

# Parking Impacts and Interventions

**On-street parking congestion continues to be a challenging issue in Bristol. We seek, through policy for developments to minimise car reliance. However, such a reduction does not always correlate with a reduction in car ownership.**

Therefore, whilst a sustainable location may generate a greater reliance on public transport, walking and cycling trips, in many areas this has led to parking congestion, with the resultant impacts causing blight and obstruction to local residents, and particularly the most vulnerable sections of our community on a daily basis and long after a new development has been completed and occupied.

As a result, we have sought to address car parking demands in our central/inner areas, particularly by commuters, through the Controlled Parking Zone (CPZ) and more recently the Residents' Parking Schemes (RPS). These interventions have helped to reduce the pressure for on-street weekday parking within the RPS zones and remove commuter vehicles from parking in what are predominantly residential streets. However, it is evident that in some RPS areas and other densely-populated areas, the demands for evening parking can also cause problems.

Where new developments propose low levels of car parking which we consider may lead to on street problems in the surrounding area, we will require that a parking survey is conducted to demonstrate what those impacts will be. Our required methodology is included in the *TDMG Appendices*.



**Fig 1: Local Area developer Parking Study, Windmill Hill**

In locations where we feel there is either very little or no on-street capacity to accommodate development-related parking and/or where additional overspill parking may lead to significant safety concerns, we may either resist development, or require the developer to fund and/or deliver changes to existing traffic regulations. This could take the form of (but not be limited to) one of the following measures:

- **A change to a Traffic Regulation Order (TRO) to protect visibility / pedestrian amenity or ensure access by emergency vehicles, particularly at junctions or along narrow streets;**
- **Where 'low', or 'zero-car' development is proposed within an RPS or CPZ, a planning recommendation that prohibits the issuing of residential or business parking permits to occupiers of that development. Further information on this is provided on the [council website](#).**

- Where development is of a significant magnitude, an area-wide study and delivery of effective and restrictive parking deterrents across that area to minimise the worsening transport / environmental conditions that could occur where major development were to be left unmitigated.

Fig 2: Area Parking demand study, Temple Quarter

