



Sensitive on-street parking at Chingford Hall, Waltham Forest



Sensitively located on-street car parking can aid traffic calming



Well designed car port, Devon



Traffic calming is designed in from the outset



Interior parking courts are designed as attractive spaces, overlooked by adjoining buildings

4.5.2 POSITIONING PARKING

Put parking behind, under, above or to the side of the building

The manner in which car parking is arranged has a fundamental effect on the quality of place. Vehicles should not be allowed to dominate the space, or to inconvenience pedestrians and cyclists. The best places for off-street car parking are in secure rear courtyards, where these are well overlooked. What to avoid is parking within the front curtilage. This breaks up the frontage, restricts informal surveillance and is generally ugly.

Keep cars in view

In residential areas, a very careful balance has to be struck between the expectations of car owners, in particular the desire to park as near to their houses as possible, and the need to maintain the character of the overall setting. Where cars are parked in courts or squares, the design should ensure that they are overlooked by adjoining buildings. To avoid parked cars dominating the surroundings there should generally be no more than 10 - 15 spaces in a courtyard.

Parking next to the house

When parking is provided within the building curtilage, cars should be parked at the side of the house rather than the front, or can be enclosed by short lengths of wall which continue the building edge (see 5.1.2). Parking spaces can be provided to the rear of properties within the garden behind the front building line.

Poundbury, Dorset: An integrated approach to traffic calming	
Location	A mixed-use development on the outskirts of Dorchester.
Design team	Masterplanner: Leon Krier Lead consultants: Alan Baxter + Associates
Client	The Duchy of Cornwall
Site area	71.5 hectares
Project	The first phase, including 135 houses, has been completed. By 2018 there will be 2,189 houses, plus workspaces, shops and other facilities.
Details	The development makes full provision for car ownership, but has been designed to encourage travel on foot, by bicycle and by bus. There is clear evidence that those who already live and work there are less car dependent than people in comparable communities elsewhere. Each phase of the development has been designed around a network of spaces to create a series of distinctive neighbourhoods. Streets and squares are formed by the arrangement of buildings, with the carriageway designed on the tracking principle. Traffic calming is designed into the overall layout, rather than treated as a later addition. Parking provision is mainly in squares and courtyards, where the parking spaces are overlooked by adjoining houses and buildings.
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