

The Barking Code



Final report



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Barking Town Centre

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Background & rationale 1.

Introduction

Barking is the subject of a comprehensive regeneration initiative through a partnership between local government, regional bodies and national agents. Funding is now available for some of the environmental improvements needed to position the Town Centre firmly into the 21st century. The vision for this initiative is contained in the Council's Regeneration Strategy ('An urban renaissance for East London' 2001), the Barking Town Centre Action Plan (March 2003) and a Framework Plan for the Town Centre produced in 2003 which provides a conceptual background for Barking's future development.

To start the improvement programme Burns + Nice have been appointed to develop Barking's Town Code to identify the materials, products and construction techniques to be applied in the public spaces. Four pilot projects have been identified to illustrate the inventiveness and flexibility of the Code, capture peoples' imagination and gain their confidence. The schemes will promote innovation, shape streets of interest and help to develop a distinctive character for Barking's Town Centre. The improvements also demonstrate the desire of Council and other public agencies to improve Barking's urban environment for residents and visitors alike through better connections and properly organised spaces.

The regeneration activities in Barking Town Centre have encouraged public and private investment. The next decade is expected to see the number of residential units in the Town Centre increase by another 4000 and Barking will become the central focus for the emerging London Riverside area.

The main criteria that the Code and pilot schemes must reflect are:

- quality in design and materials;
- pedestrian priority (inclusive streets);
- sustainability;
- community safety;
- access for all.

They should also aim to:

- provide a comfortable, safe and attractive public environment for the residents, employees and visitors to the Town Centre;
- maintain and reinforce important characteristics for a pedestrian environment of a human scale linked to existing buildings, places and customs;
- satisfy the UDP and other relevant policies of the Council and anticipate changes likely to be confirmed by the Interim Planning Guidance.

The Council's commitment to a better quality public environment is a confidence building measure which is an essential precursor to increased investment by the private sector and a benefit to the multi-ethnic and multi-cultural community. Different interpretations of street-life and public spaces can co-exist in harmony, it is however important to create feasible schemes imbedded in reality and practicality.

A documented and shared approach as set out here, will provide a background for external funding and Section 106 monies to be bid for and spent in accordance with the priorities and the structural vision constructed in the process.

The five specific aspects addressed in this report are:

- **The Barking Town Code:** a systematically arranged and comprehensive collection of materials, products and detail finishing techniques including maintenance considerations.
- **Broadway:** the creation of a multi-purpose all-year round space that will stimulate informal meetings outside the theatre and link the Abbey Green to the new Town Square.
- **St Ann's to Town Hall:** the creation of a formal pedestrian route between the Town Centre and the Gascoigne residential estate leading to the new Town Square and Lifelong Learning Centre.
- **London Road:** a feasibility study to indicate how the market stalls in Station Parade and Ripple Road could be relocated to accommodate the East London Transit.
- **Abbey Road (south):** Barking's historical settlement and the location of the fishing fleet are now being redeveloped for quality housing and creative industries centred on the Malthouse. Improvements are to accommodate local movement, a mixed-use edge-of-centre environment and better access to the river walk.



Barking Town Centre

Barking's evolution

Barking's identity has evolved from early prehistoric and Roman settlements and the establishment of Barking Abbey in the 7th century. Its development as a settlement has been based on its location near navigable water with access to the Thames, road access to London and the east coast and more recently the development of public transport connections to London.

Barking Abbey was built to the east of the river with wharf access to it. The Abbey used to dominate the whole centre and the pattern of the town today has built up around it. By the 18th century the Abbey was integrated with the then Town Centre located along what is now North Street / Broadway and linked to the Town Quay via the now removed Heath Street, which was to the north of St Paul's Road. The Abbey remains are an important feature of the Town Centre today.

The Town Quay was the focus of the town's relationship to the river and also, until the late 19th century, Barking's fishing fleet, which was the largest in England. The Town Quay is still today the river's most accessible location within the Town Centre and the River Roding remains the major natural asset, albeit degraded by recent industrial activity within its corridor and with public access currently limited.

The Railway which arrived in the mid 19th century caused the development of a second centre based on the station known as 'Barking New Town' and, with the demise of the fishing industry and development of other industrial uses in the river corridor, the focus of the Town Centre moved eastwards and is today centred on East Street, Station Parade and Ripple Road.

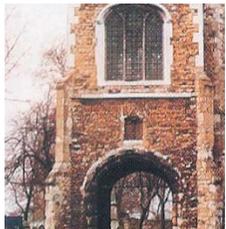
The coming of the railway resulted in extensive residential development and the basic built form of the town was consolidated based on the relationship between the river, the Abbey, the railway and the Victorian street pattern. Further public housing developed in the post war period resulting in today's Town Centre contained within a residential hinterland to the north, east and south.

The Market has also been a feature of Barking since the 12th century and is today an important attraction of the Town Centre extending along East Street, Ripple Road and Station Parade.

The historic development and remaining features of it underpin Barking's overall character and contribute to the creation of distinct areas within the Town Centre and is an important consideration in the development of a truly distinctive Town Code.



Barking in 1897



Curfew Tower



Old Granary



Malthouse



Magistrates Court

Barking today



East Street



Gascoigne Estate

Barking Town Centre's role has diminished over the past 50 years and although new development has been limited, it has undergone considerable change over the past decade. This is evidenced today by an increase in fast food outlets, bars and budget shops. The Town Centre is surrounded by flatted accommodation predominantly owned by the Council. This includes the Gascoigne Estate, the Lintons and the Harts Lane Estate and links between these residential areas and the Town Centre, all of which are in need of improvement.

Since Vicarage Field Shopping Centre was constructed in the very early 1990's the only new commercial investment in Barking Town Centre itself has been two new offices, and the Lidl supermarket. A new street market was introduced in June 2000 which has dramatically increased footfall within the Town Centre. Development has taken place in the wider area including:

- Tesco superstore on the west bank of the River Roding near the A406 junction;
- Four Hotels - Formula 1, Etap, Premier and Ibis again on the west bank.
- the Metropolitan Police on Hertford Road;
- Harvey's Retail Warehouse on part of the Abbey Road Retail Park.
- Wickes Retail Warehouse on Hertford Road;
- Morline Offices, London Road adjacent to the A406/ London Road roundabout;
- 42 flats at the junction of St.Pauls Road / Abbey Road;
- 90 new flats and ground floor retail in the mixed-use Odeon development;
- completion of the first phase of the Malthouse arts workshop space on Abbey Road (south).

These developments, most of which are visible on the route from the A406 into the Town Centre and have redefined the immediate riverside area providing a distinctive use of external materials and colour.

The implementation of 'The Catch' public art on the Fanshawe Avenue roundabout has also provided a distinctive gateway into the Town Centre from the east and other important landmarks which visually define the Town Centre include the Town Hall and Broadway Theatre, St Margaret's Church and the Linton Building

Current Developments

There are a number of current developments which will have a significant impact on the town centre. They include:

- refurbishment of the Broadway Theatre;
- Barking Town Square and Library development;
- a number of new housing developments particularly along Abbey Road (south);
- East London Transit proposals.

These are seeking to enhance Barking as one of the key centres in the Thames Gateway and enable a coherent and legible approach to be taken to developing a high quality public realm.

Social / Cultural Issues

In addition to the built form the social and cultural context is also important. Barking is now and probably always has been a multi-cultural community. There are a number of schools, community facilities, access, faith, local business and resident

groups which have particular needs and aspirations and will influence the way in which the public realm will be used and developed in the future. The Town Code must reflect the social and cultural environment as well as the economic and physical.

Current Strategies / Policies

In recent years a number of important strategies and studies have been developed to tackle the issues described previously and to build on the potential that exists in and around Barking Town Centre. They include:

A. Barking Town Centre Strategy 1998

The Barking Town Centre Strategy, which forms part of the Council's Regeneration Strategy, 'An Urban Renaissance in East London', established key aims for Barking to diversify its role and function, encourage new quality housing development, and support local people find new jobs and access life enhancing opportunities.

The vision developed to create a vibrant Town Centre includes:

- more people living within the centre;
- increased night activity with bars, cafes and restaurants, music, dance and drama;
- a thriving daytime centre with new shops, offices, library, learning centre and one-stop shop served by the second most important transport interchange in East London;
- residents on the surrounding estates living in genuine mixed communities;
- local services closely attuned to resident's needs with Neighbourhood Management being prominent;
- high quality public spaces and well designed new buildings which local people identify with and are proud of;
- sustainable living where local people can access good facilities and good jobs without having to drive and can easily get to other destinations via good transport links.

B. Barking & Dagenham - An Urban Renaissance 2001

This forms part of the Borough's emerging Community Strategy building on the earlier Barking and Dagenham 2020 Vision and the Community Priorities. It's actions and targets relate the creation of a distinct environment, with distinctive neighbourhoods, public realm improvements, use of public art and high quality landscaping and the improvement of the Town Centre to enhance and improve it's social, economic and environmental vitality and viability improve the quality of the environment and linkages with between key destinations.

C. Roding Valley Design Guide 2002

The Roding Valley Design Guide prepared by Ferguson McIlveen produced a strategy for the landscape treatment of the external spaces linked to the development taking place along the river frontages of the River Roding and Barking Quayside to ensure consistency in style and quality along it's length. The guidance included consideration of the width of walkways, the treatment of quay walls, coping and railings, levels in relation to the walkway, lighting and future maintenance, boundary treatment, signage, planting and choice of materials. Specific recommendations included timber slat seating, timber decking, stainless steel litter bins, brick and exposed aggregate surfacing used to create flowing

lines, cast steel balustrading with dark blue painted uprights and stainless steel rails and street lighting to match the existing lights around the Town Quay.

D. Barking Framework Plan 2003

The Council have worked with consultant team East / Sergison Bates / ATIS REAL Weatheralls / WSP Group (ESB) and the Greater London Authority group, particularly the London Development Agency and the GLA Architecture and Urbanism Unit, to produce a draft framework plan for Barking covering the wards of Abbey and Gascoigne including the Town Centre. The plan was based on 11 strategies as follows:

1. High Street Network - widening, extending and upgrading key Town Centre routes bringing together around the high street network an expanded market, an adjusted Vicarage Fields shopping centre, new retail development and existing street shops in a mutually compatible way.

2. River Edge Strip - making a consistent relationship to the river from the town centre, making it more visible, and directly accessible and adding an increased mixture of community and public uses, overlooking Abbey Green.

3. A406 Strip - making more of the space between the A406 and the new river in terms of higher levels of visibility, increased mix of use and public activity.

4. Railway Space - building a range of housing types next to the railway, taking advantage of the special spatial conditions and proximity to the station offered by their location.

5. Parks - expanding the public usability, visibility and accessibility of Abbey Green, Barking Park and Greatfields Park.

6. Tall Buildings - siting of high quality tall buildings along the high street network to give legibility, visibility, and density where locations are prominent and close to the station.

7. Housing - make high impact improvement across the whole of Barking accommodating growing diversity in housing need with provision of greater variety of housing types and tenures. Increasing densities and quality of new housing.

8. Community Uses - integrating location and timing of provision for new schools, libraries, play facilities, health centres etc and integrate provision with proposals for new housing.

9. Retail - bring in large retail uses to reinforce the retail offer in Barking and improve integration between existing and proposed retail.

10. Environmental Improvements - establish a range of environmental improvements which relate to a strategic handling and adjustment of public space, including upgrading and widening of footways, clearer directional signage, high quality lighting, consistent provision of street furniture, and planting.

11. Movement - adjusting route networks in which public and private vehicles can give excellent access into and through the town centre, whilst retaining the sense of pedestrian priority. Using well-organised non-ground level systems of car parking to maximise public space.

Following the Barking Framework Plan proposals for physical improvements to the town centre where prepared for consultation in February 2004. The design principles for an improved public realm included:

- that it is available and accessible to all;
- the creation of a safe environment;
- reconnections to the housing and industrial areas surrounding the town centre;
- encouragement of new investment;
- high quality design;
- development of a comprehensive approach;
- avoidance of clutter.

Specific reference were made to:

- Town Centre Housing Areas – Gascoigne, Harts Lane, Tanner Street
- High Street Network
- Abbey Green
- Barking Park
- River Roding and A406 strip
- Housing Grid

E. Barking Town Centre Action Plan 2003

The Barking and Dagenham 2020 Vision provides a framework within which the Barking and Dagenham Partnership has developed the Community Strategy. This strategy is based on the Borough's Community Priorities, which emerged out of a wide ranging consultation programme in 2000, with local community groups, the wider community and voluntary organisations. Some persistent themes emerged which were developed into seven Community Priorities, which are as follows:

- promoting equal opportunities and celebrating diversity;
- better education and learning for all;
- developing rights and responsibilities with the local community;
- improving health, housing and social care;
- making Barking and Dagenham cleaner, greener and safer;
- raising general pride in the Borough;
- regenerating the local economy.

These priorities will shape and improve the future economic, social and environmental well-being of Barking and Dagenham.

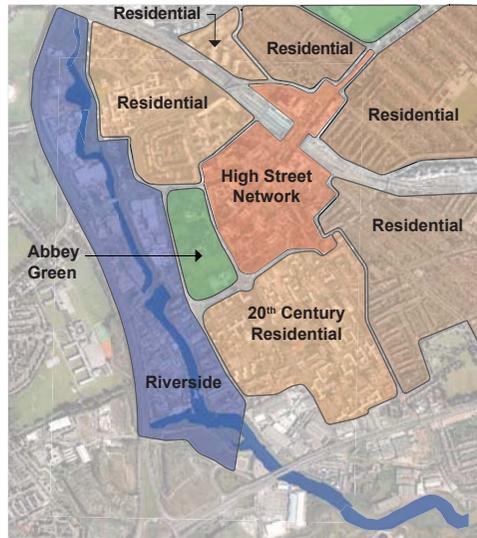
The purpose of the Action Plan is to aid project management and project delivery in Barking Town Centre - it sets down objectives, outcomes, performance indicators, 5 year priorities, a key programme map based on the Barking Town Centre framework and project milestones. The projects and proposals within this plan aim to achieve the aspirations of the 2020 Vision, the Community Strategy and the Regeneration Strategy. The Town Centre objectives contribute to wider sub-regional (London Thames Gateway) regional (GLA group) and Central Government (Sustainable Communities Plan) aims and objectives.



Framework Plan - High Street Network

LBDD's Executive agreed on 18 March 2003 the 'Barking Town Centre Action Plan' and the ESB 'Framework Plan' as a strategic basis for indicating a town centre vision. The conventional masterplan approach was avoided and a flexible framework put forward to achieve realistic change corresponding with the dynamic requirements of active regeneration. Further development regarding 'Retail' and 'Movement' is expected and lifted out of this version. This Barking Town Code, prepared by Burns + Nice, is a first direct follow-up of the High Street Network Strategy and the recommended Environmental Improvements mentioned in the ESB Barking Framework Plan (2003). It is expected that this will lead to a more integrated approach for care and attention for the public realm.

Sense of place



Character areas

In developing the Town Code it is important to establish an overall 'sense of place' for Barking. Locally distinctive areas need to be reflected and strengthened and a hierarchy of spaces, streets and places must be created.

Character Areas

The four basic character areas within the Town Centre are identified as: High Street Network: Abbey Green: Riverside and surrounding residential neighbourhoods. These can be sub-divided between the Victorian terraced streets and the more recent estates designed predominantly on the basis of the cul-de-sac, which are both immediately within the Town Centre and form the surrounding wider area to the north, east and south.

High Street Network

This contains the retail centre including the Vicarage Field Shopping Centre, the new Civic Quarter, Barking Station interchange and the Market streets. Buildings in this area are traditionally of brick with stone features and the Town Hall visually dominates both this area and the Town Centre as a whole. The existing public realm is a mix of clay pavers, concrete products and 'heritage' style street furniture. Lighting in particular is a mix of many types and the effect is one of clutter and lack of coherence. The Market impacts on the area but does provide vibrance to the Town Centre. This contrasts with the civic area which in comparison lacks activity.

Abbey Green

Abbey Green is the historic heart of Barking with Conservation Area and Scheduled Ancient Monument designations and mixes green space with the historic stone and brick buildings and structures associated with St Margaret's Church and the remains of the Abbey. Areas of Yorkstone and granite paving occur although generally the street furniture and paved surfaces are do not truly reflect the important heritage setting of the Green.

North Street and Broadway provide an important interface between the High Street Network and Abbey Green. The Abbey was historically closely integrated with the Town Centre and this interface needs to be strengthened and enhanced both physically and through material links. Paths that cross the Green and connections to it across the surrounding roads are important links in the pedestrian network.

Riverside

The Roding Valley corridor is a combination of natural water edge, industrial / retail shed developments and some remaining historic buildings and structures, particularly the Town Quay, Old Granary and Malthouse. It includes both the River edge strip on the east side and the A406 strip on the west between the River and the A406 North Circular and the approach to Barking from it. As well as the new Cultural Quarter based around the Malthouse complex residential development is providing the opportunity to improve the physical environment and increase access to the River frontage. London stock / blue engineering brickwork / granite surfaces & edges, timber and steel all feature in the material vocabulary.

Residential Areas

Residential areas are located both within and surrounding the Town Centre. These combine the Victorian terraces and their associated linear street pattern with the more recent public housing estates. Links to the Town Centre and access to public transport from these areas has been impacted by road severance and improved connections to the Town Centre and facilities are required. Here concrete products, highway lighting and standard street furniture dominate the public realm. The recent estates have extensive green space compared to the terraced housing. The opportunity exists to differentiate between neighbourhoods, strengthen the quality of the external environment and improve local distinctiveness.

An analysis / study of the residential areas is beneficial for a further consolidation of the Barking Town Centre Interim Planning Guidance. The work carried out by Burns + Nice for this study has however made a clear response to the requirements of the tender brief. The level of understanding achieved is sufficient to produce a creative solution for the Barking Town Code and associated four pilot projects.

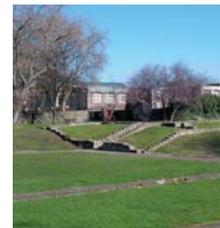
These character areas contain a hierarchy of activity and intensity as well as important natural and historic resources indicative of their relative importance in contributing to Barking's overall identity. The public realm within these basic areas also has a hierarchy of spaces and routes again reflecting relative importance and intensity of use.



Town Hall



East Street



Abbey Green



Gascoigne Estate



19th Century Housing

Landmark Buildings

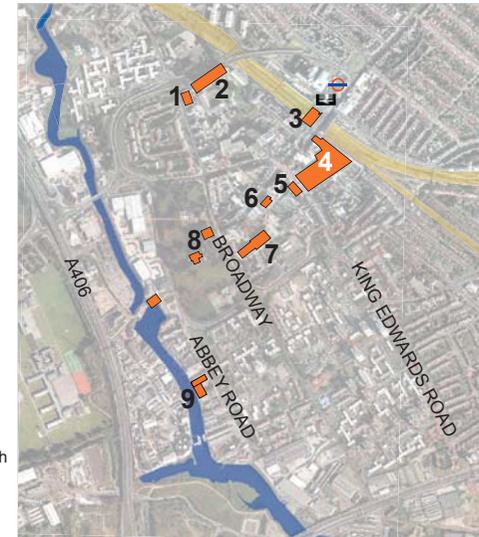
Within the Town Centre there are a number of landmark buildings which contribute significantly to Barking's identity and the different character areas while also providing an indication of the traditional building materials that have historically been used. The most visible buildings which stand out in the Town Centre and views towards it are the:

- Town Hall
- St Margaret's Church / Curfew Tower
- Linton Building

The Linton Building, although not universally liked, is nevertheless a regional landmark and associated by thousands with Barking (and indeed, even visible from the London Eye). It gives orientation to the Town Centre and provides an identity to its neighbourhood. There is of course, always room for improvement, however dominant. This area is at present being considered for redevelopment, but the retention of a landmark 'feature' associated with the station and Barking would be worthwhile. Others buildings which are more important locally and provide local landmarks that give definition to the public realm are the:

- Sikh Temple
- Barking Station
- Vicarage Field Shopping Centre
- Police Station
- Magistrates Court
- Old Granary
- Malthouse

1. Sikh Temple
2. Linton Building
3. Barking Station
4. Vicarage Field Shopping Centre
5. Police Station
6. Magistrates Court
7. Town Hall
8. St. Margaret's Church / Curfew Tower
9. Malthouse
10. Old Granary



Landmark buildings



Town Hall



Curfew Tower



Lintons Housing



Old Granary



Barking Station



Magistrates Court

Public realm hierarchy



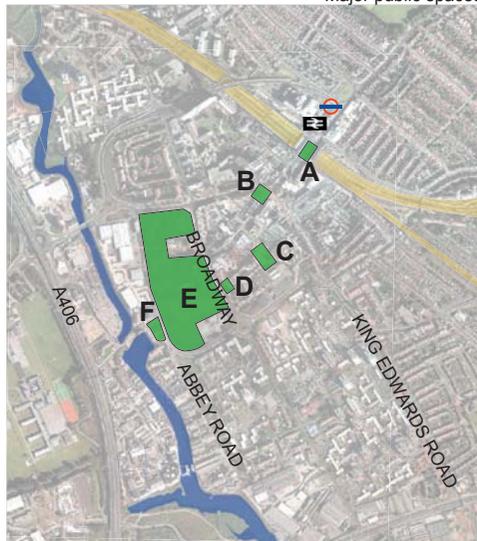
High Street Network

The High Street Network is the core of Barking Town Centre with a number of pedestrianised streets and service access requirements. It contains most of the non-residential uses and the Market. A number of new developments including the new Barking Town Square, Broadway Theatre and East London Transit provide the opportunity for significant improvements to the public realm. This will contribute to overcoming existing problems of clutter, lack of clear signage and mix of surface treatments to provide a coherent and high quality environment that complements both the historic and contemporary built form.

- High Street Network boundary
- Pedestrian areas
- Service access

High Street Network

Major public spaces



- Major public spaces



Major Public Spaces

A. Station Forecourt

Barking Station is an important gateway location. The station forecourt functions as an important public transport interchange which will be further developed with the development of the East London Transit. The proposed creation of a high quality public space which can accommodate all the necessary pedestrian and vehicle movements will provide an important indication of Barking's regeneration and first impression of many visitors.

B. Station Parade / Ripple Road / East Street / London Road Junction

This is the major focus of the High Street Network being the intersection of the main pedestrianised streets and Market. The Bandstand currently provides a central feature but this space will be the subject of very significant change when the East London Transit route is introduced.

This is a space that most people visiting the Town Centre will experience and is very much a meeting place. Pedestrians, Town Centre visitors and bus passengers will notice the new layout. It will remain the commercial focus for the town centre and the public face of the market. The building enclosure and the detailing of the streetscape will need careful consideration to make this impact a positive one.

C. Town Square

A new Town Square is being developed as part of the creation of the Barking Town Square development which will provide an enhanced Civic Quarter based on the Town Hall and new proposals for the Lifelong Learning Centre and associated retail and residential units. The Town Square will be one of the most important spaces in Barking and provides the opportunity for the creation of a special place.

D. Broadway Theatre Piazza

The public space which is to be created as part of the development of the Theatre will provide a gathering space and opportunity to create a link with the Abbey Green. It will overlook the Green and the footpath route across it leading to the Town Quay and provide high quality extension to the public realm. It also forms an important focus on the North Street / Gascoigne Road route linking the residential neighbourhoods to the north and south of the Town Centre.

E. Abbey Green

Abbey Green is the major Town Centre open space and forms part of Barking's historic core, reflected by its Scheduled Ancient Monument and Conservation Area status. It forms an important link between the High Street Network and the Town Quay and Riverside area and requires enhancement to reflect its status and improved interpretation of its heritage resource

F. Town Quay and Riverwalk

The Town Quay is also part of the original historic heart of Barking. Its character reflects this, today it is the major access point to the river corridor. It would benefit from improved linkage with Abbey Green and increased activity associated with the river.

Public realm hierarchy

Key Pedestrian Routes

There are a number of key pedestrian routes which cross and link to the Town Centre in Barking. These connect with the major public spaces and facilities and could be improved with greater definition, enhanced design and signage.

Pedestrian Spine

The main pedestrian route through the Town Centre is the route which links Barking Park to the northeast with the Town Quay and river to the southwest via Barking Station, East Street and Abbey Green. Most of this route is pedestrianised with major road crossings confined to Broadway and Abbey Road (although Broadway has relatively light traffic). This route includes an extensive part of the Market and a direct link to the proposed Town Square.

Riverwalk

The Riverwalk is currently being developed to extend the existing sections north of Town Quay to the south in conjunction with the new residential developments that are being constructed or planned in the near future. The Riverwalk will promote the maritime link with an important part of Barking's heritage and an important recreational resource for the Town Centre.

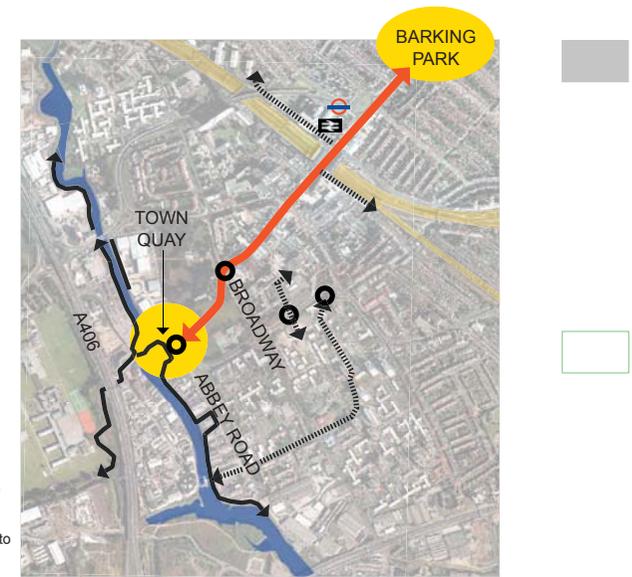
Pedestrian links to Residential Areas

Pedestrian routes from the surrounding residential areas to the Town Centre are limited. There is a significant route from Abbey Road South which links with the Riverwalk through the Gascoigne Estate to St Paul's Road near the gyratory system around Lidl. Improvements are planned to improve two other routes which will cross the Ring Road at St Ann's Road and Wakering Road.

Linked Street Routes

Other key routes from the residential areas to the Town Centre use the existing streets and form significant north / south routes which cross the Town Centre and link with the central pedestrian spine described above and wider High Street Network. These routes are:

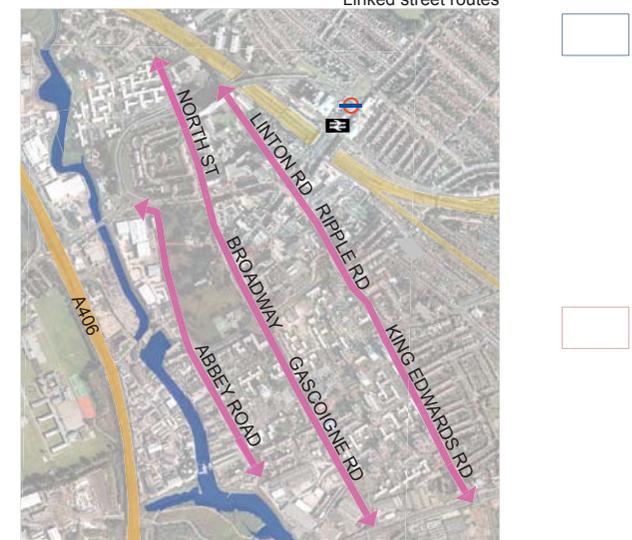
- Linton Road / Ripple Road / King Edwards Road;
- North Street / Broadway / Gascoigne Road;
- Abbey Road / Abbey Road (south).



- ←→ Pedestrian spine
- Riverwalk
- Pedestrian links to residential areas
- Key junctions
- ↔ Street routes

Key pedestrian routes

Linked street routes



Station Parade



Highbridge Road

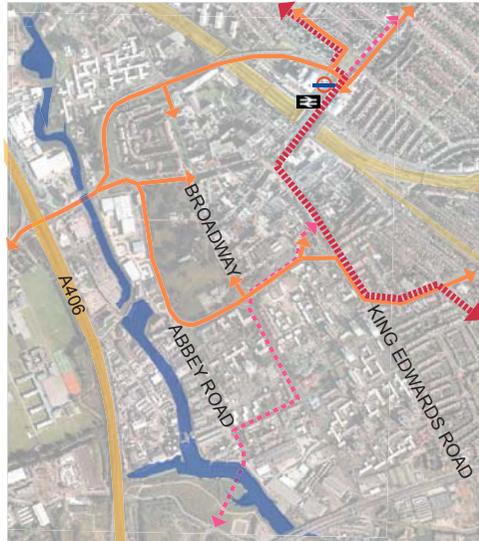


View from St Ann's



North Street

Public realm hierarchy



Connections beyond Barking

-  ELT Phase 1
-  ELT Future Phase
-  Rail
-  Strategic Road Network - A406
-  Local Road Network - links to Ilford, Dagenham, East Ham

Connections beyond Barking

Road and public transport services connect Barking to its wider hinterland and access Barking via important junctions or transport interchange. These are important in determining arrival points and legibility and a sequential approach for visitors accessing the Town Centre's public realm network. Recognition of entry into Barking is also important for those travelling through Barking on route to other destinations. The key routes are:

Strategic Road Network - A406

This provides the main entry into Barking from the strategic road network across the Roding Valley corridor. It is important that arrival at Barking is signalled at the A406 junction and on entry to the Town Centre from it.

Local Road Network – Links to Ilford, Dagenham, East Ham

This effectively forms the ring road around the Town Centre and is the route taken for those entering and passing through the Town Centre. Improved integration with the Town Centre and access for pedestrians crossing the road from the surrounding residential neighbourhoods would reduce severance and improve Barking's legibility.

Rail link to London and East Coast

The London to East Coast line and London Underground serves Barking Station which together with bus and future development of the East London Transit makes it a significant public transport interchange and arrival point.

East London Transit link to Ilford, Dagenham and beyond

The ELT is proposed to pass through the Town Centre with its route most likely via Ripple Road and Station Parade. It is important that the infrastructure is integrated with and conforms to the Town Code so as to ensure a cohesive scheme in a key area of Barking's public realm.



A406



St Paul's Road



Rail Station



Ripple Road ELT Route

Public realm hierarchy

Gateways

The pedestrian, local street and strategic routes create a number of gateway sites on the approach to Barking Town Centre. These provide the potential for the creation of special places where distinctive design, signage and materials can mark entry into the town and give legibility to peoples journeys and provide a memorable experience. This can be achieved by the arrangement of built form, public or open space or views to distinctive features as well as use of lighting, individual signage or public art works.

The gateways can be divided into those signifying Barking as a place (Main Approaches to Barking) and those related specifically to the Town Centre (Street and Pedestrian Links to Town Centre) as follows:

Main Approaches to Barking

- London Road from A406;
- Ilford Lane / Longbridge Road;
- Station Entrance;
- Ripple Road at junction with St Paul's Road;
- Town Quay from Roding Valley / Riverwalk.

Street and Pedestrian Links to Town Centre

- Abbey Road / Abbey Road (south);
- Gascoigne Road / St Paul's Way;
- North Street / London Road;
- Linton Road / London Road;
- Wakering Road
- Longbridge Road;
- St Paul's Way / Gyratory to Gascoigne Estate;
- St Ann's to Gascoigne Estate.



Gateways

A5 Gateways to Barking

- A1 - London Road from A406
- A2 - Ilford Lane / Longbridge Road
- A3 - Station Entrance
- A4 - Ripple Road at Junction with St. Paul's Road
- A5- Town Quay from Roding Valley / Riverwalk

B1 Street and pedestrian links to Town Centre

- B1 - Abbey Road / Abbey Road (south)
- B2 - Gascoigne Road / St. Pauls Way
- B3 - North Street / London Road
- B4 - Linton Road / London Road
- B5 - Wakering Road
- B6 - Longbridge Road
- B7 - St. Pauls Way / Gyratory to Gascoigne Estate
- B8 - St. Ann's to Gascoigne Estate



Approach from A406



Station Parade

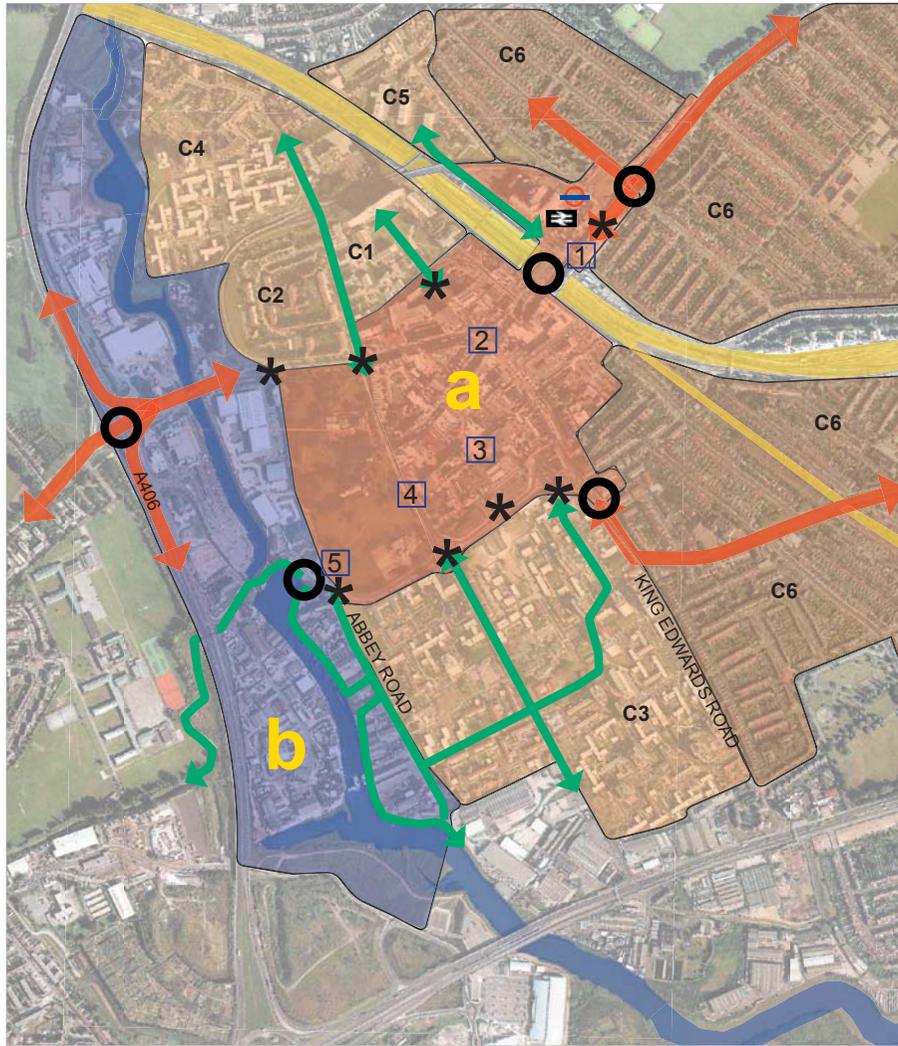


Town Quay



Abbey Road (south)

Town code rationale



Connections beyond Barking

- Main approach routes linking Barking to its Hinterlands
 - Street and pedestrian links from Local Neighbourhood
 - * Local entry points to Town Centre Core
 - Main gateways
 - a** Town Centre Core including Abbey Green
 - b** Roding Valley / Town Quay
- Surrounding neighbourhoods:
- C1 The Lintons
 - C2 Whiting Avenue
 - C3 Gascoigne Estate
 - C4 Harts Lane
 - C5 Tanner Street
 - C6 Victorian Terraced Housing
- Special places :
- 1 Station Forecourt
 - 2 Ripple Rd. / East Street Junction
 - 3 Town Square
 - 4 Broadway Theatre Piazza
 - 5 Town Quay and Riverwalk

Town Code Rationale

Based on our analysis of the historic and current context, the character areas, public realm hierarchy and connections between the Town Centre and surrounding neighbourhoods and wider hinterland we have developed the Town Code to reflect the following urban structure:

Town Centre Core – The High Street Network and Abbey Green

Town Quay & Roding Valley Corridor

Surrounding Neighbourhoods

- The Lintons
- Whiting Avenue
- Gascoigne Estate
- Harts Lane
- Tanner Street
- Victorian terraced housing

Main Approach Routes linking Barking to its Hinterland

Main Gateways

Street and Pedestrian links from Local Neighbourhoods to Town Centre Core

Local Entry Points to Town Centre Core

Major Public Spaces

- Station forecourt
- Ripple Road / East Street junction
- Town Square
- Broadway Theatre Piazza
- Town Quay and Riverwalk



High Street Network - Ripple Road



Roding Valley Corridor

Town code principles

Town Code Principles

The following principles will underpin the Town Code to ensure that it is distinctive to Barking, is equitable and applicable to all areas, practically achievable within the resources available.

The Principles are:

- coherent and integrated approach throughout Town Centre;
- reinforce and interpret local character to achieve distinctive neighbourhoods;
- remove / reduce clutter through rationalisation of street elements;
- emphasis on hierarchy of spaces and streets;
- differentiate movement to and through Barking;
- quality and durability of materials and their application;
- attention to detail design;
- sustainable long term management;
- adaptability.



Gascoigne Estate



Town Square



Local character



Remove clutter



Emphasis on hierarchy



Reflect movement

2. Design guidelines

Surface materials



- 1** High Street Network
- 2** Broadway / Abbey Green
- 3** Riverside
- 4** 19th Century Housing
- 5** 20th Century Housing

Paving forms the key background element in the built environment. It should be simple and modest in style, accessible for all users and should reflect and enhance the character of its surrounding area. The size and colour of the units should be appropriate to the setting, and in particular should be carefully considered with the materials used in the design of adjacent buildings. Quality and simplicity in design and construction will also reduce maintenance costs and make reinstatement easier to carry out and monitor.

Granite Paving - Within the High Street Network generally silver grey granite should be used for pavement surface and shared road surfaces, edging to materials changes, kerbs and other change of level in conjunction with clay pavers as described below. The size of paving unit will generally be 600mm x 300mm for pedestrian areas and 200mm x 100mm for shared surfaces (subject to detail design in specific areas). Granite should also be used for paving, edging and kerbs in conjunction with the Abbey Green and Riverside area in combination with clear resin bound gravel or special stone paving as described below.

Other Stone Paving – Yorkstone paving is currently used on Abbey Green and together with other stone paving such as terrazzo, limestone, Caithness stone, slate or different granites would be used for special paving areas in the major public spaces and Abbey Green frontage.

Brick Pavers - Red multi colour only and narrow proportion, in running bond or herringbone according to use (Baggeridge Red Multi Sovereign Stock Square-edged Slimpave brick). Used in conjunction with granite delineation bands and edgings for the main pedestrianised areas and the shared surface areas associated with public transport routes through the High Street Network. A similar brick in a multi red / blue colour (Baggeridge Red Multi or Blue Sovereign Stock Square-edged Slimpave brick) can also be used for surface delineation within Homezones in residential areas and larger spaces along the Riverwalk.

Concrete Paving - Silver grey Conservation paviors should be used for the main approach routes and street / pedestrian links to the Town Core area. Natural coloured 900mm x 600mm or 600mm x 600mm paviors should be used as a multi-purpose paving material for streets and local spaces across Barking beyond the Town Core. Concrete paving should be designed, cut and laid with the same care as natural stone paving. Banding in particular should be aligned across the pavement direction from back of pavement to kerb with staggered jointing. Slabs should be tightly cut and fitted around obstructions without small unit or mortar infilling.

Surface materials

Tactile Paving – Tactile paving should match the general paving surface within which it is located for uncontrolled crossings and meet the required standard for its specific purpose in accordance with Department of Transport specification. Red 400mm x 400mm tactile paving should be used for controlled crossings again in accordance with Department of Transport specification with red granite used in the High Street Network. Tactile paving should be laid to ensure careful integration with surrounding paving surfaces.

Concrete Blocks - 200mm x 100mm pencil edge grey concrete key block paving should be used for shared pedestrian / road surfaces, in areas designated as Homezones or where the road surface changes for traffic calming purposes outside the Town Centre Core.

Asphalt / Tarmac - Black tarmac with 10mm or 14mm aggregate as appropriate should be used for the main roads where no special treatment is required within the Town Centre and adjoining residential neighbourhoods with red asphalt for designated bus lanes. Red asphalt with 6mm aggregate size can also be used for footways within 19th and 20th century residential areas or black asphalt where shared pedestrian / vehicular surfaces occur.

Clear Resin Bound Gravel - A clear resin bound natural buff rounded gravel should be used for the footpaths and informal cycle routes, in open space areas, along the Riverside Walk and for tree surrounds. This can also be used in other colours / materials for special paving areas. Resin bound gravel should be contained either by granite, stainless steel or aluminium Profiler edging as shown in the standard details.

Kerbs - Kerbs within the High Street Network, Abbey Green, Riverside and 19th / early 20th century housing areas should be 300mm width silver grey granite. Granite kerbs should be laid to radius wherever change of direction occurs and use standard dropped kerbs and corner sections as shown in the typical details. Mortar jointing should not overlap edges of kerb pieces. Elsewhere, 150mm width PCC kerb should be used in conjunction with PCC and tarmac paving.

Utility Covers and Drainage within Pedestrianised Areas - Utility covers should be recessed and deep framed to ensure paving units can be cut tight to the edge or carefully filled with the appropriate paving units to match adjoining paving surfaces and avoiding concrete / mortar infill. Drainage grills and gratings should also be integral to the paving pattern in galvanised steel or for the most important public spaces stainless steel.

Cycle Routes - In the town centre, cycle routes should be integrated with High Street Network materials and elsewhere should correspond to national colour preferences as developed for use by the London Borough of Barking and Dagenham.

Bus Routes - Pedestrian crossing points along bus routes should remain at carriageway level with dropped kerbs and surface material to match adjoining pavement.



Granite paving



Other stone paving



Brick paving



Concrete paving



Flexible paving



Enclosure



Existing brick and railing boundary walls



Timber fences and gates



Hedging



Riverwalk balustrade

Brick walls and railings are traditional features of London's streets and open spaces. They play an important role in defining the boundary of public and private spaces within the individual streets as well as creating the setting for specific spaces and providing a safety function. Consistent street boundaries create cohesive streets and provide a distinct character to individual neighbourhoods.

Boundary Railings / Walls - A railing should be incorporated with or without a low wall as appropriate around private or semi-private front gardens or communal areas. Higher walls can be introduced at the ends of terraces or the interface of private back gardens and the street, although visibility at street corners / junctions should be maintained. Walls should be constructed in materials which reflect / complement adjoining buildings.

Fencing and Gates - Timber fencing can be used to define private back gardens. Each neighbourhood or other housing blocks could have a specific design that is unique to that area, although consistency should be maintained throughout the whole neighbourhood.

Hedging - In some areas hedging or a combination of hedging and fencing may be a more appropriate as a surround to private front or communal gardens providing a softer street interface.

Riverwalk Balustrade - The balustrade along the riverfront should respond to and enhance views of the waterfront and could be developed as a design unique to Barking Town Centre.

Street furniture

Street furniture throughout Barking Town Centre should be of a contemporary, unfussy design and be seen as a 'family' to give overall continuity while allowing some local variations to reflect the different character areas within Barking. Heritage street furniture should only be retained if it is original and provides a special feature.

Seating - To be of a timber, metal + timber or stone design. Various configurations of the basic seat designs may provide options in different areas of the Town Centre, for example along the more formal areas of the Riverside seats with backs as appropriate. In other places such as the Town Square benches may be more suitable and provide the potential for sculptural elements. Adequate accessible seating with arm rests should be included in each sitting area / space. Stone seats should incorporate stainless steel or brass anti-skateboard studs on edges.

Bollards - These should be used sparingly within the Town Centre to minimise clutter and should be a contemporary design throughout. Within the High Street Network the Woodhouse Geo bollard with brushed stainless steel cap and grey (RAL 9007) painted steel body. There can be material variations to reflect special places such as the Town Square, Abbey Green or Town Quay to complement other materials such as stone or timber being used. Bollards can also be adapted to include lighting.

Litterbins - Within the High Street Network, Abbey Green and Riverside the stainless steel oval litter bin by Finbin should be used. Elsewhere the design should be simple and contemporary and be complimentary to other street furniture design, sizes may alter according to potential need in different spaces depending on usage.

Bicycle Stands - Should be located in association with public and open spaces, public transport, pedestrian routes and local community facilities. Within the High Street Network the Woodhouse Geo cycle stand should be used in brushed stainless steel to reduce ongoing maintenance. Elsewhere a simple grey painted (RAL 9007) steel continuous tube cycle stand should be used.

Tree Surrounds - Generally tree guards or grills should not be used. Street trees should be planted as semi-mature specimens with below ground guying. The tree pit should be provided with a surround to match the surrounding paving with bound gravel infill such as 'SureSet' or similar to provide a flexible and porous surface level with the adjacent paving. The surround to the tree pit should match the adjacent paving material except in brick paving or asphalt where a stainless steel edge trim should be used.

Guard Rails - The use of guard rails should be reduced to the minimum required, standardised in line with TfL Design Guidelines or similar design as approved by LBBD so that they are consistent throughout the Town Centre and painted grey (RAL 9007) to match other adjoining street furniture

Equipment Boxes - Essential equipment boxes such as cable TV, telephone and signal control boxes which are usually positioned on pavements should be painted grey (RAL 9007) to match other street furniture and to be less obtrusive within their specific setting. They should be located at the back or recessed behind the pavement, or ideally in locations where they are out of sight. Design to discourage fly posting should be considered for equipment boxes through the use of profiled surfaces rather than textured paint.

Bus Shelter - Bus shelters to be a standardised type throughout Barking. However, within major public spaces (refer to page 12) a unique 'site specific' bus shelter can be used.



Timber / metal seating



Stone seating



Bollards



Litterbins



Bicycle stands



Tree surrounds



Lighting



Street lights



Existing decorative street lights



Low level lighting types applicable to Abbey Green or Riverside



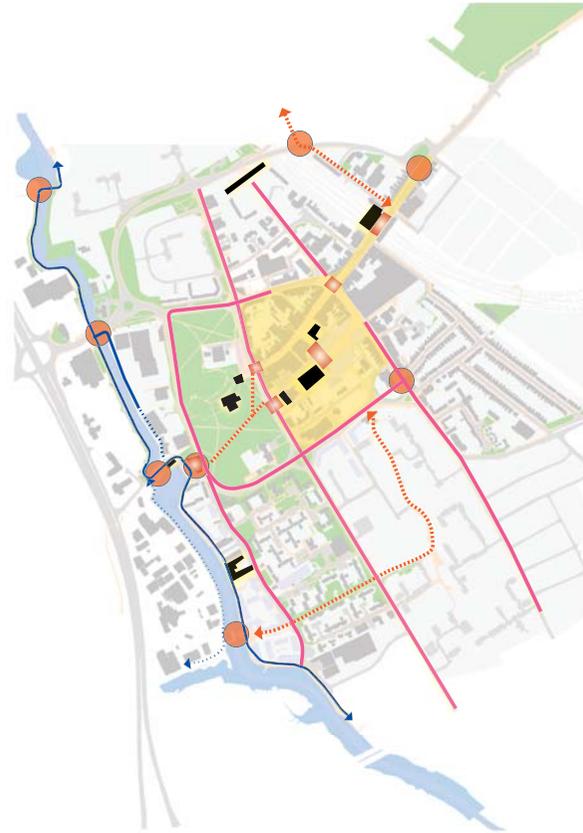
Uplighters and downlights



Light bollard



Light as art



- High Street Network area of street lighting mounted on buildings
- Linked street routes with Geo Lighting Column / Lantern
- Buildings with flood lighting
- Gateway / lighting / installations
- Lit pedestrian routes
- Riverwalk
- Major public places

A white light SON (-T) should be used throughout Barking to give a good natural lighting level and provide a safe and comfortable environment for use of the public realm at all times. Lighting can also enhance and highlight buildings, features and spaces and provide public art in its own right. Light fittings and furniture should be unfussy, contemporary and designed as part of the overall street furniture vocabulary. The examples illustrated indicate both the style and range of locations and uses where it could contribute to Barking Town Centre.

The overall lighting strategy (as illustrated on this page) shows the High Street Network with lighting wall mounted from buildings only, the key streets with column mounted lighting, floodlighting locations to accentuate landmark buildings, special places and gateways where light installations could be most effective and the key pedestrian routes requiring good lighting to enhance personal security.

In contrast, the Abbey Green and River corridor should have low levels of lighting from a hidden source, except where features referred to above occur, to emphasise the natural environment and achieve safer routes.

Streetlights: Wall Mounted – Within the High Street Network wall mounted lights should be used wherever possible to reduce street clutter and conflicts within public transport routes and the market. This should be the Woodhouse Geo Disc silver (RAL 9006) to the appropriate illumination level and as used for column mounted lights. It should be hung from a single support arm.

Street Lighting: Column Mounted – Where wall mounted lights are not possible within the High Street Network and linked Street Routes (refer to diagram on page 13), a conical straight pole painted grey (RAL 9007) with single support arm should be used to suit specific situation. The Woodhouse Geo range provides a range of conical column sizes and can be adapted to accommodate lighting and traffic signals, hanging baskets, banners, festive lighting, pedestrian direction signs and litter bins.

For streets within the surrounding residential areas the Thorn Alpha 2000 aluminium lantern (or similar approved) with anodised aluminium posts should be used. Options for solar powered and energy efficient street lights should also be examined.

Footpath Lighting : Column Mounted – For pedestrian routes requiring higher lighting levels the Woodhouse Parklight grey (RAL 9007) mounted on a conical pole from the Woodhouse range grey (RAL 9007) should be used.

Other lighting should be integral to street furniture or the fittings and located to avoid views of the light source except where the lighting forms a specific public art installation. Examples of such locations include:

- floodlighting of landmark buildings;
- lights to entrances;
- uplighters to trees;
- lighting integral to seats;
- bollard lighting;
- low level lighting along walkways, pavements and steps;
- lighting to water features and public art;
- light as art;
- light to define routes and locations.

Signage and structural features

All signs should be integrated into the streetscape, but at the same time be clear to read and easily seen. They should relate to their surroundings and the design should be contemporary in approach and be carried throughout the whole scheme.

Street Signs - All name-plates should be of the same style as the existing steel street name signs and preferably wall mounted to avoid street clutter. Their positions should be consistent and of an appropriate height so that they are clearly visible.

Traffic Signs - Traffic signs are often intrusive and should be reduced to the minimum necessary. They should be the smallest size possible whilst complying with highways regulations and not cluttered. The number of poles can be reduced by combining signals, signs and / or lighting where possible or fixing waiting / loading restriction and other appropriate signs to adjacent walls or bollards. Where located, poles should be provided in the same colour grey (RAL 9007) as the other street furniture including sign backs and traffic lights.

Directional Signage - Directional signs should generally be mounted on buildings or incorporated with other street furniture as part of a co-ordinated Town Centre design. Woodhouse Geo finger post signs with grey (RAL 9007) post and fingers with engraved lettering black on white background can also be developed as part of a co-ordinated street furniture package and be used in conjunction with other way markers. The value of artworks as signage should also be recognised, particularly in terms of trail or directional floor pieces. A hierarchy of signage, related to the main gateways, important destinations, key nodes or meeting places, and the key pedestrian routes is necessary.

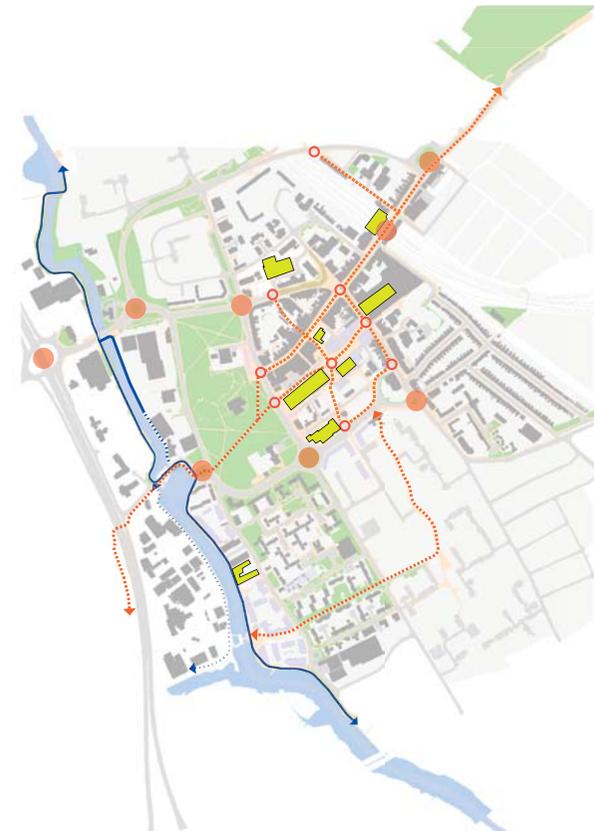
Structural Features - The future development of Barking could include a range of structural features in the landscaped and public space areas. They might include:

- cafés / kiosks
- market stalls
- bus shelters
- promontories over the river
- bridges
- transit / bus stops
- automated public conveniences

Each can provide a landmark and sculptural element which can enhance and make the public spaces more legible linking with the character areas and other elements of the hard and soft landscape including lighting, public art and colour schemes. The examples provided illustrate some of the opportunities that might be considered subject to cost and robustness appropriate to location.

Barking's market provides colour and vitality to the High Street Network but it is important to avoid clutter. The introduction of more homogeneous market stalls or canopies would strengthen the image of the market.

Automated Public Conveniences - Where required Automated Public Conveniences should be designed to match the setting and materials in which they are located. Contemporary designs rather than heritage styles should be adopted. They can also be adapted to be integrated with other street activities such as flower stalls / newspaper stalls as in other centres in London to make an attractive and active place within the street or space.



- Main Barking Town Centre gateways
- Key destinations
- Key pedestrian nodes
- ⋯ Key pedestrian routes
- Riverside walk



Directional signs



Street signs



Traffic signs



Traffic light columns



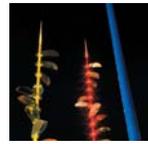
Structural features



Public art, water & colour



Art



Water



Colour



- Major public places
- * Gateways
- ⋯ Art trail

Public art can make a significant contribution to the regeneration of Barking's public realm and improving its profile provided it has been produced with sensitivity to the space in which it is to be located. The A13 Arts Project is an existing programme which has already been successful in this respect. Works of public art should be considered as an integrated part of street or open space design to reinforce routes and local identity, make connections and add to local distinctiveness as well as enhancing the interpretation of Barking's heritage and reclaiming unloved areas.

Art for Barking Town Centre could draw upon the history of the area, or the theme of the river, but should also be of a contemporary flavour in keeping with the new vision being developed for Barking. It should act as a focal point to emphasise a gateway, axis or view point or create a linked series of events to enliven the character and / or link the important public spaces and places such as the Town Square, Broadway Theatre piazza, Abbey Green, Malthouse complex or Riverfront.

Public art can also be used as an effective public consultation tool to engender a sense of public ownership and acceptance of the overall Town Code. The development of a Public Arts Strategy related to the Code would achieve an effective focus of arts projects and initiatives. Public art projects could be considered for the key public spaces, the main gateways into Barking and the main pedestrian route from the riverside to the High Street Network via Abbey Green to create legibility and memorable spaces. (Refer to diagram on this page)

Water

Water is a key element of Barking's identity and historic origins. Today the River frontage offers significant views both up and down stream and beyond and the existing river walk with its proposed improvements provides a unique opportunity for many recreational activities both active and passive particularly in association with the Canoe Club.

To reflect the significance of water to Barking and improve the link between the Town Centre and the Roding River corridor consideration should be given to the introduction of a water feature(s) in the most important public spaces in Barking. In particular the integration of water in relation to the design of Town Square and Town Quay as special places should be considered both to reflect and contrast the natural environment of the river corridor.

Use of Colour

Colour could be used to create local distinctiveness throughout the Town Centre. Structures within the public realm, architectural treatment, planting, lighting and even a limited number of special paving areas all have potential for the creative use of colour to reflect the different character areas and the various residential neighbourhoods. While a neutral colour is proposed (grey aluminum RAL 9007) for street furniture, controlled use of colour could be used in specific areas such as Abbey Green or the Riverside. Toned use of colour in this instance would reinforce the relationship to the area beyond.

Inscribed Paving

Inscriptions or symbols placed within the paving could be used as a method of way-marking, making historical reference, or simply as a form of public art, which provides interest and adds to the local character within the Town Centre Core or Riverfront, major public spaces and pedestrian routes.

Tree planting

Tree planting should add to the overall structure for Barking to provide locally distinctive neighbourhoods, enhance streets, complement the architecture and emphasize important views and focal points. Tree planting should provide green routes to connect the open spaces within the Town Centre to the Riverside and surrounding housing.

Planting of trees may not always be appropriate and the need for planting must always be assessed against the character of the area. The following principles should be followed:

Strategic Specimen Trees / Tree Groups

Should be identified and protected and where appropriate, new locations identified.

Boulevard Street Trees

Should be restricted to:

- London Road (east section), East Street, Station Parade and Ripple Road within the High Street Network;
- The main Town Centre approach roads from the surrounding residential neighbourhoods North Street, Broadway, Linton Road, Ripple Road (south section) / King Edward's Road, Gascoigne Road, and Longbridge Road as far as Barking Park;
- London Road (west) and St Pauls Road.

Neighbourhood Tree Planting

Within the streets and open space in the surrounding residential neighbourhoods should be considered in relation to the urban design and character of each area. Where appropriate more ornamental trees could be introduced to give greater identity to each neighbourhood.

Typical groups and species that may be used within the Town Centre include:

- **Strategic Specimen Trees**:- The London plane (*Platanus acerfolia*), Hornbeam (*Carpinus betulus*), Norway maple (*Acer platanoides*);
- **Boulevard Trees**:- Alder *Alnus glutinosa*, Ash *Fraxinus oxycarpa* 'Raywood';
- **Ornamental Street Trees**:- *Sorbus aria* forms, Hawthorn *Crataegus sp.*, Ginko *Ginkgo biloba*, Apple *Malus sp* and Cherry *Prunus sp.*.

All new tree planting is subject to confirmation of underground utility locations / other obstructions and the requirements of highway infrastructure. In particular boulevard planting in pedestrianised streets should be carefully planned with any proposed CCTV installations.



- Boulevard tree planting
- High Street Network
- Broadway / Abbey Green
- Riverside - Natural Corridor
- 19th Century Housing - Street Trees
- 20th Century Housing - Street Trees and definition of Open Space



Specimen trees



Trees groups



Boulevard street trees



Colour from Trees

4. Implementation

Town code zones



Code Location

This section of the Town Code identifies the key areas to which the different elements of the Code apply. This includes the High Street Network, Abbey Green, Riverside, 19th century and late 20th century housing neighbourhoods where typical details, examples of materials and street furniture are illustrated.

The pilot projects which follow then illustrate how the approach can be applied to actual public realm areas including public spaces, streets and green space in the Town Centre.

The successful implementation of these projects and others is dependent on the quality of detailing, workmanship and the long-term sustainability of their maintenance if a high quality public realm is to be realised.

- 1 High Street Network
- 2 Broadway / Abbey Green
- 3 Riverside
- 4 19th Century Housing
- 5 20th Century Housing
- Pedestrian only
- Pedestrian and bus shared surface
- Car and pedestrian shared surface
- Road
- Green space
- Existing buildings
- Proposed buildings

Town code implementation

Quality of Detailing

To achieve overall quality in the public realm it is important that the detailing as well as the materials are identified for key elements to guide the detail design and implementation of the public realm improvements. Standard details that need careful consideration to achieve an overall high quality include:

- brick, granite and pcc paving;
- carriageways public for public transport;
- paving corner treatments;
- kerbs;
- raised entry and crossovers;
- dropped kerbs and tactile paving;
- street furniture placement;
- utility covers and drainage accessories;
- tree pits;
- cycle racks.

Quality of Workmanship

The quality of workmanship is a critical part of the implementation process and must be maintained across potentially a variety of procurement methods. Quality control procedures need to be in place to ensure the quality of workmanship. These should include:

- Inclusion in programme of adequate design and procurement periods.
- Use integrated design team with knowledge of approach and quality of detailing to be adopted.
- Provision of fully detailed design drawings and specifications.
- Ensure design is compatible with maintenance resources.
- Ensure contractor employed has experience of quality projects of a similar type.
- Ensure use of skilled labour for appropriate operations.
- Use of sample panels to agreed standard to be applied throughout works.
- No agreement to reduction in acceptable standard once agreed.
- Inspection and supervision by design and construction professionals.

Maintenance Principles

Ongoing maintenance is essential both in terms of general cleansing, removal of fly posting and graffiti and repair of damaged surfaces and furniture. In order that the Town Code can be sustained over time its proposals must be cost-effective and low maintenance to ensure that the public realm improvements can be delivered.

To this end it is important that the Town Code is incorporated into management and maintenance manuals which including the original high standards, details and specifications.

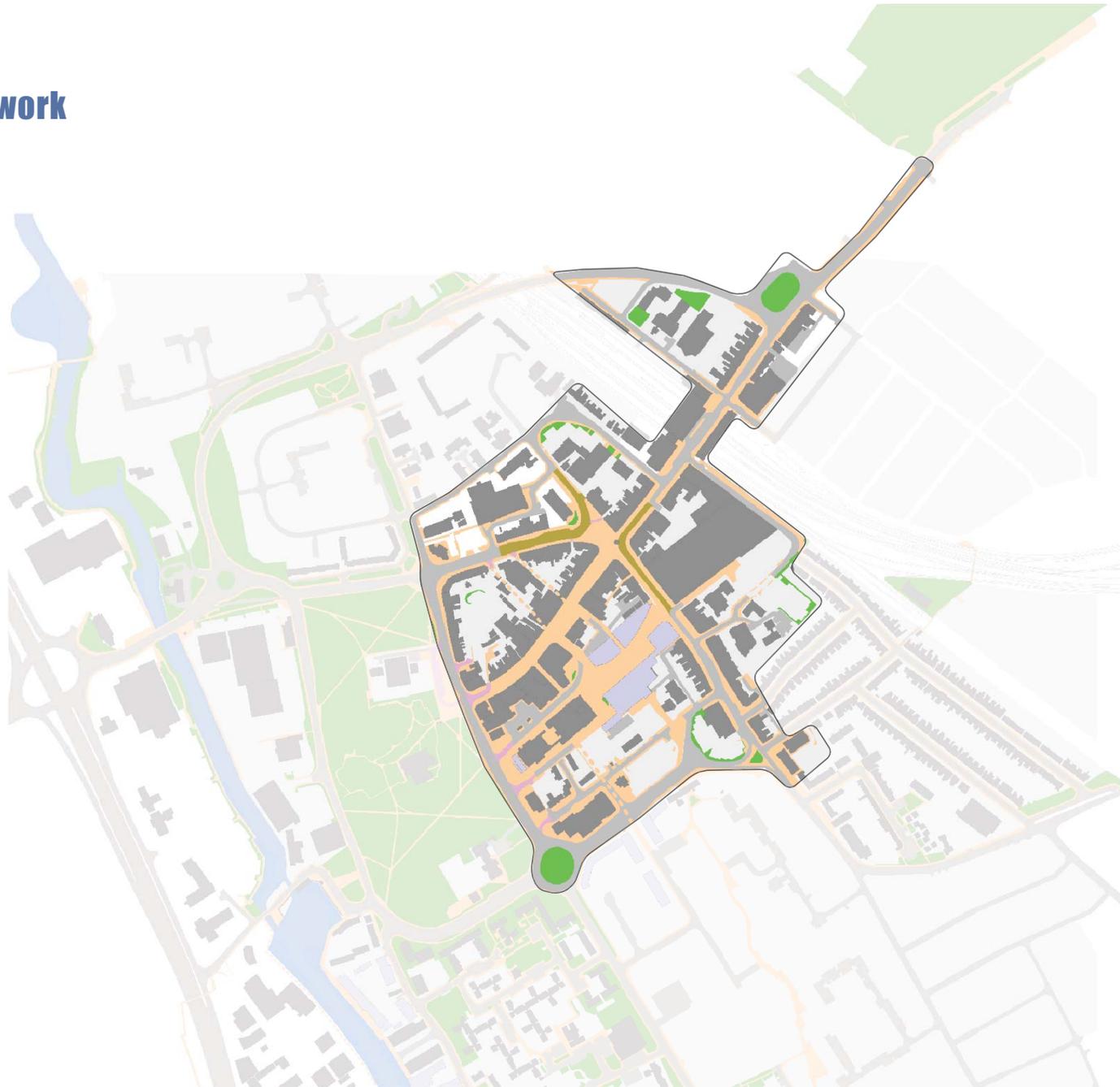


Maintenance principles



Quality of workmanship

1. High street network



1. High street network

The High Street Network contains Barking's retail centre including Vicarage Field Shopping Centre, the new Civic Quarter, Barking Station interchange and the streets where the Market is held. Brick and stone have been the traditional materials used and modern developments have continued with this palette of materials.

Silver grey granite is proposed as the basic paving material to create a unified and robust pedestrian surface throughout the town centre core. A multi-red brick pavior is used in conjunction with the granite to differentiate transport routes and the market streets with other types of stone paving providing identity to the major public spaces subject to detail designs.

The extent of street lighting and furniture should be limited to the minimum necessary, with wall mounted street lights and signs combined with other elements. They should be contemporary in design and based on the Woodhouse Geo range, largely in grey (RAL 9007) with brushed stainless steel used for litterbins and cycle stands. Seats should be timber and steel or stone depending on designs for specific locations.



Local character



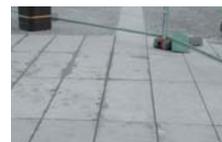
Tree planting



Lighting and street furniture



Granite paving



Brick paving



2. Abbey Green



Local character



Tree planting



Street furniture



Low level lighting



Paving

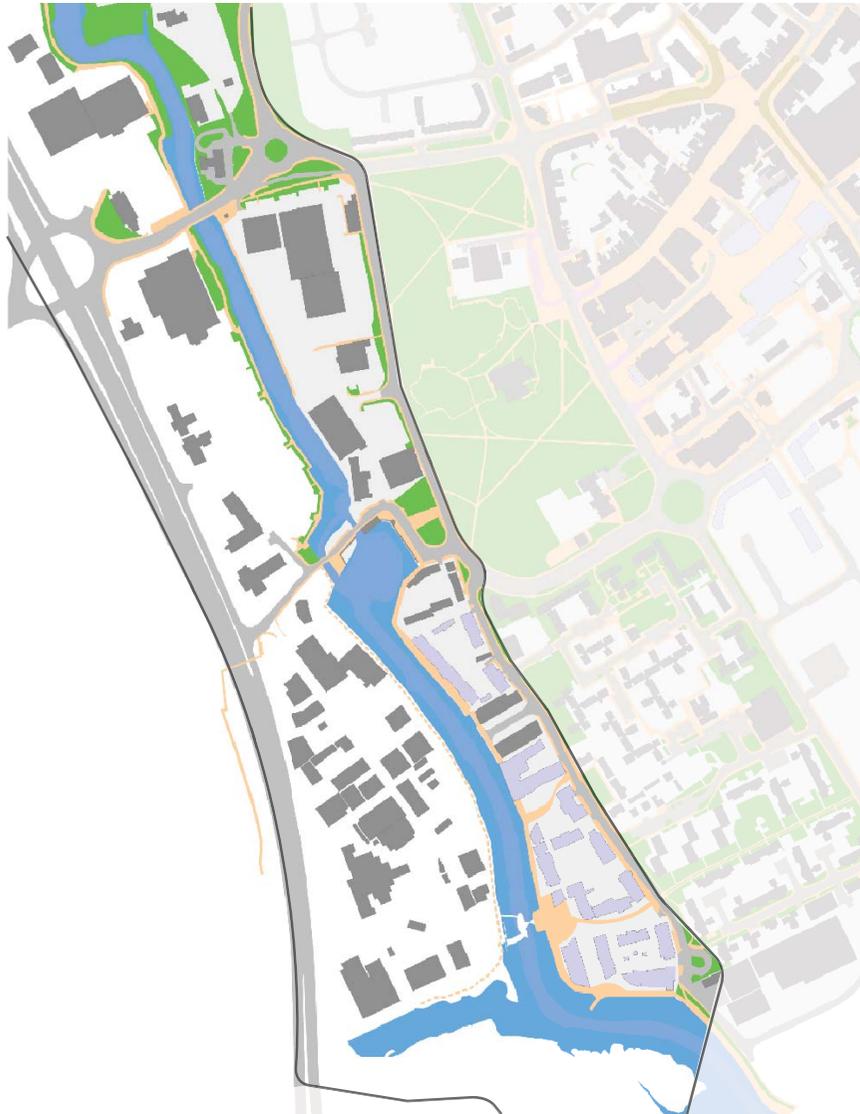
Abbey Green is the historic heart of Barking with Conservation Area and Scheduled Ancient Monument designations and mixes green space with the historic stone and brick buildings and structures associated with St Margaret's Church and the remains of the Abbey. Areas of Yorkstone and granite paving exist and the quality of the public space needs to reflect the important heritage setting of Abbey Green.

Silver grey granite is again proposed as the basic paving material with Yorkstone to provide continuity with the existing traditional materials. Paths across the Green should be clear resin gravel with granite edges.

Street lighting and furniture is contemporary based on the Woodhouse Geo and Parklight ranges largely in grey (RAL 9007) with brushed stainless steel used for litterbins and cycle stands. Seats should be timber or stone depending on designs for specific locations.



3. Riverside



Barking Town Centre

The Riverside is a combination of natural water edge, industrial / retail shed developments and some remaining historic buildings and structures, particularly the Town Quay, Old Granary and Malthouse. The area is in the process of regeneration with a new Cultural Quarter based around the Malthouse complex and new residential development providing the opportunity to improve the physical environment and access to the River frontage. London stock / blue engineering brickwork / granite surfaces & edges, timber and steel are the existing materials.

Silver grey granite is proposed as the basic paving material with blue brick to provide continuity with the existing traditional materials. Footpaths should be clear resin gravel with granite edges.

Street lighting and furniture is contemporary based on the Woodhouse Geo range in grey (RAL 9007) with brushed stainless steel used for litterbins and cycle stands. Seats should be timber or stone depending on designs for specific locations. Railings along the Riverside should be unified with a contemporary design as illustrated below or similar except where historic railings occur.

The Riverside itself should have low levels of lighting from a hidden source to emphasize the natural environment and safe routes



Local character



Street furniture and lighting



Riverside railing



Paving



4. 19th century housing



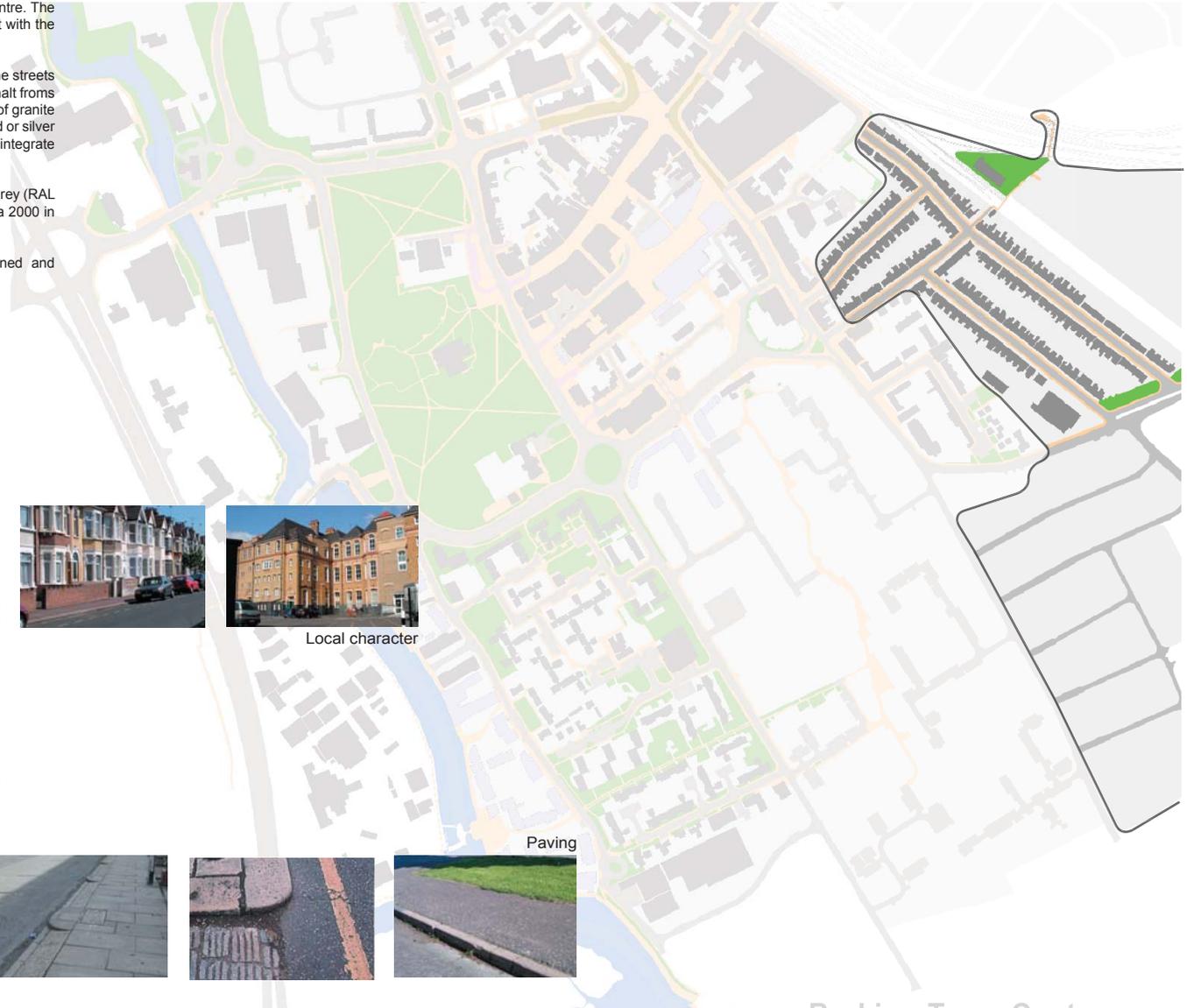
Residential areas are located both within and surrounding the Town Centre. The Victorian terraces and their associated linear street pattern contrast with the more recent public housing estates.

The traditional granite kerbs and channels remain a strong element in the streets and these should remain and be refurbished where necessary. Red asphalt from the paving surface and this should be continued but with careful design of granite dropped kerbs and crossovers. Tactile paving inserts should be either red or silver grey granite as appropriate to the crossing and carefully designed to integrate with the other paving elements.

Street lighting is contemporary based on the Woodhouse Geo range in grey (RAL 9007) for the streets linking to the High Street Network and Thorn Alpha 2000 in anodised aluminium elsewhere.



Existing original brick boundary walls and railings should be retained and refurbished where possible.



Local character



Enclosure



Street trees



Paving

5. Late 20th century housing



The more recent public housing estates link directly to the Town Centre and access to public transport. They have more green space and a number of higher blocks which punctuate the skyline around the Town Centre Core.

The opportunity exists to differentiate between neighbourhoods, strengthen the quality of the external environment and improve local distinctiveness.

Continuity of materials are important and red asphalt and silver grey Conservation paving are proposed as the main paving materials with Baggeridge Red Multi or Blue Square-edged Slimpave brick used for shared use Homezone areas.

Street lighting is the Woodhouse Geo range in grey (RAL 9007) for the streets linking to the High Street Network and Thorn Alpha 2000 in anodised aluminium elsewhere. Woodhouse Geo Parklight in grey (RAL 9007) should be used in green spaces or along pedestrian routes.

Tree planting, local use of colour and public art can all be used to increase the identity of the different neighbourhoods.



Local character



Colour



Street lighting



Planting



Paving



SURFACE MATERIALS	PAVEMENTS	KERBS AND CHANNEL	EDGING	SPECIAL PAVING AREAS OR PATHWAYS	CARRIAGEWAY	
					VEHICLE ONLY	VEHICLE / PEDESTRIAN SHARED
1. High Street Network						
All Non ELT routes	<ul style="list-style-type: none"> Silver grey granite 600mm x 300mm x 75mm depth, staggered for all paved areas Baggeridge Red Multi Sovereign Stock, Square-edged, Slimpave brick, 215mm x 65mm x 102mm, laid on edge in running bond for market streets. 	<ul style="list-style-type: none"> KERB: Silver grey granite, 300mm width x 200mm depth x random lengths of 300mm -1000mm, to radius as appropriate CHANNEL: Silver grey granite, 300mm width x 100mm depth x 900mm, to radius as appropriate 	<ul style="list-style-type: none"> Between grass and pavements: silver grey granite, 75mm width x 150mm depth x 1000mm length 	<ul style="list-style-type: none"> Special paving areas in the major public spaces can use different granites, terrazzo, limestone, slate, or Caithness stone in combination with the standard materials 	<ul style="list-style-type: none"> Black Asphalt with 10mm or 14mm aggregate size 	<ul style="list-style-type: none"> Silver grey granite setts, 200mm x 100mm x 100mm depth designated as special paving area.
ELT routes	<ul style="list-style-type: none"> Silver grey granite as above Baggeridge Red Multi Sovereign Stock, Square-edged, Slimpave brick, 215mm x 65mm x 102mm, laid on edge in herringbone bond. 	<ul style="list-style-type: none"> As above 	<ul style="list-style-type: none"> Between paving materials: Silver grey granite, 300mm width x 900mm length x 75mm depth 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Black Asphalt with 10mm or 14mm aggregate size 	<ul style="list-style-type: none"> Baggeridge Red Multi Sovereign Stock, Square-edged, Slimpave brick, 215mm x 65mm x 102mm laid on edge in herringbone bond with granite setts as above for ramps
2. Abbey Green						
	<ul style="list-style-type: none"> Silver grey granite 600mm x 300mm x 75mm depth, staggered Yorkstone 900mm x 600mm x 75mm depth, staggered 	<ul style="list-style-type: none"> KERB: Silver grey granite, 300mm width x 200mm depth x random lengths of 300mm -1000mm, to radius as appropriate CHANNEL: Silver grey granite, 300mm width x 100mm depth x 900mm, to radius as appropriate 	<ul style="list-style-type: none"> Between grass and pavements: silver grey granite, 75mm width x 150mm depth x 1000mm length Between paving materials: silver grey granite, 300mm width x 900mm length x 75mm depth 	<ul style="list-style-type: none"> Clear resin bound gravel buff colour with rounded gravel and silver grey granite, 75mm width x 150mm depth x 1000mm length or aluminium PROFILINER edging 	<ul style="list-style-type: none"> Black Asphalt with 10mm or 14mm aggregate size 	<ul style="list-style-type: none"> Silver grey granite setts, 200mm x 100mm x 100mm depth unless designated as special paving area
3. Riverside						
	<ul style="list-style-type: none"> Clear resin bound gravel buff colour with rounded gravel Baggeridge Blue (or other colours) Sovereign Stock, Square-edged, Slimpave brick, 215mm x 65mm x 102mm, laid on edge in herringbone or running bond according to use. 	<ul style="list-style-type: none"> KERB: Silver grey granite, 300mm width x 200mm depth x 900mm, to radius as appropriate CHANNEL: Silver grey granite, 300mm width x 100mm depth x 900mm, to radius as appropriate 	<ul style="list-style-type: none"> Between grass and pavements: silver grey granite, 75mm width x 150mm depth x 1000mm length 	<ul style="list-style-type: none"> Clear resin bound gravel buff colour with rounded gravel and silver grey granite, 75mm width x 150mm depth x 1000mm length or aluminium PROFILINER edging 	<ul style="list-style-type: none"> Black Asphalt with 10mm or 14mm aggregate size 	<ul style="list-style-type: none"> Silver grey granite setts, 200mm x 100mm x 100mm depth unless designated as special paving area
4. 19th Century Housing						
	<ul style="list-style-type: none"> Red asphalt with 6mm aggregate size 	<ul style="list-style-type: none"> KERB: Silver grey granite, 300mm width x 200mm depth x 900mm, to radius as appropriate CHANNEL: Silver grey granite, 300mm width x 100mm depth x 900mm, to radius as appropriate 	<ul style="list-style-type: none"> Silver grey granite, 75mm width x 150mm depth x 1000mm length 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Black Asphalt with 10mm or 14mm aggregate size 	<ul style="list-style-type: none"> Grey concrete blocks, 200 x 100 x 80mm depth
5. 20th Century Housing						
	<ul style="list-style-type: none"> Red asphalt with 6mm aggregate size Precast concrete Conservation paving, silver grey colour, 900mm x 600mm 63mm depth or 600mm x 900mm x 50mm depth, staggered 	<ul style="list-style-type: none"> KERB: Silver grey concrete Conservation kerb, 255mm width x 145mm depth x 900mm, to radius as appropriate CHANNEL: Silver grey concrete Conservation kerb, 255mm width x 145mm depth x 900mm, to radius as appropriate 	<ul style="list-style-type: none"> Silver grey concrete Conservation edging, 75mm width x 150mm depth x 1000mm length 	<ul style="list-style-type: none"> Clear resin bound gravel buff colour with rounded gravel and aluminium PROFILINER edging 	<ul style="list-style-type: none"> Black Asphalt with 10mm or 14mm aggregate size 	<ul style="list-style-type: none"> Grey concrete blocks, 200 x 100 x 80mm depth HOMEZONES: Baggeridge Red Multi / Blue Sovereign Stock, Square-edged, Slimpave brick, 215mm x 65mm x 102mm, laid on edge in herringbone

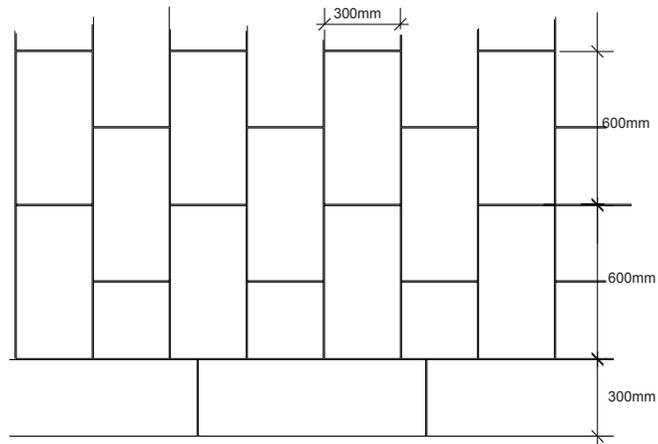
STREET FURNITURE & LIGHTING	TREE SURROUNDS	LIGHTING	STREET FURNITURE	SIGNAGE & GUARD RAILS
1. High Street Network				
All routes	<ul style="list-style-type: none"> IN GRANITE PAVING: Clear resin bound gravel buff colour with rounded gravel and 300mm x 900mm x 75mm depth silver grey granite edging IN BRICK PAVING: Clear resin bound gravel buff colour with rounded gravel and aluminium PROFILINER edging 	<ul style="list-style-type: none"> WALL MOUNTED: Woodhouse Geo Disc 600 grey (RAL 9007) COLUMN MOUNTED: Woodhouse Geo Disc 600 polyester coated grey (RAL 9007) mounted on appropriate conical pole from Woodhouse Geo range grey (RAL 9007) 	<ul style="list-style-type: none"> SEATING: Metal and timber with arm rests and backs or stone LITTERBINS: Oval litter bin by Finbin brushed stainless steel BOLLARDS: Woodhouse Geo bollard with brushed stainless steel cap and grey (RAL 9007) body BICYCLE STANDS: Woodhouse Geo cycle stand in brushed stainless steel 	<ul style="list-style-type: none"> STREET SIGNS: As existing steel with black on white background. TRAFFIC SIGNS: Posts where necessary grey (RAL 9007). DIRECTIONAL SIGNAGE: Geo finger post with grey (RAL 9007) post and fingers with engraved lettering black on white background. GUARD RAILS: Grey (RAL 9007) steel to TFL / LBB design
2. Abbey Green				
	<ul style="list-style-type: none"> IN GRANITE PAVING: Clear resin bound gravel buff colour with rounded gravel and 300mm x 900mm x 75mm depth silver grey granite edging 	<ul style="list-style-type: none"> COLUMN MOUNTED: Woodhouse Geo Disc 600 grey (RAL 9007) mounted on conical pole from Woodhouse Geo range grey (RAL 9007) for street lights Woodhouse Parklight grey (RAL 9007) mounted on conical pole from Woodhouse Geo range grey (RAL 9007) for footpaths 	<ul style="list-style-type: none"> SEATING: Metal and timber with arm rests and backs or stone design LITTERBINS: Oval litter bin by Finbin brushed stainless steel BOLLARDS: Woodhouse Geo bollard grey (RAL 9007) / timber or stone as appropriate BICYCLE STANDS: Woodhouse Geo cycle stand in brushed stainless steel 	As above
3. Riverside				
	<ul style="list-style-type: none"> IN GRANITE PAVING: Clear resin bound gravel buff colour with rounded gravel and 300mm x 900mm x 75mm depth silver grey granite edging IN BRICK / CLEAR RESIN PAVING: Clear resin bound gravel buff colour with rounded gravel and aluminium PROFILINER edging 	<ul style="list-style-type: none"> COLUMN MOUNTED: Woodhouse Geo Disc 600 grey (RAL 9007) mounted on conical pole from Woodhouse Geo range grey (RAL 9007) on main streets. Low level lighting only on Riverwalk and open space areas 	<ul style="list-style-type: none"> SEATING: Metal and timber with arm rests and backs or stone design LITTERBINS: Oval litter bin by Finbin brushed stainless steel BOLLARDS: BOLLARDS: Woodhouse Geo bollard grey (RAL 9007) / timber or stone as appropriate BICYCLE STANDS: Woodhouse Geo cycle stand in brushed stainless steel 	As above
4. 19th Century Housing				
	<ul style="list-style-type: none"> Clear resin bound gravel buff colour with rounded gravel and aluminium PROFILINER edging 	<ul style="list-style-type: none"> COLUMN MOUNTED: Thorn Alpha 2000 aluminium lantern (or similar approved) with anodised aluminium posts 	<ul style="list-style-type: none"> SEATING: Metal and timber with arm rests and backs LITTERBINS: Simple, contemporary and complementary to other street furniture design, grey (RAL 9007) BOLLARDS: Woodhouse Geo bollard grey (RAL 9007) BICYCLE STANDS: Continuous steel tube brushed stainless steel / grey (RAL 9007) 	As above
5. 20th Century Housing				
	<ul style="list-style-type: none"> Clear resin bound gravel buff colour with rounded gravel and aluminium PROFILINER edging 	<ul style="list-style-type: none"> COLUMN MOUNTED: Linked Street Routes: Woodhouse Geo Disc 600 grey (RAL 9007) mounted on conical pole from Woodhouse Geo range grey (RAL 9007) Other Streets: Thorn Alpha 2000 aluminium lantern (or similar approved) with anodised aluminium posts 	<ul style="list-style-type: none"> SEATING: Metal and timber with arm rests and backs LITTERBINS: Simple, contemporary and complementary to other street furniture design, grey (RAL 9007) BOLLARDS: Woodhouse Geo bollard grey (RAL 9007) BICYCLE STANDS: Continuous steel tube brushed stainless steel / grey (RAL 9007) 	As above

Materials matrix

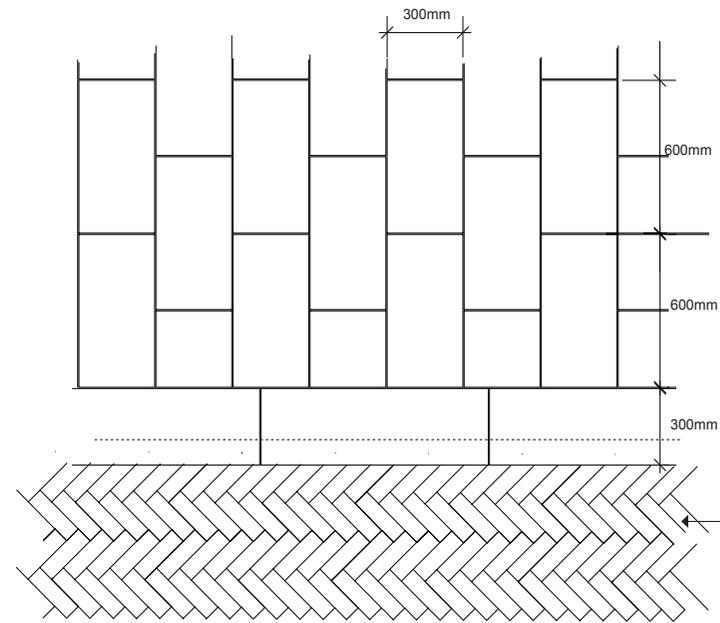


Typical details 4.

Paving details



GRANITE PAVING

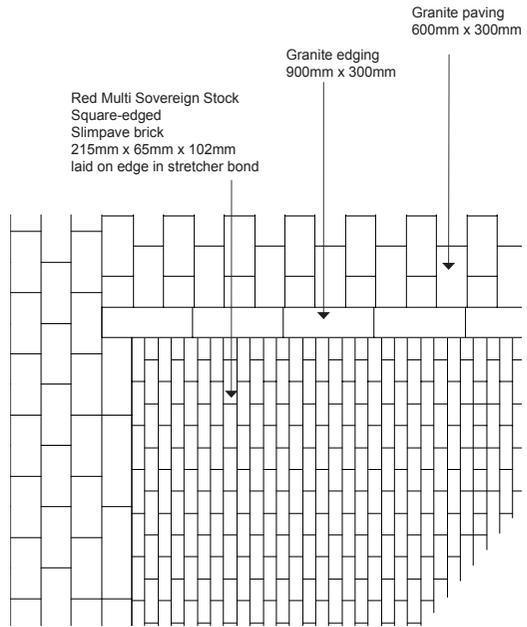


BRICK SURFACE SET WITHIN GRANITE - BUS / ELT ROUTE

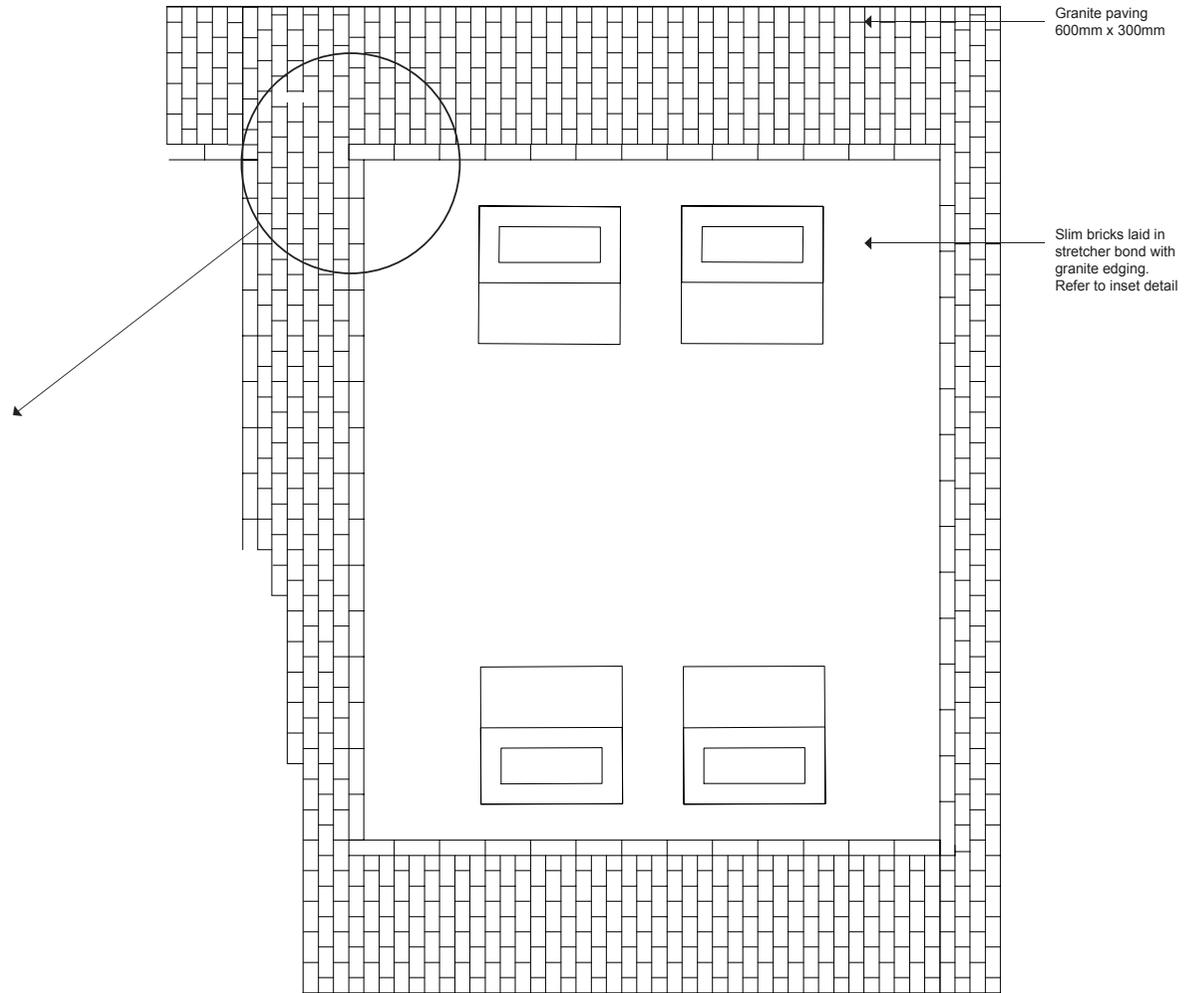
Baggeridge
Red Multi
Sovereign Stock
Square-edged
Simpave brick,
215mm x 65mm
x 102mm laid
on edge in
Herringbone
pattern



Paving details 2

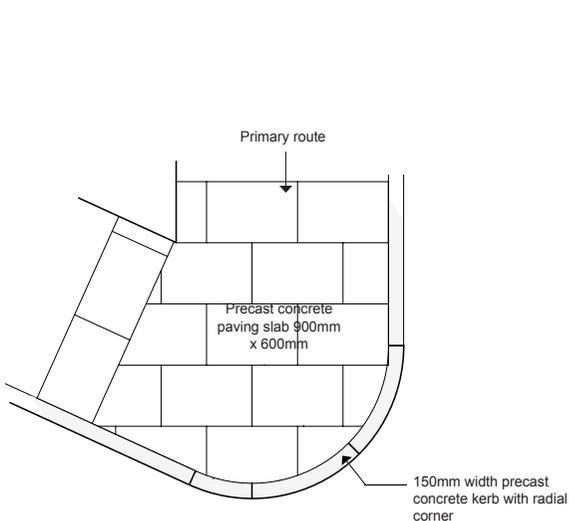


DETAIL OF GRANITE EDGING BETWEEN
BRICK AND GRANITE - MARKET STREET

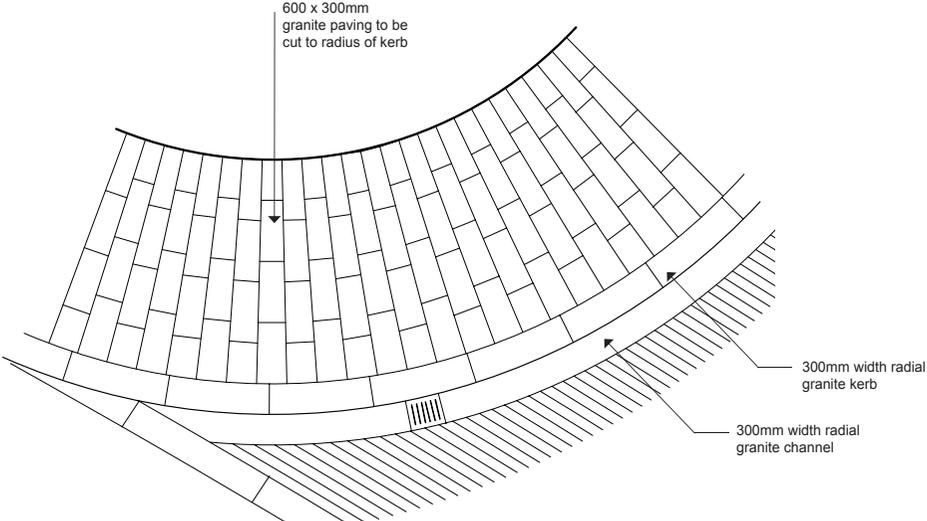


BRICK SURFACE SET WITHIN GRANITE - MARKET STREET

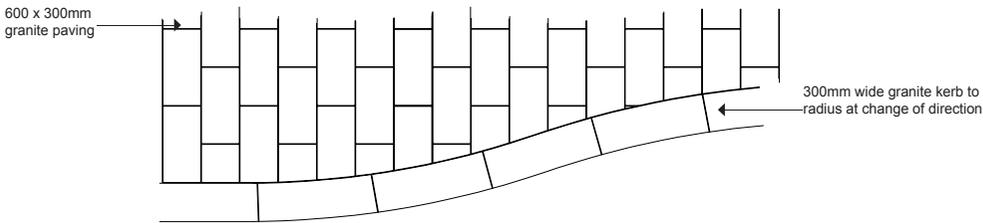
Paving details - corner treatment change of direction



CORNER CONCRETE PAVING DETAIL



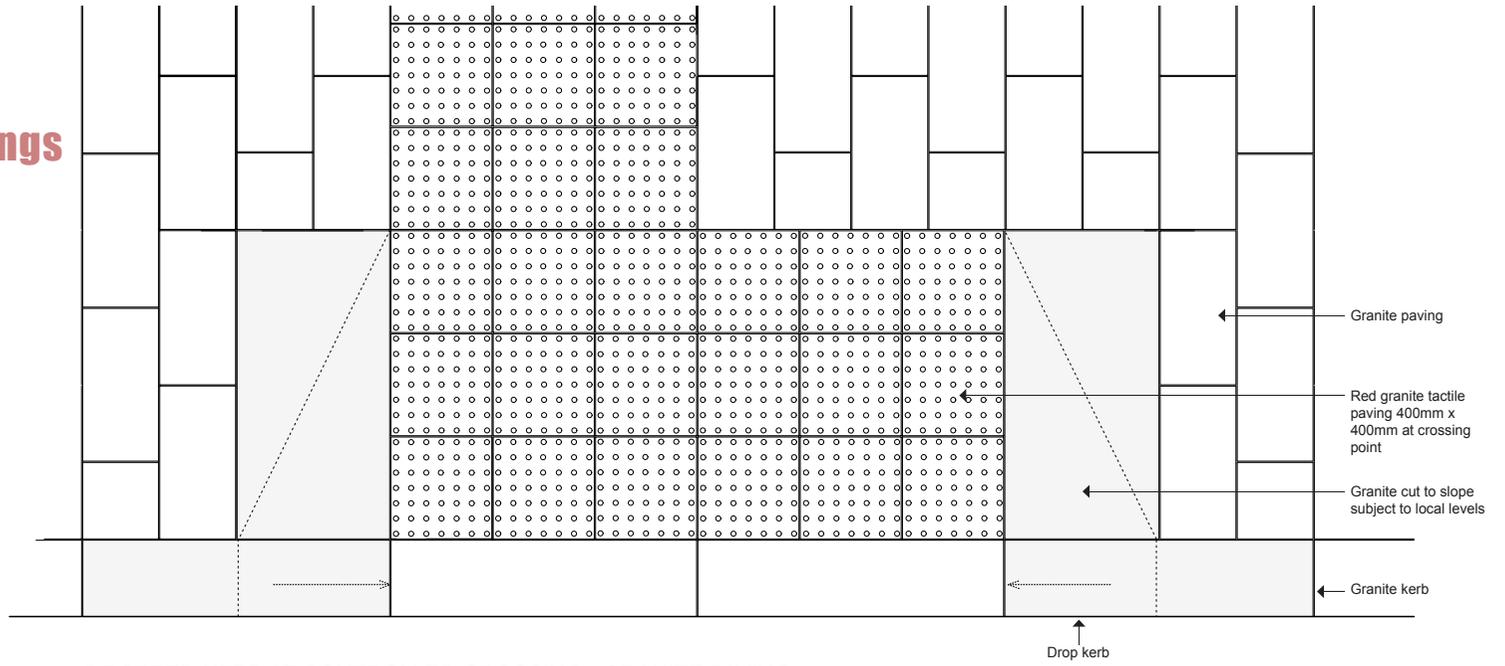
RADIAL CORNER GRANITE PAVING DETAIL



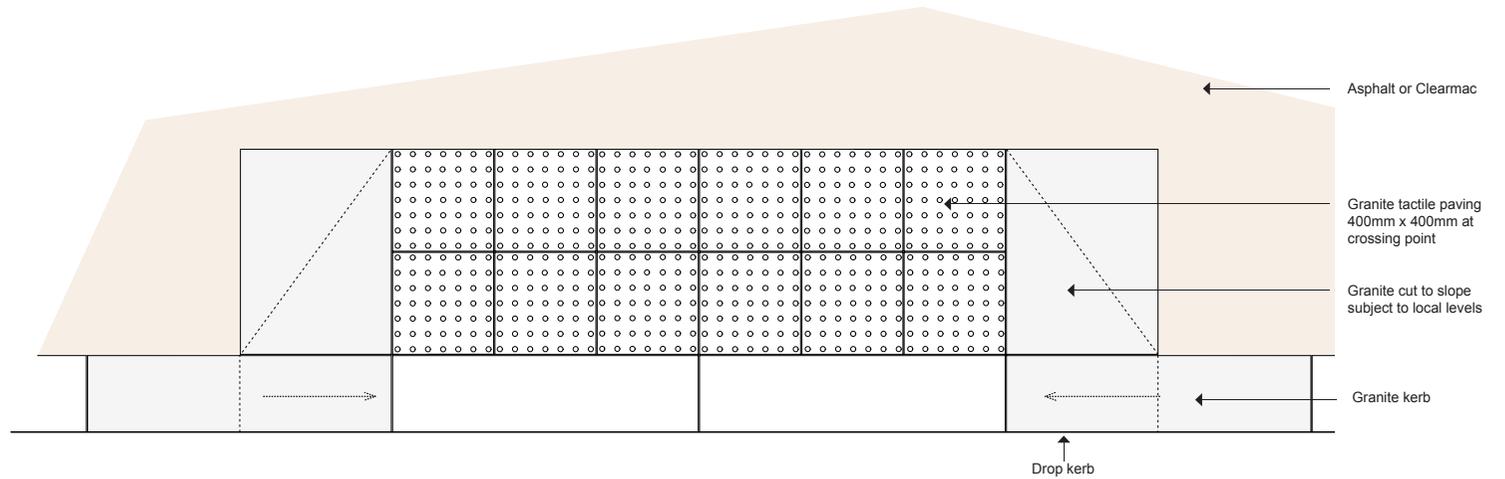
GRANITE KERB - CHANGE OF DIRECTION



Paving details - crossings

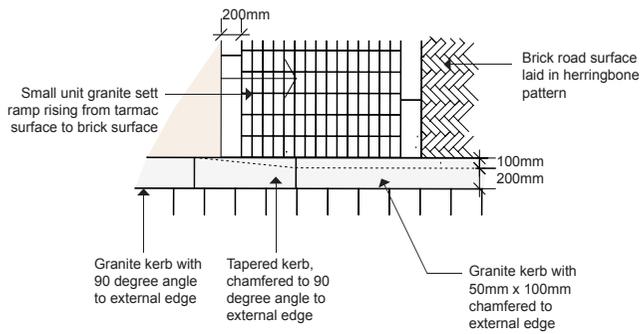


DROPPED KERB AT CONTROLLED CROSSING - GRANITE PAVING

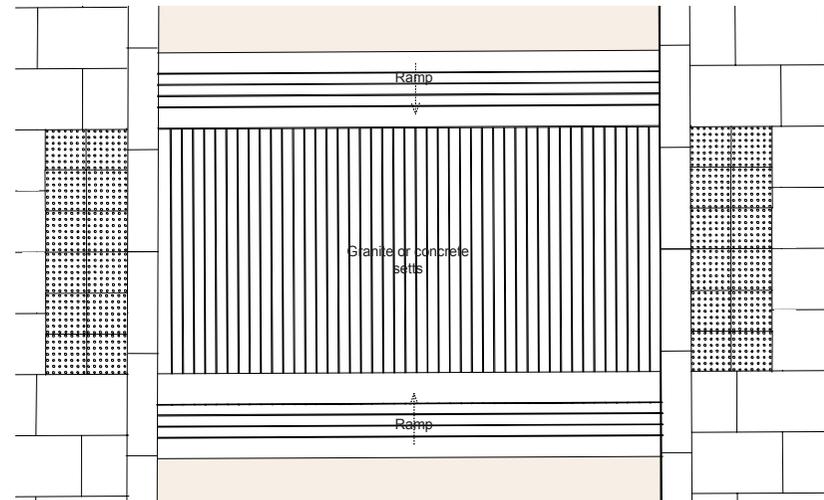


DROPPED KERB AT UNCONTROLLED CROSSING - ASPHALT / CLEARMAC

Paving details - raised table / cross over

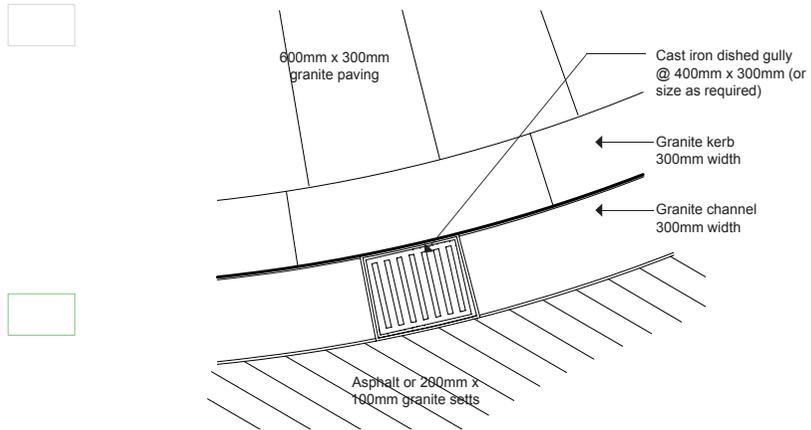


RAISED ENTRY TO BRICK BUS ROUTE

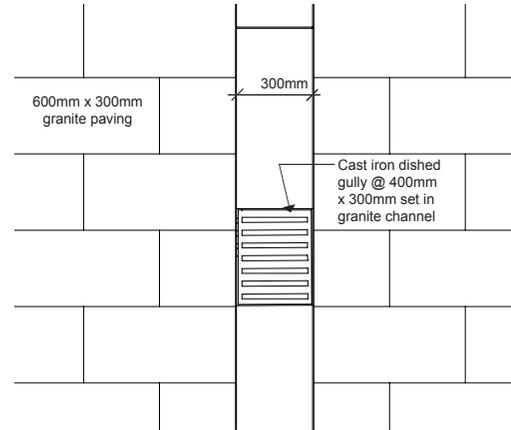


RAISED CROSSING PAVING DETAIL (surface to remain at carriageway level on bus routes)

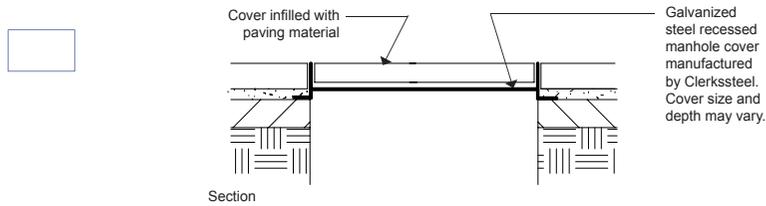
Service and drainage covers



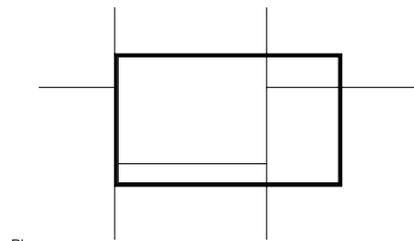
GULLY TO ROAD SIDE



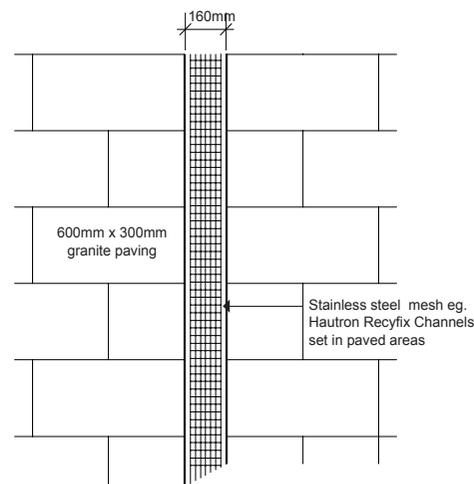
DRAINAGE CHANNEL SET IN GRANITE



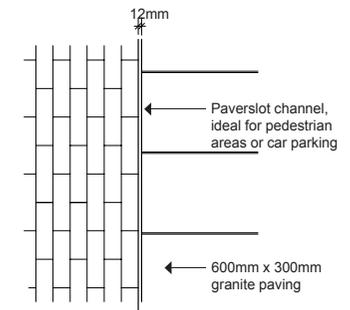
Section



RECESSED MANHOLE COVER SET IN PAVING

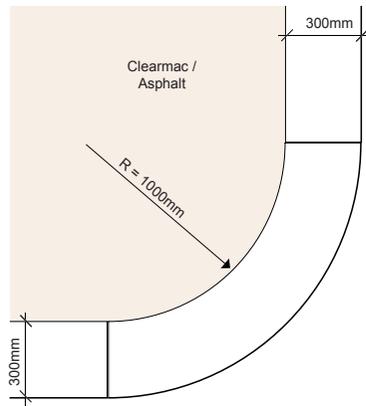


DRAINAGE CHANNEL

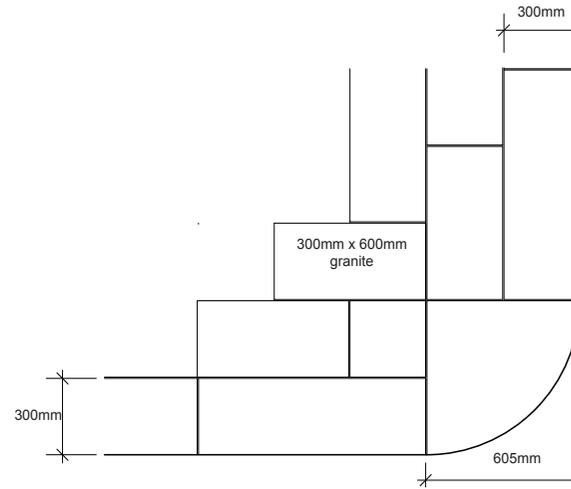


SLOT DRAIN

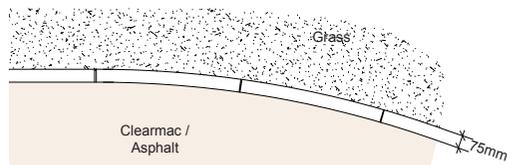
Kerbs and edges



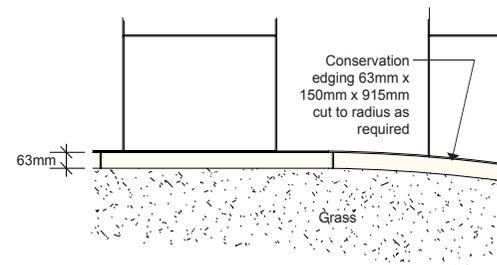
GRANITE KERB FOR 90 DEGREE CORNER



GRANITE QUADRANT KERB FOR 90 DEGREE CORNER IN GRANITE PAVING



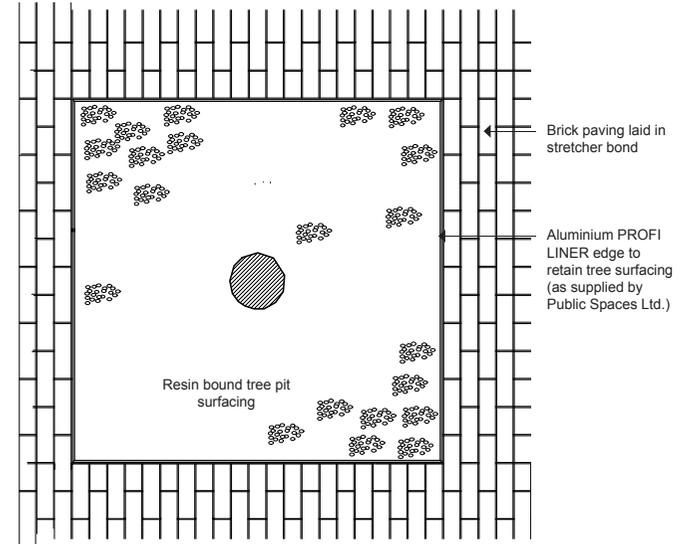
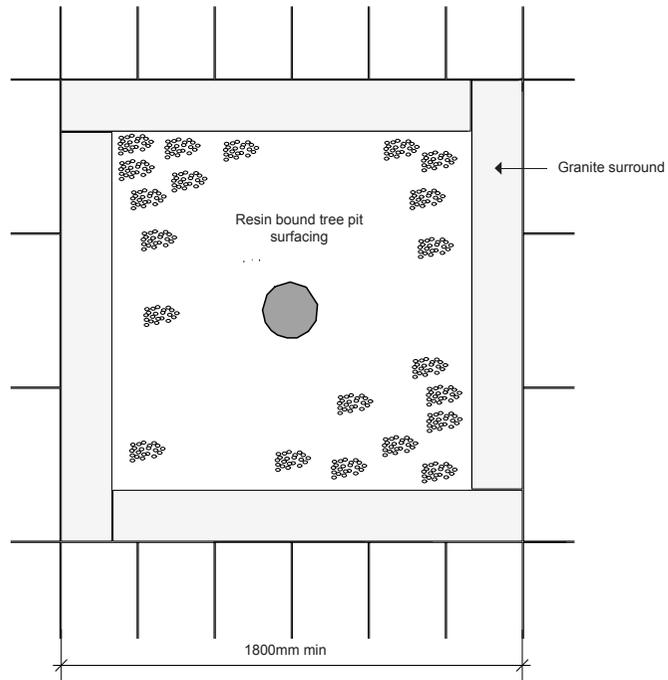
GRANITE EDGING TO CLEARMAC ASPHALT



CONSERVATION EDGING TO GRASS VERGE



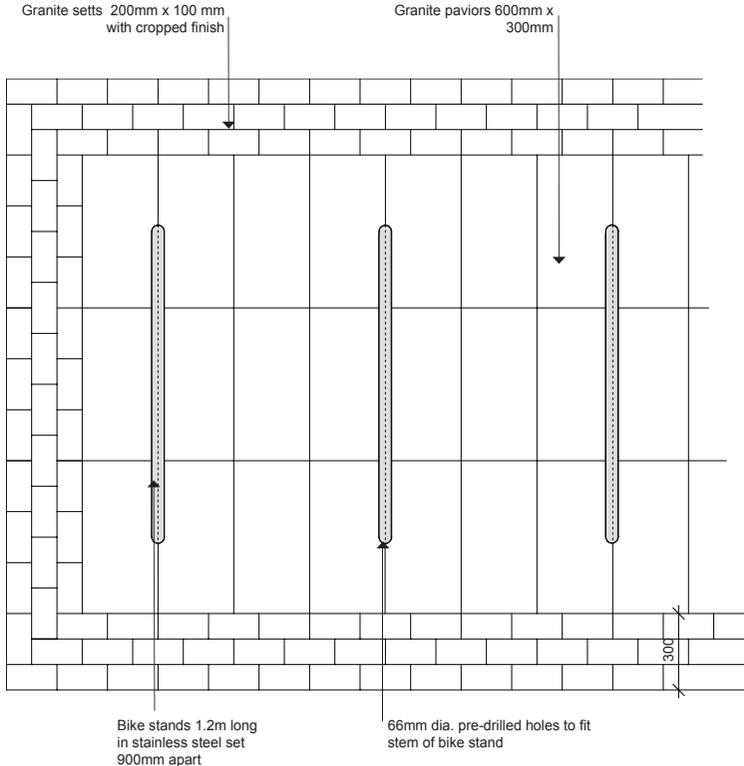
Tree surrounds in paving



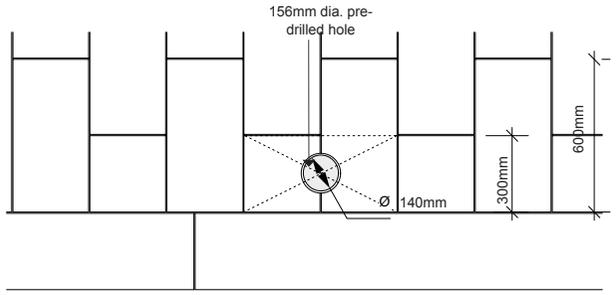
RESIN BOUND GRAVEL TREE PIT IN GRANITE

RESIN BOUND GRAVEL TREE PIT IN BRICK

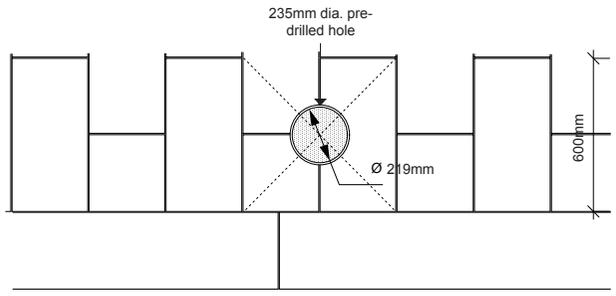
Street furniture set in paving



CYCLE STAND IN GRANITE SURROUND



BOLLARD SET IN GRANITE PAVIOR



LIGHT COLUMN SET IN GRANITE PAVIOR



Appendix A.

Directory of manufacturers

- Baggeridge Brick PLC
Fir Street, Sedgley, Didley, West Midlands DY3 4AA
Telephone: 01902 880555
- Marshalls
Southowram, Halifax, HX3 9SY
Telephone: 01422 306000
- Civil Engineering Developments Ltd (CED)
Head Office & South East Depot, West Thurrock, Grays,
Essex RM20 3LU
Telephone: 01708 867237
- Woodhouse UK PLC
Spa Park, Leamington Spa, Warwickshire, CV31 3HL
Telephone: 01926 314313
- Thorn Lighting Limited
3 King George Close, Eastern Avenue, West Romford,
Essex RM7 7PP
Telephone: 01708 766033
- Luke Hughes & Company
182 Drury Lane, Covent Garden, London WC2B 5PP
Telephone: 0207 404 5995
- Hauraton Limited
Unit 4, Frenchs Avenue, Dunstable, Bedfordshire,
LU6 1BH Telephone: 01582 501380
- Profi Liner suppliers:
Public Spaces Ltd.
Unit 1A
Southern Cross Business Park
Bray / Wicklaw
Ireland
Telephone: 08001691523 or 00353 1286 49956



Appendix B - Pilot projects

ELT route / Ripple road / London road / East street



London road

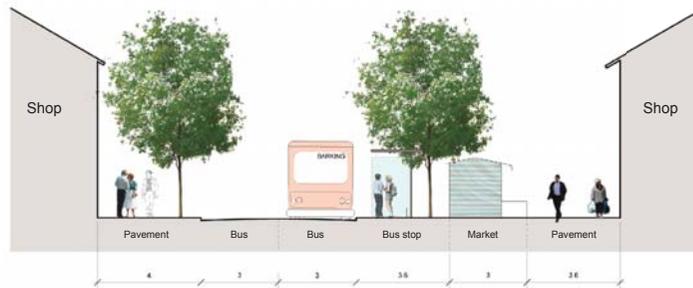


Existing



Proposed

View east towards Ripple Road



London road



Legend

-  Existing tree
-  Proposed tree
-  Granite paving including setts, larger paving units, kerbs & ramps
-  Brick
-  Formal pedestrian crossing
-  Market stand
-  Bus Stop
-  Existing building
-  Proposed building



Ripple road



Existing



Proposed

View north towards East Street



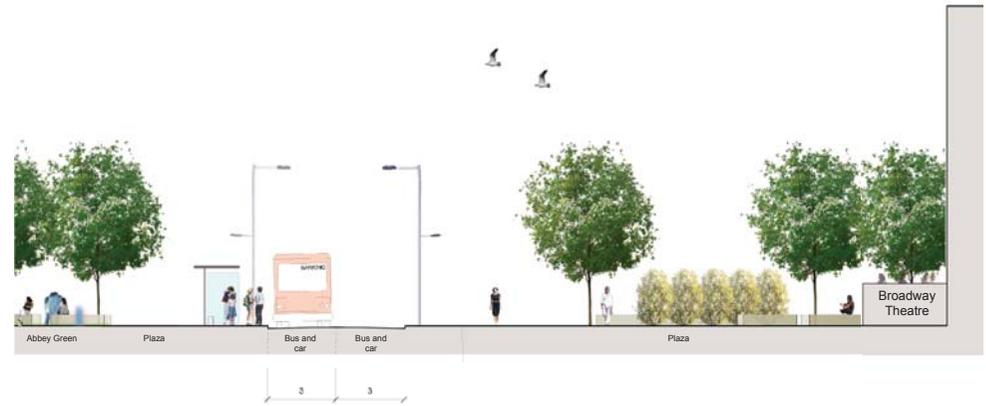
Ripple road

Legend

-  Existing tree
-  Proposed tree
-  Granite paving including setts, larger paving units, kerbs & ramps
-  Brick
-  Formal pedestrian crossing
-  Market stand
-  Bus Stop
-  Existing building
-  Proposed building



Broadway



Proposed

View south towards Broadway Theatre



Existing

Broadway



Legend

-  Existing tree
-  Proposed tree
-  Granite paving including setts, larger paving units, kerbs & ramps
-  Brick
-  Feature paving
-  Asphalt
-  Grass
-  Semi private / private space
-  Formal pedestrian crossing
-  Market stand
-  Bus Stop
-  Public art / way marker
-  Lamp standard
-  Uplighting set in pavement
-  Feature element
-  Existing buildings
-  Proposed buildings

St. Ann's road - option 1



Existing



Proposed

View north towards Town Hall



St. Ann's road - option 1

Legend

-  Existing tree
-  Proposed tree
-  Granite paving including setts, larger paving units, kerbs & ramps
-  Brick
-  Concrete paving
-  Asphalt
-  Shrub planting
-  Semi private / private space
-  Formal pedestrian crossing
-  Market stand
-  Bus Stop
-  Public art / way marker
-  Lamp standard
-  Uplighting set in pavement
-  Existing buildings
-  Proposed buildings



St. Ann's road - option 2



Abbey road

Legend

-  Existing tree
-  Proposed large street tree
-  Proposed tree
-  Granite paving including setts, larger paving units, kerbs & ramps
-  Brick
-  Concrete paving
-  Clearmac
-  Asphalt
-  Grass / ground cover planting
-  Hedge
-  Semi private / private space
-  Pedestrian crossing
-  Public art / way marker
-  Lamp standard
-  Uplighting set in pavement
-  Existing buildings
-  Proposed buildings



A future phase of the ELT is proposed to pass through this section of Abbey Road (see diagram on page 14). Route alignment details are not yet available but will need to be integrated with Abbey Road and the Riverwalk in the future.



Indicative development layouts shown are all subject to final planning approvals

Refer to page 62

Refer to page 63

Refer to pages 60-61



Abbey road



Proposed

View south down Abbey Road



Existing

Abbey road

Legend

-  Existing tree
-  Proposed large street tree
-  Proposed tree
-  Granite paving including sets, larger paving units, kerbs & ramps
-  Brick
-  Concrete paving
-  Clearmac
-  Asphalt
-  Grass / ground cover planting
-  Hedge
-  Semi private / private space
-  Pedestrian crossing
-  Public art / way marker
-  Lamp standard
-  Uplighting set in pavement
-  Existing buildings
-  Proposed buildings



Abbey road



Legend

-  Existing tree
-  Proposed large street tree
-  Proposed tree
-  Granite paving including setts, larger paving units, kerbs & ramps
-  Brick
-  Concrete paving
-  Clearmac
-  Asphalt
-  Grass / ground cover planting
-  Hedge
-  Semi private / private space
-  Pedestrian crossing
-  Public art / way marker
-  Lamp standard
-  Uplighting set in pavement
-  Existing buildings
-  Proposed buildings



Abbey road

Legend

-  Existing tree
-  Proposed large street tree
-  Proposed tree
-  Granite paving including setts, larger paving units, kerbs & ramps
-  Brick
-  Concrete paving
-  Clearmac
-  Asphalt
-  Grass / ground cover planting
-  Hedge
-  Semi private / private space
-  Pedestrian crossing
-  Public art / way marker
-  Lamp standard
-  Uplighting set in pavement
-  Existing buildings
-  Proposed buildings



