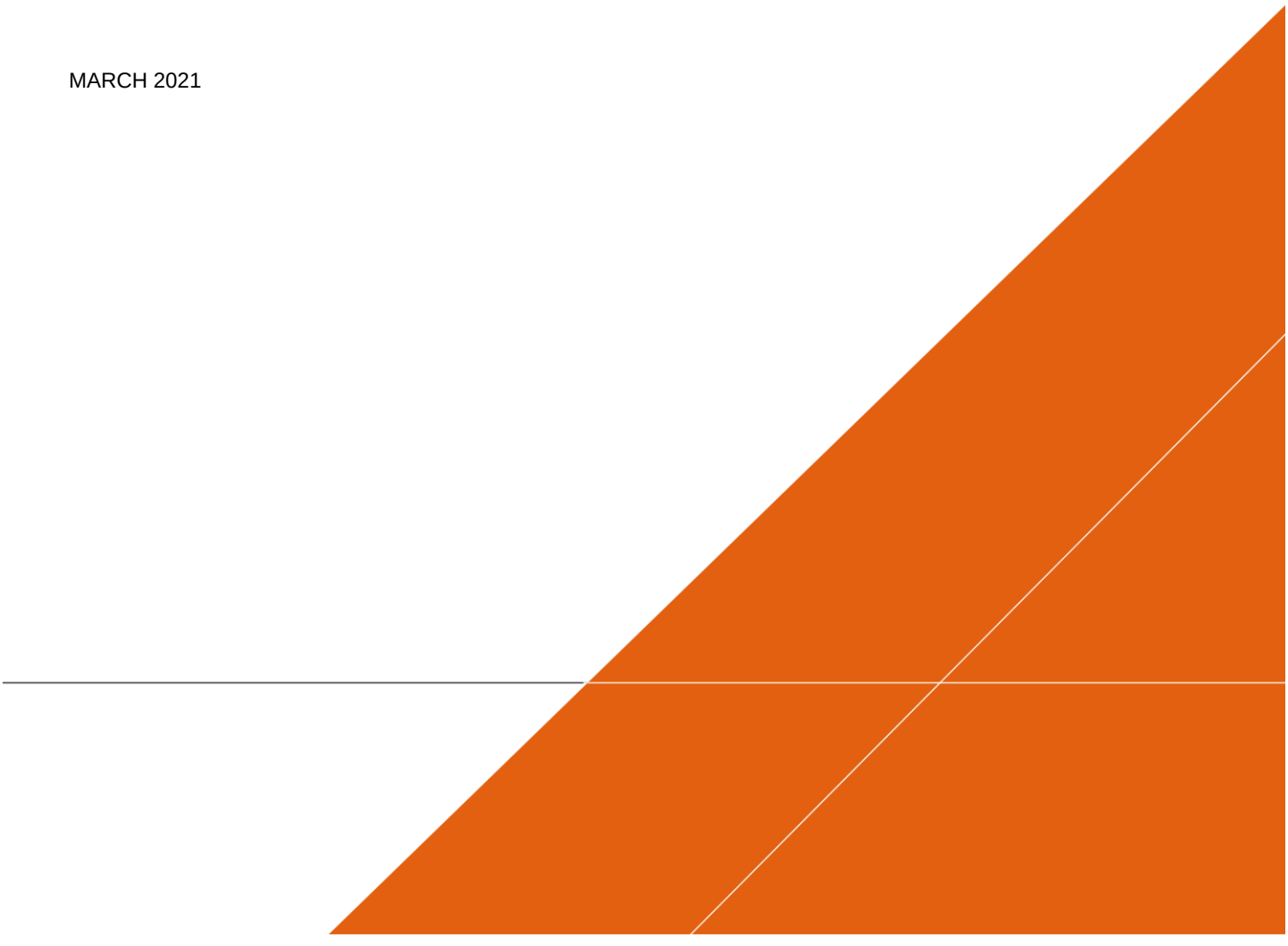
ARCADIS Design & Consultancy for natural and built assets

BE FIRST REGENERATION LTD INNOVATIVE SITES PROGRAMME

GARAGE BLOCKS, BULL LANE, RAINHAM ROAD NORTH, BARKING AND DAGENHAM, RM10 7EH

Access and Highways Due Diligence Report

MARCH 2021



Garage Blocks, Bull Lane, RM10 7EH

Access and Highways Due Diligence Report

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Report No	10046791-AUK-XX-XX-RP-HE-0003-01-Bull Lane Access and Highways Due Diligence Report
Date	MARCH 2021

VERSION CONTROL

Version	Date	Author	Checker	Approver	Changes
01	March 2021	PJ	JC	IB	First Issue

This report dated 29 March 2021 has been prepared for Be First Regeneration Ltd (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

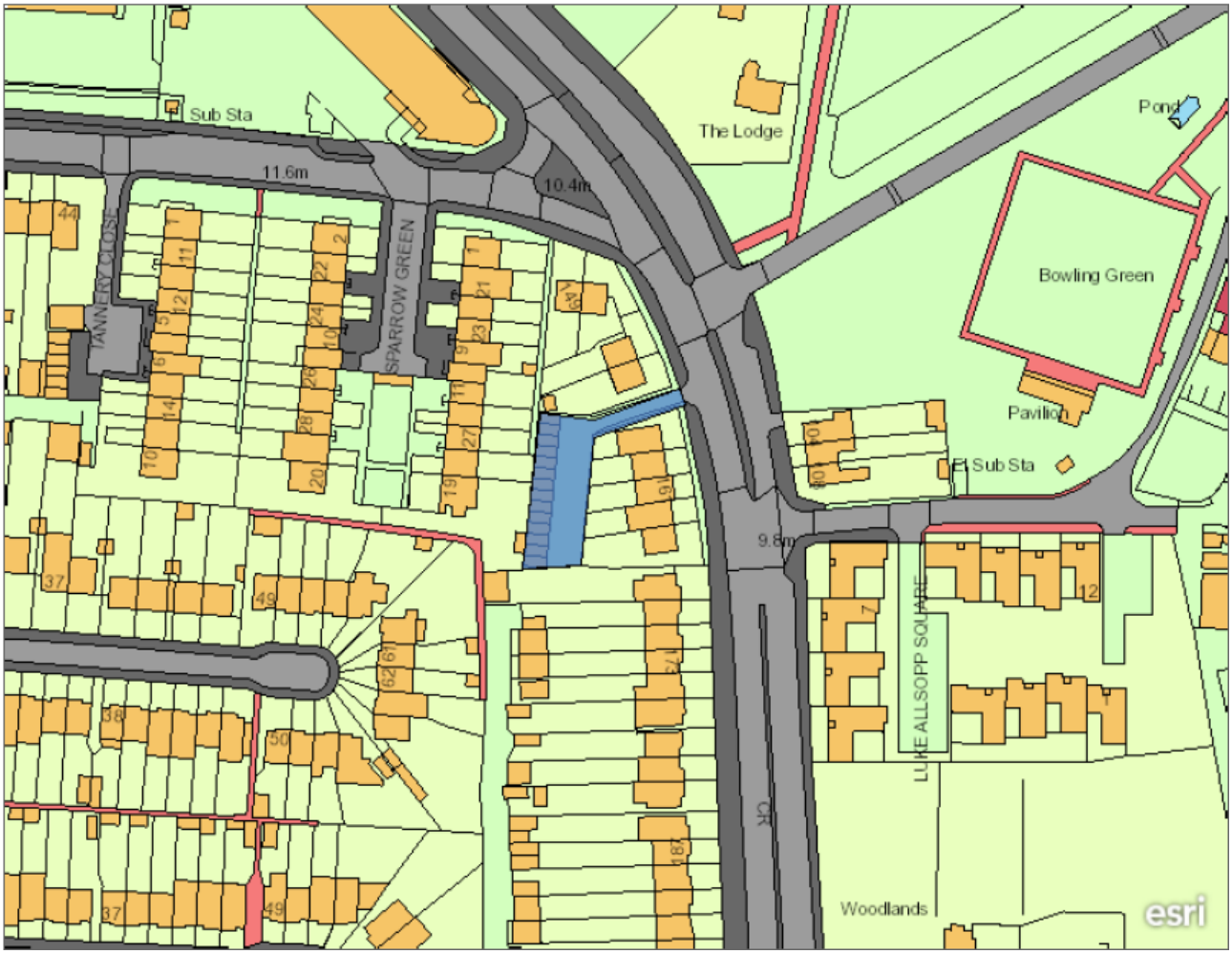
Arcadis (UK) Limited (Arcadis) has been commissioned by Be First Regeneration Limited on behalf of London Borough of Barking and Dagenham (LBBD) ('the Client') to undertake due diligence appraisals in connection with a number of small sites to enable regeneration, Bull Lane, Rainham Road North, RM10 7EH, ('the Site') is one of these.

The objective of this desktop appraisal is to provide pragmatic advise 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 Site location is shown in Figure 1, with the site highlighted in blue.

Figure 1: Site Location Plan



1.2 Sources of Information

As part of this due diligence appraisal 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 as a desktop exercise, which Arcadis believes to be trustworthy. However, Arcadis is unable to guarantee the accuracy of information provided by others and has not undertaken site visits. 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

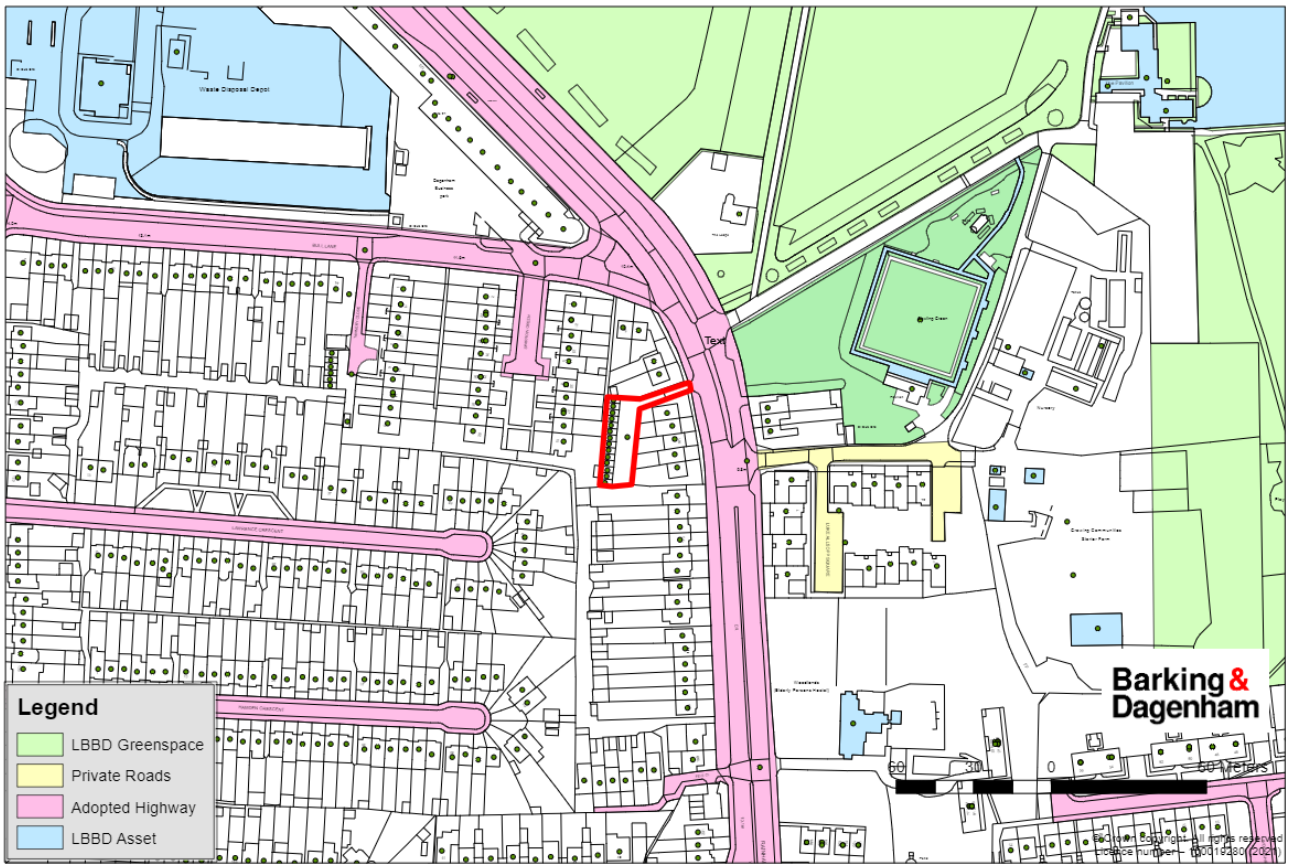
Table 1: Details relating to Site Location

Site Location / Address	Garage Blocks, Bull Lane, Rainham Road North, RM10, 7EH
National Grid Reference	549772, 186415
Description of Site	The Site is rectangular in shape and is currently occupied by 14 garages, as shown in the Site Location Plan, along the western boundary of the Site and an area of hardstanding in the east. The site is accessed from the A1112 Rainham Road North immediately to the east of the Site, via a single lane access running for approximately 20m in length with narrow footpaths on both sides. The A112 Rainham Road North connects to Bull Lane, approximately 30m north of the Site, at a three-armed signalised junction.
Surrounding Area	The Site is bounded by residential properties and their associated gardens on its north, south, and west sides. Central Park, Dagenham, along with Dagenham Farm is located east of the Site, across Rainham Road North. Dagenham Business Centre, Frizlands Lane Reuse and Recycling Centre, Dagenham Fire Station and Coventry University, London are located north of the Site.

2.2 Highways Register - Highway Boundary

LBBD has provided the highway boundary for the Site and its surrounding area, as shown in Figure 2. The site is accessed from the adopted highway of Rainham Road North.

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 to provide 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 the car for 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 disable 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 the 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 in accordance with 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 are detailed 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 hierarch 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 LBBD 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 Mayors Transport Strategy and hence it is advisable to adhere to this strategy for upcoming developments. The proposed land use of the site will need to be confirmed, 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 ^
Outer London PTAL 0 - 1	3+	Up to 1.5 spaces per dwellings ^

* 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.

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

The Site has a PTAL rating of 1b, see Appendix A, and is located in outer London, therefore a maximum provision of 1.5 spaces per dwelling would be applicable, should the proposal come forward as a residential led development on the Site.

3 Access and Movement Overview

3.1 Existing Access Arrangements

The Site currently has its main access for vehicles from the A1112 Rainham Road North, running east of the Site. The Site is also accessible for pedestrians and cyclists from the same road.

3.2 Adjacent Land Uses and Amenities

The area immediately surrounding the Site is predominantly residential land use. The residential dwellings generally consist of semi-detached houses, two storeys in height or three-storey flats.

There is a varied range of amenities in the vicinity of the Site. The Central Park, Dagenham and Eastbrookend Country Park are located opposite the main access of the Site to the east, across the A1112 Rainham Road North. The Central Park has various facilities including children's playground, outdoor gym, football and rugby pitches, tennis and basketball courts, golf course, car parks etc. Dagenham Farm is also located 130m east of the Site and can be accessed via Luke Allsopp Square.

Dagenham Business Centre and Frizlands Lane Reuse and Recycling Centre are situated north of the Site at approximately 100m and 260m of walking distance respectively, on Rainham Road North. Further north, Dagenham Fire station is located at about 350m from the Site.

There are a number of schools in the vicinity of the Site. The William Bellamy Children's Centre Nursery and William Bellamy Primary School are located 500m walking distance, north-west of the Site on Frizlands Lane and can be accessed via Bull Lane. 1st Steps Day Nursery and Wantz Community Centre are situated 550m south of the Site on Rainham Road North. The nearest secondary school from the Site is the Eastbrook Comprehensive School, located at a walking distance of 800m on Dagenham Road, south of the Site. In terms of higher education. Coventry University, London is located near the A124 Wood Lane/ A1112 Rainham Road North three-arm roundabout. Barking and Dagenham College is located north-east of the Site on Dagenham Road at approximately 1.8km walking distance from the Site and can be reached via pedestrian pathways present within the Central Park.

Various commercial establishments including grocery stores, dining and drinking establishments, hardware establishments are located south of the Site on Dagenham Road, Oxlow Lane and Rainham Road South some 700m away.

Beacontree Heath Leisure Centre is 950m to the north-west of the Site. Near to the leisure centre is a Morrisons supermarket. Alternatively, a TESCO express is located 1.2km south-west of the Site on Oxlow Road. There are several shops of varying nature on Oxlow Road and Dagenham Road, south of the Site.

For health services, Laburnum Health Centre and Britannia Pharmacy are located approximately 850m north-west of the Site.

In terms of places of worship, a Buddhist Temple is located 100m south of the Site. Further south, Oxlow Lane Baptist Church and Grace to Grace International Church are 750m and 1km away respectively on Oxlow Lane.

3.3 Pedestrian Accessibility

A1112 Rainham Road North, which provides access to the Site, is a single lane dual carriageway with wide footpaths on both the sides of the carriageway.

Bull Lane connects the A1112 Rainham Road North, at a three -arm signalised junction., north of the Site. It is a two-way single carriageway, with continuous footpaths on both sides of the road. It also has a pedestrian refuge island at its junction with the A1112, along with controlled pedestrian crossing facilities, which includes dropped kerbs and tactile paving.

Bull Lane runs west to connect to Frizlands Lane, a two-way single carriageway, with footpaths on both the sides of the road, at a three-arm priority junction.

Another controlled pedestrian crossing is present along the A1112 Rainham Road North as it approaches the A124 Wood Lane at the three-arm roundabout, approximately 500m of walking distance north of the Site.

Most of the locations on the local highway network have dropped kerbs and tactile paving where there are footways on the adjacent side.

Pedestrian footways run between Central Park, Dagenham and Eastbrookend Country Park and they connect Rainham Road North with A124 Wood Lane in north, Bell Farm Avenue, Tony Rawson Way and Woodshire Road in the southeast and Dagenham Road in the east.

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 Site. It is a 220 km long route, connecting London in the west to Dereham in the north. NCR 136, also known as The Ingreborne Valley Way which connects Rainham with the village of Noak Hill in north via Upminster, is located approximately 6km from the Site. It can be reached either via NCR 13 in south or via Local Cycle Route (LCR) 15 in north.

A LCR runs along the A1112 Rainham Road North, which connects with LCR 15 at the A124 Wood Lane/A1112 Rainham Road North three-arm roundabout and Rainham Road South in south. There are marked cycle lanes along the route in both directions. This marked cycle route connects the Site with Dagenham East Rail Station, approximately 2km south of the Site, via Rainham Road South.

Dedicated cycle paths are also present within the Central Park, Dagenham and Eastbrookend Country Park which connects Rainham Road North with Legon Avenue in north-east and Dagenham Road in south-east.

Four Sheffield Cycle stands are provided outside the Dagenham Fire Station.

3.5 Parking

There are no car parking restrictions around the Site. Rainham Road North has a continuous marked parking lane on both the sides of the carriageway. There are restrictions for vehicles weighing 5 Tonnes and above to park Monday to Friday between midnight and 07:00 and between 20:00 and midnight and any time on Saturday's and Sunday's.

Bull Lane also does not have any parking restrictions and vehicles can be noted parked along the kerb on both sides of the road.

The nearest public off street parking to the Site is the Central Park Pavilion Car Park, located within Central Park, Dagenham and can be accessed using Luke Allsopp Square, across the Site.

3.6 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. 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 Site, four collisions have been identified on the A1112. All four of the collisions were slight in severity. Two of the collisions occurred near the A1112 Rainham Road North/ Bull Lane three-arm signalised junction, whilst other two collisions occurred south of the Site on A1112.

A serious incident has been identified, approximately 150m north-west of the Site on Bull Lane, involving two vehicles.

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

4 Future Site Access and Considered Risks

For the purpose of the analysis of this report, it has been assumed that the Site would primarily be considered for a future residential led development. In the context of the surrounding area, this would be deemed appropriate due to the predominantly residential setting.

This could take the form of a single block or individual units in a similar scale to the neighbouring buildings. Although the existing access operates on a single lane basis, it would have capacity to support a small scale residential led development.

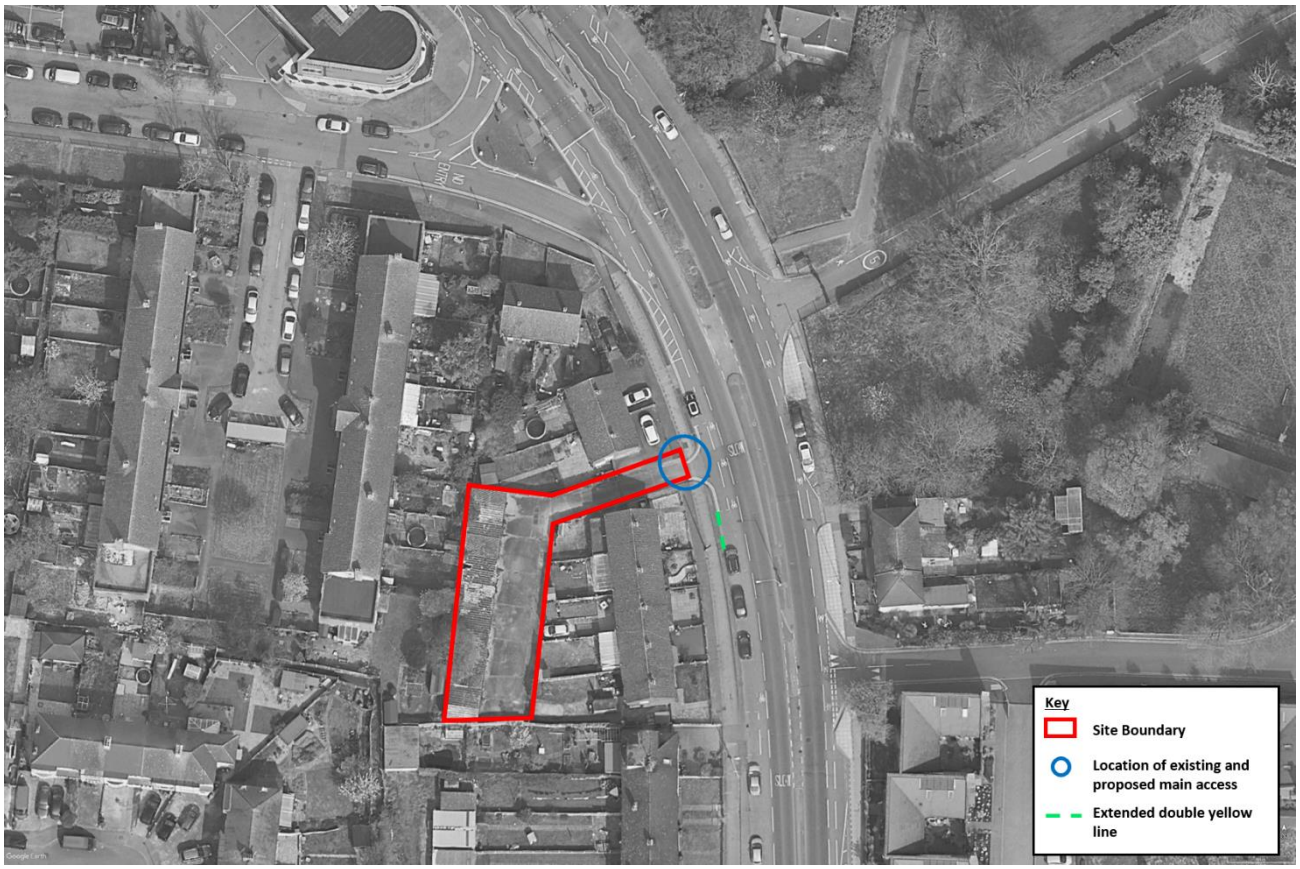
The Site currently has a direct access for all modes via A1112 Rainham Road North. The location is considered suitable, as access is already established, meaning that future use as a vehicle access and pedestrian access is unlikely to raise any concerns from a highway perspective. Service and emergency access will need to be considered in any future design, as on-site turning facilities may be required to comply with planning guidance.

The viability of the vehicular access would therefore unlikely be disputed 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 existing arrangement of the junction requires vehicles to cross a cycle track before being able to reach the access. As the existing access is only a single lane, vehicles entering will have to give way to exiting vehicles before being able to enter. Increasing the visibility on the approach to the junction will facilitate this movement. A possible option would be to reduce the existing parking bay immediately to the south of the junction access by extending the double yellow lines. This will create a space for entering vehicles to give way to exiting vehicles on the approach to the junction, off the main highway to avoid delaying the traffic on Rainham Lane North. Signage to indicate the presence of this access on the approach may be considered, so that vehicles slow down appropriately in order to prepare for the turn. The access option is illustrated in Figure 3.

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.

Figure 3: Access Option (Background Source – Google)



5 Conclusions and Recommendations

5.1 Conclusions

The Site is considered to be suitable to support a residential led development 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 future detailed design consideration.

Table 3: Summary

Current Access	Vehicular access currently achieved directly via A1112 Rainham Road North. Pedestrian and cyclist access are also provided via Rainham Road North.
Surrounding Area	The Site is located within a residential area to the north, west and south. Central Park is located opposite the Site across Rainham Road North. Dagenham Business Centre and Frizlands Lane Reuse and Recycling Centre are located north of the Site at approximately 100m and 260m respectively. Commercial developments including restaurants, cafes, supermarkets and other minor commercial purpose land uses are located to the north-west and south of the Site.
Current Visibility	Visibility from the existing site access does have limitations and is noted to be possibly obstruction by parking. Subject to the double yellow line at the Site access junction being extended and the Site is on a flat terrain, it will allow sufficient visibility for drivers and existing users of the Site.
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. The width of the current access of the site is narrow, making it single vehicle access. Consideration for providing a space on the approach to the junction access (off the highway) to give way to exiting vehicles is recommended. This could be provided by extending the double yellow lines (as proposed above to facilitate an improvement to visibility.
Access Solutions	Access could be maintained at the established points of access, as it is established and currently considered viable for its purpose.
Risks	Footways and carriageways surrounding the Site have been identified as adopted, therefore there would be no risk associated with land ownership and access. Fire and service vehicle access and turning space inside the Site will need to be considered. The visibility from the access might be hindered by the vehicles that are currently parked on the west side of Rainham Road North, south of the access. A Cycle Lane runs parallel to marked parking lane and hence the safety of cyclists will need to be considered when reviewing the vehicle access movements. A cost would be involved to extend double yellow lines and signages, if further analysis identifies this to improve visibility for the existing situation. To be confirmed with analysis undertaken during the design process in the future stages of the Site development. Access width is only considered as a single lane, enabling one vehicle at a time, confirmation will be required to identify if this complies with any Access Design Guidance adopted by LBBD.

	Future design will need to consider servicing and emergency vehicle access and the possible requirements to turn within the site. Analysis of any future residential development on the Rainham Road North Site may result in a reduction in vehicle movements using the access compared to its extant use as a garage block.

5.2 Recommended Works to De-Risk Site

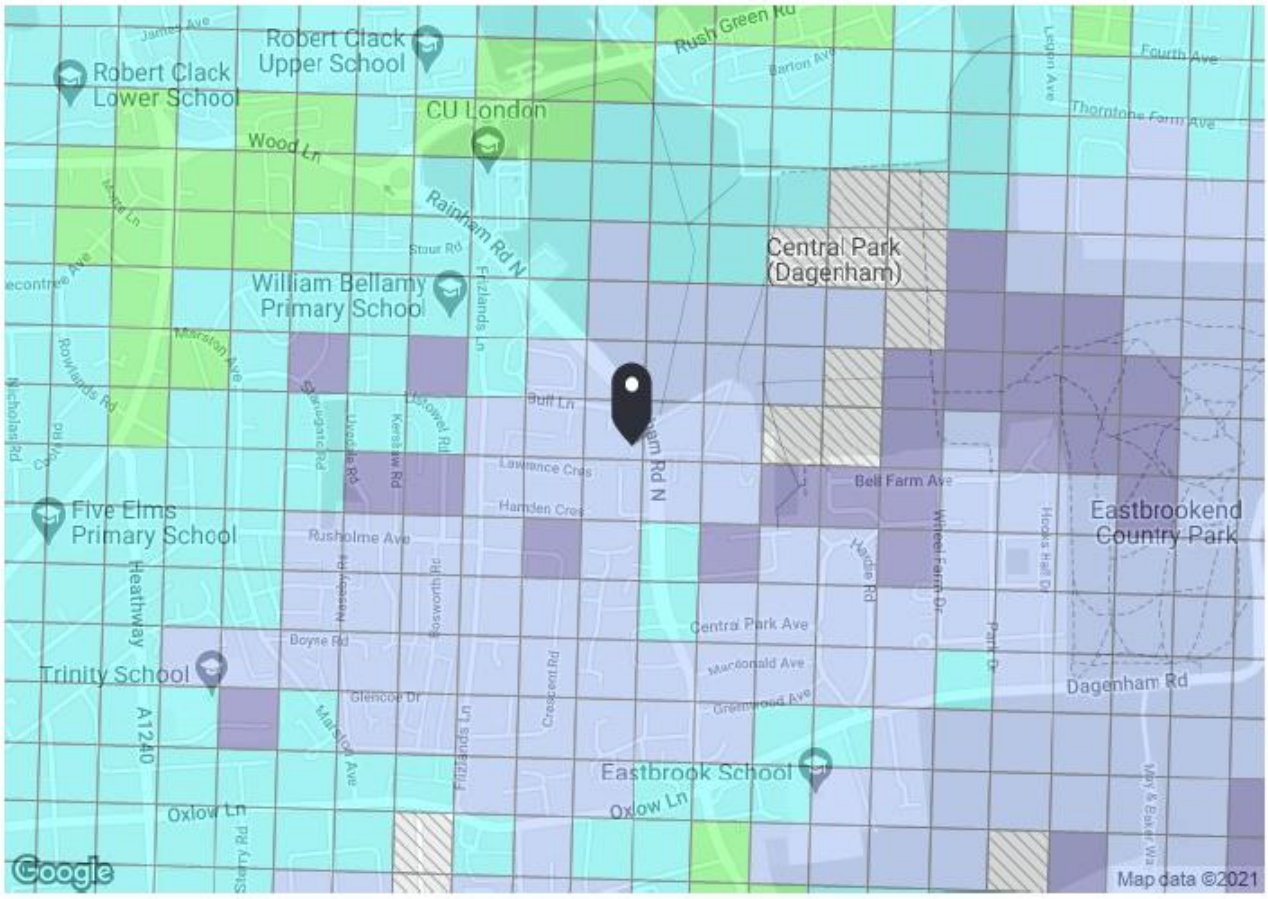
Further investigation into access options for all modes is required and an access strategy for all modes should be established prior to commencement of any detailed work. Visibility from the existing access will need to be considered in development designs to mitigate highway safety concerns such that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

Depending on the scale of proposed future development, it would be useful to undertake a high-level trip generation analysis, site visit 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.

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

APPENDIX A

PTAL Report



PTAL output for Base Year
1b

159 Rainham Rd N, Dagenham RM10 7EH, UK
Easting: 549781, Northing: 186413

Grid Cell: 112270

Report generated: 10/03/2021

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 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

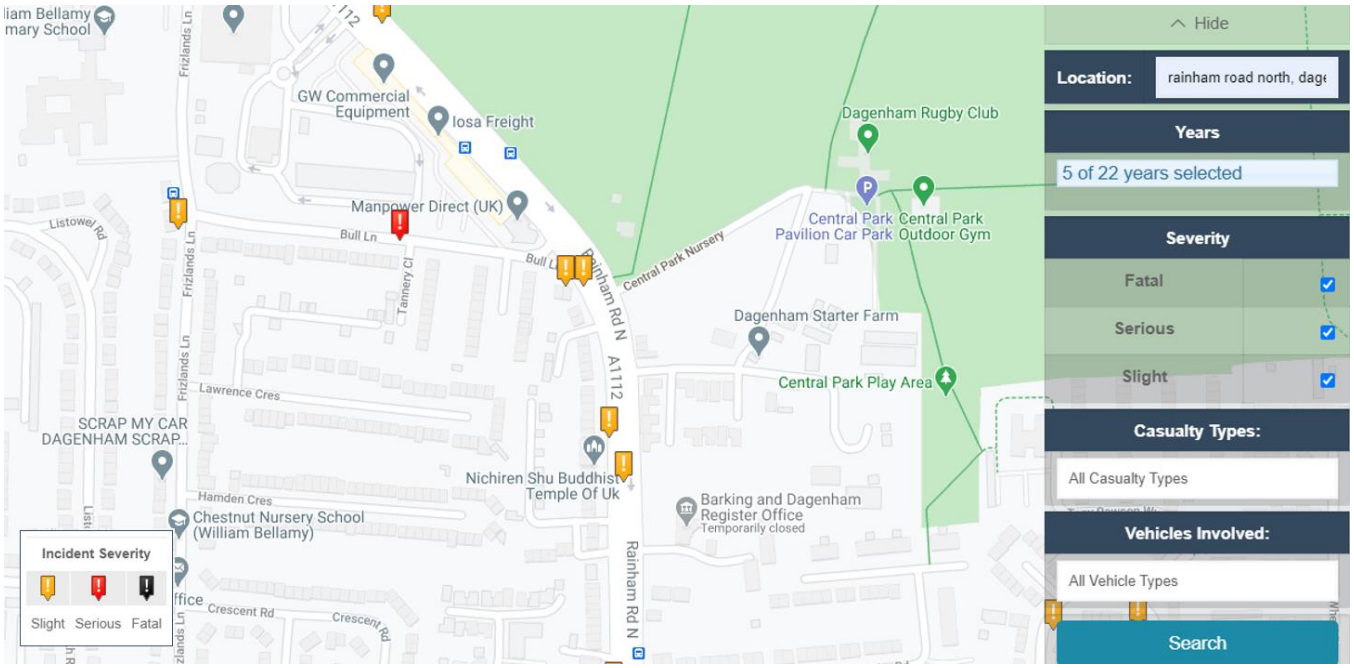
Garage Blocks Bull Lane, Rainham Road North, RM10 7EH

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	RAINHAM RD NTH BULL LANE	103	144.87	6	1.81	7	8.81	3.4	1	3.4
Bus	Frizlands Lane	499	347.34	3	4.34	12	16.34	1.84	0.5	0.92
									Total Grid Cell AI:	4.32

APPENDIX B

Crashmap Figure



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