

Cliftonwood Parking Study: May 2009

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Executive Summary

The purpose of this study is to provide data regarding the parking situation in the proposed Cliftonwood parking zone. The debate has been a contentious issue polarising opinion. The study uses as a foundation a previous Traffic Study that was undertaken across the whole of Clifton in 1992 and seeks to look at the situation as it stands at present. The study also looks at the planning framework and how it supports the introduction of the scheme.

The main body of this report is dedicated to the results and analysis of the parking surveys that were undertaken over three consecutive Tuesdays in May by Ben Samways and myself. The surveys noted down where cars were parked at various times during the day, starting from 8am and continuing until 9pm. The results were then collated, and compared to identify whether vehicles were residents, commuters, trade vehicles or unidentifiable vehicles. The numbers of spaces in each street were also noted.

The results indicated that the streets suffer from an influx of commuters during the day and from “unknown” vehicles at night, the make up of which is a combination of residents and visitors to the centre in the evening. However, it is also clear from the results that the majority of vehicles are owned by residents. This has led to the conclusion that a resident parking scheme ought to be implemented for the area, as there is a clear parking issue, but it should be coupled with supplementary planning guidance to limit the number of permits available to new house conversions and new builds, in order to stop the situation deteriorating further. It may also be necessary to restrict the number of permits that existing residents are entitled to purchase.

Street widths were measured during the course of the study, to determine whether it is feasible for vehicles to park on both sides of the road. The results revealed that the only street where it is not possible to do this is Bellevue Crescent. Cars currently park on the pavement and the measurements of the pavement width indicate that it would be possible for this to continue.

Other cities were compared to determine what worked well elsewhere and what was less successful. The results indicated that pay and display machines are appropriate for the additional spaces. It also showed that tradespersons permits were the best way to deal with the issue. The study further recommends that the scheme is enforced well into the evening and suggests that eligibility for permits should be based on proof of residence and not exclude those who are council tax exempt.