



9. Parking Supporting Statement

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1. Setting the Scene

- 1.1 The four Councils manage on-street parking, they also own and run many off-street public car parks; other car parks are operated commercially or are provided for customers and visitors. In addition Bath and Bristol each operate three park and ride sites.
- 1.2 The supply and management of parking is closely linked with the demand for car use and this in turn affects traffic levels, especially in peak periods, and ultimately congestion. It is a key part of our range of demand management measures for tackling congestion and traffic growth.

2. Vision

Our vision is for a network of safe, convenient and accessible parking facilities and park and ride sites provided and managed as part of an integrated transport system. Our aim is to provide choice, support the local economy, regenerate city and town centres and reduce congestion and traffic growth.

3. Parking and the Shared Priorities

Congestion

Parking controls and measures are a key tool for tackling congestion. Effective parking enforcement is essential to enable the transport network to flow freely and safely. Decriminalised parking enforcement helps combat illegal parking, reducing congestion, particularly in the peak hours for bus and park and ride services.

In urban centres the policy of the Councils is to restrict the availability of long stay parking spaces for commuters, but to accept a reasonable provision for visitors, especially shoppers and tourists, ensuring the economic vitality of the area.

Parking at interchanges such as railway stations and park and ride sites is vital to encourage and support more sustainable modes of transport.

Road Safety

Effective control of the highway network through properly enforced parking controls will assist in enabling all movements, in particular pedestrian movements, to be made more safely.

Accessibility

Provision of parking in villages and small towns is of importance for those wishing to access local services. People from rural areas with no effective bus service have problems accessing urban centres for work if there is no parking or park and ride available.

Air Quality

Effective signing to the correct off street car park reduces the amount of circulating traffic, improving air quality and increasing safety for all users. Reductions in commuter parking and expansion of park and ride capacity will help as part of the package of measures to encourage people to use an alternative form of transport more often.

Other Quality of Life issues

In urban centres and adjacent areas, where parking is under pressure from commuters, priority will be given to provision for residents and local businesses whilst recognising the importance of parking to the vitality and viability of city and town centres.

4. Issues

- 4.1 Parking controls offer excellent value for money as a relatively low cost option, for example improved signing and introduction of pay and display. Existing legislative powers mean they are easy to implement and effective. Infrastructure requirements are low, ensuring maximum

use can be made of what already exists. Revenue streams from both on- and off-street car parks and fines provide a valuable source of income for other transport schemes, for example supporting public transport services.

4.2 Park and ride is an important part of the JLTP. Transferring the occupants of up to fifty cars into one bus frees up a large amount of road space. Park and ride has the potential to remove many thousands of vehicle trips per day from central Bath, central Bristol and the Bristol North Fringe, as well as radial routes. These are some of the worst congestion hotspots in the area and so the impact of park and ride is potentially large.

4.3 The supply and management of parking and park and ride have a key role in planning for integrated transport in the JLTP area. Issues focus on the following:

- use of parking as a tool for managing the demand for car use.
- provision of park and ride on key routes.
- expansion of capacity and review of opening hours at existing park and ride sites.
- balance between short and long-stay car parking and levels of charges.
- influencing the management of privately owned car parks.



- control and enforcement of on-street parking including bus lanes.
- need for new and expanded on-street residents' parking schemes.
- quality of public car parks, design and security.
- level of parking to be provided in new development.
- review of hours and days of parking controls.
- expansion of car share bays.

5. Delivery Programme in the Plan Period 2001/02 – 2005/06

5.1 In the period of the last LTPs the following has been delivered:

- Decriminalised Parking Enforcement has been introduced throughout Bristol City and Bath and North East Somerset.
- North Somerset and South Gloucestershire Councils have commenced reviews of their parking operations with a view to introducing decriminalised parking enforcement during the period of the JLTP.
- 9 residents' parking zones have been introduced in Bath (see Good Practice).
- The outdated on-street card parking system in Bath has been replaced with Pay and Display and the area covered by this system has been extended from the central zone into the adjacent resident zones 1 and 6, effectively reducing circulating traffic.
- Pay on Foot payment systems have been introduced in central Bristol off-street car parks thus improving safety and convenience for users.
- Variable message signing has been introduced on the approaches to central Bristol car parks thus reducing the delay and journey time for users particularly during peak periods.

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- Opening hours have been extended in Bath's park and ride sites to encourage commuters removed from residential areas to use an alternative mode.
- New low floor buses have been introduced on Bath's park and ride services.
- An additional park and ride service has been introduced from Odd Down in the South of Bath serving the Royal United Hospital.
- Bristol City Council has opened a new park and ride site on the A4 at Portway.
- Expansion of parking at Parkway Rail Station in South Gloucestershire to encourage interchange with rail.

6. Good Practice

Bath Case Study

An ambitious programme for the introduction of residents' parking schemes was embarked upon to reduce the number of car commuters and improve the lives of residents in the areas surrounding the city centre. Seven zones covering 3,000 spaces were introduced throughout 2000 and 2001 adding to the central control zone introduced in 1986. The scheme was completed within 18 months and the acceptance of such an extensive programme of parking control was achieved through complete engagement of, consultation with and involvement of the local community. After a review, 3 zones were expanded and a ninth added (plus a tenth covering the residential area around the Bath University).

In order to encourage car sharing, a number of the on-street parking bays are available to those who travel two or more to a car. The permits for this experiment can be purchased from the Council on an annual basis and allow parking all day at the various locations.

7. Strategy

- 7.1 Our joint working provides the opportunity to standardise parking operations over the JLTP area.
- 7.2 In line with Government, regional and local policy a critical element of delivery over the next five years will be a further reduction of long stay parking for commuters both in off-street car parks and also in terms of availability of on-street parking. The proportion of off-street parking available for short term business and shopping purposes will be increased, with long stay commuters and other users being encouraged to use alternative modes such as bus or park and ride.
- 7.3 A critical issue for a mixed urban/rural area is that centres (large and small) compete with each other and seek to gain a competitive advantage. A joint approach to parking management is a significant step towards using parking as an integrated tool across the whole JLTP area. (See hierarchy below).
- 7.4 The Parking Strategy contains the following key elements: -

On-Street Controls

- 7.5 Bristol City and Bath and North East Somerset Councils have introduced Decriminalised Parking Enforcement throughout their areas. North Somerset and South Gloucestershire Councils have commenced reviews of their parking operations with a view to introducing decriminalised parking enforcement early in the JLTP period. Once all four Councils operate decriminalised parking enforcement, there will be a more understandable system of enforcement for the public. This should enable the development of parking controls which are more respected, with fewer breaches of rules occurring.

Long Stay Parking

- 7.6 We will review the supply of off and on street long stay parking capacity in the main urban centres with a view to

reducing availability during the JLTP period. The level of supply will depend upon the successful introduction of improved alternative modes of transport, especially bus.

- 7.7 For both on-street and off-street parking, time related control or the introduction of parking charges will be amongst the methods to be considered for reducing commuter car parking. In addition, on street controlled parking zones will be considered to enable provision of resident parking schemes and removal of commuter parking.

Short Stay Parking

- 7.8 Whilst the provision of short stay parking is essential for the economic vitality of the area's towns and city centres, we will discourage uncontrolled growth. All spaces will need to be justified based on local circumstances.

Park and Ride

- 7.9 Park and ride already plays a highly successful role in reducing car use in congested areas, with over 2 million users per year in the area as a whole. To build on this success, a network of park and ride sites is planned for congested radial routes. They will be complemented by the provision of bus priority measures to ensure that the bus journey remains quick and reliable at all times.
- 7.10 The Bath Package proposes to build a new, expanded Newbridge site, expanded park and ride facilities at Lansdown and Odd Down and a new park and ride at Lambridge on the A4 east of Bath. In Bristol the plan is to expand the existing sites on the A4 at Brislington and Portway. New sites will be investigated and progressed during the Plan period based on demand, and strategically located to maximise patronage.

Enforcement of Bus Corridors

- 7.11 We will develop joint approaches to parking enforcement along major public transport corridors to ensure best use of

resources and maximum benefits of investment in Showcase bus routes and park and ride. Enforcement will be consistent and easy for the public to understand. In turn this will reduce delays and journey times for buses and enhance the attractiveness of public transport. We will investigate introducing enforcement of moving vehicle offences using powers in the Traffic Management Act.

Controlled Parking Schemes

- 7.12 In those residential areas which suffer badly from the effects of on-street commuter parking we will investigate expanding residents' parking schemes in consultation with local residents and businesses. Initially efforts will be focussed on reviewing commuter parking surrounding Bath and Bristol city centres and specific major attractors such as Parkway Station.

Private Non-Residential Car Parking

- 7.13 Difficult issues remain in relation to private car parks, where the operational control is not with the Council, and also car parking at major private non-residential car parks and out-of-town centres. We will work closely with private sector providers of public parking to ensure consistency in the management and supply of their spaces. Of particular concern are the 10,000 free spaces around Cribbs Causeway out-of-town shopping complex. We are keen to investigate innovative measures for managing these spaces and we look to the Government for guidance and legislative powers.
- 7.14 Bristol International Airport provides on-site parking for its customers and employees. Management of this parking is a key part of the airport's Surface Access Strategy which seeks to encourage non-car modes and discourage the development of ad hoc off-site car parks.
- 7.15 Working with businesses we will promote the continued use of workplace travel

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plans as a parking management tool. Providing alternatives to the car, and the more efficient use of parking spaces through car sharing with priority parking for sharers, will all be encouraged.

Parking Charges

7.16 We are working closely together to ensure that parking charges across the whole area do not unreasonably disadvantage any area or centre. Charges will be consistent to ensure that park and ride maintains a competitive advantage over the centres they serve. Tariffs will be aimed at achieving the optimum balance between on and off-street parking and between long and short stay.

Quality

7.17 We will review approaches to car park design and security and improve best practice standards for off-street car parks across the JLTP area.

Parking Standards

7.18 The JLTP supports an approach for determining planning applications and

scheme designs that generally seek to reflect the transport user priorities set in Chapter 5 of the JLTP.

7.19 Over-provision of parking spaces encourages the use of the car, adding to congestion and environmental problems. Thus the provision of parking spaces will be tightly controlled, through Local Development Frameworks, in all new developments with numbers linked to how accessible a location is by public transport, cycling and walking. A new methodology will be developed for this.

7.20 As part of the emerging Local Development Frameworks it is intended during the JLTP period to introduce a strategy-based tariff structure for new developments, in association with new parking standards, to help achieve a step change in the quality of transport.

7.21 Integrating land use planning with the JLTP will help to limit the growth in car traffic associated with new development thereby easing congestion on the surrounding network.

Figure 1: Parking Hierarchy

| Area | Typical measures | Issues |
|--|---|--|
| Bristol City Centre, Bath City Centre, Cribbs Causeway | Charges both on- street and off-street. Long-stay parking discouraged or removed to expanded or new park and ride sites. Residents' Parking Schemes in and around City Centres to discourage commuter parking. Full disabled parking provision. | The Councils have no control over car parking at Cribbs Causeway where approximately 10,000 spaces exist, all of which are free. This significantly distorts our approach to parking and contributes to higher levels of congestion. |
| Weston-super-Mare | Charges both on- street and off-street. Long-stay parking discouraged. Residents' parking schemes around the town centre, should a majority of residents support it. Full disabled parking provision. | Over the summer, demand for long-stay visitor parking is extremely high and therefore parking is allowed on the beach. |
| District Centres/ Market Towns e.g. Yate, Clevedon, Westbury-on-Trym, Keynsham | Some control of on- and off-street parking through time limits. Charges, where they exist, are modest. Some long-stay parking provision due to poorer public transport access. Residents' parking schemes may be appropriate in a limited number of cases. Full disabled parking provision. | The characteristics of district centre and market towns are very diverse. Their proximity to other centres can also be important in determining the appropriate approach. |
| Rural Areas | Limited controls other than for road safety reasons or where there is a tourist attraction or railway station. Off-street car parks are typically free. Residents' parking scheme are not normally appropriate. Disabled parking as required. | Enforcement of regulations is important but their dispersed nature in rural areas makes this more difficult. |

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7.22 In the period of the JLTP:

- North Somerset Council are proposing to introduce decriminalised parking enforcement during 2007/08 subject to satisfying the relevant criteria.
- South Gloucestershire Council are proposing to introduce decriminalised parking enforcement during 2007 subject to satisfying the relevant criteria.
- All will review their on and off-street long stay parking capacity in main urban centres with a view to reducing availability during the Plan period, the level of which to be dependent upon the successful introduction of improved provision for alternative modes of transport, especially bus.
- All will review the parking requirements of district centres, rural and market towns, and produce an action plan for implementation.
- All to consider the introduction of, or expansion of, variable message signing to guide users directly to the most appropriate car park.
- All will review the amount and location of blue badge parking provision with a view to drawing up a plan for the introduction of additional spaces where required.
- Existing park and ride sites will be expanded where appropriate and new sites investigated and developed in strategic locations.
- All will review provision for motorcycles with a view to drawing up a plan to introduce more spaces to deal with any deficiency identified (see also Powered Two Wheeler Supporting Strategy).
- All authorities will keep existing coach management strategies under review and seek to improve parking provision as and when need or opportunity occur (see also Coaches Supporting Strategy).
- Lorry parking is covered within the Freight Management Supporting Strategy.
- Parking standards: the provision of new parking spaces will be tightly controlled, through the Local Development Frameworks, in all new developments with numbers linked to how accessible a location is by public transport, walking and cycling. When considering new development the user priorities set out in the JLTP will be adhered to.
- All will review provision for cyclists.



8. Targets

There is no specific target for parking but this strategy will contribute towards LTP2 Change in area-wide road traffic mileage; LTP6 Changes in peak period flows to Bristol city centre; LTP7 Congestion; and LTP 8 Air Quality.