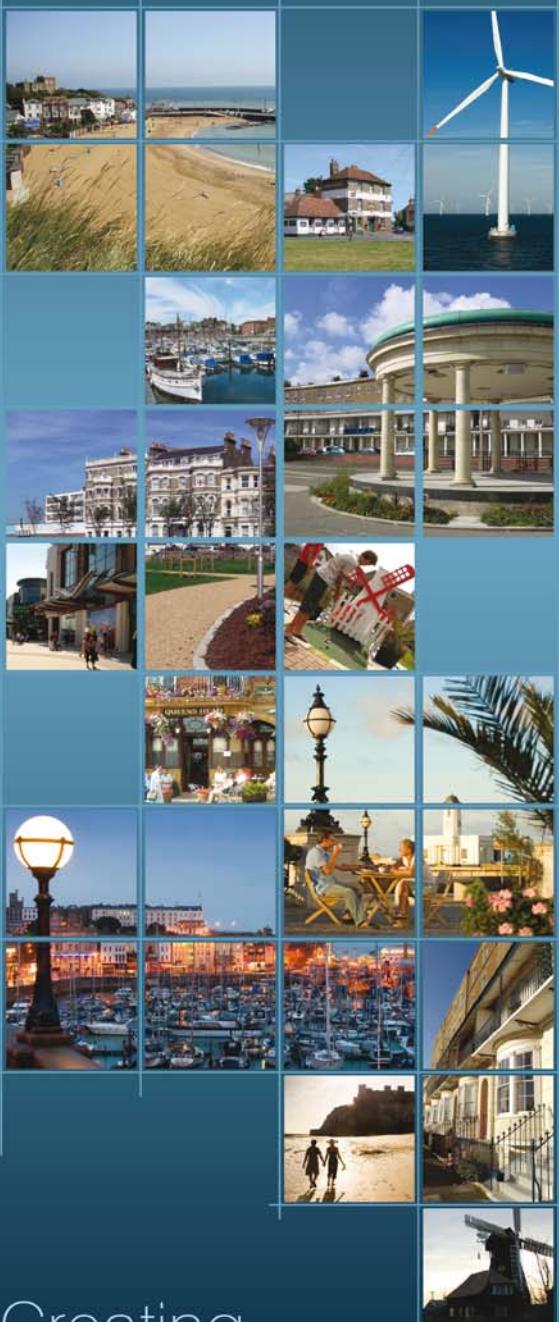


# Thanet Local Development Framework



## Cliftonville Development Plan Document

## Cliftonville Parking Survey Report

Creating  
a better place  
for you to live, work and visit

## **Thanet Local Development Framework**

### **Cliftonville Parking Survey Report**

#### **INTRODUCTION**

Cliftonville lies along the North Kent coast to the east of Margate town centre and much of the area was designated as a holiday area in planning policy of the 1970's and 1980's. The area comprised a large number of hotels and guesthouses but as a result of the decline in tourist numbers visiting the area, virtually all of these hotels have been lost to the tourism industry and this has resulted in large numbers of conversions to flats or Houses in Multiple Occupation.

Thanet District has suffered from long-term economic and social problems and is the most deprived local authority area in Kent. On average, Thanet is ranked 62 out of 354 local authorities in England; a rank of 1 indicates most severe deprivation. Within the Thanet District, the most deprived wards include Cliftonville West and Margate Central.

Cliftonville West is within walking distance of Northdown Road shopping area and is within one mile of Margate Town Centre and Margate railway station. Local bus routes also serve the Cliftonville West area.

A parking survey has been carried out in the Cliftonville West Area and the findings will provide support for the Cliftonville Development Plan Document. This Development Plan Document will be a component of the Local Development Framework (LDF) for Thanet and will become a statutory planning policy document once it is adopted.

The aim of the Cliftonville Development Plan Document (DPD) is to set planning policies to work in conjunction with the aims of the Renewal Area. As far as possible, within the realms of the planning system, the DPD will aim to create a more balanced community and make the area a safe, pleasant and attractive place.

The Renewal Area, to which the DPD relates, known as the 'Cliftonville West Renewal Area' was declared in May 2005. This area comprises parts of the Cliftonville West and Margate Central wards. A Renewal Area is defined as 'an area identified as having poor housing conditions, coupled with social and environmental needs.'

During consultations for the proposed declaration of the Cliftonville Renewal Area, concern was expressed over the number of studio, one-bedroom flats and non self-contained accommodation. As a result a planning policy was adopted to restrict these forms of development within the Cliftonville West Renewal Area. In addition, a number of other issues were raised within these consultations and Issue 7 (contained within the Cliftonville DPD – Preferred Options Report) highlighted concerns regarding Traffic Management. A primary concern arising from these public consultations is the lack of parking spaces.

## **POLICY BACKGROUND**

There are national, regional and local policies and strategies providing guidance in relation to transport issues. In terms of national policy PPG13 seeks to promote cycle use and reduce the need to travel, especially by car. Planning policy can also impact upon road safety and PPS3 promotes the need to avoid on-street parking in areas adjacent to development with limited on-site parking.

The emerging South East Plan is in the final stages prior to adoption and therefore merits consideration in terms of regional policy. The transport chapter forms the Regional Transport Strategy (RTS) for South East England to 2026. Research has shown that overall travel per person has increased since 2004 and this increase has included travel by car. The South East Plan aims to support the re-balancing of the transport system toward more sustainable modes.

Policy T4 relates to parking and states that Local Development Documents should apply guidance set out in government policy PPS3 on residential parking, reflecting local circumstances. The policy highlights the importance of a flexible approach to car parking provision levels across the South East and states that provision should be in line with the balance of the transport system at a local level.

Cliftonville West is highlighted in the Thanet Local Plan (adopted 2006) as an Area in Need of Special Action (Policy H10). In respect of parking issues the Local Planning Authority determines planning applications using standards set out in the County Council's Adopted Vehicle Parking Standards.

## **METHODOLOGY**

The parking survey was conducted within the Cliftonville West ward and comprised twenty-three 'sections'. These included whole roads, sections of roads and two public car parks.

The aim of the survey was to provide a 'snapshot' of the parking situation within the designated area. In order to draw comparisons and increase the validity of the findings, the area was surveyed on three separate occasions, one weekday morning (10am), one weekday evening (6pm) and one weekend morning (Saturday 10am).

The weather was fine and dry on all three occasions. The raw data was collected in the same manner each time.

For each of the twenty- three 'sections', the number of parked vehicles were counted and the number of available parking spaces were estimated and counted.

Whilst the number of parked vehicles and parking spaces available were counted for each of the survey 'sections', on each of the three occasions and are presented in the results (tables 1 and 2), it is important to note that the average number of vehicles parked and average number of parking spaces were calculated for each survey 'section' (table 3) as the size and type of vehicles parked and length of parking spaces available differed on each occasion, as would be expected.

## **MAP OF SURVEY SECTIONS**

Map CWRA1 - "CLIFTONVILLE WEST" RENEWAL AREA (as declared 2005).



## RESULTS

Table 1: Number of Parked Vehicles

	Number of parked vehicles		
	Wednesday morning – 10am	Monday Evening – 6pm	Saturday morning- 10am
Zion Place	24	21	22
Cumberland Road	20	17	22
Dalby Square car park	16	13	15
Athelstan Road	33	32	35
Dalby Road	20	14	23
St. Paul's Road	40	31	33
Ethelbert Road	41	50	39
Warwick Road	45	55	50
Gordon Road	30	38	36
Stanley Road	25	20	20
Percy Road	10	19	15
Harold Road	46	22	36
Sweyn Road	47	56	55
Norfolk Road	101	105	97
Surrey Road	52	52	56
Albion Road	11	15	17
Arthur Road	21	14	24
Godwin Road	25	60	54
Harold Road car park	12	3	9
Edgar Road	61	46	58
Dalby Square	43	49	86
Northdown Road	76	46	61
Eastern Esplanade & Ethelbert Crescent	66	72	80
<b>Total</b>	<b>865</b>	<b>850</b>	<b>943</b>

Dalby Square car park contains a total of 19 car parking spaces; these include 3 disabled car parking spaces.

Harold Road car park contains a total of 35 car parking spaces; these include 3 disabled car parking spaces.

Table 2: Available Parking Spaces

	Number of available parking spaces		
	Wednesday morning – 10am	Monday Evening – 6pm	Saturday morning- 10am
Zion Place	1	1	2
Cumberland Road	1	2	0
Dalby Square car park	0	2	0
Athelstan Road	4	7	4
Dalby Road	5	9	2
St Paul's Road	6	11	4
Ethelbert Road	9	4	14
Warwick Road	12	10	12
Gordon Road	12	11	14
Stanley Road	9	15	12
Percy Road	17	9	13
Harold Road	21	15	6
Sweyn Road	13	20	11
Norfolk Road	20	20	10
Surrey Road	20	17	17
Albion Road	24	24	8
Arthur Road	21	27	15
Godwin Road	25	25	19
Harold Road car park	20	29	23
Edgar Road	17	46	31
Dalby Square	42	40	15
Northdown Road	26	51	37
Eastern Esplanade & Ethelbert Crescent	35	47	45
<b>Total</b>	<b>360</b>	<b>442</b>	<b>314</b>

Table 3: Average Potential Parking

	Average number of available spaces	Average number of parked vehicles	Average percentage of parking spaces available	Total number of potential parking spaces available
Zion Place	1	22	4%	23
Cumberland Road	1	20	5%	21
Dalby Square car park	1	15	6%	16
Athelstan Road	5	33	13%	38
Dalby Road	5	19	21%	24
St. Paul's Road	7	35	17%	42
Ethelbert Road	9	43	17%	52
Warwick Road	11	50	18%	61
Gordon Road	12	35	26%	47
Stanley Road	12	22	35%	34
Percy Road	13	15	46%	28
Harold Road	14	35	29%	49
Sweyn Road	15	53	22%	68
Norfolk Road	17	101	14%	118
Surrey Road	18	53	25%	71
Albion Road	19	14	58%	33
Arthur Road	21	20	51%	41
Godwin Road	23	46	33%	69
Harold Road car park	24	8	75%	32
Edgar Road	31	55	36%	86
Dalby Square	32	59	35%	91
Northdown Road	38	61	38%	99
Eastern Esplanade & Ethelbert Crescent	42	73	37%	115

## **ISSUES AND ANALYSIS**

### **Zion Place**

Is a two-way road with double yellow lines on the whole of the western side of the road. This road was heavily parked on all three 'survey' occasions. The average percentage of available parking spaces at any one time is 4%.

### **Ethelbert Road**

Is a one-way street, with entry from the north end of the road. There are some double yellow lines on both the western and eastern side of the road and on each 'survey' occasion illegal parking was observed on these double yellow lines. There are a total of 52 potential parking spaces available and on average 17% of these parking spaces are available at any one time. This road was most heavily parked on a weekday morning and weekday evening.

### **Athelstan Road**

This is a two-way street with double yellow lines along the length of the eastern side of the road. Athelstan Road was heavily parked on all three 'survey' occasions and there were an average of 13% available parking spaces.

### **Dalby Road**

Is a one-way street, with entry from the north end of the road. There was an average of 21% of parking spaces available and these appeared to be evenly spread throughout the road. At the southern end of the road, on all three 'survey' occasions, a removal company had parked two removal lorries on the road using three parking spaces.

### **Dalby Square**

This square is accessed on the eastern side via Arthur Road and on the western side from the northern end of the road. The square offers a considerable amount of parking, approximately 91 spaces. On average, 35% of these parking spaces are available at any one time and the square was most heavily parked on a Saturday morning. There is a considerable amount of green space and a children's playground in Dalby Square, which has improved the outlook of the area and provided public amenity space.

### **Dalby Square car park**

This provides a total of 19 car parking spaces, three of these are designated disabled parking spaces. On all three 'survey' occasions the car park was heavily utilised and on average there are only 6% of parking spaces available. Dalby Square car park offers parking free of charge and this may be linked to its constant use. In addition, the car park is situated on an open plot of land so the parked cars are easily visible, members of the public may feel that their car is 'safer' in a location like this.

### **Arthur Road**

Is a one-way street, with entry from the southern end of the road. On average, 51% of car parking spaces are available in this road at any one time. The majority of available spaces can be found outside 'boarded up' or what appear to be vacant properties. Arthur Road was most heavily parked on a Saturday morning. This may indicate parking by weekend shoppers or visitors to properties in the road.

### Edgar Road

Is a one-way street with access from the northern end of the road. There is parking available on both sides of the road. Edgar Road was least heavily parked on a weekday evening and was most heavily parked on a weekday morning. The heaviest parking was observed at the southern end of the road. There were 36% of parking spaces available, on average and the road did not 'feel' heavily parked on any of the three 'survey' occasions.

### Percy Road

This is a two-way street and can be accessed via Edgar Road and Sweyn Road. Percy Road has a total of 28 potential parking spaces available and 46% of these spaces are available on average. This road was most heavily parked on a weekday evening and least heavily parked on a weekday morning. There is on street parking available on both sides of the road.

### Gordon Road

Is a two-way street, which can be accessed via Percy Road (to the north) or Stanley Road (to the south). This road does not have any parking restrictions .In addition to on street parking on the western and eastern side of the road, cars are also parked diagonally down the centre of the road. There are a total of 47 potential parking spaces and on average 26% of parking spaces are available.

### Stanley Road

This is a two-way street with access from Edgar Road, Gordon Road and Sweyn Road. There are 34 potential parking spaces available and on average 35% of parking spaces are available. Stanley Road does not contain any double yellow lines, restricting parking.

### St. Paul's Road

Is a one-way street accessed from Edgar Road, on its western side. There are no double yellow lines and a potential of 42 parking spaces, on average 17% of parking spaces are available. The largest number of available parking spaces was observed on a weekday evening.

### Sweyn Road

This is a two-way street and there are a total of 68 potential car parking spaces available, 22% of these spaces are available on average. This road is most heavily parked at the southern end of the road, nearest the shopping centre of Northdown Road.

### Godwin Road

Is a one-way street accessed from the northern end of the road. There are a total of 69 potential parking spaces and on average 33% of these parking spaces are available. This road was most heavily parked on a weekday evening. The majority of available parking spaces were observed at the northern end of the road. Godwin Road is one of three roads that have an amount of free time limited parking. This road offers space for approximately 4 cars to park for 1 hour (Monday-Saturday, 8am-6pm) free of charge. It is interesting to note that these spaces were not utilised on any of the three 'survey' occasions. A possible reason for this may be that Godwin Road is a one way street with entry from the northern end of the road and these free time limited spaces are at the southern end of the road and therefore cannot be accessed from Northdown Road where they can be seen.

### Albion Road

This is a two-way street that can be accessed from Sweyn Road, Godwin Road and Harold Road. On average, out of the 33 potential parking spaces available, 58% of parking spaces are available at any one time. This road is busiest, in parking terms on a Saturday morning.

### Harold Road

Harold Road is a two-way street and has some double yellow lines on the western side of the road. On each of the three 'survey' occasions, illegal parking was observed on these double yellow lines. On average, there are 49 potential parking spaces and 29% of these spaces are available at any one time. There were available parking spaces observed on each of the three occasions, however, this road gave the impression that it was heavily parked and felt 'full'. Harold Road has time limited parking for approximately 4 cars at the southern end of the road on the eastern side. This allows cars to park for 1 hour, Monday-Saturday, 8am-6pm free of charge. On all three survey occasions these time limited parking spaces were fully utilised. One reason for this may be that Harold Road is a two way street which can be accessed from Northdown Road, the end of the road where these spaces are positioned. In addition to this, Harold Road is in a central position in terms of Northdown Road shopping area so these spaces may be more desirable. There is also a selection of shops along this section of Harold Road that customers may be visiting when they park in these bays.

### Harold Road car park

This public car park provides 35 parking spaces which includes 3 disabled parking spaces. On average 75% of these parking spaces were available and the car park was quietest on a weekday evening. This is in contrast to the one other public car park in the survey area, in Dalby Square, which is heavily parked at all times. One reason for this may be because the Harold Road car park operates a pay and display system 24 hours a day, whereas the Dalby Square car park offers free parking.

### Norfolk Road

This is a one-way street with entry from the northern end of the road. Norfolk Road offers potentially 118 car parking spaces on street and on average 14% of these car parking spaces are available. This road was most heavily parked on a weekday evening.

### Cumberland Road

Cumberland Road is a two-way street, providing on street parking on both sides of the road. This road provides a total of 21 parking spaces and on average 5% of these parking spaces is available at any one time. On all three 'survey' occasions the road was heavily parked and there were no available parking spaces observed on the Saturday morning.

### Surrey Road

Is a one-way street with entry from the northern end of the road. This road does not contain any double yellow lines and was most heavily parked on a Saturday morning. On average 25% of on street parking spaces are available. Surrey Road is quite wide and gives the impression of space, even when heavily parked, which it tends to be at the very northern end of the road. The road leads directly to Warwick Road.

### Warwick Road

Warwick Road is accessed directly from Surrey Road (northern end of Warwick Road) and it is a one-way street. This road has a total of 61 potential parking spaces available and on average 18% of these parking spaces is available at any one time. There are no double yellow lines restricting parking and it was observed that the parking spaces available were randomly distributed along both sides of the road. At the southern end of Warwick Road there is free time limited parking for 3 cars. Cars can be parked in these spaces, free of charge, for 1 hour, Monday – Saturday, 8am-6pm. In terms of this time limited parking, a similar situation was observed to that in Godwin road, namely, that these spaces were not utilised. Once again, this is a one-way street and cannot be accessed from the southern end of the road, where these spaces are located.

### Northdown Road

The stretch of Northdown road that was surveyed has a total number of 99 parking spaces available. This is a two-way street that contains retail premises and residential dwellings, mainly in the form of flats above the retail premises. The majority of these parking spaces involve a charge and the maximum stay is 2 hours. The charge to park in one of these spaces for 2 hours is £1.70 and the charge applies 9am –5pm, Monday – Saturday including bank holidays. This section of road therefore offers free parking after 5pm and before 9am and this may be a resource for residents within the ‘survey’ area. However, based on the survey carried out on a weekday evening after 6pm it appears that these spaces are not being used after 5pm when they become free of charge. 51 available parking spaces were counted on a weekday evening compared with 26 on a weekday morning and 37 on a Saturday morning. On average 38% of parking spaces are available at any one time.

### Eastern Esplanade & Ethelbert Crescent

This is a two-way road and contains some double yellow lines. On the ‘stretch’ of this road surveyed there were a total of 115 potential parking spaces available and at any one time, on average, 37% of these parking spaces are available. Once again, like Northdown Road this is a parking resource that is not being utilised by residents in the survey area. Parking along Eastern Esplanade and Ethelbert Crescent is free of charge at all times.

## **SUMMARY AND CONCLUSION**

This survey was carried out following comments from and discussions with residents within Cliftonville who had expressed concern that some roads in the area were becoming congested and that it was difficult for residents to find parking spaces in convenient locations.

The aim of the survey was to provide evidence to support the development of the Cliftonville Development Plan Document and also to potentially provide evidence for the council in determining planning applications in the area.

The survey provides a “snapshot” of the parking situation in the Cliftonville West Ward.

Parking space within the area is used by residents, shoppers and visitors who at certain times will compete for the available spaces.

The availability of parking spaces varies significantly between different roads within the study area. The amount of parking available in the area as a whole is sufficient to meet the needs of residents, shoppers and visitors. However, this picture does not tell the full story as many of the available parking spaces are along the northern edge of the study area in Eastern Esplanade and also at the northern end of many streets.

Some roads such as Zion Place, Cumberland Road, Athelstan Road and St Paul’s road are heavily parked much of the time and the Dalby Square car park (free) is also heavily used. The pay and display car park in Harold Road is under utilised.

Given that some roads are very heavily parked in certain sections the ability of residents to park outside or even close to their own properties can be problematic in many parts of the area. The major issue therefore becomes one of access, convenience and perceived safety rather than ability to park in the area as a whole.

While this situation is not ideal it is one that exists in many other parts of the district where off street parking is limited and/or where large properties have been converted to smaller units.

The policies contained in the Cliftonville Development Plan Document and the assessment of allowances from past uses will go some way towards ensuring that the situation is not worsened but given that the aim of the council is to raise prosperity in this area there is a likelihood that car ownership will continue to grow.

The issues raised by residents and the results of this survey must be used as material considerations in the determination of planning applications in this area in the future.

## **Appendix 1 – Off Street, Charged and Time Limited Parking**

### **Dalby Square Car Park**

16 parking spaces  
Plus 3 disabled parking spaces

Free parking at all times

### **Harold Road Car Park**

32 parking spaces  
Plus 3 disabled parking spaces

#### **Parking charges:**

Up to 1 hour = 50p  
1-2 hours = 80p  
2-4 hours = £1.50  
7am-7pm = £1.90  
Overnight 7pm – 7am = £1.10  
Charges apply 24 hours including bank holidays

### **Northdown Road (measured from junction Edgar Road/Wilderness Hill to junction Cornwall Gardens/Wyndham Avenue)**

Maximum stay 2 hours

#### **Parking charges:**

Up to  $\frac{1}{2}$  hour = 50p  
 $\frac{1}{2}$  - 1 hour = 90p  
1- $\frac{1}{2}$  hour = £1.30  
1  $\frac{1}{2}$  - 2 hours = £1.70  
Charges apply 9am – 5pm, Monday – Saturday including bank holidays

### **Additional Time Limited Parking**

**Harold Road** – Space at Northdown Road end for 4 cars – allowed to park for 1 hour  
Monday - Saturday 8am-6pm no return within 1 hour

**Godwin Road** – Space at Northdown Road end for 4 cars – allowed to park for 1 hour  
Monday – Saturday 8am – 6pm no return within 1 hour

**Warwick Road** – Space at Northdown Road end for 3 cars – allowed to park for 1 hour  
Monday – Saturday 8am – 6pm no return within 1 hour

### **Eastern Esplanade & Ethelbert Crescent**

Free parking at all times

## **Appendix 2 - Vehicle Statistics for Cliftonville West**

The following statistics are taken from the 2001 Census and relate to Cliftonville West Ward, which includes the 'survey' area for this report, and therefore encompass a larger area than the survey area.

Methodological procedures of the Census: The Census was designed to collect information on the resident population on Census day – 29<sup>th</sup> April 2001. The Census forms were delivered to every private household and every communal establishment in advance. Where a Census form was not received in the post by the specified period, an enumerator visited the address in order to collect the form by hand. Arrangements were made to enumerate special groups such as the Armed Forces and people sleeping rough. The Census was followed by the Census Coverage Survey (CCS), which took place between 24<sup>th</sup> May and 18<sup>th</sup> June 2001. This was an independent doorstep survey of a sample of a third of a million households, covering every Local Authority, which was used to adjust the Census counts for under enumeration.

As a result the following statistics should be viewed with some caution and consideration given to the facts that the data was collected 8 years ago and that Cliftonville West Ward has a transient population.

- Total cars and vans (census) owned/available to households (3001) in Cliftonville West 2134.
- According to the 2001 census, 3128 people work in Cliftonville West – this is likely to put increased pressure on parking.
- Of those resident in Cliftonville West, 1161 people travel out of the area, between 2km and over 60km to go to work. 866 travel 2km or less (so may work in Cliftonville West) and 253 work at home.
- As noted above, 253 residents of Cliftonville West work at home. 1597 people who work in Cliftonville West drive to work in a car or van and 38 people travel to work in this area by motorbike, scooter or moped. Some employers may provide off-street parking facilities for their employees and some employees may park within a neighbouring ward. However, a number of people who work in the area are likely to park within Cliftonville West ward.

## Neighbourhood Statistics

### **Number of Cars and Vans Owned by Households**

2001 Census: Census Area Statistics – Cars or Vans (UV62)

	Cliftonville West	Thanet
All Households (households)	3,001	55,228
No car or van (households)	1,396 (47%)	17,656 (32%)
1 car or van (households)	1,187 (40%)	24,695 (45%)
2 cars or vans (households)	333 (11%)	10,310 (19%)
3 cars or vans (households)	68 (2%)	1,968 (4%)
4 or more cars or vans (households)	17 (less than 1%)	599 (1%)
Total cars or vans (vehicles)	2,134	53,923

Table shows all households by whether there are any cars or vans owned or available to the household, and if so how many. It also includes a total count of cars or vans in the area.

### **Distance Travelled to Work by those People Working in Cliftonville West**

2001 Census: Census Area Statistics – Distance Travelled to Work: Workplace Population (UV80)

	Cliftonville West (count)
All people aged 16-74 in employment in area (persons)	3128
Works mainly at or from home (persons)	389
Distance travelled to work: less than 2km (persons)	1172
Distance travelled to work: 2km to less than 5km (persons)	831
Distance travelled to work: 5km to less than 10km (persons)	503
Distance travelled to work: 10km to less than 20km (persons)	84
Distance travelled to work: 20km to less than 30km (persons)	84
Distance travelled to work: 30km to less than 40km (persons)	23
Distance travelled to work: 40km to less than 60km (persons)	13
Distance travelled to work: 60km and over (persons)	29

Table shows the workplace population by the distance travelled to work. Workplace population is defined as people aged 16-74 in employment and whose usual place of work is in the area.

**Distance Travelled to Work by the Residents of Cliftonville West**

2001 Census: Census Area Statistics – Distance Travelled to Work (UV35)

	Cliftonville West (count)
All people (persons)	2426
Works mainly at or from home (persons)	253
Less than 2km (persons)	866
2km to less than 5km (persons)	401
5km to less than 10km (persons)	255
10km to less than 20km (persons)	114
20km to less than 30km (persons)	166
30km to less than 40km (persons)	57
40km to less than 60km (persons)	49
60km and over (persons)	119
No fixed place of work (persons)	136
Working outside the UK (persons)	6
Working at offshore installation (persons)	4

Table shows the usual resident population aged 16-74 in employment by the distance travelled to work.

**Method of Travel to Work by the Daytime Population of Cliftonville West**

2001 Census: Census Area Statistics – Method of Travel to Work: Daytime Population (UV37)

	Cliftonville West (count)
All people (persons)	5602
Works mainly at or from home (persons)	253
Underground, metro, light railway or tram (persons)	0
Train (persons)	14
Bus, minibus or coach (persons)	234
Taxi or minicab (persons)	71
Driving a car or van (persons)	1597
Passenger in a car or van (persons)	261
Motorcycle, scooter or moped (persons)	38
Bicycle (persons)	95
On foot (persons)	558
Other (persons)	7
Not currently working (persons)	2474

Table shows the daytime population aged 16-74 by the method of travel to work. The daytime population is defined for people aged 16-74, as those people who live and work in the area (or do not work) and those people who live outside the area and work inside the area.



