

# REPORT

## Transport Feasibility Report

Goresbrook Road, Dagenham, London, RM9 6XS

Client: Be First (Regeneration) Limited

Reference: PC1903-RHD-ZZ-XX-RP-R-0003

Status: 0.1/Draft

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# 1 Introduction

## 1.1 Overview

- 1.1.1 Royal HaskoningDHV (RHDHV) has been commissioned by Be First (Regeneration) Limited (the 'Client') to prepare a Transport Feasibility Report and Site Access and Highways Assessment (SAHA) to support the Client's plans to promote development of a site at Goresbrook Road, Dagenham, London, RM9 6XS (the 'site').
- 1.1.2 The site is situated on Goresbrook Road, within a predominately residential area, east of Elstow Road and to the west of junction with Vincent Road. The site is located approximately 600m north of the A13 and 1km south of Becontree Underground station. A site location plan is provided in **Insert 1.1** and within **Appendix A**.

### Insert 1.1: Site Location Plan



- 1.1.3 The study is based on the assumption that the proposals seek the development of approximately 0.025 hectares for residential units (Use Class C3) within the site boundary depicted in **Insert 1.1**. The site is currently unoccupied.
- 1.1.4 At the time of writing, no formal consultation with London Borough of Barking and Dagenham (LBBD) has been undertaken. As a result, information contained within this report is subject to further consultation from LBBD.

## 1.2 Report Structure

1.2.1 Following this introduction, the report is structured as follows:

- **Section 2** provides an overview of the existing site, including the site's accessibility by non-car modes of travel.
- **Section 3** provides the potential trip generation of the site based on a future residential development.
- **Section 4** provides a summary and recommendations, as well as outlines requirements for additional documents based on the size of the site proposed.

## 2 Existing site

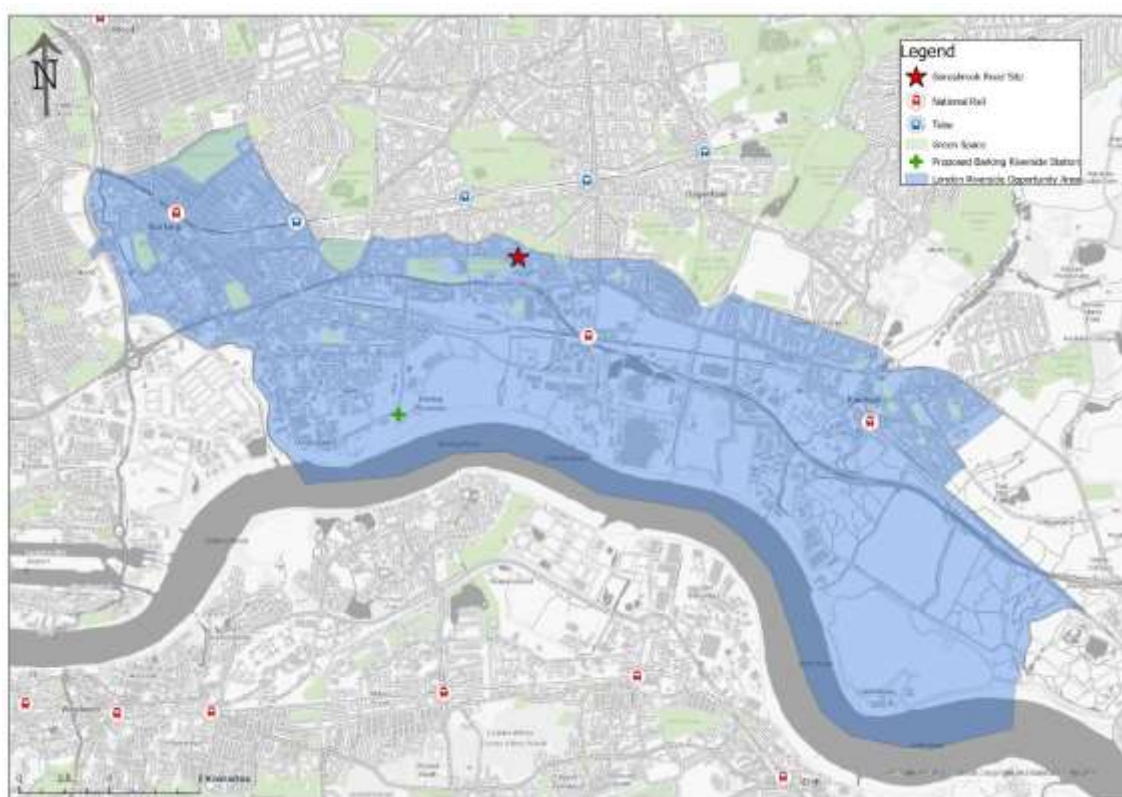
### 2.1 Overview

- 2.1.1 The Goresbrook Road site is a plot of land to the north of Goresbrook Road, located between Elstow Road, to the west and Vincent Road, to the east. The site is located in a predominantly residential area and is 1.2 kilometres (km) south-west of Dagenham town centre. Goresbrook Road runs west to east, parallel and to the north of the A13.

### 2.2 London Riverside Opportunity Area

- 2.2.1 The London Riverside Opportunity Area (LROA) is designated within the Intend to Publish London Plan to as an area where planning and transport policies will be used to deliver high levels of growth in terms of homes and jobs. The designation of the area as an Opportunity Area will support future investment in transport infrastructure. There are also specific transport planning policies within the area such as parking standards. The boundary of the LROA and the site's location are shown in **Insert 2.1** from <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/opportunity-areas/opportunity-areas/london-riverside>.

**Insert 2.1 London Riverside Opportunity Area**



## 2.3 Public Transport Accessibility

- 2.3.1 This section will examine the potential to access the site via sustainable transport modes.
- 2.3.2 Becontree Underground station is located 1km from the site and is the nearest railway station to the site. Becontree is served by the District Line and forms part of the London Underground network.
- 2.3.3 Dagenham Docks railway station is located 1.5km from the site and is the closest National Rail station to the site. Dagenham Docks is served by the c2c train operator that provides rail services between London Fenchurch Street to the west and railway stations in Essex to the east. This rail connection operates with a frequency of 4 trains per hour, with a journey time to the City of London of 25 minutes.
- 2.3.4 The closest bus stops to the site are located on the A13 by the Dagenham Leisure Park (stops N and F) and are served by the 173 and 287 bus routes. The eastbound bus stop is 370m from the site and the westbound bus stop is 540m from the site. The quickest route to these bus stops is along a footpath between Richard Ryan Place and Cook Road. The westbound bus stop is accessible by a footbridge over the A13 that is equipped with ramps and stairs.

## 2.4 Public Transport Accessibility Level (PTAL)

- 2.4.1 The Public Transport Accessibility Level (PTAL) methodology has been adopted by Transport for London (TfL) as a means of quantifying and comparing accessibility by public transport for a given site. It takes into account the time taken to access the public transport network, including:
- The walk time to various public transport services;
  - The average waiting time for each service; and,
  - The reliability of each service.
- 2.4.2 The methodology is based on a walking speed of 4.8km/h and considers Underground and rail stations within a 12-minute walk (960m) and bus stops within an 8-minute walk (640m), with the PTAL assessment being undertaken using the AM peak hour operating patterns of existing public transport services.
- 2.4.3 An Equivalent Doorstep Frequency (EDF) is calculated for each of the public transport services accessible from the site based on the criteria described above. These individual EDF values are then weighted to provide an accessibility index (AI) value for each service accessible from the Site. The sum of the AI's for each mode is then aggregated to provide a single measure of accessibility.
- 2.4.4 The total AI value is then compared against the PTAL bands given in **Table 2.1**. A summary of the assessment is provided in **Appendix B**.



**Table 2.1: PTAL Banding**

PTAL Score	Range of Index (AI)	Description
1a	0.01-2.50	Very Poor
1b	2.51-5.00	Very Poor
2	5.01-10.00	Poor
3	10.01-15.00	Moderate
4	15.01-20.00	Good
5	20.01-25.00	Very Good
6a	25.01-40.00	Excellent
6b	>40.01	Excellent

2.4.5 According to the TfL website (<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>), the site has a Public Transport Accessibility Level (PTAL) of '0'. However, this assessment does not take into account the two bus services that can be reached from the site using a footpath between Richard Ryan Place and Cook Road. A manual calculation of the PTAL rating would increase PTAL rating of the site.

2.4.6 It should also be noted, however, that PTAL methodology assumes cut-off points at which a public transport node is no longer considered accessible. For example, the site is located 1km (12-minute walk) from Becontree Underground station, 1.2km from Dagenham Heathway Underground station (16-minute walk) and 1.5km from Dagenham Dock railway station (18-minute walk). Whilst these services are not reflected in the PTAL value, in reality, people are still likely to consider these stations accessible from the site.

## 2.5 Walking and Cycling

2.5.1 Footways are wide and provided on both flanks of Goresbrook Road. The streets immediately surrounding the site are residential in nature with low volumes of traffic, and footways are provided with street lighting. Dropped kerbs and tactile paving are provided at crossing points along Goresbrook Avenue.

2.5.1 An accessibility context plan is attached within **Appendix C**.

2.5.2 Goresbrook Avenue is located along National Cycle Route (NCR) 13, which provides a direct route from the site to Tower Bridge in the west, and Grays to the east.

2.5.3 The site is also located in close proximity to London Cycle Network (LCN), of which Route 57 provides a north-south route along Heathway (A1240) approximately 900m to the east, while Route 15, approximately 3.4km to the west, provides connection to Barking and East Ham.

## 2.6 Local Highway Network

2.6.1 Goresbrook Road is a wide single carriageway road, which is subject to a speed limit of 30mph. The road forms an east-west route, parallel to the A13. The section of road, on which the site is located in, is between Gales Street to the west to Dagenham Avenue to the east. As the western



and eastern ends of Goresbrook Road are cul-de-sacs, Gale Street and Dagenham Avenue are two of the main routes to access the site. Goresbrook Road runs parallel to the A13 to the south, which provides connections to central London in the west and Essex and the M25 to the east. The A13 can be accessed from Gale Street approximately 500m from the site.

- 2.6.2 In the vicinity of the site, the carriageway of Goresbrook Road is circa 7.3m wide with a 5.5m wide footway on the north side. There are 1.0m wide advisory cycle lanes marked on both sides of the carriageway. Goresbrook Road has waiting restrictions on both sides of the carriageway that are operational, Monday to Friday 8:30 am to 5:30 pm.
- 2.6.3 On the south side, there is 2.9m wide grass verge and a 2.6m wide shared use footway/ cycleway. The northern footway outside the site has 9.0m long by 3.8m wide area defined for footway parking which restricts the width of the footway to 1.7m. There is a 1.2m wide pedestrian refuge located 12m to the east of the eastern site boundary.

## 2.7 Highway Safety

- 2.7.1 Accident data for the most recently available five year period (2013-2018) was obtained from TfL, using the London Collision Map (<https://tfl.gov.uk/corporate/safety-and-security/roadsafety/london-collision-map>).
- 2.7.2 The London Collision Map reported that there were two recorded serious Personal Injury Collisions (PICS) along Goresbrook Road, in vicinity of the site, during this period.
- A serious PIC occurred in March 2017, involving two cars. The incident occurred 60m east of the junction with Dagenham Avenue. An adult car occupant was seriously injured.
- A serious PIC occurred in November 2018, involving two cars. The incident occurred at the junction of Goresbrook road and Dagenham Avenue. Two adult car occupants were seriously injured.
- 2.7.3 The data from the collision map does not provide evidence indicating any causal factors associated with the highway layout or safety issues concerning pedestrians and cyclists in vicinity of the site. Based on this investigation, there is not considered to be an undue road safety problem within the vicinity of the site.

## 2.8 Parking and Servicing

- 2.8.1 In the vicinity of the site, Goresbrook Road has waiting restrictions on both sides of the carriageway with footway parking exemptions on the north footway. The site is located within a Controlled Parking Zone (CPZ) that requires vehicles to display a residents parking permit. It is part of the BEC zone CPZ, which is in operation Monday to Friday, 8:30 am to 5.30 pm. The CPZ became operational on 20/09/2019.
- 2.8.2 A review of census data for the Thames ward E36007068, within which the site is located, shows that for houses the average car ownership is 1.13 vehicles per dwelling for owned tenure compared with 0.68 vehicles per dwelling for rented tenure. For flats, the average car ownership is 0.85 vehicles per dwelling for owned tenure and 0.41 vehicle per dwelling for rented tenure.
- 2.8.3 Barking and Dagenham Local Plan (2019), Policy DMT 2 states that in areas outside PTAL 5-6 should be designed to provide the minimum necessary parking ('car-lite') and in line with London

Plan (Intend to Publish Version, 2019). As an Outer London Opportunity Area, maximum parking provision would adhere to up to 0.5 spaces per dwelling. Prospective residents could be restricted from obtaining on-street permits to discourage car ownership.

- 2.8.4 If car parking were to be provided within the site, a footway crossover to the site would be required. This would require the removal of the existing footway parking spaces outside the site and may have a minor impact by displacing parking space within the local area. A parking survey could be required to justify the loss of parking provision and demonstrate that this could be accommodated within the CPZ.
- 2.8.5 Refuse collection for the site would take place from Goresbrook Road. Waste collection vehicles would be able to get within 25m of the storage point.

### **3 Proposed Development**

#### **3.1 Preface**

- 3.1.1 A review of similar small sites indicates that a development density of up to 60 dwellings per hectare could be achievable. This 0.025ha site could therefore accommodate circa 1 to 2 units, depending on site layout.

#### **3.2 Car Parking**

- 3.2.1 Parking standards for a development of up to 2 units within the LROA would permit a maximum of one car parking space, based on up to 0.5 spaces per dwelling. Car parking would require Electric Vehicle Charging Points (EVCP), with 20% of spaces provided with an EVCP point on first site occupation. Passive provision should be provided so that all spaces could be provided with charge points in the future.

#### **3.3 Cycle Parking**

- 3.3.1 Other requirements would include provision of secure cycle parking for residents. As the site is less than five units only cycle parking for residents would be required. The minimum requirement for long stay cycle parking provision within the Intend to Publish London Plan would be:
- 1 cycle parking space for each studio apartment.
  - 1.5 cycle parking spaces for each one bed apartment (for 2 persons).
  - 2 cycle parking spaces for each other dwellings.

#### **3.4 Waste Storage**

- 3.4.1 LBBD guidance is provided in Planning Advice Note 'Waste and Recycling Provision in New and Refurbished Residential Developments'. With regards to waste storage, houses would typically have waste storage in two x 140 litre wheeled bins for refuse and garden waste and a 240 litre wheeled bins for recycling per dwelling.
- 3.4.2 As the site adjoins Gorsebrook Road refuse and recycling would be collected by a 10.4m refuse collection vehicle from the carriageway.

#### **3.5 Fire Access**

- 3.5.1 Access by a fire tender to the site should be in accordance with London Fire Brigade Fire Safety Guidance Note GN29. The dimensions of a fire pump are 7.9m long by 2.5m wide. The maximum distance from a pump to the extent of the building would be 45m. A fire tender should be able to within 18m of a fire main if risers are to be provided on the building. The site can be accessed from the carriageway/ footway outside the site.

#### **3.6 Development Access Options**

- 3.6.1 The site could be accessed from Goresbrook Road As shown in **Insert 3.1**.

### Insert 3.1 Development Access



- 3.6.2 A new footway crossover to the site could be provided to enable access to car parking space within the site. It is noted that there are two trees within the site that would be affected, along with a smaller tree located in the footway outside the site.
- 3.6.3 Between the rear of the footpath and the boundary of the site, there is an area of grass as shown in **Insert 3.2**. The ownership of this strip of land should be determined to ensure there are no third party interests that could affect access to the site.

**Insert 3.2 Boundary between Site and Gorsebrook Road**



- 3.6.4 If car parking were not provided on-site, the planning application would need to show that any additional on-street car parking generated by the site could be accommodated in the vicinity of the site without causing an unacceptable increase in parking stress.
- 3.6.5 There would be no material difference on the highway network in terms of additional traffic as a result of a development of up to two additional dwellings.

## 4 Summary and Recommendations

### 4.1 Summary

- 4.1.1 This Transport Feasibility Report and Site Access and Highways Assessment has been prepared by Royal HaskoningDHV (RHDHV) on behalf of Be First (Regeneration) Limited to consider the baseline transport conditions associated with development at Goresbrook Road, Dagenham.
- 4.1.2 In terms of accessibility to public transport, the site has a published PTAL rating of '0', which would be considered as 'very poor'. However, the PTAL would in fact be higher than that. The site is within walking distance of bus stops on the A13 by Dagenham that are served by two bus routes. The site is also 1km from Becontree Underground station, which would be considered to be a walkable distance.
- 4.1.3 The site is well located in terms of access to local facilities and services.
- 4.1.4 A review of collision data in the area over the last five years has not identified any existing trends or factors that would be materially worsened by development at this location.
- 4.1.5 In terms of development potential, the 0.025ha site would be able to provide circa 1 to 2 dwellings, dependent on the size of dwellings proposed. As the site is in the London Riverside Opportunity Area (LROA), the maximum level of car parking would be up to 0.5 spaces per dwelling.
- 4.1.6 The streets surrounding the site are within a Controlled Parking Zone (CPZ) that operates Monday to Friday, between the hours of 8:30 am and 5:30 pm. Once the type of development (house/ flats/ number of rooms) and the tenure (owned/ rented) is determined, an assessment of car ownership could be finalised. This would then enable the determination of any risk of overspill car parking in the vicinity of the site and thereby preserve the residential amenity of the area.
- 4.1.7 On-site parking provision could be accessed by a new footway crossover from Goresbrook Road at the front of the site.
- 4.1.8 The site would be able to be serviced by refuse collection vehicles and could be accessed by fire tenders from Gorsebrook Road. Other delivery and servicing trips would be undertaken by light goods vehicles/ vans.
- 4.1.9 The site would be able to accommodate sufficient cycle parking to comply with the minimum requirements of the Intend to Publish London Plan.
- 4.1.10 As the site would result in a negligible number of vehicle trips, it is considered that the proposals would not, therefore, impact on the operation of the adjacent highway network. The scale of development proposed is unlikely to adversely impact on public transport service capacity.
- 4.1.11 The key transport related issues associated with development of the site are summarised in **Table 4.1**.



**Table 4.1: Summary of Key Transport Risks**

Risk Level	Issue	Comment
Low	Highway impact of development	Vehicle trip generation per dwelling is predicted to be low.
Low	Low PTAL Level	The published PTAL rating omits the two nearest bus stops from the assessment. These bus stops are within the criteria to be included within the calculation. It is also noted that the site is approximately 1km (12 minute walk) from Becontree Underground station and this distance is judged to be an acceptable distance for walking.
Moderate	Highway safety	There were two serious Personal Injury Collisions (PIC) recorded between 2013-2018 in the local area. However, based on this investigation, there is not considered to be an undue road safety problem within the vicinity of the site.

## 4.2 Recommendations

- 4.2.1 The site is in an appropriate location for a small residential development and, as such, a development could be considered to be sustainable in transport terms.
- 4.2.2 The extent of the highway boundary and the area of site ownership would need to be determined to confirm there are no third party land interests that could affect access to the site.
- 4.2.3 A vehicle parking survey may be required to assess the capacity of the streets in the vicinity of the site to accommodate any additional parking generated by development of the site. The application may need to demonstrate that the likely level of parking demand from the site could either be accommodated within the site or in the surrounding area.
- 4.2.4 The following documentation could be required to support a planning application for residential development on the site:
- Drawing showing any proposed vehicle crossover.
  - Manual calculation of PTAL



## Appendix A – Site Location Plan



**Legend**

Goresbrook Road Site Boundary

Site Access

Goresbrook Road

Elstow Rd

Vincent Rd

Martin King

Ott Gdns

Richard Ryan Pl

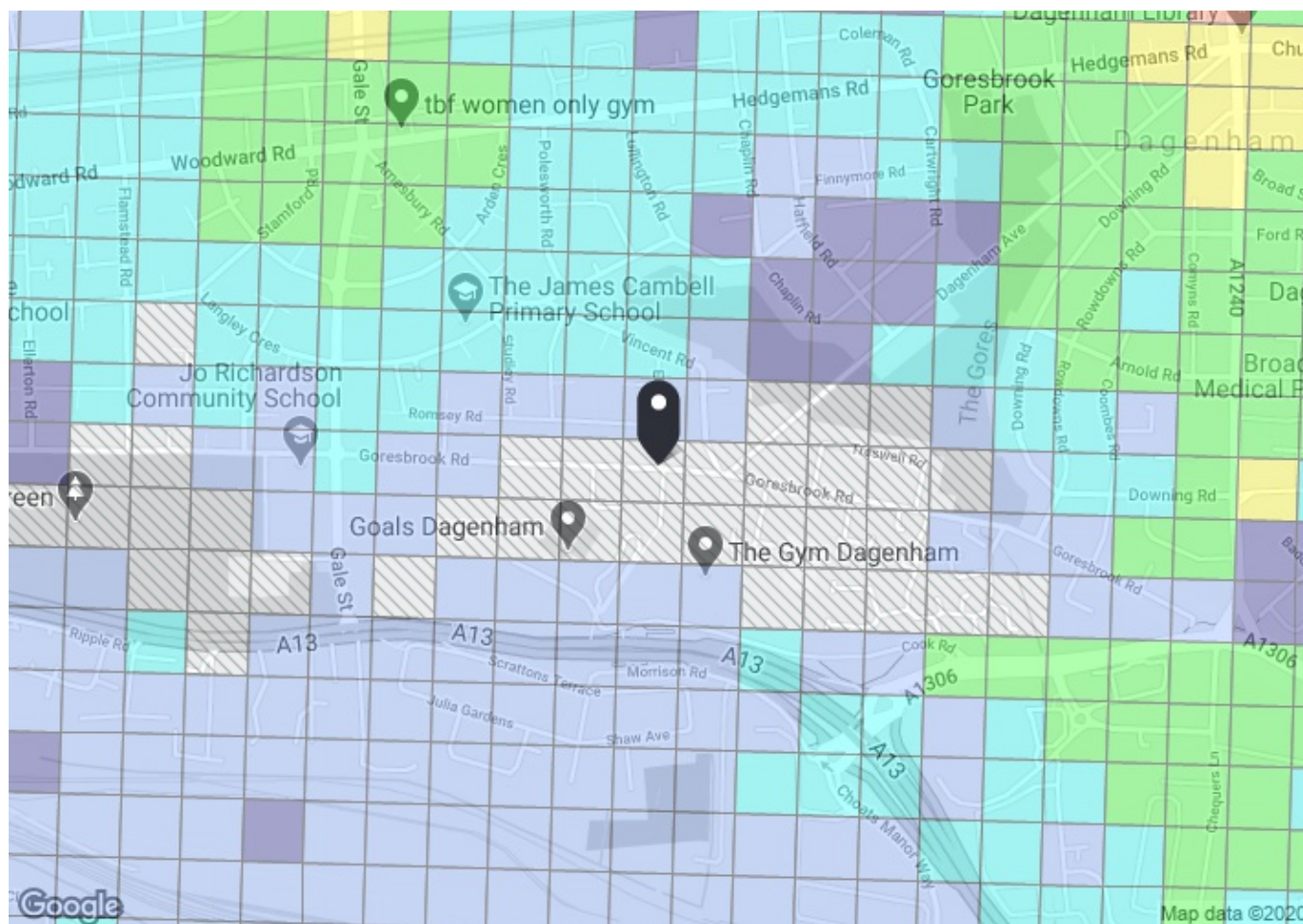
Baden Powell Ct

0 0.03 0.05 0.1 Kilometres

Contains OS data © Crown Copyright and database right 2020

Path: C:\Users\305245\Documents\ArcGIS\Projects\Chelmer Crescent\Goresbrook Road.aprx

## Appendix B – PTAL Report



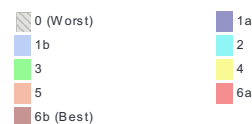
#### PTAL output for Base Year 0

Goresbrook Road  
Goresbrook Rd, Dagenham RM9 6XS, UK  
Easting: 548157, Northing: 183849

Grid Cell: 97902

Report generated: 28/10/2020

#### Map key - PTAL



#### Map layers

 PTAL (cell size: 100m)

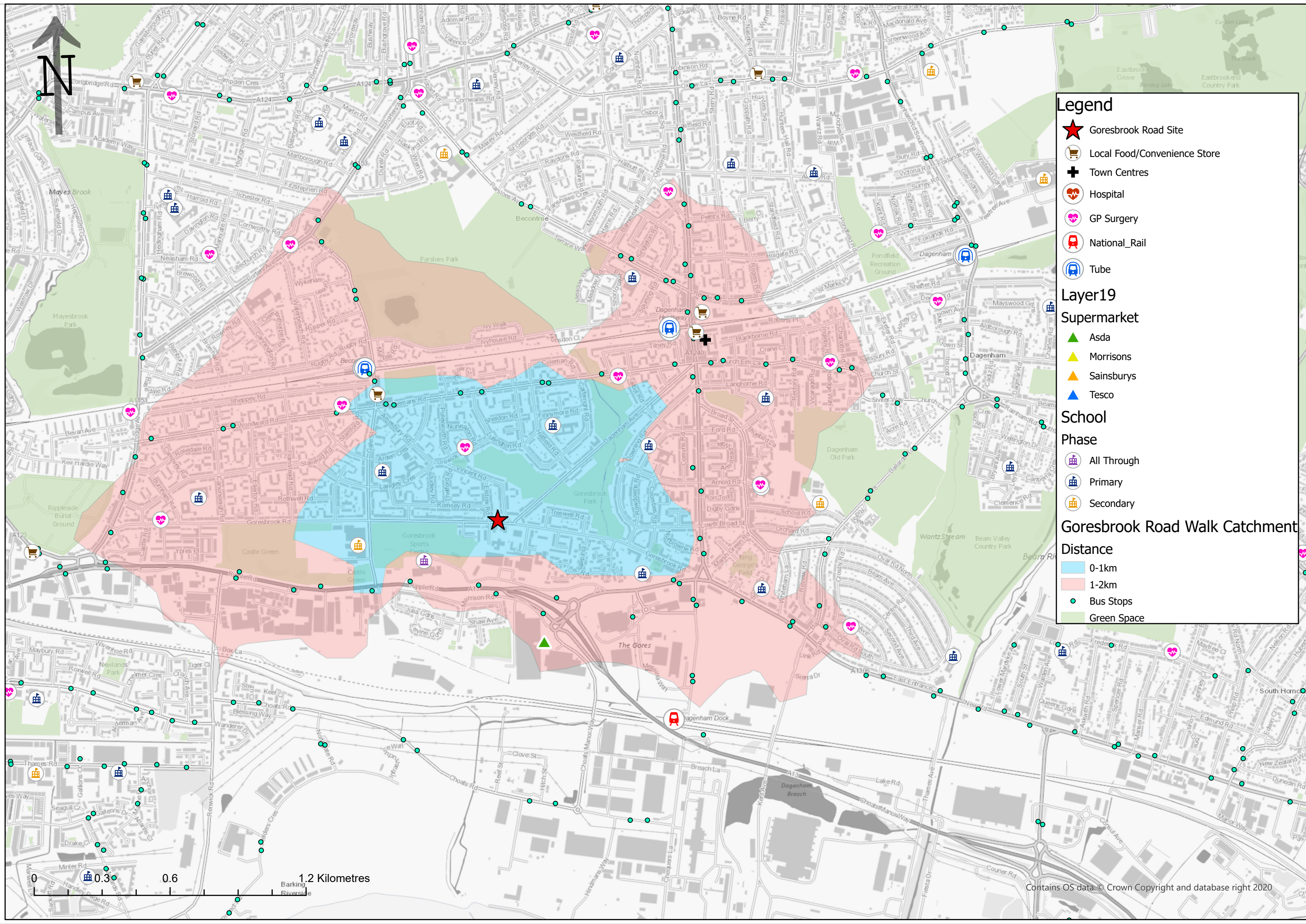
#### Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75



## Appendix C – Walk Accessibility Catchment Plans





### Legend

- Goresbrook Road Site
- Local Food/Convenience Store
- Town Centres
- Hospital
- GP Surgery
- National\_Rail
- Tube

### Layer19

#### Supermarket

- Asda
- Morrisons
- Sainsburys
- Tesco

### School

#### Phase

- All Through
- Primary
- Secondary

### Goresbrook Road Walk Catchment

#### Distance

- 0-1km
- 1-2km
- Bus Stops
- Green Space