

2.8.2 As an outer London Borough, Barking and Dagenham must, if it believes there is a demand, provide a sufficient quantity of plots and to lease them to people living in its area. This is a statutory requirement.

POLICY BR9: PARKING

Parking Standards

The car parking standards set out in the London Plan will be used as maximum parking standards for new developments. TfL's cycle parking standards, will be used as minimum parking standards for new developments.

Final levels of provision for each development will be agreed having taken the following issues into consideration:

- The local environment and accessibility of the site.
- On-street parking availability.
- Access and amenity impacts.
- Road network capacity constraints.
- Traffic flows.
- Development type.
- Existing and planned public transport provision.

These considerations should form part of the overall Transport Assessment for each development.

Car Free Housing Developments

The Council welcomes car free housing developments, but only where the potential impact on on-street car parking can be managed. Areas most suitable for such developments are areas of higher public transport accessibility levels (such as Barking Town Centre) and Controlled Parking Zones (CPZs).

Managing the Impact of Street Parking

The design of on-street car parking can impact on safety, street activity and the visual attractiveness of urban environments.

Car parking on residential streets should be designed so that:

- Car parking does not inconvenience pedestrians and cyclists. It should be designed so that the street is easily and safely crossed at many points by pedestrians, including people using wheelchairs.
- The design of the street prevents footway parking and parking that obstructs pedestrians, in particular people with visual impairments.
- Car parking does not dominate the street. Residential streets should be designed to encourage social activity in a safe place. The design of car

parking should fit into this overall aim.

- **Car parking improves safety for all road users. This can be achieved through the design of the street and ensuring the layout of car parking encourages other drivers to drive with caution.**

REASONED JUSTIFICATION

2.9.1 This policy is consistent with Barking and Dagenham's Local Implementation Plan (LIP). The LIP seeks to reduce car parking dependence in the most accessible locations (town centres and areas of high PTAL). It also recognises that development schemes can vary greatly within a use class and that transport assessments are necessary in order to determine the appropriate level of parking provision, as well as whether sufficient transport capacity exists in the transport network for the particular scheme.

Managing the impact of street parking

2.9.2 This policy applies both to the design of new development and the re-design of existing streets.

2.9.3 Where courtyard parking is allocated, the street should be designed to minimise on street car parking except for disabled car users and car club users.

2.9.4 Every effort should be made to minimise the detrimental impact that on-street parking can have on safety, street activity and the visual attractiveness of urban environments.

2.9.5 Guidance on managing on-street car parking can be found in the Department for Transport's Manual for Streets 2007.

POLICY BR10: SUSTAINABLE TRANSPORT

The Council is committed to reducing the need to travel and encourage modal shift away from the private car towards healthy and sustainable transport initiatives and choices in the following ways:

- **Supporting the retention of local shops, community services and facilities within walking distance of residential neighbourhoods, particularly where this supports the town centre hierarchy.**
- **Directing new development towards locations that are easily accessed by public transport, pedestrians and cyclists (or where new sustainable transport infrastructure is planned and which will be in place when the proposed development takes place).**
- **Encouraging improved interchange facilities and north-south transport links (for example a high quality bus route connecting Marks Gate to Dagenham Dock station) and expecting proposals to**