

Introduction of Linear Charging for Pay and Display Parking in The Outer Controlled Parking Zone, Ashley, Central, Clifton, Hotwells and Harbourside, and Lawrence Hill Wards.

The City Council proposes to make a Traffic Order to introduce Linear Pay and Display charges in the Outer Controlled Parking Zone (CPZ), following approval of the Linear Parking Report at the Transport and Connectivity Committee on 20 March 2025.

The proposed introduction of Linear Parking Charges follows a review of the overall tariff structure to simplify and improve the customer experience. The linear structure where the same hourly rate applies all day would remove the Outer CPZ existing tariffs which generally divide into daytime rates between 8 a.m. and 6 p.m., evening rates between 6 p.m. and midnight and overnight rate from 6 p.m. to 9 a.m. It would still encourage turnover, support the retail and leisure economy and continue to deter long stay parking as longer stays would be more expensive.

The Linear charges would be introduced in the Outer CPZ and the Central CPZ at the same time.

Charges

The charges would be £3.50 per hour, with a maximum stay of 2 hours in the 2 hour zone and 4 hours in the 4 hour zone. The charges would apply Monday to Sunday, between 8 a.m. and 6 p.m. Between 6 p.m. and 10 p.m. the charge would also be £3.50 per hour but would not have a maximum stay period. After 6 p.m. the £3.50 rate would have a £1.00 discount on the hourly rate in the first year. The rate would then be reduced annual by a £0.20 discount until the rate is the same as the normal rate. Visitors staying overnight would be able to prepay for parking the following morning.

Parking for Disabled Persons' Badge holders and MotorCycles with two wheels would remain free in dedicated marked bays and would also remain available in Pay & Display bays with no time limits.

Rationale

Within the context of Bristol's Transport Policy the Council are proposing a range of initiatives to make more efficient use of on and off street, public car parking spaces, while considering how the management of these spaces can help drive behaviour change towards sustainable modes of travel; maximise the use of kerb space (given increasing demands for car clubs, cycle hangars, scooter parking and EV charging) and further improve air quality.

Road traffic regulation Act 1984

The Council has the power to make a Traffic Order to provide on-street parking places under Section 45 of the Road Traffic Regulation Act 1984 (the Act) for the purpose of relieving or preventing congestion of traffic and has the power to charge for parking in on-street parking places under Section 46 of the Act.