

BEAM PARK STATION

TRANSPORT STATEMENT AND TRAVEL PLAN

October 2024



SUPPORTED BY

MAYOR OF LONDON



Beam Park Station

Transport Statement

On behalf of **Countryside Properties**



Project Ref: 332611377 | Rev: AA | Date: June 2024

Registered Office: Buckingham Court Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire, HP11 1JU
Office Address:
T: E:

Document Control Sheet

Project Name: Beam Park Station

Project Ref: 332611377

Report Title: Transport Statement

Doc Ref:

Date: 26.03.24

	Name	Position	Signature	Date
Prepared by:	Yusuf Ali	Senior Transport Planner	YA	26/03/2024
Reviewed by:	Dwivedi, Manu	Director	MD	26/03/2024
Approved by:	Dwivedi, Manu	Director	MD	26/03/2024
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
A	26/03/2024	First Issue	YA	DM	DM
B	13/06/2024	Final Issue	YA	DM	DM

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

Contents

1	Introduction	1
1.1	Overview	1
2	Existing Transport Provision	3
2.1	Overview	3
2.2	Public Transport Network	3
2.5	Summary	7
3	Planning Policy Review	8
3.1	National Planning Policy	8
4	Development Proposals	11
4.1	Overview	11
4.2	Access	11
4.3	Car Parking	11
4.4	Cycle Parking	12
4.5	Refuse Collection and Servicing	12
4.6	Summary	12
5	Transport Impact	13
6	Summary	15

Figures

Figure 1-1: Beam Park Station Building Layout	2
Figure 2 – 1: Proposed Beam Park Station Location	3
Figure 2-3: Cycle Network Within Site Proximity	6

Tables

Table 2 -1: Local Bus Service Frequency	3
---	---

Appendices

Appendix A - Station Layout Plan

This page is intentionally blank

1 Introduction

1.1 Overview

- 1.1.1 Stantec has been appointed by Beam Park Deemed Partnership (the "Applicant") to produce a Transport Statement (TS) in support of a planning application for the development of Beam Park Station (the "Site") in the London Borough of Havering (LBH).
- 1.1.2 A new railway station called Beam Park station is proposed in the London Borough of Havering. It will be located within Phase 1 of the Beam Park development and will provide better accessibility for residents to London Fenchurch Street in the east and Rainham, Grays and Southend on Sea in the west.
- 1.1.3 The station will be on the London to Grays line, between Dagenham Dock and Rainham stations. It will offer interchange opportunities at Barking on the London Underground. The station will reduce the distance for most residents to reach rail services.
- 1.1.4 Although not part of this application, the station is expected to will offer 100 spaces for cycle parking. Additionally, two car parking spaces are designated for railway staff in the adjacent car park, located west of the station building.
- 1.1.5 The Greater London Authority (GLA) and the London Borough of Havering (LBH) are collaborating to develop Beam Park Station. The GLA has secured full funding for the entire project. Network Rail is contracted by GLA to provide GRIP 5 services. These include the detailed design for the railway infrastructure, such as platforms and tracks, and construction cost estimates. Countryside Properties is the development partner, and they will build the station building to shell and core specifications.
- 1.1.6 The provision of a new railway station at Beam Park has been a long-standing planning policy aspiration and already has the benefit of Planning Permission through approval GLA/2933a/03, which consented the wider redevelopment of the Beam Park site for a development of 3,000 new homes and supporting community infrastructure. There have been a number of subsequent approvals relative to the detail of the Beam Park development, most recently in the form of Planning Permission 22/01048/OUTSRM issued by the London Borough of Barking and Dagenham, uplifting the level of development to take place. With this latest approval there was concern from planning officers at the London Borough of Havering that as a result of recent planning case law, and in particular the Hillside case, that the developer could suggest that as there was a new Planning Permission which remasterplanned part of the wider Beam Park development site, the original Planning Permission could no longer be implemented. Thus the earlier obligation to deliver the station could not be enforced. In response to such concerns the legal agreement linked to the new approval contained an obligation on the applicant to submit a new standalone application for the station building based purely on the detail previously considered and approved through application GLA/2933a/03. LBH officers believed that such an approval would safeguard against possible arguments that the station no longer benefitted from an implementable Planning Permission. It is in this context that the current application is being made.
- 1.1.7 The station building layout plan, showing the application boundary, is presented in Figure 1-1 and in **Appendix A**.

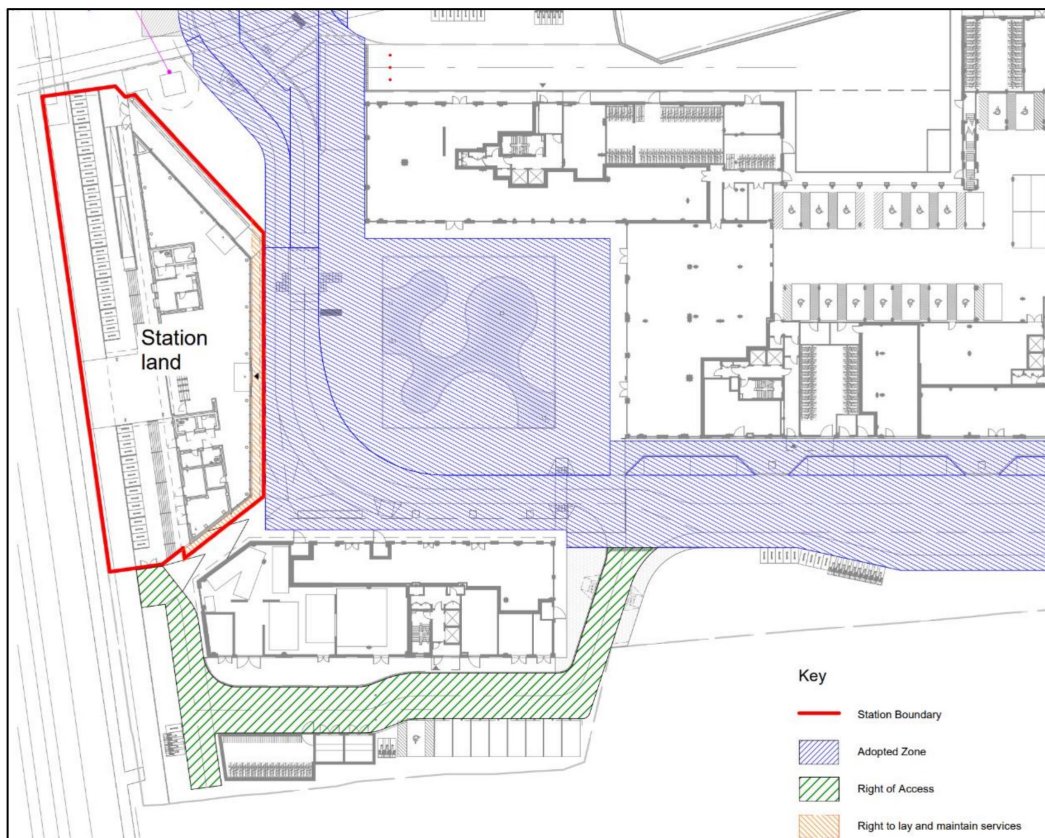


Figure 1-1: Beam Park Station Building Layout

Report Structure

1.1.8 After providing an overview of the existing site and proposed development, the report will follow the below structure:

- **Chapter 2—Existing Transport Provision:** This chapter sets out the background details of the existing transport provision serving the site, including public transport and active travel.
- **Chapter 3—Policy Review:** This chapter overviews national, regional, and local policies, including the National Planning Policy Guidance and policy documents from local authorities.
- **Chapter 4 – Development Proposals:** provides an overview of the agreed design development proposals.
- **Chapter 5 -Transport Impact:** reviews the transport impact from staff travel.
- **Chapter 6 – Summary and Conclusions:** The final chapter will summarise key findings, constraints, opportunities, and parameters for future site development.

2 Existing Transport Provision

2.1 Overview

- 2.1.1 This section outlines the site's transport connectivity, including public transport, pedestrian, and cycle networks, to provide context for existing site conditions and accessibility.
- 2.1.2 The Site is located east of the Beam Park development Site and Marsh Way. Figure 2 -1 shows its location.

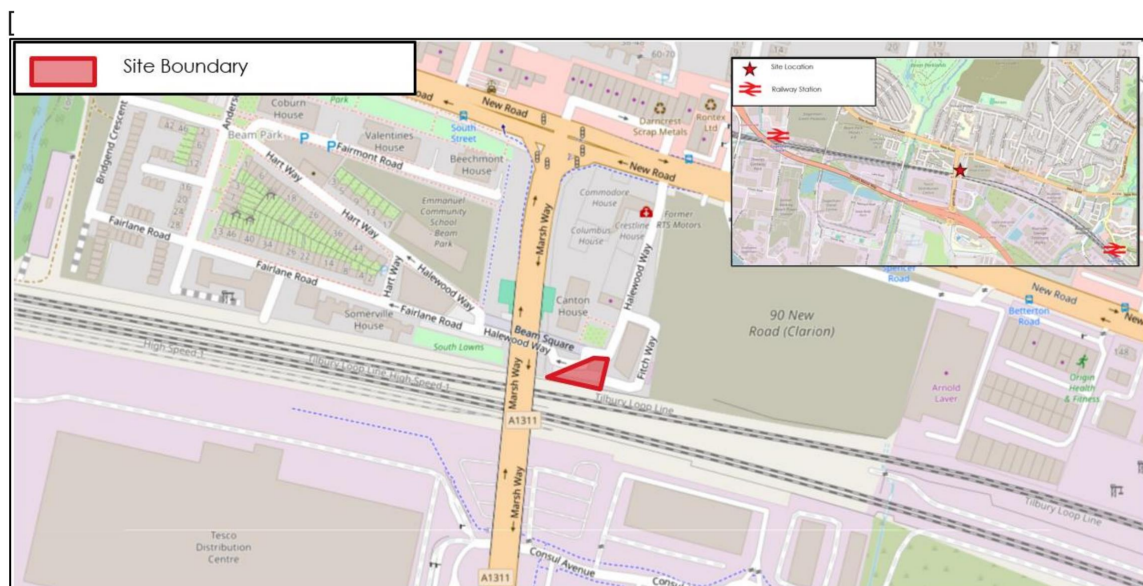


Figure 2 – 1: Proposed Beam Park Station Location

2.2 Public Transport Network

Bus services:

- 2.2.1 There are two bus stops on Marsh Way, about 200m south of the proposed station location. These stops offer north and southbound services via the 174-bus route, connecting Harold Hill and Dagenham. Additionally, further bus services are available on New Road, approximately 290m north of the proposed station location. The stops on New Road provide access to the 287 and 365 bus routes. A summary of the frequency of these services and their destinations during peak hours, as well as last and first services, can be found in Table 2 - 1.

Table 2 -1: Local Bus Service Frequency

Bus Service	Route	First and Last Service	Service Frequency
174	Harold Hill, Dagnam Park Square - Gallows Corner - Romford - Rush Green - Eastbrookend - Dagenham Heathway - Beam Park, Marsh Way Industrial Area	First Bus - 05:22 Last Bus - 00:46	05:34 to 06:00 - 05:34, 05:47, 05:59 06:00 to 07:00 - Every 9-11 minutes 07:00 to 20:00 - Every 5-9 minutes 20:00 to 21:00 - Every 6-10 minutes 21:00 to 00:00 - Every 11-12 minutes 00:00 to 00:34 - 00:00, 00:12, 00:23, 00:34

287	Barking - Ripple Road - Rippleside - Goresbrook - Dagenham (Chequers Corner) - New Road - Rainham (Tesco) - Upminster Road South and North - Rainham, Abbey Wood Lane	First Bus - 05:50 Last Bus - 00:29	06:00 to 07:00 - Every 9-11 minutes 07:00 to 21:00 - 4 services per hour 21:00 to 00:00 - 3 services per hour 00:00 to 00:09 - 00:09
365	Beam Park, New Road - Elm Park - Romford - Havering Park	First Bus - 00:04 Last Bus - 23:44	00:00 to 01:00 - 3 services per hour 01:00 to 04:00 - 2 services per hour 04:00 to 04:00 - 3 services per hour 05:00 to 07:00 - 4 services per hour 07:00 to 19:00 - Every 10-14 minutes 19:00 to 20:00 - 4 services per hour 20:00 to 00:00 - 3 services per hour

2.2.2 Table 3-1 displays frequent bus services that operate throughout the day to accommodate the varying shift schedules of station workers.

Rail services:

2.2.3 Beam Park Station will be located on the c2c line between Dagenham Dock Station (west) and Rainham Station (east). Service frequencies are expected to be maintained similar to those of these existing stations.

2.2.4 While staff won't necessarily use Dagenham Dock or Rainham stations, the information below details train services from Dagenham Dock as an example for future Beam Park station staff travelling by train.

2.2.5 Dagenham Dock is in Fare Zone 5, and Rainham is in Fare Zone 6. Both stations are on the line between Grays and London Fenchurch Street. There are four services to Fenchurch Street during the morning peak (08:00-09:00) with a 25-minute journey time from Dagenham Dock. The same applies for eastbound services during the evening peak (17:00-18:00).

2.2.6 Off-peak services (weekdays between 10:00 and 17:00) operate every 30 minutes in each direction. The first service departs Dagenham Dock at 05:09, with approximately two trains per hour until 08:00. The last weekday service departs Dagenham Dock at 23:56, with approximately two services per hour between 17:00 and 23:00.

2.2.7 Eastbound trains terminate at Grays, offering connections to onward destinations like Stanford-le-Hope, Tilbury, Pitsea, and Southend. Changing at Barking Station (west of Dagenham Dock) provides access to the District and Hammersmith & City Underground lines, as well as the Overground line between Barking and Gospel Oak.

2.2.8 For connections to the Docklands Light Railway (DLR), change at West Ham (via c2c or District lines) for services towards Beckton, Woolwich Arsenal, and Stratford. This route also allows transfers to the Jubilee Line for Canary Wharf and the West End.

2.2.9 Train is likely the most attractive option outside of train operating hours. Buses may serve as an alternative during these times.

London Underground Network

2.2.10 The nearest Underground station to the Site is Dagenham Heathway approximately 3km west of the station and is situated within London Fare Zone 5 and served by the District line. The station is also accessible by bus routes 174 (approximate journey time is 17 minutes), which are accessible from bus stops located near the Site on A1306 New Road.

- 2.2.11 During the peak periods there are 16 services per hour to/ from London. In the off-peak periods there are 12 services per hour in both directions. Interchanging at stations on the District line provide access to the wider TfL network, with connectivity to lines such as (not limited to) Jubilee, Northern and Bakerloo.
- 2.2.12 First train service from Dagenham Heathway station is at 05:15 and the last service is at 23:00.

2.3 Pedestrian and Cycle Network

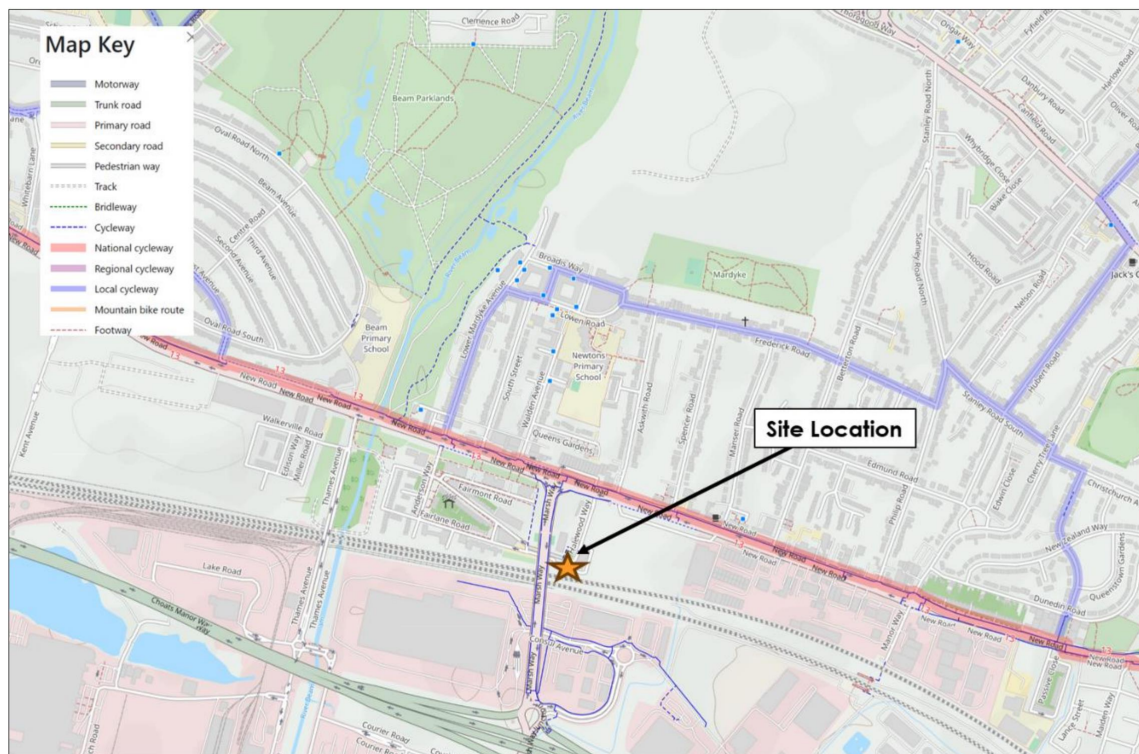
Pedestrian network:

- 2.3.1 The primary way for pedestrians to access Beam Park Station will be through Halewood Way, which extends from New Road towards the Beam Park development site to the west. Both sides of Halewood Way have dedicated footpaths with planned dropped kerbs and tactile paving for crossing points, ensuring accessibility.
- 2.3.2 Pedestrians can access the station from nearby bus stops on New Road via Halewood Road. Several signal-controlled crossings along New Road ensure safe pedestrian movement. The nearest crossing point is located near the Marsh Way junction, which features a two-stage signal, dropped kerbs, tactile paving, and a pedestrian refuge island.

Cycle network:

- 2.3.3 Figure 2-3 shows a well-developed cycle network near the Site, offering connections to public transport and surrounding areas.
- 2.3.4 National Cycle Network (NCN) Route 13 is a defined on-road route that runs along A1306 New Road, connecting Rainham east to Tower Bridge in London (west of the Site).
- 2.3.5 A1306 New Road offers various cycling provisions, including intermittent mandatory and advisory cycle lanes, shared foot/cycle paths, and shared bus lanes on both sides of the Site.
- 2.3.6 Westbound cycle tracks along New Road connect to Cycle Superhighway 3 (CS3) at Movers Lane/River Road. CS3 provides an east-west route via Canning Town to Tower Hill, with an approximate 18-minute cycle from the Site via New Road, Goresbrook Road, and Alfreds Way.

Figure 2-2: Cycle Network Within Site Proximity



2.3.7 Figure 2-2 shows that the proposed station is easily accessible via the local cycle network. Furthermore, the staff will have access to cycle parking.

2.4 Highway Network

- 2.4.1 Beam Park Station has excellent connections to the local and strategic highway network. Halewood Way is a newly surfaced road that serves as the site's primary access point. It runs from New Road along the site's frontage and continues westward through the Beam Park development.
- 2.4.2 A1306 New Road (North) runs east-west and borders the site to the north. It is a major road that connects Dagenham in the west to Purfleet and Grays in the east. While some sections may have up to six lanes with a central reservation, the portion near the site typically operates as a dual carriageway with two lanes in each direction. The speed limit on A1306 New Road is 30 mph, and bus lanes and designated bus stops prioritize public transport movement.
- 2.4.3 A13 (South) is a major road south of the site, forming part of the Transport for London Road Network (TLRN). It is a vital link between central London and south Essex, operating as a dual carriageway with a speed limit of 50 mph. New Road connects to the A13 via Marsh Way, providing convenient access to the site.

2.5 Summary

- 2.5.1 A review of the existing public transport network surrounding the Site has identified that the Site benefits good connections to both bus and train networks.
- 2.5.2 Several bus stops are located nearby on New Road and Marsh Way, with routes serving Dagenham, Romford, and Upminster. Beam Park Station will be on the c2c line between Dagenham Dock and Rainham, offering direct access to London Fenchurch Street with a journey time of 25 minutes.
- 2.5.3 Pedestrian access will be via Halewood Way, with dedicated footways and crossing points. A well-developed cycle network exists near the site, with connections to surrounding areas. The site has excellent connections to local and strategic roads.

3 Planning Policy Review

3.1 National Planning Policy

National Planning Policy Framework (2023)

- 3.1.1 The National Planning Policy Framework (NPPF) is the over-arching framework setting out national planning policies for England and how these are to be applied. Since being published in 2012, the NPPF has most recently been updated in December 2023. Core to the policy is a presumption in favour of sustainable development, with Paragraph 11 stating:

“Plans and decisions should apply a presumption in favour of sustainable development.”

- 3.1.2 The NPPF highlights that sustainable development is made up of three elements that are mutually dependent on each other – economic, social, and environmental. In terms of transport, the key theme of the NPPF is to promote sustainable transport modes, with development sustainably located to reduce the need to travel. The NPPF does, however, recognise that different policies should be applied in different communities, with opportunities to maximise sustainable modes of transport varying between urban and rural areas.
- 3.1.3 Section 9 relates to promoting sustainable transport and states that transport issues should be considered at the start of plan making and development proposals. This allows early consideration of the impact on transport networks and the opportunities to use and enhance sustainable transport networks. The NPPF also states that developments should be designed to prioritise pedestrian and cycle movements; and, where possible, improve access to public transport. The needs for people with disabilities should be considered in relation to all modes. Furthermore, developments should be designed to allow for efficient delivery and servicing.
- 3.1.4 Importantly, the NPPF advises that development should only be refused on transport grounds if the residual cumulative impacts are likely to be “severe”. The definition of “severe” in this context is unique to the site under consideration. However, it may be helpful to consider that within the context of the Environmental Impact Assessment “severe” impacts are described as those that would have a regional significance. In this respect it is clear the NPPF is seeking to strike a balance between potential local traffic impacts and economic and/or social benefits.

3.2 Regional Planning Policy

The London Plan (2021)

- 3.2.1 The London Plan sets out the strategic plan for London, including an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. With population set to increase by 70,000 per year, demand on new homes along with space for employment will increase. The policies set out within the London Plan are to provide an appropriate spatial strategy that plans growth within London sustainably.
- 3.2.2 Chapter 10 of the plan sets out the policies in relation to Transport, the core aim of which is to reduce the dependency on cars and encourage increased uptake of sustainable and active modes of travel, in particular walking and cycling. An emphasis is placed on the requirement to shift away from car use, and in turn support the sustainable growth of the city.
- 3.2.3 Policy T1 “Strategic approach to Transport” states development should help to deliver the Mayor’s target of 80% of trips in London to be made by foot, cycle, or public transport by 2041.
- 3.2.4 Policy T4 “Assessing and mitigating transport impacts” highlights the requirements for Transport Assessments/ Statements to ensure impacts on the capacity of the transport network (including pedestrian and cycling) at local and network-wide level are fully assessed.

The policy also states that other documents such as Travel Plans, Parking Management Plans, Construction Logistics Plans and Delivery and Servicing Plans may also be required to support planning applications.

- 3.2.5 Policy T7 “Deliveries, servicing and construction” sets out measures to facilitate sustainable movement of freight. This includes use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles. Developments should be designed and managed so that deliveries can be received outside of peak hours.

Mayor's Transport Strategy (2018)

- 3.2.6 The Mayor's Transport Strategy, adopted in March 2018, sets out the transport policies up to 2041, with an emphasis placed on reducing car dependency and improving cycling / walking, improving public transport, and delivery of affordable, reliable and safe transport network.
- 3.2.7 A core aim within the strategy is for 80% of trips in London to be made by foot, cycle or public transport by 2041. This places an emphasis on ensuring new developments provide adequate infrastructure to support walking and cycling, in the form of improvements to public realm, or high-quality cycle parking spaces and within proximity to existing public transport networks.
- 3.2.8 The MTS places an emphasis on Healthy Streets and promoting sustainable travel, with three main themes: healthy streets; good public transport experience, and new homes and jobs.

3.3 Local Planning Policy

Havering Local Plan (2021)

- 3.3.1 The main Havering Local Plan transport policies applicable for the development has been summarised below and come from Section 10: Connections within the Local Plan.
- 3.3.2 Policy 23 ‘Transport Connections’ states that the Council will support developments that contribute to improving transport infrastructure by doing the following:
- Progressing improved north to south public transport connections in the borough, improving access to the Romford and Rainham and Beam Park Strategic Development Areas and Queens Hospital.
 - Improving bus connections involving key trips generators
 - Enhancing strategic transport links across the borough;
 - Providing residents with options to travel sustainably and enabling walking and cycling.
 - Requiring new development to optimise sustainable access and other future transport connections, wherever applicable;
 - Ensuring good sustainable access between new developments and public transport interchanges in the borough to promote active travel.
- 3.3.3 This document also explains that increasing accessibility to employment areas within Havering will reduce the requirement for private vehicles to reach appropriate destinations.
- 3.3.4 Policy 24 relates to parking provision and mentions that LBH will support developments that include:
- Consideration of the location of parking provisioning, being key to the design process

- Parking is located close to people's homes and in areas with natural surveillance.
- Planting is placed to provide a green street scene.
- Car club membership is open to all with on-site car club parking spaces.

3.3.5 Policy 24 goes on to mention that when a net loss of car parking spaces is proposed, a demonstration would be required to show the original amount is excessive.

3.3.6 Disabled and cycle parking should be located close to the entrances of a development, including provision for long and short stay usage.

3.3.7 The Council supports proposals that allow off-street parking for commercial/servicing vehicles.

3.3.8 Paragraph 10.2.1 states Travel Plans are to be proposed to minimise car-based access by providing the minimum realistic amount of car parking provisioning for a development, without presenting risk of overspill parking onto nearby streets.

3.4 Summary

3.4.1 London development plans prioritise people over cars. The National Planning Policy Framework (NPPF) and the London Plan emphasise sustainable travel, such as walking, cycling, and public transport. New developments must be designed with this in mind, minimising car use and creating infrastructure for pedestrians and cyclists and easy access to buses and trains. Havering's Local Plan reflects this goal, encouraging better public transport connections and infrastructure for sustainable travel. Overall, planning policies in London aim to reduce traffic and create a more sustainable city.

4 Development Proposals

4.1 Overview

- 4.1.1 Beam Park Station already benefits from planning permission through approval GLA/2933a/03. This consented the wider redevelopment of the Beam Park site for 3,000 new homes and supporting community infrastructure. The current proposals are for standalone planning permission for the same scheme. Therefore, the applicant will construct the building to a "shell and core" specification, focusing only on the building structure.
- 4.1.2 Network Rail has finalised the design details through the GRIP design process and agreed upon the internal station layout through this design development process.
- 4.1.3 The station planning adheres to Network Rail standards and design guidance, following the latest regulations and inclusive design best practices to ensure a safe and accessible environment for all users.
- 4.1.4 This section describes the proposals regarding the agreed station design, which is shown in the plan provided in **Appendix A**.

4.2 Access

Pedestrian and Cycle Access

- 4.2.1 The primary pedestrian entrance for staff is located at the front of the building off Halewood Way. As per the station layout plan, two entrances are available: a northern entrance and a western entrance. Staff can use these entrance points or alternatively use an entrance directly into the station staff area from the southern part of the station building. Staff at the retail concession would use the accesses off Halewood Way. Footways are provided along the site frontage and the rear of the building.
- 4.2.2 Cycle points are located at the back of the building off Halewood Way. The primary access route for cyclists is along the site's western edge, branching off from Halewood Road and encircling the building along its west side. A secondary cycle access point is also available from the southwestern corner of the station building.
- 4.2.3 The primary access route leads cyclists to the main station forecourt through designated doors in the cycle parking area.

Vehicle Access

- 4.2.4 All vehicle access to the station will be from Halewood Way at the front of the Site.
- 4.2.5 Drop off and pickups will take place at front of the Site within the blue zone indicated in Figure 1 -1.

4.3 Car Parking

- 4.3.1 As mentioned, this planning application only covers the station building and does not include car parking spaces. The approval for car parking has already been obtained through a separate planning application and is not addressed in this application as it falls outside the planning application boundary. However, two car parking spaces have been allocated for railway staff in the adjacent car park, situated west of the station building.

4.4 Cycle Parking

- 4.4.1 The approved cycle parking design is in accordance with Network Rail's principles of providing facilities that are "efficient and accessible," which align with LTN 1-20 guidelines.
- 4.4.2 Network Rail's Design Manual (NR/GN/CIV/200/11) offers general guidance on implementing station cycle parking. While LTN 1-20 is recognized as a starting point, the manual emphasizes that the ultimate provision of cycle parking should be based on local demand. The Cycle Rail Working Group Standards are also recommended for reference.
- 4.4.3 As previously agreed, upon, 100 cycle parking spaces will be provided using 50 Sheffield stands. These spaces will be within the paid station area to ensure enhanced security. They will be covered for protection and monitored by CCTV while also benefiting from natural surveillance from platforms.

4.5 Refuse Collection and Servicing

- 4.5.1 Refuse collection and servicing will be done from the front of the site where loading restrictions allow.

4.6 Summary

- 4.6.1 The proposed agreed Beam Park Station building has been designed by to meet Network Rail's safety and passenger experience standards. Pedestrian access is available from the front and rear of the building, with cycle access located at the rear and southwest corner.
- 4.6.2 The application area includes 100 cycle parking spaces accessible within the paid station area, covered and monitored by CCTV. Additionally, two car parking spaces are designated for railway staff in the adjacent car park, located west of the station building.
- 4.6.3 Refuse collection and servicing will occur from the front of the site.

5 Transport Impact

- 5.1.1 Network Rail and other parties instructed by the GLA (Greater London Authority) have already undertaken a wider demand analysis and strategic impact assessment for the station, considering passenger impact on the local transport network.
- 5.1.2 Given the minimal number of staff expected at the station on any given shift, their travel choices will have a negligible impact on the local transport network. Additionally, staff can utilise various available transport options to commute. Additionally, the proposals are supported by a Travel Plan to encourage staff to travel sustainably. Station staff will also benefit from discounted public transport, incentivising them to use sustainable transport options.
- 5.1.3 Because staff travel is expected to have a minimal impact, a dedicated analysis of its effects has not been undertaken. The existing wider strategic assessment is sufficient to establish the station's overall impact.
- 5.1.4 As part of the planning application (reference: 17/01307/OUT) for the Beam Park Development, an assessment was carried out to determine the overall number of people expected to use the Beam Park Station. This assessment was based on a 'Beam Park Station Business Case' provided by LBH. Although this assessment does not replace the work undertaken by Network Rail, it does estimate the expected number of people who will board and alight during peak hours and throughout the day. This information has been extracted from the submitted Transport Assessment (TA) dated June 2017.
- 5.1.5 Upon careful review of the trips, the staff trips have a negligible effect compared to the overall trip generation, as shown in Table 5-1 from the approved TA. This table presents the anticipated number of individuals boarding and alighting during the PM peak and throughout the day.

Table 5 -1: Estimated Beam Park Station PM Peak and Daily Passengers

Time Period	Boarding	Alighting	Total
AM Peak (08:00 – 09:00)	1,272	342	1,614
PM Peak (17:00-18:00)	385	941	1,326
Daily (07:00-22:00)	7,693	2,068	9,761

- 5.1.6 According to Table 5-1, during the AM and PM peak hours, 1,614 passengers will board, and 1,326 passengers will alight. Throughout the day, there will be a total of 9,761 passenger movements. Even if there were around 20 staff members, they would only represent less than 2% of the movements during the busiest times and less than 0.5% throughout the day. In reality, there would only be a handful of staff at any one time, making 20 staff a robust estimate.
- 5.1.7 Furthermore, the station is located in close proximity to Beam Park development's Phase 1 and the surrounding communities, which would result in a significant number of people choosing to walk or cycle. Some people will also take the bus or drive to the station, especially during off-peak periods when bus services are infrequent or unavailable. Table 5-2, which is extracted from the approved Beam Park TA, provides a breakdown of the number of people expected to board and alight from each mode of transport during the morning and evening peak periods as well as throughout the day.

Table 5 - 2: Estimated Beam Park Access and Egress Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-22:00)		
	Board	Alight	Tot	Board	Alight	Tot	Board	Alight	Tot
National Rail, DLR, Tram	0	0	0	0	0	0	0	0	0
Bus, Coach	335	86	421	247	97	345	2,023	522	2,545
Taxi	8	0	8	6	0	6	48	0	48
Motorcycle	0	0	0	0	0	0	0	0	0
Driving a Car or Van	0	0	0	0	0	0	0	0	0
Passenger in a Car or Van	115	11	126	85	12	97	694	67	761
Cycle	32	0	32	24	0	24	197	0	197
On Foot	782	245	1,027	578	276	854	4,732	1,479	6,211
Total	1,272	342	1,614	941	385	1,326	7,693	2,068	9,761

5.1.8 Table 5-2 confirms that all arrivals and departures from the station will be by sustainable transport modes, mainly due to the high density of residential development within walking distance of the site and the provision of cycle parking.

5.2 Summary

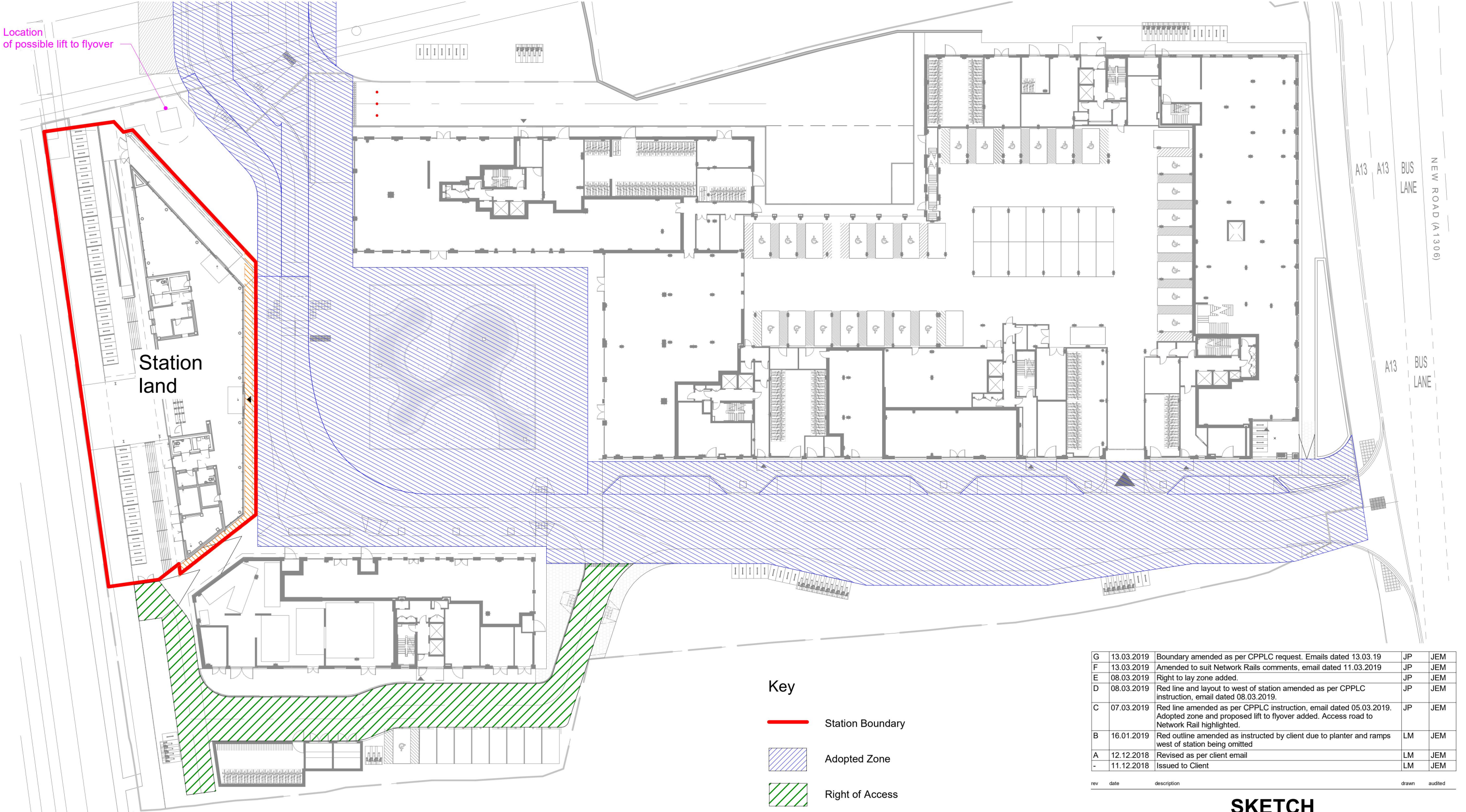
- 5.2.1 The proposed Beam Park Station is expected to have minimal impact on staff travel on the local transport network. Network Rail's strategic impact assessment and demand analysis, as well as the Travel Plan to encourage staff to travel sustainably, support this conclusion.
- 5.2.2 The number of staff members on any given shift is expected to be low, and their travel choices are unlikely to impact the overall passenger movements at the station significantly.
- 5.2.3 Additionally, the proximity of the Beam Park development's Phase 1 to the station and the availability of various sustainable transport options, such as walking, cycling, and bus services, are likely to encourage people to use these modes of travel. Therefore, the overall impact of the Beam Park Station on the local transport network is expected to be minimal.

6 Summary

- 6.1.1 Stantec has been appointed by Beam Park Deemed Partnership (the "Applicant") to produce a Transport Statement (TS) in support of a planning application for the development of Beam Park Station (the "Site") in the London Borough of Havering (LBH).
- 6.1.2 A new railway station called Beam Park station is proposed in the London Boroughs of Barking & Dagenham and Havering. It will be located within Phase 1 of the Beam Park development and will provide better accessibility for residents to London Fenchurch Street and Grays.
- 6.1.3 The station will be on the London to Grays line, between Dagenham Dock and Rainham stations. It will offer interchange opportunities at Barking on the London Underground. The station will reduce the distance for most residents to reach rail services.
- 6.1.4 The provision of a new railway station at Beam Park has been a long-standing planning policy aspiration and already has the benefit of Planning Permission through approval GLA/2933a/03, which consented the wider redevelopment of the Beam Park site for a development of 3,000 new homes and supporting community infrastructure. There have been a number of subsequent approvals relative to the detail of the Beam Park development, most recently in the form of Planning Permission 22/01048/OUTSRM issued by the London Borough of Barking and Dagenham, uplifting the level of development to take place. With this latest approval there was concern from planning officers at the London Borough of Havering that as a result of recent planning case law, and in particular the Hillside case, that the developer could suggest that as there was a new Planning Permission which remasterplanned part of the wider Beam Park development site, the original Planning Permission could no longer be implemented. Thus, the earlier obligation to deliver the station could not be enforced. In response to such concerns the legal agreement linked to the new approval contained an obligation on the applicant to submit a new standalone application for the station building based purely on the detail previously considered and approved through application GLA/2933a/03. LBH officers believed that such an approval would safeguard against possible arguments that the station no longer benefitted from an implementable Planning Permission. It is in this context that the current application is being made.
- 6.1.5 Although not part of this application, the station is expected to will offer 100 spaces for cycle parking. Additionally, two car parking spaces are designated for railway staff in the adjacent car park, located west of the station building.
- 6.1.6 The PTAL for the Site is a 2, although this indicates that the Site is currently public transport accessible, a review of the existing public transport network surrounding the Site has identified that the Site benefits good connections to both bus and train networks.
- 6.1.7 Several bus stops are located nearby on New Road and Marsh Way, with routes serving Dagenham, Romford, and Upminster. Beam Park Station will be on the c2c line between Dagenham Dock and Rainham, offering direct access to London Fenchurch Street with a journey time of 25 minutes.
- 6.1.8 Pedestrian access will be via Halewood Way, with dedicated footways and crossing points. A well-developed cycle network exists near the site, with connections to surrounding areas. The site has excellent connections to local and strategic roads.
- 6.1.9 National and regional planning policies priorities sustainable transport modes, such as walking, cycling, and public transport. The development proposals comply with these policies by minimizing car use and creating infrastructure for pedestrians and cyclists, with easy access to public transport.

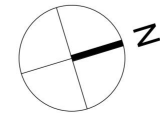
- 6.1.10 The proposals focus on the new station building, which is designed with Network Rail standards and best practices for accessibility. The design incorporates separate entrances and dedicated spaces for pedestrians, cyclists, and staff.
- 6.1.11 Refuse collection and servicing will occur from the front of the site on Halewood Way where restrictions permit.
- 6.1.12 The impact of Beam Park Station on the local transport network has been evaluated in a broader study that considers passengers. As only a handful of staff will be present at any given time, their travel choices are unlikely to impact the network significantly. Staff members have enough existing transport options to commute, so a separate travel analysis is unnecessary as the impact of staff trips will be negligible on the local transport network. The existing broader assessment is adequate.

Appendix A Station Layout Plan



GENERAL NOTES
This drawing is © 2017 PTE architects.
Use figured dimensions only. **DO NOT SCALE.**
All dimensions are in millimetres unless noted otherwise.

This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants. **If in doubt, ask.**



- Key
- Station Boundary
 - Adopted Zone
 - Right of Access
 - Right to lay and maintain services

G	13.03.2019	Boundary amended as per CPPLC request. Emails dated 13.03.19	JP	JEM
F	13.03.2019	Amended to suit Network Rails comments, email dated 11.03.2019	JP	JEM
E	08.03.2019	Right to lay zone added.	JP	JEM
D	08.03.2019	Red line and layout to west of station amended as per CPPLC instruction, email dated 08.03.2019.	JP	JEM
C	07.03.2019	Red line amended as per CPPLC instruction, email dated 05.03.2019. Adopted zone and proposed lift to flyover added. Access road to Network Rail highlighted.	JP	JEM
B	16.01.2019	Red outline amended as instructed by client due to planter and ramps west of station being omitted	LM	JEM
A	12.12.2018	Revised as per client email	LM	JEM
-	11.12.2018	Issued to Client	LM	JEM

rev	date	description	drawn	audited
-----	------	-------------	-------	---------

SKETCH

Diespeker Wharf
38 Graham Street
London N1 8JX
020 7336 7777
forename.surname@ptea.co.uk
@ptearchitects
www.pollardthomasedwards.co.uk

Pollard
Thomas
Edwards

CLIENTS		STAKEHOLDER
COUNTRYSIDE	L&Q	MAYOR OF LONDON
Countryside Countryside House The Drive, Great Warley Brentwood CM13 3AT +44(0)1277 260 000	L&Q 10 Grove Crescent Road Stratford, London E15 1BJ +44(0)300 456 9998	Greater London Authority City Hall, More London Riverside, London SE1 2AA +44(0)20 72782323

project	job no.	drawn	scale	date created
Beam Park Production Info Phase 1 -Section 1	17-050	LM	1 : 500	Dec'18
drawing title	drawing number	revision		
Indicative Train Station Boundary	SK_020	G		