team?	No
Did you seek advice from the Public Health team?	No
Does the EqHIA contain any confidential or exempt information that would prevent you publishing it on the Council's website? See Publishing Checklist.	No

1. Equality & Health Impact Assessment Checklist

Please complete the following checklist to determine whether or not you will need to complete an EqHIA and ensure you keep this section for your audit trail. If you have any questions, please contact READI@havering.gov.uk for advice from either the Corporate Diversity or Public Health teams. Please refer to [this Guidance](#) on how to complete this form.

About your activity

1	Title of activity	Ferry Lane & Lamson Road – New bus stop and bus stop /stand as part of new SL12 bus route.			
2	Type of activity	Traffic & Parking scheme.			
3	Scope of activity	Introduction of a bus stop/stand in Ferry Lane consisting of the removal of an existing loading bay, the marking out of a bus stop cage marking and the installation of a bus stop shelter, post and flag. As this is the termination point for the bus route, a toilet welfare facility is to be installed for drivers taking a break before they continue back along the route.			
4a	Are you changing, introducing a new, or removing a service, policy, strategy or function?	Yes	If the answer to <u>either</u> of these questions is 'YES', please continue to question 5.		
4b	Does this activity have the potential to impact (either positively or negatively) upon people from different backgrounds?	Yes			
4c	Does the activity have the potential to impact (either positively or negatively) upon any factors which determine people's health and wellbeing?		Please use the Screening tool before you answer this question.	If you answer 'YES', please continue to question 5.	If the answer to <u>all</u> of the questions (4a, 4b & 4c) is 'NO', please go to question 6.
5	If you answered YES	Please complete the EqHIA in Section 2 of this document. Please see Appendix 1 for Guidance.			

Non-key Executive Decision

6	If you answered NO	
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Completed by	David Fogarty Engineer - Traffic Schemes
Date:	29/07/2026

2. The EqHIA – How will the strategy, policy, plan, procedure and/or service impact on people?

Background / context:
In partnership with TfL, Havering council have proposed the introduction of a bus stop/stand in Ferry Lane. These sustainable transport facilities form part of TfL's new Superloop 12 route (SL12). Superloop was launched in 2023 and is a key part of the Mayor of London and TfL's commitment to improving the bus network in outer London and we are keen to build on the success of the existing nine routes currently in service.

Who will be affected by the activity?
The SL12 route will operate as an express bus service with limited stops, which aims to reduce journey times and provide quicker orbital connections between local town centres, railway stations, hospitals, and employment centres. It's TfL's intention for this route to be fully operational from the 5th September 2026. The route will run from Ferry Lane Industrial Estate to Gants Hill. Stops will be located at transport interchanges, which will include Rainham, Elm Park, Romford, Newbury Park and Gants Hill Stations. This route will provide vital public transport links to and from Queens Hospital and King George Hospital, as well as links to town centres such as Romford and Ilford.

Non-key Executive Decision

Protected Characteristic - Age: Consider the full range of age groups		
Please tick (✓) the relevant box:		Overall impact: Children & young people Improves access to education, training, recreation, employment, which can help increase independence. Older people Provides better access to healthcare, shopping, social activities, which can help reduce loneliness and isolation. <i>*Expand box as required</i>
Positive	✓	
Neutral		
Negative		
Evidence: <i>*Expand box as required</i>		
Sources used: <i>*Expand box as required</i>		

Protected Characteristic - Disability: Consider the full range of disabilities; including physical, mental, sensory, progressive conditions and learning difficulties. Also consider neurodivergent conditions e.g. dyslexia and autism.		
Please tick (✓) the relevant box:		Overall impact: Improved access through low-floor buses, wheelchair spaces, audio-visual announcements, and accessible stops, which can help provide greater independence and participation in society. <i>*Expand box as required</i>
Positive	✓	
Neutral		
Negative		
Evidence: <i>*Expand box as required</i>		
Sources used: <i>*Expand box as required</i>		

Non-key Executive Decision

Protected Characteristic - Sex / gender: Consider both men and women		
<i>Please tick (✓) the relevant box:</i>		Overall impact: Will help to Improve access for employment and caring responsibilities. Can particularly benefit women who are likely to use public transport and undertake trip-chaining journeys. <i>*Expand box as required</i>
Positive	☒	
Neutral	☐	
Negative	☐	
Evidence: <i>*Expand box as required</i>		
Sources used: <i>*Expand box as required</i>		

Protected Characteristic – Ethnicity / race / nationalities: Consider the impact on different minority ethnic groups and nationalities		
<i>Please tick (✓) the relevant box:</i>		Overall impact: Can help Improve access to employment, education, community facilities, and cultural services. Can also help address transport barriers experienced in some areas. <i>*Expand box as required</i>
Positive	☒	
Neutral	☐	
Negative	☐	
Evidence: <i>*Expand box as required</i>		
Sources used: <i>*Expand box as required</i>		

Non-key Executive Decision

Protected Characteristic – Religion / faith: Consider people from different religions or beliefs, including those with no religion or belief

Please tick (✓)
the relevant box:

Positive

Neutral

✓

Negative

Overall impact:

**Expand box as required*

Evidence:

**Expand box as required*

Sources used:

**Expand box as required*

Protected Characteristic - Sexual orientation: Consider people who are heterosexual, lesbian, gay or bisexual

Please tick (✓)
the relevant box:

Positive

Neutral

✓

Negative

Overall impact:

**Expand box as required*

Evidence:

**Expand box as required*

Sources used:

**Expand box as required*

Non-key Executive Decision

Protected Characteristic - Gender reassignment: Consider people who are seeking, undergoing or have received gender reassignment surgery, as well as people whose gender identity is different from their gender at birth

Please tick (✓)
the relevant box:

Positive

Neutral

Negative

Overall impact:

**Expand box as required*

Evidence:

**Expand box as required*

Sources used:

**Expand box as required*

Protected Characteristic – Marriage / civil partnership: Consider people in a marriage or civil partnership

Please tick (✓)
the relevant box:

Positive

Neutral

Negative

Overall impact:

**Expand box as required*

Evidence:

**Expand box as required*

Sources used:

**Expand box as required*

Non-key Executive Decision

Protected Characteristic - Pregnancy, maternity and paternity: Consider those who are pregnant and those who are taking maternity or paternity leave		
<i>Please tick (✓) the relevant box:</i>		Overall impact: Can provide better access to healthcare, shopping, social activities, which can help reduce loneliness and isolation. <i>*Expand box as required</i>
Positive	☒	
Neutral	☐	
Negative	☐	
Evidence: <i>*Expand box as required</i>		
Sources used: <i>*Expand box as required</i>		

Socio-economic status: Consider those who are from low income or financially excluded backgrounds		
<i>Please tick (✓) the relevant box:</i>		Overall impact: Creates enhanced affordable mobility and increases access to opportunities and services. <i>*Expand box as required</i>
Positive	☒	
Neutral	☐	
Negative	☐	
Evidence: <i>*Expand box as required</i>		
Sources used: <i>*Expand box as required</i>		

Non-key Executive Decision

Health & Wellbeing Impact: Consider both short and long-term impacts of the activity on a person's physical and mental health, particularly for disadvantaged, vulnerable or at-risk groups. Can health and wellbeing be positively promoted through this activity?	
Please tick (✓) all the relevant boxes that apply	
Positive	☒
Neutral	☒
Negative	☐
Overall impact: The introduction of the new bus service would be expected to have an overall positive impact on health, wellbeing, and equality through improved access to healthcare, employment, education, retail, and community facilities. The service is likely to reduce social isolation, support independent living, improve access for disabled people and older people, and contribute to reducing transport-related inequalities. Increased public transport use can also support environmental and population health objectives through reduced reliance on private vehicles. <i>*Expand box as required</i>	
Do you consider that a more in-depth HIA is required because of this brief assessment? Please tick (✓) the relevant box Yes No ☒	
Evidence: It's believed that the scheme will have a neutral to positive impact on residents. <i>*Expand box as required</i>	
Sources used: <i>*Expand box as required</i>	

4. Review

In this section you should identify how frequently the EqHIA will be reviewed; the date for next review; and who will be reviewing it.

Review: 29/07/2027
Scheduled date of review: 29/07/2027
Lead Officer conducting the review: David Fogarty
<i>*Expand box as required</i>

Please submit the completed form via e-mail to READI@havering.gov.uk thank you.

Part C - Record of decision

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

Decision

Proposal agreed

Details of decision maker



Signed

Name: Imran Kazalbash

Cabinet Portfolio held:

CMT Member title: Director of Environment

Head of Service title:

Other manager title:

Date: 20/08/2026

Lodging this notice

The signed decision notice must be delivered to Committee Services, in the Town Hall.

For use by Committee Administration

This notice was lodged with me on

Signed

