

BE FIRST REGENERATION LTD
INNOVATIVE SITES PROGRAMME
GARAGE BLOCKS, FAMBRIDGE
ROAD, BARKING AND DAGENHAM,
RM8 1NS
Access and Highways Due Diligence Report

APRIL 2021

A large, solid orange geometric shape, resembling a stylized triangle or a section of a larger triangle, is positioned in the bottom right corner of the page. It is composed of two overlapping triangles, creating a subtle internal line. A thin horizontal line extends from the left edge of the page, passing behind the orange shape.

Garage Blocks, Fambridge Road, RM8 1NS

Access and Highways Due Diligence Report

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This report dated 12 April 2021 has been prepared for Be First Regeneration (the "Client") in accordance with the terms and conditions of appointment dated 28 January 2021 (the "Appointment") between the Client and **Arcadis (UK) Limited** ("Arcadis") for the purposes specified in the Appointment. For avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Arcadis accepts no responsibility for any such use or reliance thereon by any other third party.

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1 Introduction

1.1 Terms of Reference

Arcadis (UK) Limited (Arcadis) has been commissioned by Be First Regeneration Limited on behalf of London Borough of Barking and Dagenham (LBBD) ('the Client') to undertake due diligence appraisals in connection with a number of small sites to enable regeneration. Fambridge Road, RM8 1NS, ('the Site') is one of these, which consists of three separate plots, referenced in this report as North plot, East plot and South plot.

The objective of this desktop appraisal is to provide pragmatic advice to de-risk each of the sites to reduce 'abnormal' development costs, including:

- Review existing transport, highway, access and movement related information regarding the Site and its surrounding area
- Provide outline information on potential transport and highway constraints which may impact on the land value or redevelopment potential for the Site
- Identify any potential 'abnormal' risks and future site access.

The three plots associated with the Site location are shown in Figure 1, with the Site plots highlighted in blue.

Figure 1 Site Location Plan.



1.2 Sources of Information

As part of this desk study report various sources of information have been used and are detailed below:

- Crash Map (www.crashmap.co.uk)
- Transport for London WebCAT (www.tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat)

1.3 Limitations and Expectations

This report has been prepared for the Client in accordance with the terms and conditions of appointment. Arcadis cannot accept any responsibility for any use of or reliance on the contents of this report by any third party. The copyright of this document, including the electronic format shall remain the property of Arcadis.

This report has been compiled from a number of sources, which Arcadis believes to be trustworthy. However, Arcadis is unable to guarantee the accuracy of information provided by others. The report is based on information available at the time. Consequently, there is a potential for further information to become available, which may change this report's conclusion and for which Arcadis cannot be responsible.

2 Site Setting and History

2.1 Site Location and Land Use

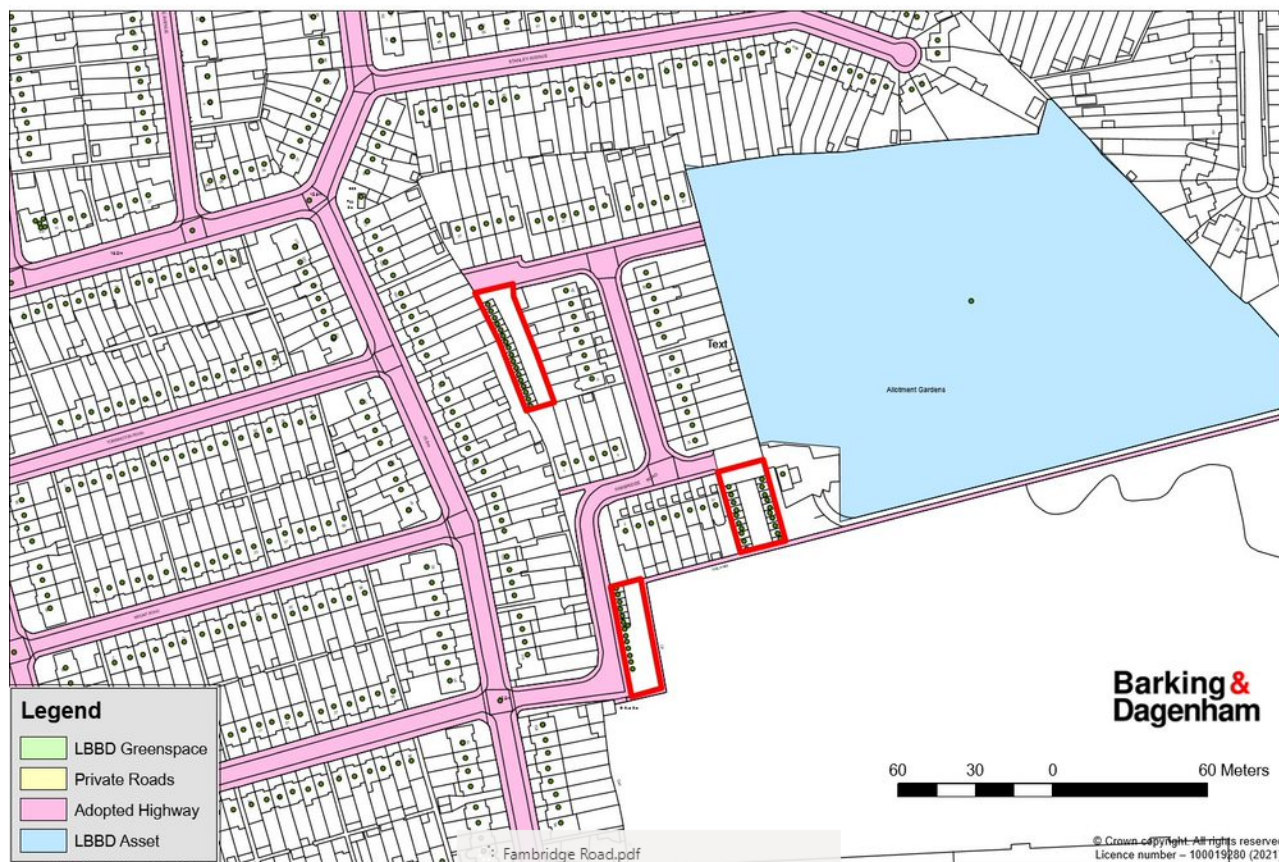
Table 1: Details relating to Site Location

Site Location / Address	Garage Blocks, Fambridge Road, RM8 1NS
National Grid Reference	549155, 187428
Description of Site	<p>There are three plots associated with the Fambridge Road Site, all three plots are rectangular in shape and are currently occupied by garages along the western and eastern boundaries of the Site and an area of hardstanding in the middle. The area of hardstanding is currently used for some parking and for vehicle turning.</p> <p>Two of the three plots have direct access from Fambridge Road, the North and South plots. The East plot is set back and is noted as crossing third party land to gain access via Fambridge Road.</p> <p>Fambridge Road has multiple sections of road which provide access to housing and to the south-west it connects to the surrounding residential roads via a cross roads with Temple Avenue and Grey Avenue.</p>
Surrounding Area	<p>The Site is located within a residential area to the north and west surrounding the sites. Directly 430m west of the Site is an Asda superstore and other shops. A school grounds and leisure centre lie directly to the south of the sites and to the east of Fambridge Road are allotments with a golf course beyond these.</p>

2.2 Highways Register - Highway Boundary

LBBD has provided the highway boundary for the Site and its surrounding area, as shown in Figure 2. Two of the three plots, referred to as North plot and South plot, are accessed directly from the adopted highway of Fambridge Road. The third plot, referred to as East plot, is not directly connected to Fambridge Road.

Figure 2: Highway Status



2.3 Planning Policy

2.3.1 Draft Local Plan 2019 – 2034 – Sustainable Transport

Policy SP1 – Delivering Growth

This policy has been created to promote sustainable development throughout the borough which provided infrastructure which support's residents health and well being by meeting the 10 Healthy New Town Principles, set out below:

1. Actively promote and enable community leadership and participation in planning, design and management of buildings, facilities and the surrounding environment and infrastructure to improve health and reduce health inequalities.
2. Reduce health inequalities through addressing wider determinants of health such as the promotion of good quality local employment, affordable housing, environmental sustainability and education and skill development.
3. Provide convenient and equitable access to innovative models of local healthcare services and social infrastructure, with the promotion of self-care and prevention of ill health.
4. Provide convenient and equitable access to a range of interesting and stimulating open spaces and natural environments ('green' and 'blue' spaces) providing informal and formal recreation opportunities for all age groups.
5. Ensure the development embodies the principles of lifetime neighbourhoods and promotes independent living.
6. Provide access to fresh, healthy and locally sourced food (e.g. community gardens, local enterprise) and provide opportunities for food growing and managing the type and quantity of fast-food outlets.

7. Encourage active travel; ensuring cycling and walking is a safer and more convenient alternative to car journeys within and without the development and providing interesting and stimulating cycle paths and footpaths.
8. Create safe, convenient, accessible, well-designed built environments and interesting public spaces and social infrastructure that encourage community participation and social inclusion for all population groups including older people, vulnerable adults, low income groups and children.
9. Embrace the Smart Cities agenda by incorporating and future-proofing for new technology and innovation that improves health outcomes across a range of areas both at an individual level and also within the public realm.
10. Ensure workplaces, schools, indoor and outdoor sports and leisure facilities, public realm and open spaces are well-designed and managed in ways which promote an active and healthy lifestyle, including regular physical activity, healthy diet and positive mental health.

Policy SP2 – Delivering homes that meet people's needs

This Policy has been created to support the council's 10 year goal of providing housing within the areas identified within the London Plan. It states that housing should meet the needs for specific communities including disabled and vulnerable people.

Policy SP7: Planning for Integrated Transport

This policy supports the delivery of the Mayor's strategic target of 80% of all trip throughout London to be made by foot, cycle or public transport. Additionally the policy will *'support proposals that reduce reliance on the use of private car through incorporation of design measures and facilities to promote walking and cycling and use of public transport.'*

Policy DM31: Making better connected neighbourhoods

As part of the planning application process development should be supported by a Transport Assessment/Statement to show the impact on capacity at a local or strategic level and so be fully assessed within accordance to the national or local guidelines.

Policy DM33: Cycle and car parking

This policy sets out that all development should adhere to the parking standards as set out within the Draft New London Plan and should be designed with the associated specifications. Cycle parking is to be provided in smaller secure areas and car club spaces provided within a reasonable distance of development. If a road cannot accommodate the increase of cars incurred by development and it is not possible for mitigation, the developer would be expected to meet the cost of implementing a Controlled Parking Zone (CPZ). A car free development, including spaces for disabled persons, is strongly encouraged by this policy and developers should ensure that the provision of car parking spaces does not impact on cycleways and pedestrian desire lines.

2.3.2 Local Implementation Plan 3 2019/20 – 2021/22 (LIP) – Sustainable Transport:

The LIP's overarching objective regarding transport is to deliver a package of interventions and improvements that will *"help connect people and places; promote healthy, sustainable travel; improve safety and security; and create better streets and places"*.

The Local Implementation Plan document sets out Barking and Dagenham Borough's transport issues and objectives. Objectives under outcome 8 can be seen below:

- Enhancing public transport connectivity to enable growth
- Improving accessibility for all to key services and facilities
- Encouraging active travel to improve health and wellbeing
- Facilitating green travel to improve air quality and reduce the impact on the environment
- Reducing the number of casualties on our roads
- Improving safety and security across the transport network
- Managing our road space more efficiently to tackle congestion
- Transforming the public realm to create healthy, inclusive places

Residential development should therefore consider and support these objectives set out within the Local Implementation Plan 3.

2.3.3 Parking Strategy 2016-2021

The Parking strategy for the London Borough of Barking and Dagenham has been put together in recognition that *‘a road network that is free from congestion and safe for car users, pedestrians and cyclist alike is vitally important’*.

It is noted that it should be recognised that there are some residential groups for whom access to parking is essential to their daily lives. The plan states that the following hierarchy of user needs should apply when making decisions regarding parking:

1. Residents with a disability
2. Non- residents with a disability
3. Local residents
4. Priority care workers
5. Local business essential servicing
6. Short stay visitors and shoppers
7. Long stay visitors and shoppers
8. Long Stay Commuters

Proposed residential development should therefore best support the aims of the Parking Strategy and consider the hierarchy of user importance.

2.3.4 London Plan 2021– Parking Standards

Within the Local Plan, it is expected that development proposals will deliver patterns of land use that facilitate residents making shorter, regular trips by walking and cycling. Development proposals should demonstrate how they will deliver improvements that support the Healthy Street Indicators. In respect of car parking, the LBD policies set out that they consist of an *“appropriate maximum number of car parking spaces consistent with the standards in the London Plan”*.

The New London Plan, published in January 2021, outlines the Mayor’s environmental, economic, social and transport strategic policy framework which is aimed to improve London as a region over the next 20-25 years. Chapter 10 of this document sets out the Transport policy including the Healthy Streets Indicators and the maximum car parking standards.

This document supports the implementation of the Mayor’s Transport Strategy and hence is advisable to adhere to this strategy for upcoming developments. The proposed land use of the site will need be advised, but for the purposes of this report the London Plan 2021, sets out maximum car parking standards taking account of PTAL, the residential car parking standards are shown in Table 2.

Table 2: Maximum residential parking standards in accordance with Table 10.3 of the London Plan 2021

Location	Number of Beds	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	All	Car free
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1	All	Up to 0.75 spaces per dwelling
Outer London PTAL 4	1 - 2	Up to 0.5 – 0.75 spaces per dwelling +
Outer London PTAL 4	3+	Up to 0.5 – 0.75 spaces per dwelling+
Outer London PTAL 2 - 3	1 - 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 - 1	1 - 2	Up to 1.5 spaces per dwelling ^Δ
Outer London PTAL 0 - 1	3+	Up to 1.5 spaces per dwellings ^Δ

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed.

~ With the exception of disabled persons parking, see Policy T6.1 Residential parking.

+ When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum.

^ΔBoroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing.

The Site, covering all three plots, has a PTAL rating of 1b and is located in outer London, therefore a maximum provision of 1.5 spaces per dwelling would be applicable for any future residential development on the Site.

3 Access and Movement Overview

3.1 Existing Access Arrangements

The Site currently has its main access for vehicles from Fambridge Road, with the North and South plots taking direct access from Fambridge Road and the East plot taking access across third party land. The Sites are also accessible for pedestrians and cyclists from the same road.

3.2 Adjacent Land Uses and Amenities

The area surrounding the Site is predominantly residential land use with some shops and facilities providing goods and services. The residential dwellings in the area generally consist of two-storey terraced housing in height.

There is a varied range of amenities in the vicinity of the Site. Robert Clack School is identified as the predominant school within the locality of the site, with the Robert Clack Upper School and sports grounds being located 470m south of Fambridge Road and the Lower school being 515m to the south west. The Robert Clack School of Science is located 495m west along with the Lymington Fields School. A further primary school, the William Bellamy Primary school, is 800m south east on the A1112.

There are many dining and drinking establishments near the Site. McDonald's is a 600m walk to the west of the Sites on Whalebone Lane South along with a Nigerian, Kebab and a Mediterranean restaurant further south. There is an African takeaway and a fish and chip shop 600m south west on Green Lane. West of this, also on Green Lane 830m from the site there is a Chinese and a BBQ restaurant.

In terms of supermarkets and food stores in the local area, there is an Asda Superstore located 420m to the west of the site on Whalebone Lane South, with a B&M store directly adjacent to this. There is a Poundland Metro store 375m to the south west of the sites, and an Iceland supermarket 140m south of this also located on Whalebone Lane South.

The Robert Clack Leisure Centre is located to the south of the sites and there is a boating lake about 530m to the east. Additionally, the West Ham training ground is some 800m to the south east. There is a rugby club to the north of the football club, around 820m east of the sites.

For health services, the closest doctor's surgery is located 400m south west on James Avenue. The Laburnum Health Centre is located south of the site on the A124 Wood Lane and there is a further doctor's surgery 1km to the north of the sites on the A118.

There are three churches located to the north west of the sites at approximately 700m distance being access from Selinas Lane. South east of the site on the A1112 Rainham Road North there is a Buddhist Temple.

With regards to space for recreational activity surrounding the Site, the closest park is the Central Park (Dagenham), which is located 820m south east of the site and is accessed via Wood Lane.

3.3 Pedestrian Accessibility

Fambridge Road, which provides access to the Site, is a two-way single carriageway road with footways on both sides of the road. The footways are generally cracked and uneven with no dropped kerbs or tactile paving provided at crossing points. The surface of many of the footways have been impacted by the provision of dropped kerbs to the frontage of houses for vehicular access. While the footways that connect to the North and South plots are adopted highways, a small section of carriageway and footway leading to the East plot is not adopted.

Footways on Temple Avenue have much of the same characteristics as Fambridge Road however dropped kerbs are provided for crossing at the junction between Fambridge Road and Temple Avenue. The footways on Fambridge Road connect to the surrounding residential roads to Temple Avenue. The width of the footways on Temple Avenue is reduced by half with the presence of marked footway car parking bays. There is some sparse street lighting provided along this road.

Grey Avenue which runs in an east-west alignment between Temple Avenue and the A1112 has the same quality of footways mentioned for the previous residential roads, with cracked surfaces, reduced width from

on street parking and infrequent lighting. Tactile paving and dropped kerbs are provided at the crossing point at the Gray Avenue and Grosvenor Road junction.

Stanley Avenue, which runs in the same alignment as Grey Avenue connecting Temple Avenue to Whalebone Lane South, just north of Grey Avenue, features similar footway conditions. However, the northern side of the carriageway features a smoother surface and dropped kerbs with tactile paving at intersections with side roads. James Avenue is parallel to Stanley Avenue and Grey Avenue, also connecting Temple Avenue to Whalebone Lane South, but is located to the south of the sites. The footways are marked with on-street parking bays and tactile paving with dropped kerbs at crossing points.

Along the A1112 Whalebone Lane South, the conditions and pedestrian infrastructure are greatly improved, with wide even surfaced footways on both sides of the carriageway. At crossing points along this road dropped kerbs, tactile paving and pedestrian refuge islands are provided. Within the vicinity of the McDonalds and Asda there is a signalised pedestrian staggered crossing point with tactile paving and dropped kerbs. Good street lighting is also provided with regular spaced lighting columns.

3.4 Cycle Infrastructure

There are no National Cycle Routes (NCR) in the vicinity of the Site. The closest NCR is NCR 13, located approximately 4km south of the Sites. The route starts at Tower Bridge and passes through East London close to the Thames. It then heads north from Tilbury to Chelmsford in Essex. Within the vicinity of the Site the route runs east to South Hornchurch and west to Beckton.

There are no London Cycle Network routes near the Site, the closest in Dagenham being the start of Cycle Superhighway 3 (CS3) 7km to the south east at the junction of Movers Lane and the A13 Alfreds Way.

On the A1112 Whalebone Lane South there is an advisory cycle lane on the road, with on-street north bound lanes only. At the signalised crossing at the Asda access there are advance cycle stop-lines. On the eastern side of the carriageway there is a shared pedestrian and cycle footpath.

3.5 Analysis of Collision Data

An indicative analysis of the most up to date five-year period of collision data has been undertaken using the DfT registration of collisions, accessible via [Crashmap.co.uk](https://crashmap.co.uk). Please note, no details of collisions have been requested, only statistics. An extract from Crashmap showing the exact locations of the incidents can be viewed within Appendix B.

Within the immediate vicinity of the Sites, one collision has been identified, involving vehicles only. This was an incident of slight nature at the crossroad between Fambridge Road, Temple Avenue and Grey Avenue. Within the surrounding residential roads there have been a further two slight collisions taking place on Grosvenor Road.

Along the A1112 Whalebone Lane South, there have been six incidents taking place at the junction with Stanley Lane. One of the collisions involved a cyclist and the remainder were vehicle only, with all incidents being slight in nature. At the junction with James Avenue further south on the A1112, there has been one collision of slight severity which involved a cyclist. Additionally, there was one collision on James Avenue set back from the junction between vehicles only.

The collisions recorded can predominantly be attributed to driver error and are not considered connected to the layout of the highway network, at this stage, no further measures should be taken.

4 Future Site Access and Considered Risks

For the purpose of the analysis of this report, it is assumed that the Site would be considered for future residential development. In the context of the surrounding area, this would be deemed appropriate due to its predominant residential setting.

This could take the form of a single block or individual units in a similar scale to the neighbouring buildings. All three plots operate with a two-way access lane, which would have capacity to support a small scale residential led development.

The North and South plots currently have a direct access for all modes via Fambridge Road. The North plot, which features a tight bend at the access point will require a turning head to be implemented directly to the front to allow service vehicles to manoeuvre in and out in forwards gear.

The East plot has an established access, however, the final 18m section of this access has not been identified as adopted public highway. Access is therefore taken over third-party land and would require the private landowner agreement to continue to use this access for future use. The section of private land is also used for car parking, which would potentially be displaced onto the adopted highway to facilitate any future access arrangement. Due to this parcel of land not being allocated as adopted highway, there is a risk in reaching agreement with the private landowner to maintain access for all modes.

The location of the access points connected to the North and South plots are considered suitable, as access is already established, meaning that future use as a vehicle access and pedestrian access is unlikely to raise any concerns from a highway perspective. For all three plots, the provision of footways connecting to the surrounding infrastructure should be considered.

The viability of the vehicular access would unlikely be disputed for the plots to the north and south and the land surrounding the area, both the carriageway and the footway west of the carriageway have been identified as adopted, therefore there are no land ownership issues with regards to the access of the Site. The plot to the east would require further enquiry regarding the ownership of the land to its frontage. Visibility from the Site is currently considered to have no issues as the existing Site and the access road is on a flat terrain and allows sufficient visibility for drivers and existing users of the Site. The access option is illustrated in Figure 3.

Subject to the access constraints being satisfactorily resolved, then connections from the Site provide the opportunity for any future development to promote trips by sustainable travel modes, which will have inclusion and environmental benefits.

Garage Blocks, Fambridge Road, RM8 1NS

Figure 3: Access Option (Background Source – Google)



5 Conclusions and Recommendations

5.1 Conclusions

The Site is considered to be suitable for residential use, with a comparison of a similar sized plots nearby being utilised for residential purposes. Existing access arrangements for the Site have the potential to be maintained. However, the feasibility of this would need to be assessed as part of any design.

Table 3: Summary

Current Access	Vehicular access currently achieved directly via Fambridge Road. Pedestrian and cyclist access are also provided via Fambridge Road
Surrounding Area	The Sites are located within a residential area to the north and west surrounding the site. Directly 430m west of the Site is an Asda superstore and other shops. A school grounds and leisure centre lie directly to the south of the sites and to the east of Fambridge Road are allotments with a golf course lying beyond these. There is a park located 820m south east of the site and is accessed via Wood Lane
Current Visibility	Visibility connected to the South and East plots access points do not create any issues, as the existing access points are on a flat terrain, allowing sufficient visibility for drivers and existing users of the Site. Visibility splays for the North plot onto Fambridge Road should be undertaken to determine if the visibility from this access will impact on highways safety due to the tight nature of the bend.
Current Restrictions	The visibility of any future access will have to meet the visibility splay standards such that it would not prejudice highway safety for all highway users. Vehicles parked on the third-party land to the front of the East plot. Private land ownership to the frontage of the East plot.
Access Solutions	Access could be maintained at the established points of access for all three plots. However, it is highlighted that the access to the East plot is beyond the adopted public highway boundary and crosses third party land. The access points connected to the North and South plots are connected directly to the adopted public highway. Continued use of the access point to the East plot would be subject to more detailed analysis and negotiations with the landowners and residents.

Risks	<p>Footways and carriageways surrounding the North and South plots have been identified as adopted, therefore there would be no risk associated with land ownership and access. The carriageway and footway to the front of the East plot is not adopted and private cars currently park on this third-party land across the access, therefore there is a risk in bringing this plot forward.</p> <p>The visibility of the access will be no worse than the existing situation, analysis to be undertaken during the design process in the future stages of the Site development. Visibility exiting the East Plot would be dependent on the ownership of the footway and highway directly adjacent as cars parked to the front limiting the available visibility.</p> <p>The tight bend at the access point for the North plot, could be a safety concern that prevents this being supported as a shared use access for vehicles, pedestrians and cyclist movements. Any future development on the North plot will need careful consideration, particularly with regards to safety.</p> <p>The visibility of all three access points will be no worse than the existing situation, but analysis would need to be undertaken during the design process in the future stages of the Site development.</p> <p>Future design will need to consider servicing and emergency vehicle access and the possible requirements to turn within the plots.</p> <p>Maintaining the access over third party land to the East plot could be subject to significant objections from existing residents and potential ransom issues.</p> <p>Due to the existing access constraints connected to the North and East plots, further detailed analysis is considered required to determine whether these plots would be suitable for any future development. Although there may potentially be a reduction in vehicle movements using the access points compared to its extant use, a future residential use could be considered as intensifying the use of the constrained access which could have safety concerns.</p>
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5.2 Recommended Works to De-Risk Site

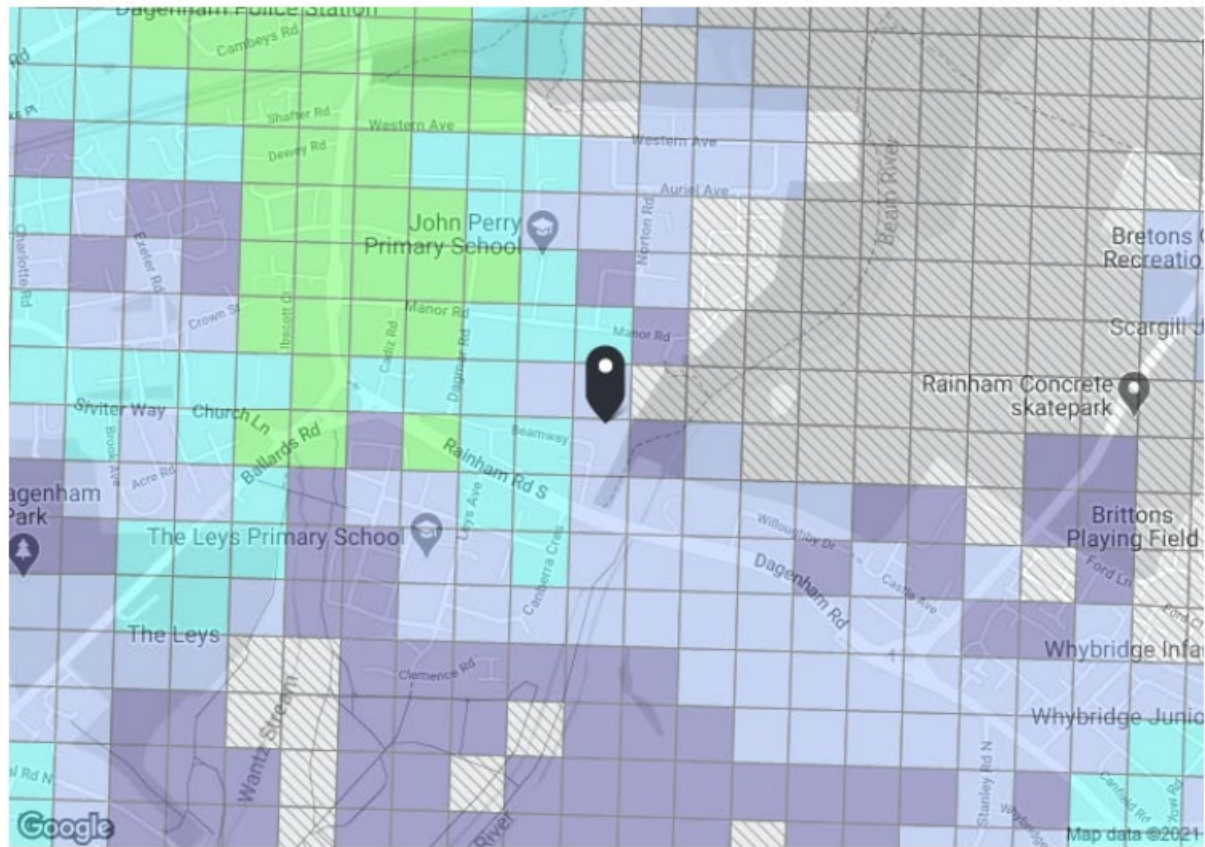
Further investigation into access options for all modes is required and an access strategy for all modes should be established prior to commencement of any detailed work. Visibility from the existing access points will need to be considered in development designs to mitigate highway safety concerns such that they are not compromised. Additionally, information regarding land ownership to the front of the East plot would be required. Future detailed design will need to consider servicing and emergency vehicle access is made available, and swept path analysis will need to be considered to inform vehicle turning arrangements.

Depending on the scale of proposed future development, it would be useful to undertake a high-level trip generation analysis, site visit, alternative access option assessment, swept path analysis and Active Travel Zone assessment, as a comparison to the existing use of the Site to provide an indication of the impact on the surrounding highway network and how the Site would encourage walking and cycling and public transport access, due to the change of use of this site.

To establish the full requirements for planning application submission, discussions with colleagues at London Borough of Barking and Dagenham will need to be undertaken.

APPENDIX A

PTAL Report



PTAL output for Base Year 1b

RM10 8XR
Beamway Dagenham RM10 8XR, UK
Easting: 560756, Northing: 184382

Grid Cell: 100588

Report generated: 05/03/2021

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

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 ReliabilityFactor	2.0
LU Station Max. Walk Access Time (mins)	12
LU ReliabilityFactor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail ReliabilityFactor	0.75

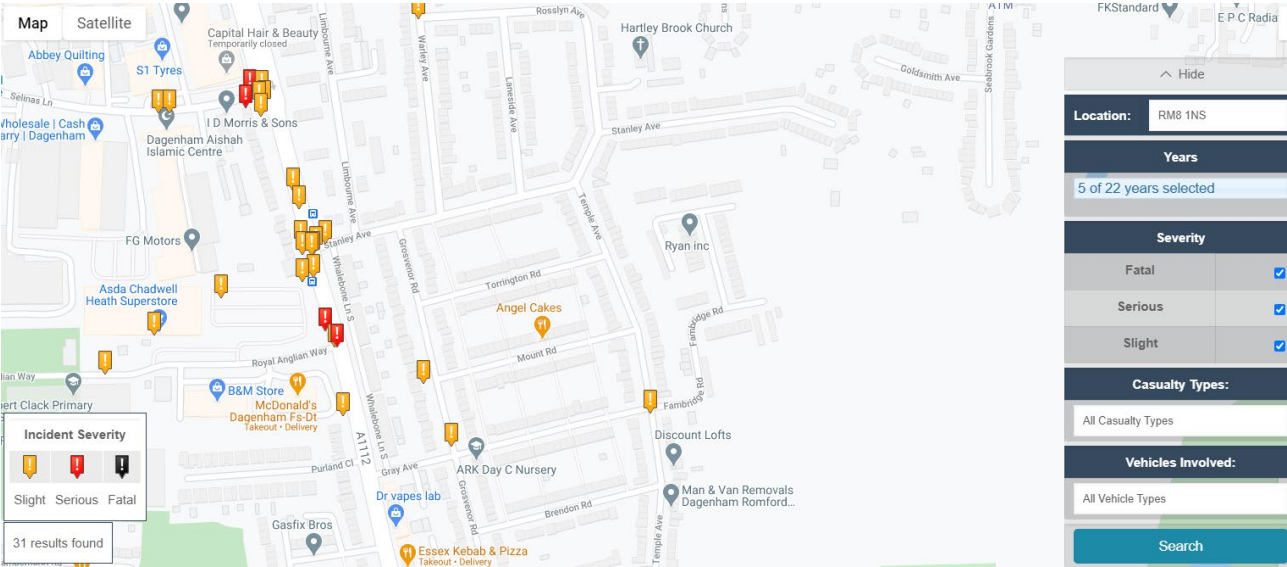
Garage Blocks, Fambridge Road, RM8 1NS

Calculation data											
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI	
Bus	RAINHAM RD STH THE BULL	364	540.89	6	6.76	7	13.76	2.18	0.5	1.09	
Bus	RAINHAM RD STH THE BULL	103	378.62	6	4.73	7	11.73	2.56	1	2.56	
Bus	BALLARDS RD RAINHAM RD S	145	569.84	5	7.12	8	15.12	1.98	0.5	0.99	
Total Grid Cell AI:										4.64	

Garage Blocks, Fambridge Road, RM8 1NS

APPENDIX B

Crashmap Figure



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