

CHAPTER 5 MOVEMENT

*"TO PROMOTE A MORE SUSTAINABLE AND ENVIRONMENTALLY FRIENDLY
TRANSPORT SYSTEM"*

CONTENTS	PAGE
5.1 Introduction	84
5.2 Policy Context	86
5.3 Objectives	88
5.4 Policies	89
5.4.1 Joint Working and Partnership	89
M1 Transport Development Control Criteria	90
M2 Development in Traffic Free Areas	90
M3 Public transport provision for large scale developments	90
M4 Public Transport: Park and Ride	92
M5 Park and Ride: Avonmouth site	92
M6 Public Transport: Bus and Coach Station – Marlborough Street	93
M7 Public Transport: Alternative Coach Station	93
M8 Public Transport: Coach Facilities	94
M9 Public Transport: Temple Meads	95
M10 Public Transport: Rail Improvements	96
M11 Public Transport: Rail Stations	96
M12 Public Transport: Protection of Ex-Rail Corridors	96
M13 Public Transport: Light Rapid Transit Safeguarded Routes	98
M14 Parking: Commuter Parking	99
M15 Parking: Commuted Payments	100
M16 Cycling and Pedestrians	100
M17 Traffic Management and Avonmouth	102
M18 Freight: Rail Freight Facilities	102
M19 Highway Network: New Roads – Environmental and Economic Effects	102
M20 Highway Network: Improvements to the Primary Road Network	105
M21 Highway Network: Primary Route Network Amendments: Redcliffe Way	105
M22 Highway Network: Avonmouth/Sevenside	105
M23 Highway Network: Minor Road Improvements	106
M24 Highway Network: Highway Improvements/Abandonment of Old Road Improvement Lines	106
Schedule to M1 Parking Standards	107
Schedule to M23/24 Road Improvement Lines Proposed for Abandonment	121

5.1 INTRODUCTION

5.1.1 Movement into and within the City of Bristol is becoming increasingly difficult and, in many cases, unpleasant and unsafe. The problem of congestion affects every aspect of transport from the movements of goods, commuting, cycling and walking, to getting about with wheelchairs or pushchairs and children. It is also affecting the social and physical fabric of many areas of the city and, in a potentially more significant context, vehicle emissions are increasingly a major source of environmental pollution. A resolution to these problems is essential if the health, vitality, economy and attractiveness of Bristol is to be maintained and enhanced.

Who Does What

5.1.2 The Department of Transport (DoT) is responsible for national transportation policy along with major infrastructure proposals, such as the Second Severn Crossing and associated roads. It is also the highway authority for the National Primary Route Network of motorways and trunk roads. The main operative aspect of national transport policy is fiscal by way of grants and subsidies. A large proportion of these are targeted towards highways in one form or another and this has been the main emphasis in the last 40 years. More recently the TSG system has been changed to a 'package' approach with greater emphasis placed on public transport. Section 56 grants made under the 1968 Transport Act, have provided some funding for Light Rail Transit proposals elsewhere in the country. This is potentially a very substantial source of Government funding for local transport.

5.1.3 In April 1996, the city council became the Highway and Transport Authority following abolition of the former Avon County Council. A Key Policy document previously produced by Avon, which is still relevant to transport planning in the city, is the County Structure Plan. This sets the broad 'strategic' policy framework. Also of relevance is the annual Transport Policies and Programme (TPP) co-ordinated by the Joint Committee on Strategic Planning for the four Unitary Authorities in the former Avon area. In addition, the County Council prepared a Transport Plan for the Avon Area as a forerunner to a more thorough review of the Structure Plan aimed at providing an integrated transportation document. The TPP provides detailed policy and proposals and a programme of implementation together with a bid for grant. The TPP provides the main means by which many of the Policies and proposals within this Chapter can be implemented.

5.1.4 In recent Government advice (PPG12), District Councils have been required through Development Plans to include, where appropriate, land use policies and proposals related to the management of traffic. This includes, for example, bus priority measures, the control of car and lorry parking and the improvement of cyclist and pedestrian safety. However both the Structure Plan and the Local Plan have a key role in the determining of the distribution of land uses which has a profound impact on demands for travel, the importance of which is highlighted in PPG13.

5.1.5 Central and local government are not the only 'players' in the field of transport. A range of other organisations play a part in transport provision serving Bristol. These include rail service providers, various bus and coach companies, haulage operators, taxis services, waterborne transport providers and a number of community transport initiatives.

The Existing Transport Network

5.1.6 Bristol's transport network is shown in Figure 5.1. Bristol has its origins as a port and a river crossing at the confluence of the Rivers Avon and Frome. These historical functions are major determinants of the shape and character of Bristol and its highway network, with the centre of the city and the three main river crossings, the focus of a highly radial road network with limited opportunities for cross town movement between the radials. The lack of river crossings has historically accounted for impediments to cross city movements and exacerbated peak period congestion. The primary route network consisting of national primary routes and county primary routes is defined in the Structure Plan (*see paragraph 5.4.40 and Figure 5.5*).

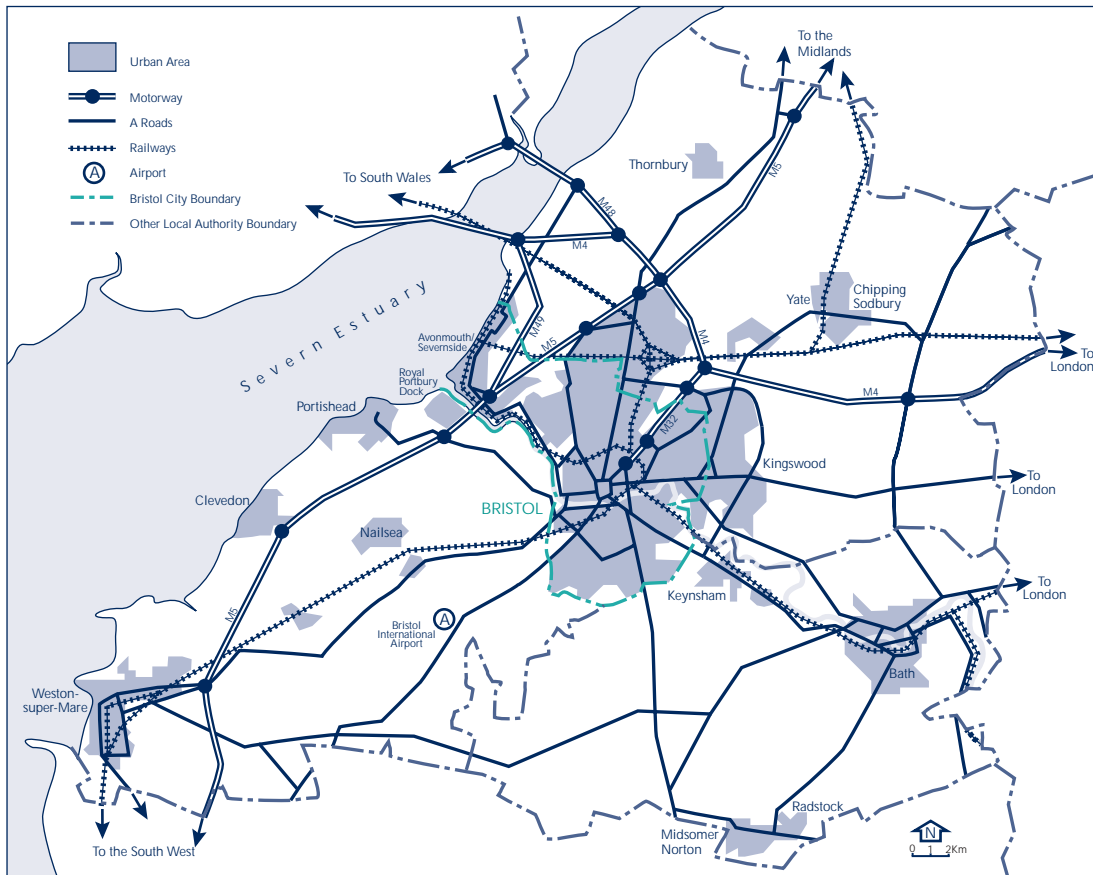


Figure 5.1 Transport Structure

5.1.7 Options for movement around or through the city are substantially constrained, with the net result that the M4 and M5, the main inter-regional routes around the north and west of the city, are heavily used by local traffic. In addition those parts of the national primary road network intended to provide access to the city centre, including the M32, are also used as through routes. This places additional traffic on routes, which now pass through Conservation Areas, district shopping centres and dense residential suburbs, to their detriment. At the same time and uniquely, Bristol suburbs contained little of the low quality housing and obsolete heavy industries whose clearance led to the provision of a widened road system in many other British cities of similar size.

5.1.8 In the Bristol area, no true citywide passenger railway has evolved. Temple Meads, the main railway station, is located off-centre in respect of the commercial heart of the city and many of its more populous suburbs. Trams and later buses, have provided the great bulk of public transport locally. Travel by public transport has declined substantially over the past 40 years although there is evidence that this has been arrested in Bristol in recent years.

Traffic, Pollution, and Congestion

5.1.9 The Government's 1989 National Road Traffic Forecasts of between 83% and 142% growth in traffic between 1988 and 2025 highlight in a dramatic way that these problems are set to escalate, unless action is taken to reverse the current trends. From analysis of such figures it follows logically that even with significant and potentially disruptive new road building, demand for journeys could not be satisfied, and as a consequence some form of restraint and/or demand management, coupled with promotion of alternative modes is required.

5.1.10 The ability of people to gain easy access to employment and a whole range of facilities, from hospitals and shops to pubs and theatres are important aspects affecting quality of life. Ease of

access is equally important to commerce and industry and good road and rail accessibility has been a major element in Bristol's recent economic success. This success and the high level of car ownership in the former Avon area has meant that the city has had to cope with increased amounts of traffic. During the latter half of the 1980s traffic congestion was recognised as being a major problem in Bristol with increased journey times on many routes during the peak period and on some routes throughout the day. Coupled with this issue, the city has also seen an increase in the levels of pollution arising from road traffic.

5.1.11 A number of post war trends have contributed towards a high level of demand for motorised journeys:

- (i) Dispersion of population from Bristol to the surrounding towns and villages.
- (ii) Increases in the number of smaller households.
- (iii) Continued growth of Bristol as the major regional focus of employment.
- (iv) Increased leisure time and opportunities for recreation.
- (v) Greater levels of personal mobility coupled with the use of cars for even short journeys.
- (vi) The long period of decline and apparent unattractiveness of public transport.
- (vii) Reduced availability of local services previously accessible on foot.
- (viii) Reduction of local rail services post-Beeching.
- (ix) Development of shops and offices in peripheral locations.

5.1.12 1990 saw two keynote reports; The Bristol Traffic Pollution Study Group Report prepared by the city council and the Traffic Congestion in Urban Areas Report by the former Avon County Council. Both reports highlighted the car-borne commuter as a major factor in both airborne pollution and traffic congestion. Whilst in recent years the split by mode for journeys to work has seen a modest increase in the number of cyclists, and bus usage there has also been a substantial increase in traffic with between 1979 and 1988 a 47% growth in traffic entering Bristol and a 12% growth in traffic entering the city centre.

5.1.13 However, these figures and others showing overall high levels of car ownership disguise the fact that for some areas of the city, particularly in the south and to the immediate north and east of the city centre, car ownership levels are low (1991 Census) and the public transport service is perceived to be poor. For these communities, lack of access, particularly to jobs and training, is a major contributor to their continued deprived state.

5.1.14 Recent hot summers have highlighted the problems arising from the creation of ozone by the action of sunlight on exhaust fumes. Ozone and oxides of nitrogen have been implicated as factors in triggering asthmatic attacks or in sensitising people to such attacks. Air pollution and in particular pollutants which can be attributed to road traffic, have been linked to respiratory and other illnesses in children and recent evidence suggests links with hay fever.

5.1.15 Increased use of catalytic converters may in the medium term reduce emissions of some exhaust pollutants but, unfortunately, at the expense of creating further quantities of the greenhouse gas carbon dioxide. It is also important to note that they are not efficient on short trips of less than five miles, that they are a relatively expensive, 'hi-tech' means of reducing some emissions and that other means of control are available. The Transport sector accounted for 25% of all CO₂ emissions in the U.K. in 1987 but the proportion is rising and may outstrip other sources by 2025. The UK Government has set itself the overall target of returning CO₂ emissions to their 1990 levels by the year 2000.

5.2 POLICY CONTEXT

5.2.1 The 1994 Government Document "*Sustainable Development – The UK Strategy*" highlighted the issues of traffic, pollution and congestion and pointed out the need for policies to:-

- (i) Influence the rate of traffic growth.
 - (ii) Provide a framework for individual choice in transport which meets environment objectives.
 - (iii) Increase the economic efficiency of transport decisions.
 - (iv) Improve the design of vehicles to minimise pollution and CO₂ emissions.
- 5.2.2 PPG13 emphasises the need to co-ordinate policies for transport and other forms of development, to reduce the need to travel especially by car and to give people the choice of using more environmentally friendly means of transport than the car. This environmentally sensitive PPG is welcomed as being indicative of the way forward for transportation planning.
- 5.2.3 The Regional Planning Guidance for the South West (RPG 10, July 1994) includes guidance on transport matters up to the year 2011. While further road building to reduce the peripherality of the far South West is seen as inevitable, the guidance includes objectives particularly relevant to urban areas:
- “to reconcile the demand for travel with environmental concerns, including impacts on human health and climate change;*
- to reduce reliance on the motor vehicle by encouraging a shift from private to public transport, particularly in urban areas, and by making users more aware of the real costs of their transport choice;*
- to take into account the increasing economic and environmental costs of transport.”*
- Paragraph 9.6 of RPG10 amplifies the advice on changing the balance between public and private transport in urban areas:-
- “While there is some potential for road improvements to ease the effects of congestion in urban areas, further road building is not generally likely to provide a solution to the problem. In many cases this is physically impossible, the costs would be prohibitive and the environmental impacts unacceptable... Generally more weight should be placed on measures to manage demand, to make more efficient use of existing transport infrastructure and to encourage the provision of acceptable alternatives to the private car, including increasing the attractiveness of public transport. In the urban areas and elsewhere, policies to control parking provision and other management measures are necessary to reduce congestion.”*
- 5.2.4 The Structure Plan policies are concerned with achieving an acceptable balance between the competing demands of all transport users. The policies are set within the three key objectives of safety, environment and the movement of goods and people and are part of an integrated package which recognises that these issues cannot be considered in isolation.
- 5.2.5 The former County Council produced a major multi-modal study of the Bristol travel to work area (BRITES) in 1990. The aim was to assist with the long-term planning of transport investment in the Bristol area so as to deal effectively with problems of environmental degradation, increased congestion and worsening economic performance of transport. The second was the preparation of a new City Centre Traffic Model for detailed assessment of highway proposals in the central area.
- 5.2.6 The BRITES study tested five strategies for future transport investment and two land-use scenarios to the year 2015. The study concluded that measures were needed which, on the one hand encouraged alternatives to the car by investment in public transport facilities, and on the other directly discouraged car use by introducing restraint through management and cost measures. The value of a strategic transport model is that it can be adapted as a base for a range of further studies which can be fed into an overall reassessment of transport strategy.
- 5.2.7 The Transport Plan for the Avon Area, which looks forward to 2013, provides an integrated and balanced view of future transport requirements set in the context of key objectives of safety, environment, accessibility, economic development and security. Its overall strategy, which seeks to develop attractive and viable alternatives to the car is developed in respect of five, 10 and 20 year time horizons. Whilst the Plan itself falls outside of the current Development Plan framework, it

identifies a range of targets and measures, many of which are also reflected in PPG13, which are essential if the Bristol sub region is to enter the next millennium as an attractive area for business and residents alike. The Transport strategy pursued in the Bristol Local Plan largely reflects that developed in the Transport Plan.

- 5.2.8 Building on from national and strategic policy, Bristol's strategy in this Plan is composed of complementary carrot and stick measures set in both the short and long term. If peak period (journey to work) congestion is to be challenged the main options available are walking, cycling and public transport. If these options are seen to be attractive and effective, then the necessary restraint measures on car journeys such as car parking supply or pricing will be more palatable. At every stage it will be important to recognise the fine balance between provision and restriction so as not to prejudice overall economic vitality and enhance it wherever possible.
- 5.2.9 In the short term it will be necessary to concentrate efforts upon measures to improve bus services through extension of bus lanes, development of park and ride and bus priority measures. There is also the need and potential to improve local rail services. Much can be done to improve the local rail network in the short term and complement the future development of rapid transit. This requires a long lead-time for route planning and investment, and the commitment of many organisations if the transport needs of the next millennium are to be met. In the longer term it may be necessary to consider other restraint measures such as road pricing.

5.3 OBJECTIVES

- 5.3.1 *Promoting and making available more attractive alternative modes of transport to the private car, in particular, public transport, for journeys to work, thereby improving accessibility for all sections of the community.*
- 5.3.2 *Making efficient use of existing transport assets, eg highways, railways, waterways, port and airports.*
- 5.3.3 *Promoting where appropriate, the use of parking policies as an essential ingredient in managing traffic demand.*
- 5.3.4 *Promoting measures to improve accessibility for all sections of the community.*
- 5.3.5 *Reducing environmental damage caused by noise, pollution, vibration and visual intrusion, and promoting environmental improvement.*
- 5.3.6 *To develop a network of safe and convenient routes for pedestrians and cyclists serving the city and district centres, and providing safe routes to local facilities.*
- 5.3.7 *Increasing safety and accessibility for all users of the Transport Network, particularly vulnerable groups such as cyclists, pedestrians, those with impaired mobility and those without access to private cars.*
- 5.3.8 *Promoting the provision of interchanges between various forms of transport particularly where these serve the city centre.*
- 5.3.9 *Ensuring that development contributes to and enhances the city's transport network.*
- 5.3.10 *Reducing the impact of commuter parking on residential areas.*
- 5.3.11 *Seeking opportunities to reinforce and improve local facilities, particularly shops thereby reducing demand for journeys.*
- 5.3.12 *Locating new major developments within easy access of the main transport corridors and interchanges, thereby ensuring efficient accessibility by public transport.*
- 5.3.13 *Undertaking, a range of traffic calming and traffic management schemes to ensure that the adverse impact of traffic on the city, district and local centres and residential areas is reduced, and overall quality of environment enhanced.*
- 5.3.14 *Seeking to control development, so that journeys to work by car are discouraged and those by other modes are encouraged.*

- 5.3.15 In support of the above objectives, the city council adopts the following targets:-
- (i) To stabilise average journey lengths by 2003 and reduce them by 5% by 2013.
 - (ii) To reduce the proportion of journeys made by car, including:-
By 2013 car journeys to account for no more than 45% of all journeys and 40% of peak period journeys into Central Bristol
 - (iii) To reduce the time lost through delay on the highway network by 10% by 2003 and by 25% by 2013.
- 5.3.16 The city council will review these targets and consider appropriate air quality standards in the light of the Government's emerging National Air Quality Strategy and the prospects of the Traffic Reduction Bill. Although the setting of air quality and traffic reduction targets is desirable, the ability to meet them will depend substantially on awards of Government funding for public transport, cycling and other initiatives. Progress will also depend on the introduction of new legislation (eg to enable the introduction of congestion charging and taxation of private parking spaces) and powers available to local authorities.

5.4 POLICIES

Joint Working and Partnership

- 5.4.1 The development of an integrated transport strategy poses fundamental questions in respect of the allocation of road space (for pedestrians, cyclists, buses, service vehicles, private cars, etc), the best use of the existing and potential transport corridors and the allocation of land for various forms of development and existing national policies and funding arrangements. The Plan seeks to strike a balance between these issues. The relationship between a city and its hinterland is vital to the economic well being of the whole area. An agreed strategy, such as that contained within the Transport Plan for the Avon Area is therefore vitally important if the issues are to be effectively addressed. The city council will therefore seek to act jointly with adjoining local authorities, where appropriate through the Joint Committee on Strategic Planning and Transportation (set up following Local Government Reorganisation). In addition the city council will seek to establish partnerships with public transport providers and private finance investors to deliver improved services and infrastructure consistent with the objectives of the Local Plan. The Local Plan sets out policies directly related to development, however following Local Government Reorganisation the city council is now the Highway Authority and can complement the Local Plan proposals with powers available under the Highways Acts. The Local Plan is only one element of an Integrated Transport Strategy.

Transport Development Control Criteria

- 5.4.2 Historically, the power of new transport corridors as attractions of development has been substantial. The motorway network around north Bristol has had a major influence on development patterns over the past 30 years, and the extension of the ring road round East Bristol has provided opportunities for development at Emersons Green and may lead to pressures at other points along its route.
- 5.4.3 Unrestrained and unchannelled, such development would add to dispersion, demand for journeys and congestion with all its attendant problems. However, targeted development along or at the end of key transport corridors could give rise to more efficient use of existing corridors and benefit public transport. The city council believes that within the Local Plan period such opportunities as may exist are limited and would, with the exception of Avonmouth, fall primarily outside of the Plan area. Nevertheless it will seek via the medium of the Structure Plan a proper examination of this matter.
- 5.4.4 Even modest development creates demand for journeys or alters existing patterns of travel. In this context the city council and the former Avon County Council have historically sought developers' contributions towards a range of highway works, many undertaken as Planning Agreements. The

changing nature of transport problems has resulted in a reassessment of this policy and the city council's requirements on developers are set out in the Structure Plan and Transport Plan. The city council believes this broader approach to the problem is an essential component in ensuring good quality development and the effective management of the transport implications of development, whilst also enhancing the attractiveness of modes of transport other than the private car.

M1 Development will be permitted provided that it meets the relevant criteria listed below, having regard to the particular nature of the development proposed:–

- (i) It safeguards transport proposals, as shown on the Proposals Map;
- (ii) It provides safe and adequate access on to the existing highway network having regard to environmental considerations. Where the development has internal circulation areas for vehicles, it achieves a high standard of road safety;
- (iii) It avoids the introduction of traffic of excessive volume, size or weight on to unsuitable highways or into residential and other environmentally sensitive areas;
- (iv) It provides off-street parking, servicing and loading facilities in accordance with the standards set out in the schedule;
- (v) It provides facilities for cyclists and pedestrians;
- (vi) It provides traffic calming measures;
- (vii) It provides funding of appropriate transport improvements to overcome unsatisfactory transport conditions created or exacerbated as a direct result of the development;
- (viii) It does not increase the need to travel and does not encourage the unnecessary use of cars or lorries.
- (ix) It provides for access by disabled people within the external layout of buildings.
- (x) It does not involve the loss of rear access lanes and garage courts which provide valuable off-street parking, or makes alternative provision for any such loss.
- (xi) It avoids the introduction of unnecessary lorry traffic into the city centre or where environmental quality would be harmed or congestion increased.

Development in Traffic Free Areas

M2 In the special circumstances where, for safety and environmental reasons, general traffic will be excluded, development will be permitted provided that a balance is struck between convenience, safety and environmental considerations, whilst still giving access for service and emergency vehicles.

Public Transport Provision for Large Scale Developments

M3 In developments whose scale, location or intensity is such that they will generate substantial numbers or concentrations of trips, facilities for public transport will be provided.

Implementation: Developers and Bristol City Council via the Development Control process and planning obligations where appropriate.

Public Transport: Buses

- 5.4.5 If there is to be a fundamental change in the balance between the use of public and private transport, then further positive promotion of bus use will be required by the city council and the bus operators. This will need to consider the quality and comfort of vehicles, access to and connections between services and other modes of transport, the efficiency and reliability of the system as a whole, and the provision of more rapid ticketing, facilities at bus stops and enhanced passenger information, all of which are a major influence in the use of services.
- 5.4.6 It is essential that buses are given priority over other general traffic. The city council will continue promoting and implementing additional bus lanes and associated traffic management schemes will be brought forward during the lifetime of the Plan aimed at achieving further improvements in operating speed and reliability, particularly around the city centre and on the main radial roads. However there appears to be limited scope for extending bus priority facilities on the existing multi-user road pattern unless the level of traffic on the radial routes can be significantly reduced or capacity taken from general traffic and existing parking spaces or unless some road improvements are undertaken.

Public Transport: Park and Ride

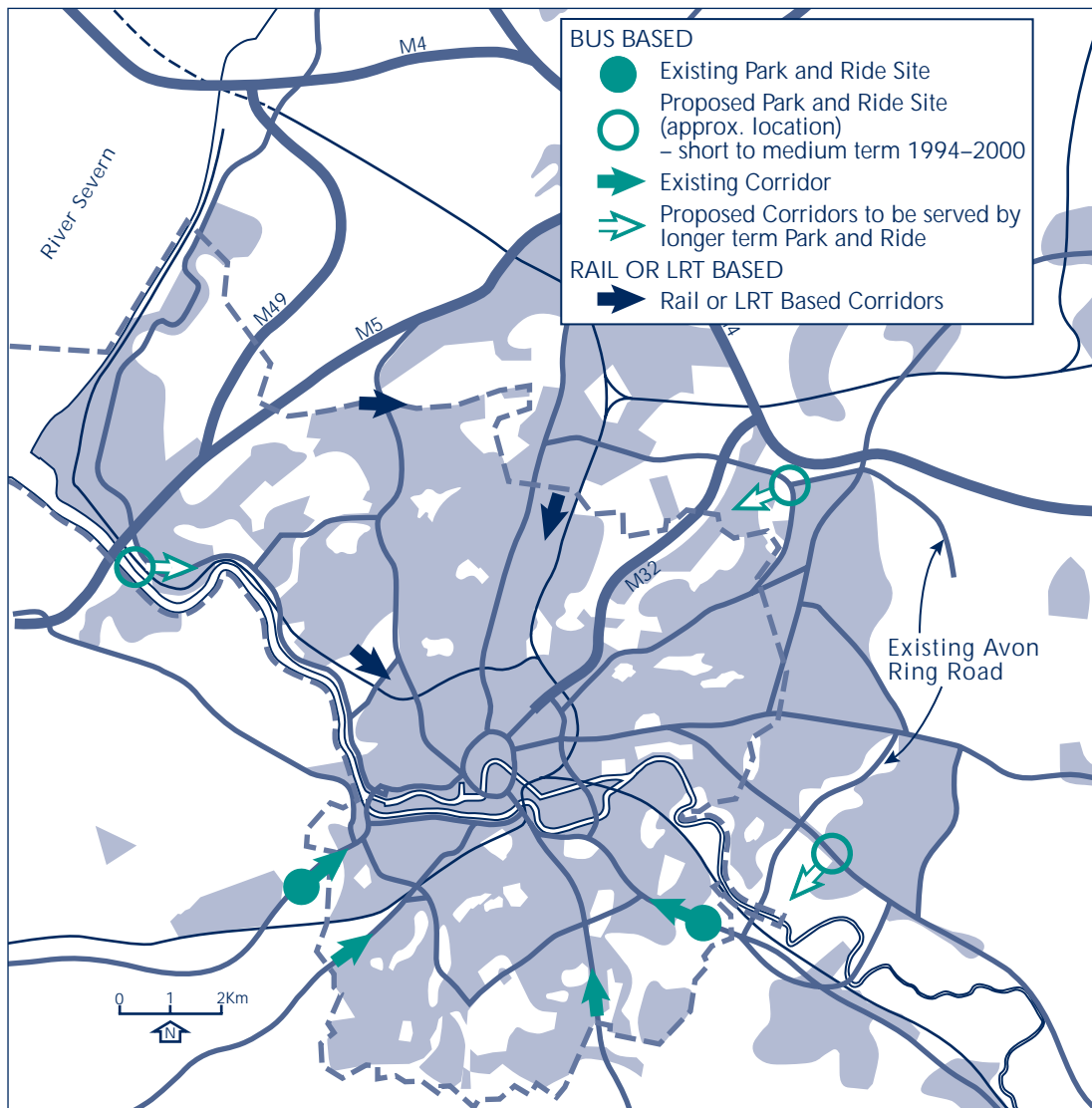


Figure 5.2: Park and Ride sites

- 5.4.7 During the latter part of the 1980s, bus and rail based park and ride has been heralded as a significant component in resolving urban traffic congestion. A number of cities, in particular Oxford, have had success with bus based park and ride, but this has been achieved in different circumstances to those which prevail in Bristol, where the size of the city and the length and nature of many of the corridors may militate against successful widespread implementation of bus based park and ride, without addressing the issues raised in 5.4.6. To be successful, park and ride must be seen as a cheap, comfortable, convenient and fast alternative, and passengers must be provided with good information and assured of secure car parks. The BRITE Study has highlighted the important role of Park and Ride, and in particular bus based Park and Ride in overcoming traffic congestion in central Bristol.
- 5.4.8 Park and Ride is seen as a complementary service to an improved network of public transport. The Transport Plan proposes a network of twelve sites to serve Bristol, some of which may be served at a later stage by Rapid Transit or rail (*see Figure 5.4*).
- 5.4.9 The first site opened at A4 Bath Road, Brislington in October 1993. Land at Ashton Vale to serve the A370 corridor is now operational. In the short term to 1998 land for Park and Ride is identified at Portway, Avonmouth to serve the A4 and Junction 18 of the M5. This site will need to be reviewed in the light of the emerging replacement Structure Plan. Sites to serve the M32 in the vicinity of Hambrook and at Longwell Green to serve the A431 could be established in the medium term to 2003. Other sites are proposed in the Transport Plan beyond this period.

M4 (I) Park and Ride facilities will be permitted on the following corridors:-

- (i) South western corridor A370
- (ii) North western corridor Portway/Avonmouth
- (iii) North eastern corridor: M32 and A432
- (iv) Eastern corridor: A420/A431

(II) Provided that these, and any other Park and Ride proposals:-

- (i) Are located so as to maximise their contribution to the relief of traffic congestion.
 - (ii) Are not harmful to the conservation or ecological value of the site or the adjoining area.
- (III) In considering such proposals, account will be taken of their potential to be served by heavy rail or rapid transit, in addition to bus services.**

M5 It is proposed to develop a Park and Ride site at the junction of Portway/West Town Road, as defined on the Proposals Map. The following mitigation measures will be incorporated into the design of the development:

- (i) The retention and management of important features
- (ii) Safeguarding of protected species, including badgers
- (iii) Adequate provision to ensure protection of the adjacent SSSI and SNCI
- (iv) The provision of compensating habitat management in the wider SNCI
- (v) Extensive perimeter landscaping/planting to screen long views

Implementation: TPP (some commuted payments). Bristol City Council, other Unitary Councils and private sector interests as appropriate.

Public Transport: Bus and Coach Station – Marlborough Street

5.4.10 The Marlborough Street Bus Station – the terminus for country bus services and scheduled coach services is well located to serve the business and shopping areas of the city centre. It is a vital component of the public transport network, and makes a substantial contribution to the continued viability of the Broadmead shopping centre, which faces growing competition from out-of-town retailing. The retention of the terminus and interchange facilities on this site, particularly with regard to the operation of country bus services, is considered to be essential. However the present facilities are of a poor standard. Improvements are needed in the form of a better environment and supporting facilities, better vehicle circulation and enhanced appearance, not only to provide a better service to the public but also to create a more positive image of Central Bristol. Short term improvements in the site will be promoted, pending redevelopment to provide a new purpose-designed facility in conjunction with retail or office investment. The following Policy will apply to planning applications for minor changes, as well as those involving redevelopment.

- M6 (I) Development involving the loss of bus terminus or interchange facilities from the established site at Marlborough Street will not be permitted.**
- (II) In determining applications for development of the site, account will be taken of improvements to:**
- (i) The circulation, safety and security of users;**
 - (ii) Local traffic circulation;**
 - (iii) Visual appearance;**
 - (iv) Provision of ancillary services, including car parking;**
- (III) Account will also be taken of the provision of alternative coach facilities replacing any which may be displaced by development.**

Implementation: By the Badgerline bus company working jointly with the city council and other bus/coach operators. Opportunities should be explored for short term interim improvements and eventual comprehensive redevelopment allied to commercial uses.

Public Transport: Alternative Coach Station

5.4.11 As the result of development proposals by Badgerline, (the Country Bus service operator at Marlborough Street), National Express, the major inter-city coach operator, which currently shares the site, found it necessary to consider alternative locations for a coach station. Other regular service coach operators have in the past also explored the potential of various sites to provide a coach station. Whilst the city council would prefer to retain and enhance the facilities of the existing coach station at Marlborough Street, it recognises that other locations could prove suitable.

- M7 Development of coach stations will be permitted provided that they:-**
- (i) Are easily accessible for passengers.**
 - (ii) Provide good linkages with existing public transport networks with particular regard to major interchanges.**
 - (iii) Provide adequate short stay car parking and accommodation for taxis.**
 - (iv) Provide adequate and convenient access to the primary route network.**

Implementation: Development Control process. Coach operators.

Public Transport: Coach Facilities

- 5.4.12 Coach borne visitors for shopping, leisure and tourism are primarily attracted to the city centre and a range of further initiatives are proposed aimed at this important element of the trade (see *Chapter 11: City Centre: Policy CC8*). Outside the central area, visitor attractions are more limited but a number of new attractions are proposed along with the enhancement and improvement of existing facilities. The city council is anxious to encourage such trips as they both reduce the number of car-borne journeys into the city and support Bristol's growing tourist industry. Such trips pose a problem of suitable setting down points and coach parking facilities, whether they are associated with short stops, day visits or overnight stops and the city council is anxious to address these issues in a manner which ensures Bristol is an attractive destination for coach operators.

M8 Development for leisure/tourist facilities will be permitted provided that adequate provision is made for coach borne visitors, having regard to the scale and nature of the proposed development. Where on site coach facilities cannot be provided and existing facilities are inadequate, contribution to the establishment of suitable alternative off site facilities may be sought.

Implementation: Bristol City Council, developers and coach operators.

Public Transport: Rail Services

- 5.4.13 Although the rail network in the former County of Avon as a whole is sparse, all the routes in it serve Bristol. Six routes serve the city on three main corridors; those to Avonmouth, South Wales, Gloucester, Bath, Weston-super-Mare and the South-West serve Temple Meads, while the London-South Wales route passes north of the city with a station at Bristol Parkway. There are twelve rail stations in the city (*Figure 5.5*). The future of all the rail routes in Bristol is important, because of the role they play in providing access to the city centre free from road congestion.
- 5.4.14 Since 1989 new stations have been built at Yate and at Worle near Weston-super-Mare. These improvements enhanced the role of rail services, and have contributed to a 15% growth in rail passengers. The STAR (Strategic Avon Rail) Study of 1993 was commissioned jointly by the former Avon County, the Districts Councils and other transport agencies to evaluate options for further developing the local heavy rail network. It built upon the BRITES Report which pointed to the significant role that conventional rail should play in local travel, particularly commuting.
- 5.4.15 STARS recommended a phased low-cost heavy-rail strategy based upon station openings and service enhancements along three rail corridors serving the city centre. In the long term it suggested that a passenger route from Filton junction to Hallen, Henbury and Avonmouth could serve the major Severnside employment area. It also suggested that the existing rail routes to Severn Beach and Portishead may be more amenable to light rail than to heavy rail (see *Figure 5.3*). STARS identifies a role for Lawrence Hill as an interchange in the short term, to avoid congestion at the eastern approach to Temple Meads, and in the long term to take advantage of light rail connection to the city centre. The upgrading of Lawrence Hill station as a bus-heavy rail interchange in the short term and as a Rapid Transit/heavy rail interchange in the longer term will need to be more closely examined for its land use and transportation implications.

Public Transport: Temple Meads

- 5.4.16 The city council recognises the crucial need to reinforce the role of Temple Meads as the city's principal railway station for both commuter and inter-city services as an important gateway to the city and to make it more attractive and convenient to commuters. Direct pedestrian cycle and public transport links to Bristol Bridge and the city centre via Victoria Street are essential if the station is to be more closely integrated with the city centre. In the short term there is also a need for a dedicated bus link to the city centre with through ticketing. In the longer term this link could be provided by a rapid transit network.

M9 Public transport interchange facilities are proposed at Temple Meads as defined on the Proposals Map. They will embrace the provision of direct pedestrian, cycle and bus links to Victoria Street with the aim of improving access to the city centre. They should include:

- (i) Improvement of existing bus interchange facilities at the station approach**
- (ii) Provision for rapid transit interchange facilities on the safeguarded rapid transit route as defined on the Proposals Map and within a convenient distance of the station entrance.**

Implementation: In conjunction with commercial development on the former Temple Meads Goods Depot site, through joint working with English Partnerships and the site developers.

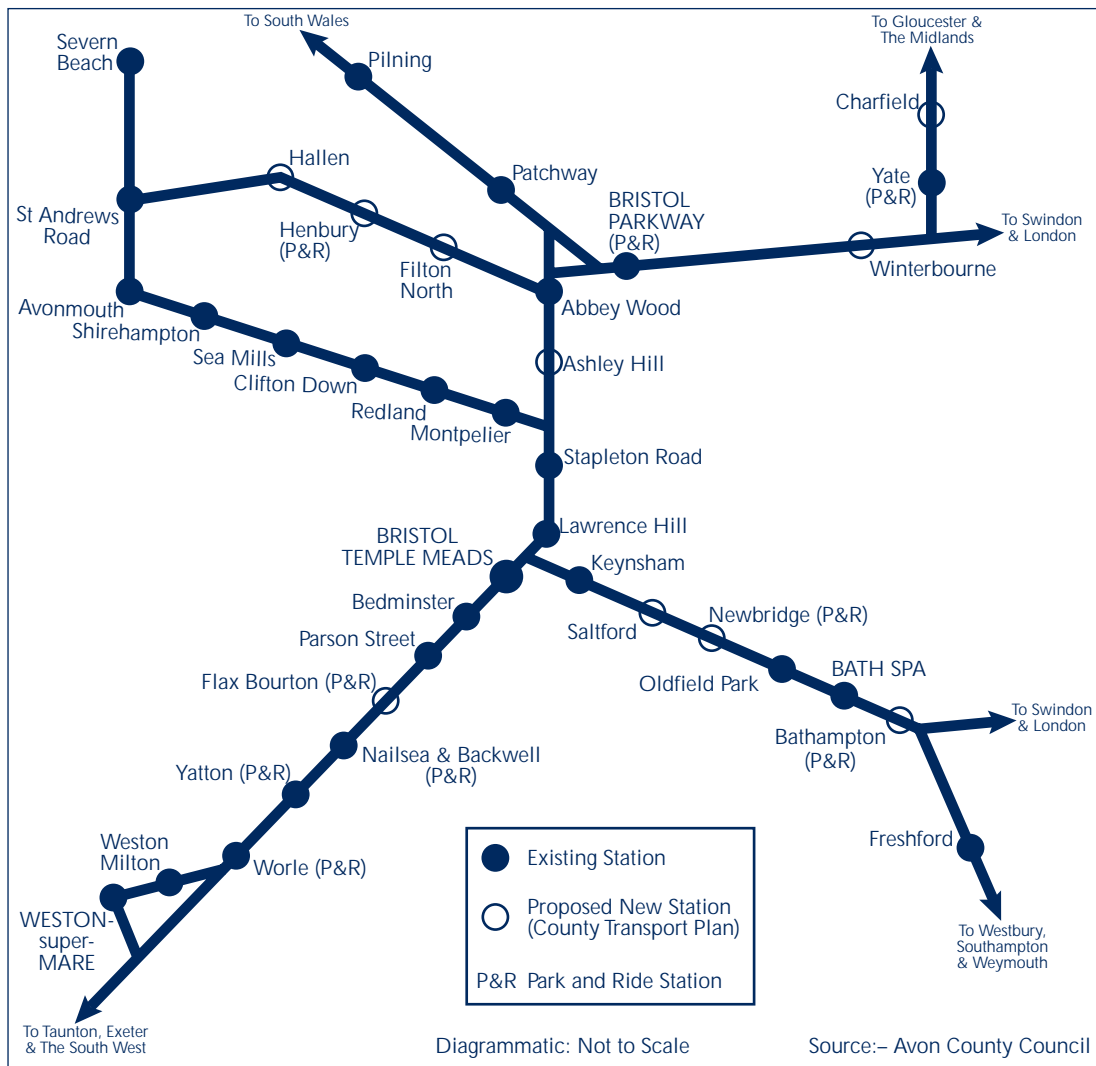


Figure 5.3: Rail Network

Public Transport: Rail Improvements and Rail Stations

5.4.17 There are suburban railway stations where the relationship of the platforms to the neighbourhood served is tenuous, unattractive or unsafe. The city council will work to enhance the connections between stations and centres of activity in order to achieve the full effectiveness of the rail network. In addition to the general improvement of stations and their accessibility, the re-opening or provision of

specific stations is proposed in line with STARS strategy (see paragraph 5.4.15). The potential of some of these stations to serve the proposed light rapid transit system is also being examined.

M10 In determining applications for the provision, redevelopment or alteration of rail stations account will be taken of the benefits in terms of:

- (i) Improved passenger facilities.
- (ii) Improving access.
- (iii) Improving signposting.
- (iv) Providing appropriate levels of car and cycle parking.
- (v) Ensuring accessibility by buses and taxis.
- (vi) Introducing advanced information and ticketing systems.
- (vii) Providing rail-based Park and Ride facilities where appropriate.

M11 Subject to operational considerations, the re-opening or provision of stations is proposed at the following locations as defined on the Proposals Map:-

- (i) Ashley Hill
- (ii) Horfield
- (iii) Hallen

Implementation: Negotiation with rail operators via the Development Control Process.

Public Transport: Protection of Ex-Rail Corridors

5.4.22 The city contains a number of ex-rail corridors. The old Midland Railway line in east Bristol has become a cycleway/walkway, part of the old line through Whitchurch is a walkway and considerable areas of ex-railway land have been developed. The lines to Bristol Parkway and South Wales from Temple Meads have been reduced from four tracks to two and the Severn Beach line is now single track with the exception of two passing loops at Clifton Down and Avonmouth. Because railway corridors have considerable potential for re-use for cycle routes, Rapid Transit, roads and walkways, as well as open space corridors, this potential will need to be assessed before uses which may eliminate the potential are considered (see Chapter 10: Leisure: Policy L3 and Chapter 3: The Natural Environment: Policy NE6). As a general guide the overall width requirement for various options is as follows:-

- (i) Cyclepath/walkway only – four metres minimum.
- (ii) Segregated two track Rapid Transit – nine metres minimum.
- (iii) Combined Rapid Transit and Cyclepath-walkway – 13 metres minimum.

M12 Development will not be permitted on ex-railway corridors which may serve to provide cycle routes, pedestrian paths or rapid transit routes. Existing ex-railway corridors are defined as Greenways and/or safeguarded rapid transit routes on the Proposals Map.

Implementation: Identification of alternative options will be developed in the context of the Transport Plan.

Public Transport: Rapid Transit Safeguarded Routes

5.4.19 The successful application of Rapid Transit to major urban centres, integrated with other forms of public transport is well documented in Europe and North America. The potential for Rapid

Transport in Bristol to provide rapid links on mainly segregated routes between residential areas, both new and established, centres of economic activity and the main shopping, cultural and recreational locations, is recognised as a vital objective in meeting the transportation and environmental goals defined in the BRITE Study.

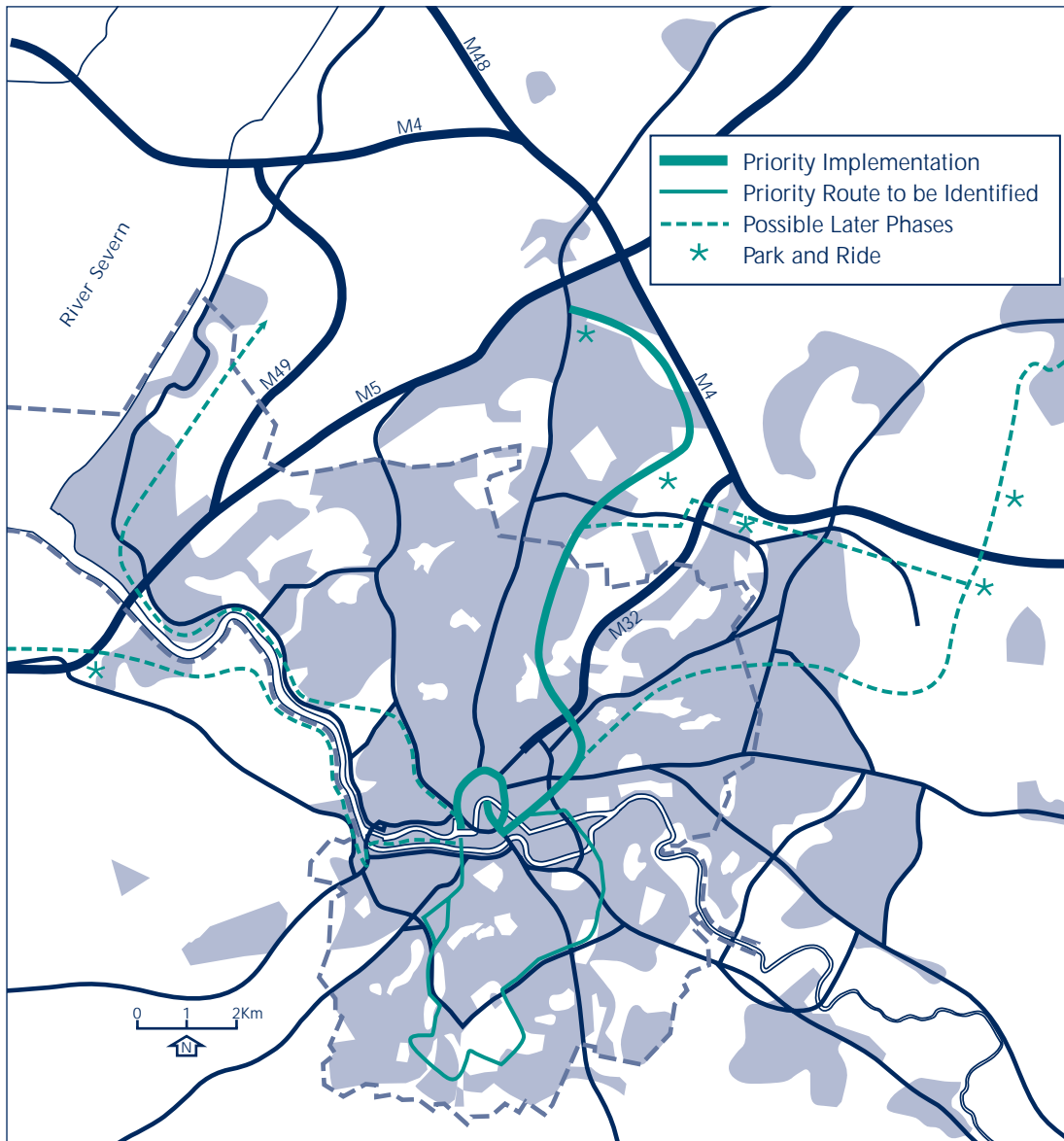


Figure 5.4 – Rapid Transit

5.4.20 Structure Plan Policy TR6 seeks to safeguard those Rapid Transit routes which have been identified. The Transport Plan for the Avon Area sets out a programme for route identification and implementation. These are routes serving Bradley Stoke and south Bristol. Possible further route options are extensions from Filton to the M32 Hambrook area (Park and Ride) and Lawrence Hill to Emersons Green and Yate. However, the city council is aware of the potential user conflicts and environmental weaknesses of utilising the Bristol/Bath Cycleway route and will insist that any further analysis addresses the issues of alternatives for cyclists, safeguarding of the open space and retention of the wildlife corridor, in consultation with local people and the users concerned. The Portishead to Wapping Wharf disused line and Severn Beach heavy rail passenger line will also be evaluated. Studies suggest that rapid transit will be viable, and provide scope for the financial involvement of the private sector in design and construction. In particular, work has been

undertaken to identify a route to serve South Bristol. Further refinement of options is necessary before a route can be identified and if appropriate safeguarded. Joint working between the city council and South Gloucestershire is seeking to progress Line 1 Bradley Stoke to city centre as a priority. Options to serve South Bristol can then be progressed to follow on.

M13 The following corridors, as defined on the Proposals Map are safeguarded as Rapid Transit routes:–

- (i) That part of the proposed rapid transit route between Wapping Wharf and Portishead, as set out in the Avon Light Rail Transit Act 1989, which falls within the city.**
- (ii) A horseshoe route within the city centre, including a spur running northward along Victoria Street to Bridge Street.**
- (iii) A route from Temple Meads to Lawrence Hill and then via the Parkway railway line to the city boundary.**
- (iv) The Bristol-Bath cycleway/walkway pending the evaluation of other routes to serve Yate and east Bristol.**

Implementation: The development of a Rapid Transit system serving the Bristol region is an expensive capital project which will rely heavily upon Central and European funding, and the city council will work to secure partners for such a project and to identify and secure capital and grant assistance.

Parking: General

- 5.4.21 Parking policy is an important element of urban transport planning. Parking measures, such as changes in the number and composition of the parking stock, cost structure, enforcement regime, and signing and information provision can have significant effects on travel demand, transport system performance and wider economic and social goals. Parking policy can also influence travel behaviour by affecting the choice of destination (PPG13) and thereby have a major impact on the perceived attractiveness of alternative locations to developers and investors. Structure Plan policies TR13, TR14 and TR15 provide the broad policy framework for car parking throughout the County and seek to deter commuter traffic, congestion and impact on residential areas.
- 5.4.22 During the morning peak period 50,000 cars enter central Bristol. Many of these vehicles spend the remainder of the day parked in or around the city centre either on or off the road. This pattern extends beyond the city centre along three key radials, Park Street/Whiteladies Road, Stokes Croft/Cheltenham Road and Bedminster Parade/East Street and reflects the concentration of commercial activity around these corridors. BRITES has identified the sheer volume of vehicles involved in accessing central area jobs as a major component in the city's congestion problems. Restraint on the availability of long stay commuter parking spaces both private and public, on-street or off-street, therefore has a significant role to play in containing the growth of peak period movements. Such restraint needs to be carefully weighed against the need for continued access for commercial and other purposes and the need to achieve regeneration particularly in the city centre.

Parking: Commuter, Visitor and Short-Stay Parking

- 5.4.23 In the Bristol Inner Parking Zone (as defined in the Schedule and on the Proposals Map) parking restraint measures will be applied in such a way as to avoid adverse effects on particular activities as far as possible. A strategy will be pursued aimed at achieving convenient access to shopping and leisure facilities and providing short stay access to meet the visitor and operational needs of business and public services. At the same time, restraints will be applied to contain the growth of employment related central area parking used by commuters, but not essential to the operation of

businesses. This approach is consistent with advice given in PPG 13 which states that local authorities should adopt reduced requirements for parking for locations which have good access to other forms of travel than the private car. These restraints will embrace limits on private commuter parking and on both on-street and off-street public commuter parking.

- 5.4.24 Within the Inner Parking Zone there are also a number of sites providing substantial areas of surface car parking for commuters: often as an interim basis pending development of the sites for other purposes. The early development of these sites for offices and other uses will assist the Local Plan objective of restraint aimed at reducing journeys to work by car. On such sites some flexibility in the application of parking standards will be appropriate provided that a substantial overall reduction in long stay parking results from the development as a whole. Incremental reductions in numbers of inner zone public long stay commuter spaces will be sought, closely matched to increases in the capacity of park and ride facilities and other alternatives to the private car, with the aim of achieving a balanced approach. A degree of restraint on employment related parking will be applied throughout the city in order to limit the growing congestion outside the city centre. This will help to safeguard capacity to enable city centre regeneration to proceed.
- 5.4.25 Replacement provision for existing public inner zone parking will be considered where this would better serve shopping and leisure uses, or would reduce the environmental impact of cars on sensitive areas. Pricing and timing mechanisms will be used to limit long stay commuter parking in public car parks and on-street. Long stay commuter parking is taken to be that which provides for stays in excess of four hours and is associated principally with journeys from home to work and back.

M14 (I) Development for long stay commuter parking will be permitted provided that:

- (i) It forms part of a new development and conforms to the parking standards set out in the schedule, or**
 - (ii) It is part of a Park and Ride scheme which is located so as to maximise its contribution to the relief of traffic congestion.**
- (II) Development for car parking to serve the needs of customers of leisure, shopping and public services premises within the Bristol Inner Parking Zone and to meet short stay business requirements within that area will be permitted provided that it is managed to deter long stay commuter parking.**

Implementation: Bristol City Council,, Developers and Park and Ride operators. Management of car parks to deter long-stay commuter parking will be secured through planning obligations.

Parking: Commuted Payments

- 5.4.26 Circular 1/97 and PPG13 make provision for local authorities to seek contributions from development towards Park and Ride, as part of an alternative car parking strategy, in lieu of central area parking. In view of the significant congestion evidenced in Central Bristol associated with peak period commuting, the significant benefits to be derived from the widespread implementation of Park and Ride (BRITES) make this a priority for implementation. Contributions will only be sought in those parts of Central Bristol which can be served efficiently by Park and Ride. The level of contributions, set out in the parking standards (*see Schedule to M1*) will also be considered in the context of other factors affecting development. Contributions so gained will be allocated to Park and Ride schemes identified in the TPP and the Four year Capital Programme.

M15 In permitting developments for office use within the Bristol Inner Parking Zone, as defined on the Proposals Map, regard will be paid to the extent to which, through the operation of M1 and M14, the development does not provide for the needs of commuters who will be attracted to the development. Taking this into account, contributions towards Park and Ride will be sought based on the parking standards and the related explanatory notes set out in the schedule, and in the context of the following and any other factors affecting the development:

- (i) Exceptional development costs – eg costs arising from restoration of derelict historic buildings;
- (ii) Exceptional contributions to provide other benefits – eg exceptional contributions to environmental improvements;
- (iii) In office redevelopment schemes, the extent of existing parking provision;
- (iv) Phased construction which may justify phased release of commuted payments;
- (v) The extent to which the scheme includes housing within a mixed use development.

Implementation: Bristol City Council, Developers and where appropriate adjoining District Councils.

Cyclists and Pedestrians

- 5.4.27 During the 1980s the use of bicycles for recreational and non-recreational journeys has grown and at 2–3% (BRITES) of all journeys, cycling already plays a useful if modest role in transportation around the city. A survey of 2,000 cyclists carried out by the former County Council in October 1987 showed that within the inner areas of the city, such as Redland, Bishopston, Montpelier, Cotham, Hotwells and parts of Totterdown and Bedminster, over five per cent of the journeys to work are by bicycle. This represents a growth for the central area between 1980 and 1987 of 15%.
- 5.4.28 This is encouraging, as conditions are generally hostile to cycling particularly at peak times. The hilly topography of Bristol and the general lack of segregated facilities have tended to make cycling an unattractive transport alternative. Both the former Avon County Council and the city council have worked to provide facilities, the former County mainly on the existing highway and the city by way of off road routes such as the Ashton–Pill route, the city portion of the Bristol–Bath railway path, and work on the creation of a route through south Bristol, the Malago Greenway. These schemes have provided some encouragement to both leisure cyclists and those who cycle to work (*see Chapter 10: Leisure: Policy L3*).
- 5.4.29 The city council holds the view that cycling can make a useful and substantial contribution towards transport in the city. Structure Plan Policy TR11 seeks to support and encourage cycling and this has been amplified by a comprehensive range of cycling policies, adopted by the former Avon County Council aimed at encouraging cycling and creating a safer cycling environment backed up by a much augmented budget and programme of schemes.
- 5.4.30 The BRITE Study reveals that cycling as a means for journeys to work could, if the right circumstances are created, achieve a share of use rising from around 3% at present, to over 6%. The city council believes that this can only be achieved by ensuring the proper facilities are in place. In order to attract more people to cycling, particularly for journeys to work, it is essential to create a strategic network of safe cycle-routes which wherever possible are segregated from the main stream of traffic. On the basis of the BRITES projections the city council believes it would be prudent to provide a network which should be of sufficient capacity to accommodate up to a 10% share of peak period flows. In addition, a key requirement will be the provision of secure cycle parking and workplace facilities for the storage of cycle kit/wet weather gear etc along with changing rooms and showers (*see Policy M1*).

- 5.4.31 Walking constitutes the largest number of journeys made, with up to a third made over a distance of less than one mile. These journeys fall broadly into two types; those where walking is an accessory of another mode, ie train, bus or car and the journey is started and/or completed by walking and those where the trip is made exclusive on foot. Many of these latter journeys are made by people without access to cars. As well as trips to work, journeys on foot are frequently made to local facilities such as shops, schools, parks, etc.
- 5.4.32 The pedestrian environment is often poorly defined, disjointed and potentially dangerous. In the city centre there is no clear focus for routes across the centre. There is a lack of street events to reinforce pedestrian corridors. This is partly a legacy of a former approach which attempted to create 'streets in the air' separate from road traffic. It is now replaced by the provision of crossings, pelicans and pedestrian routes at street level with the aim of re-weaving historic street patterns and encouraging the return of retail and service facilities. A substantial programme of footways improvements with measures including dropped kerbs, more gentle gradients, better quality surfaces and safer crossing facilities is required. In some cases full pedestrianisation may be advantageous, particularly in the city centre. Whilst primarily aimed at disabled people, improvements can provide benefits for all pedestrians.

M16 In determining planning applications account will be taken of opportunities to enhance the pedestrian and cycle networks. Development will be permitted when it incorporates measures to take advantage of such opportunities.

Implementation: Bristol City Council and where appropriate, developers.

Traffic Management

- 5.4.33 Formerly concerned primarily with enabling the efficient flow of traffic, traffic management has come to encompass a broader range of objectives concerned with improving road safety, environmental improvements, information systems and provision of improved facilities for non-car transport modes. The city council is increasingly embracing new technology to support aspects of this work, examples include computer control of signals, real time information systems and variable message signing. Improving the accessibility and environmental quality of the city centre and improving road safety in residential areas will be priorities over the Plan period. Schemes will be drawn from the following categories:-
- (i) The provision of safe and convenient routes for cyclists, pedestrians, children, the older people and those with mobility impairments etc to local facilities. (This would build on the safe routes for schools project and adopt similar principles).
 - (ii) The establishment of bus priority measures on main corridors.
 - (iii) Traffic calming and management of many residential areas in order to reduce rat-running, reduce unnecessary intrusions by HGVs, improve safety and reduce speed, etc. This would link with (i) and the approach could be similar to the DoT guidance on 20 mph zones).
 - (iv) Traffic calming and management of the main shopping centres including those located on the arterial routes such as Whiteladies Road, Stapleton Road, Church Road, Fishponds Road and Gloucester Road to improve the environment for shopping and leisure.
 - (v) Traffic calming of environmentally sensitive areas, particularly key historic areas, settings of important Listed buildings and Conservation Areas.
- 5.4.34 Development proposals will be encouraged to complement and support small scale schemes in designing accessways and car parking facilities which abut public spaces.
- 5.4.35 Specific works are proposed for Avonmouth Village following completion of the Avonmouth Relief Road and M49, Second Severn Crossing works.

M17 It is proposed to undertake traffic management measures at Avonmouth Village as defined on the Proposals Map.

Implementation: Bristol City Council and private sector developments.

Freight: Rail Freight Facilities

5.4.36 The need to provide for the efficient movement of goods is essential for the economic health of the city. Recent years have seen a steady increase in the carriage of freight by road and a dramatic decline in freight carriage by rail, the latter to the extent that the rail-freight depot at South Liberty Lane, Bedminster has now closed. Structure Plan policy TR16 seeks to support the carriage of freight by rail and encourage new facilities and government announcements have lent support to this position. Within the Avonmouth area there are a number of private freight sidings and opportunities exist for the provision of further land for businesses requiring rail freight facilities. In addition there is a site which is suited for development as an intermodal freight depot. These issues and the importance of the port are dealt with in Chapter 12: Avonmouth.

M18 It is proposed to develop a regional intermodal freight transfer facility at Avonmouth as defined on the Proposals Map.

Implementation: Bristol City Council, Railfreight and private development interest.

Highway Network: New Road – Environmental and Economic Effects

5.4.37 A number of new roads are contained in the Plan. These are the subject of proposals by the Department of Transport, the County Council and the Bristol Development Corporation. On the evidence currently available the city council does not believe that substantial new road building is capable of meeting the demands of private motorists, or is compatible with the achievement of an improved environment and a city in which Bristolians would be happy to live.

5.4.38 The impact of a new road frequently spreads well beyond its immediate corridor and without appropriate action can affect traffic and communities at some distance. As a consequence ‘meeting the demand’ is an insufficient justification, and new roads must be justified by the fulfilment of the broader objectives of this Plan. In considering any such proposals the city council will seek to ensure that environmental and economic impacts are fully assessed along with alternative options. In so doing, the city council will have regard to national guidance indicating the types of project which may be subject to environmental assessment as set out in Circular 15/88. The city council will also ensure that adequate public consultation is undertaken on any proposals.

5.4.39 The following Policy will be applied to proposals for major roads which are not proposed in the Local Plan but emerge as proposals during its lifetime, to major new roads proposed for evaluation through Local Plan Policies and to detailed consideration of proposals the need for which has already been established through their inclusion in the policies of the Structure Plan. It will also be applied to any proposed provision of a new transport link across the River Avon at Avonmouth, whether by road or rail, and to any proposed increase in existing crossing capacity in that area.

M19 (I) Major road proposals will be required to include and have regard to:–

- (i) An appropriate assessment of their environmental implications.**
- (ii) A comparative evaluation of the proposals set against appropriate alternative options.**
- (iii) Consultation with members of the public and other interests potentially affected by the proposals.**

- (II) In considering such proposals, account will be taken of:-
- (i) Their contribution to achieving the economic objectives of the Local Plan.
 - (ii) The need to avoid enabling or encouraging commuting by car into congested areas.

Implementation: Assessment by scheme promoter.

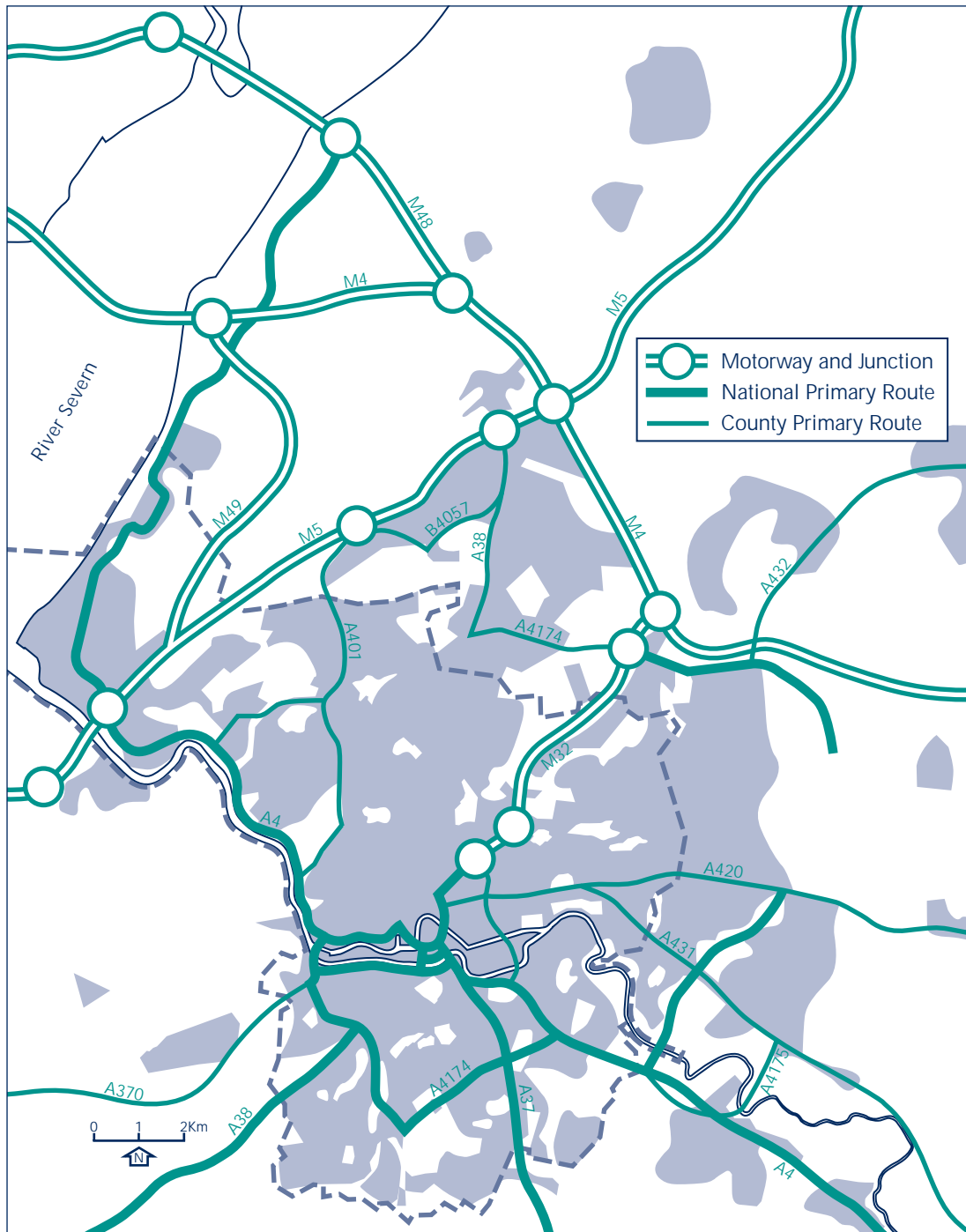


Figure 5.5: Primary Route Network 1997

Highway Network: Improvements to the Primary Road Network

5.4.40 Figure 5.5 indicates the current primary road network as it impacts on Bristol The network consists of National and County Primary Roads which are intended to provide strategic routes between places of traffic importance. The provision and maintenance of an efficient network is essential to the city's economic well being. The City and County Councils believe that in general major new road construction is unlikely to address the city's current traffic problems. Moreover some parts of the network are unsuitable for their purpose because they pass through residential areas, affect significant buildings or do not meet present design criteria. Therefore other than the limited proposals set out in Structure Plan policies TR 25 and 26, significant highway construction is not proposed as a means of overcoming current problems. As details of the alignments of the schemes set out in the following Policy are not available, individual proposals are included in the same form in which they appear in the Structure Plan and are indicated on the Proposals Map in diagrammatic form only.

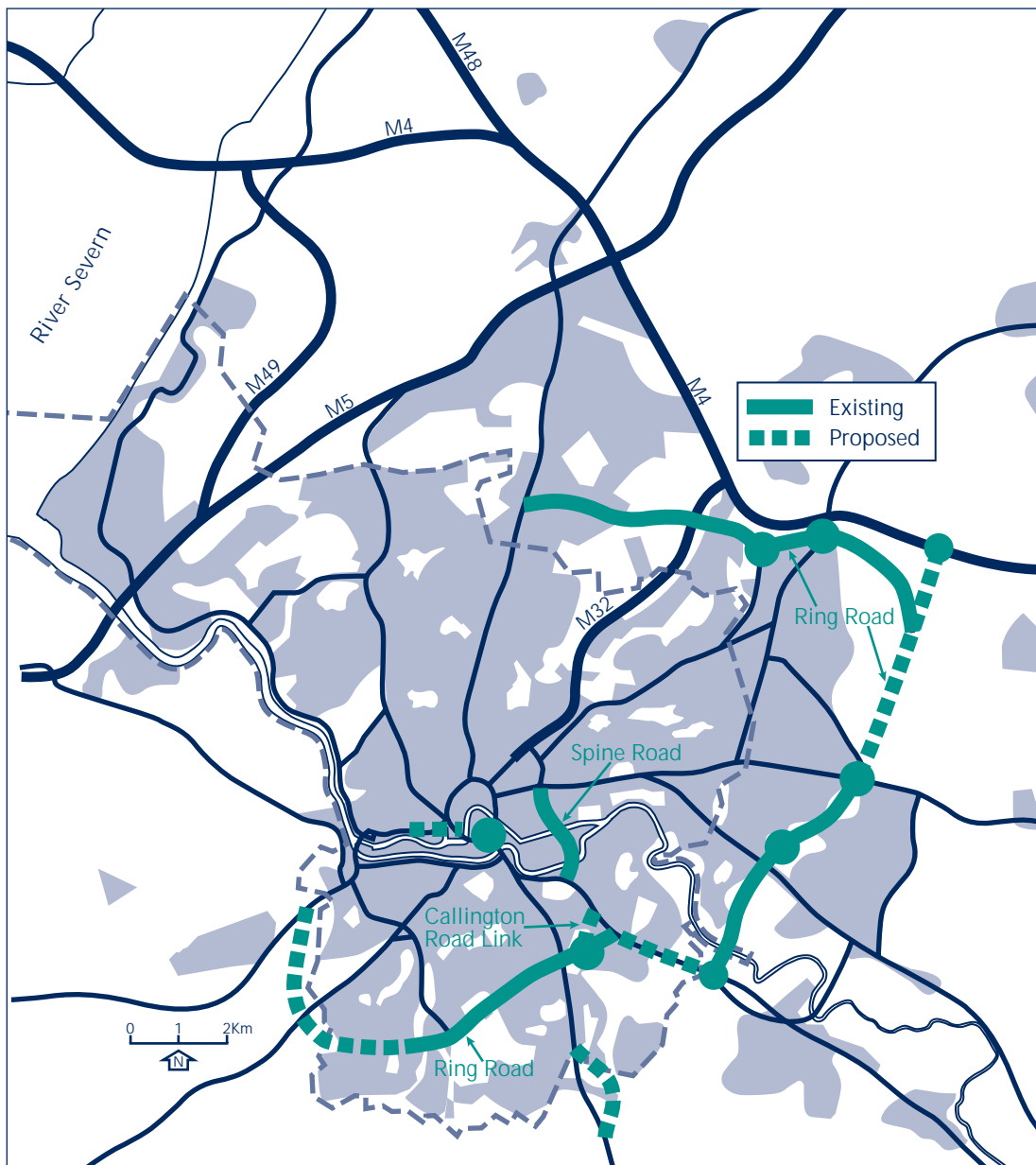


Figure 5.6: Improvements to the Primary Road Network

M20 Improvements are proposed to the following roads forming part of the primary route network as defined on the Proposals Map.

(I) The following will be programmed for construction in the period until 2001:-

(i) A4044 inner circuit road (Victoria Street junction and Redcliffe Way).

(ii) Anchor Road/Canons Road.

(iii) A4 Bath Road (West Town Lane to Keynsham bypass).

(v) A4 Bath Road/Callington Road link.

(vi) Avon Ring Road (A4-A370).

(vii) Closure of the inner circuit road forming the diagonal route through Queen Square.

(II) The following scheme is not likely to be commenced before 2001 but will be safeguarded:-

(i) A37 Whitchurch bypass.

Implementation: Via the TPP. Developers contribution will be sought where appropriate.

Primary Route Network Amendments: Redcliffe Way

5.4.41 The City Centre Chapter describes and illustrates proposals for the remodelling of the Redcliffe Way area to reduce traffic impact and create an improved setting for St Mary Redcliffe Church – a Grade I Listed Building of national importance. The proposals allow for Redcliffe Way to remain open as a vehicular route, but with a much reduced capacity consistent only with the need to provide local access. As such it could no longer perform its present role as a National Primary Route. However other parts of the primary route network in this area have sufficient capacity to accommodate displaced through movements.

M21 Redcliffe Way will no longer form part of the primary route network.

Implementation: The city council/Department of Transport.

Highway Network: Avonmouth/Sevenside

5.4.42 In March 1996 the location of an intermediate junction on the M49 motorway, lying just to the north of the Bristol boundary, in South Gloucestershire, was approved by the Highways Agency. This will enable the further development of the wider Avonmouth/Sevenside area. It will facilitate a comprehensive growth strategy for development, by releasing part of the land to the southern end of Avonmouth/Sevenside in the Avonmouth Regeneration Area, defined on the Proposals Map. Highway improvements to serve the Avonmouth Regeneration Area and provide links to the adjacent primary road network will include the diversion of the A403 coast road. This scheme is shown on the Proposals Map in diagrammatic form. Its precise alignment will be subject to further study.

5.4.43 It is also expected that a link from the A403 to Junction 18 of the M5 will be required to accommodate additional traffic without overloading the existing pattern of country lanes or drawing traffic through the residential suburbs of north-west Bristol.

M22 Improvements are proposed to the highway network serving Avonmouth/Sevenside in the form of the realignment of the A403 as defined on the Proposals Map.

Implementation: Bristol City Council and South Gloucestershire District Council. Contributions will be sought from development where appropriate.

Highway Network: Minor Road Improvements

5.4.44 The following schemes are modest in nature and local in impact and involve realignment, widening, junction improvements, footways, introduction of traffic control or measures to promote buses, cyclists, etc. As the final proposals for many of these schemes have not been determined they are not shown on the Proposals Map.

M23 Improvements are proposed to the following roads, as defined on the Proposals Map, the details of which will be the subject of further consideration and public consultation.

- (i) Houlton Street/Wade Street – accident reduction measures and possible closure to through traffic.
- (ii) Dean Lane/Catherine Mead Street – junction remodelling.
- (iii) Blackberry Hill/Small Lane – visibility improvement.
- (iv) Winterstoke Road – possible dualling between Ashton Gate and Ashton Vale.
- (v) Novers Hill – new footway.
- (vi) A370 York Road – (junction improvements) and St Lukes Road – (minor widening and cycle lane provision).
- (vii) Windmill Hill/Cotswold Road/Whitehouse Lane – traffic lights and junction improvements.
- (viii) Kingsweston Lane/Kingsweston Road – visibility improvement.
- (ix) Church Road/Blackswarth Road – traffic management at junction.
- (x) A4 Hotwell Road/Anchor Road – provision of footway/cycle lane.

Implementation: Mainly by Bristol City Council but where appropriate, developers or other agency funds.

Highway Network: Highway Improvements/Abandonment of Old Road Improvement Lines

5.4.45 In addition to the proposals set out in M19 and M22 there are a range of additional road improvement lines and highway proposals arising from the New Street Orders under Section 188 of the Highways Act 1980 (formerly under Section 30 of the Public Health Act 1925 and Section 159 of the Highways Act 1959) and other highways proposals, neither programmed nor in the Structure Plan, some of these are also contained within the Bristol Development Plan (Amendment No. 5) 1973.

5.4.46 Most of these cannot be considered as active proposals and in the majority of cases they could only be implemented if the properties they affected were the subject of development proposals. The city council has evaluated these proposals and has concluded that, within the context of the proposed transport strategy, the majority are no longer required. These are set out in the Schedule to M23 and M24.

M24 The following highway improvement reservations, as defined on the Proposals Map, will be safeguarded pending further appraisal. All other schemes, as set out in the Schedule will be abandoned.

'Section 30' New Street Orders.

- (i) Kingsweston Road – retain outside nos. 15 to 31.
- (ii) Passage Road (Charlton Road to Falcondale Road)

The schemes for Henbury bypass and the Stockwood Tip link road have been abandoned.

Implementation: Bristol City Council. Developers.

SCHEDULE TO POLICIES M1, M14, M15

REVISED PARKING STANDARDS EXPLANATORY NOTES

The Revised Car Park Standard for the City of Bristol seek to meet the general objectives of the former County's Transportation Policy which will eventually be contained in a new Transportation Plan, and the city council's aspirations set out in the movement Chapter of the Bristol Local Plan. The key requirements for the revised parking standards are to assist in achieving the following goals:

- Reduce overall usage of private cars within the city, especially for journey to work.
- Encourage the use of convenient public transport: bus, train, rapid transit.
- Improve environment for pedestrians and encourage cyclists.

A comprehensive analysis of parking policy and requirements is set out in the Movement Chapter. For car parking purposes a distinction has been made between Inner and Outer Zones. The Inner Zone boundary is a composite one comprising the following features:-

- (i) An approximately ten minutes walking distance beyond the Inner Circuit Road which with appropriate stops, will be the route for bus park and ride shuttle services; (where appropriate the boundary has been extended to include large institutional uses falling partly within the area).
- (ii) A parking zone boundary which acknowledges a division in standard within a particular Use Class between the central area and the outer city. Such a use may be acceptable or desirable for economic, social or cultural reasons within the central area, and off-street parking requirements may be reduced having regard to constraints of townscape, conservation, availability of public parking and Local Plan goals to relieve traffic congestion. Within the outer city, and in primarily residential areas justification for such uses will usually be accompanied by the full standard of off-street parking.

The Zone boundary is shown as Map 1 and on the Proposals Map

The categories of uses in which differential policy standards between the inner and outer zones apply are as follows:-

Use Class B1: Business – offices other than A2.

Use Class C1: Hotels.

Use Class D1: Non-residential institutions. Non-residential education and training centre, ie Primary and Secondary schools, Art Galleries, Museums, Exhibition Halls, Community Halls.

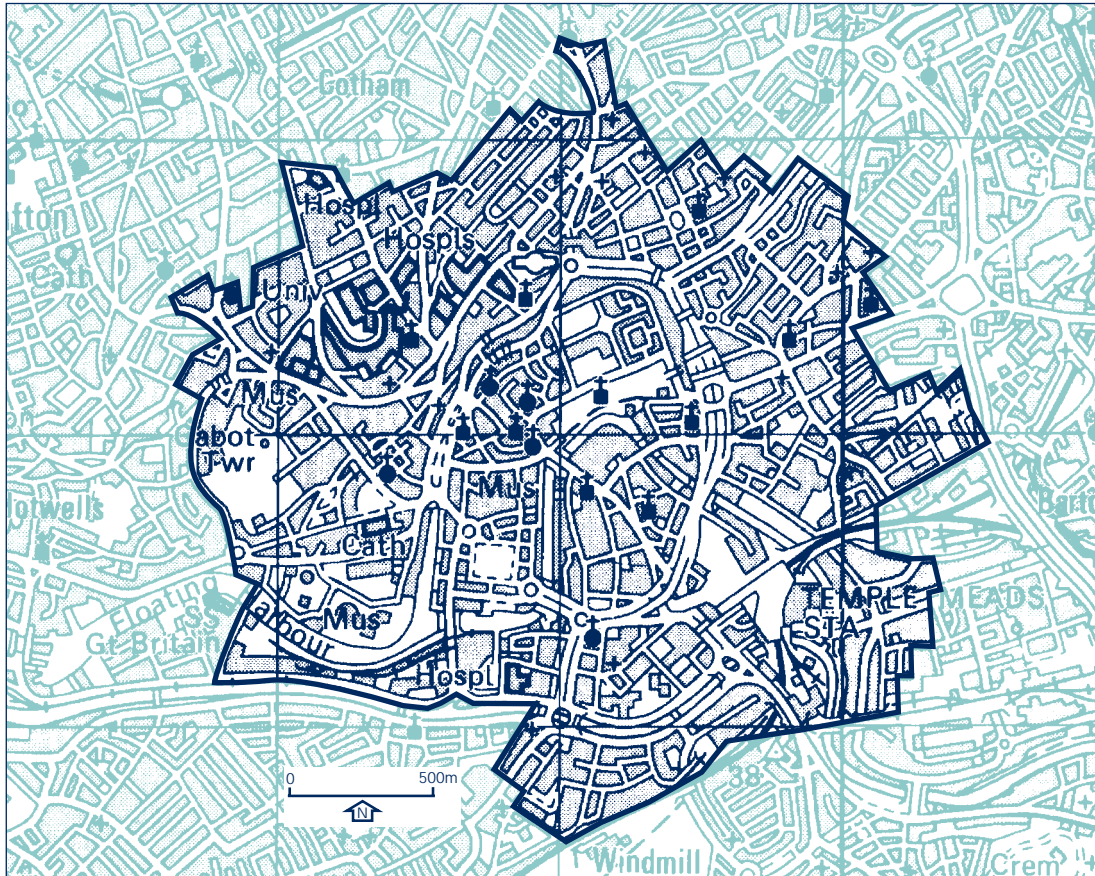
Use Class D2: Theatres, Cinemas, Concert Halls.

Class A1: Retail

A balance has been attempted between what is realistically possible for small units in established developed areas and a standard of provision demanded by large stores where these are locationally acceptable. For the latter, it is desirable to manage change from non-food to food retailing because of the differential parking requirement between these uses.

Classes A2 and B1: Business – Offices

In parking terms, the distinction between these categories has been made on the basis that A2 uses are likely to occupy smaller premises amongst retail centres, whereas B1 uses are likely to be more variable in size and location. Within the Inner Zone a restrictive standard for B1 is proposed which recognises the inability of the central area to cope with increased demand for road space and parking (*see Commuted Payments overleaf*).



Map 1: Inner Zone

Classes B1c (Light Industrial) and B2-B8

The former IDP Standard had a complicated sliding scale of parking provision, the presumption being a more generous provision for small units than for large. A global standard of one space per 50m² gross is now suggested in line with other similar Authorities. The apparent difference in the standard for offices in the central and outer zones reflects the city council's view, that it is inappropriate to meet the total demand for car borne trips to work and the way in which this matter can be dealt with in each zone.

Class A3

A comparatively low parking requirement of one space per 5m² is suggested for both public houses and restaurants, and no differentiation is made between inner and outer city. This standard is a basis for calculating Car Space Equivalents, and in the inner city, where car parking cannot be met on site and publicly available car parking is limited, applicants will be encouraged to make arrangements with existing car park operators for use out of hours, perhaps encouraging customers with a parking voucher system.

Class C1, C2 and C3

The proposed division between Inner and Outer city is utilised in respect of hotels (C1). Provision for hotels, hostels, hospitals and nursing homes is intended to reflect prevailing standards, including provision for staff on duty.

For residential schools, colleges and universities, adequate provision is included for duty staff, visitors and people with mobility problems. The major establishments of Further and Higher

Education will be encouraged to require students not to bring or use cars in Bristol, and the general standard reflects this.

Use Class C3: Houses, flats and maisonettes. This category poses a particularly difficult challenge. Initially it was considered that dwellings were a suitable use for a separation of standards between Inner and Outer city. Such an approach, however, tends to obscure variations in residential density and the historic 'grain' of former villages or suburban centres across the city.

The general aim is to reinforce existing urban form both in the central city and the outer area. For small dwellings have one bedroom only a standard of car parking not exceeding one space per dwelling will encourage the development of small sites or existing buildings which are closely related to local centres and acknowledge the existence or potential of nearby public transport services.

For dwellings having three bedrooms or more a general standard of at least two spaces per dwelling will be required. For two bedroom dwellings it will be necessary to make a judgement on an appropriate standard with one additional space per two, three or four dwellings, ie 150%, 133%, 125% provision.

If developments are well related to the central area or to a well-defined and close-knit suburban centre, a lower standard of off-street car parking will be expected.

There will be a presumption against the promotion of development on any sites in residential neighbourhoods which would involve the loss of off-street parking and lock-up garages.

Class D1 and Class D2

The idea of operational parking is replaced by that for staff on duty and a reasonable balance has been attempted between the demands of such staff and encouraging reduced journey to work by car.

The suggested standards are comparable with those elsewhere, though with due recognition of limited space and potentially good public transport access within a predominantly urban area.

Commuted Payments

Commuted payments, usually for the provision of car parking spaces, are an established procedure in Planning Control. Depending on circumstances they may be utilised as an alternative to the provision of central area parking or overcoming a shortfall in off-street parking, in respect of offices.

Currently the making of commuted payments is regulated by DoE Circular 1/97 '*Planning Obligations*', and PPG13 on Transport. Advice at present is that commuted payments are a contribution to parking policy. The definition and role of planning obligations or gain may change as time goes on and revisions to these standards will be made as appropriate.

To help reduce the amount of traffic generated by private cars in the city centre, particularly for journeys to work, the city council is developing a range of Park and Ride proposals. Contributions in the form of commuted payments, in lieu of any car parking 'requirement', will be sought only from office developments. As and when the Local Plan is reviewed other substantial employment uses which contribute to peak period congestion may also be included to contribute.

Commuted payments will be calculated on the basis of a reasonable assumption of the number of potential employees likely to travel to work by car. This figure indicates the total long stay parking requirement arising from a development. This will be made by providing up to the approved car parking standard within the curtilage of the development with the remainder paid in the form of a commuted payment, which reflects the capital cost of providing a park and ride car parking space.

In cases where for a variety of reasons car parking spaces cannot or will not be provided, the whole requirement can be made as a commuted payment.

Calculation of Commuted Payments

Each employee is assumed to occupy 20m² gross of floorspace. Based on the current mode share for a.m. peak car journeys into the inner area, and a 1.38 occupancy rate it can be assumed that 42% of employees will seek to travel to work in their own car. Consequently the total car parking requirement is calculated as 42% of the total employees. Commuted payments will be levied at a rate which reflects the capital cost of providing each park and ride car parking space. This figure will be subject to index linking.

EXAMPLE: B1 PROPOSALS FOR 5000M²

5000m ²	gross floorspace	= 250 employees
20m ²	floorspace per employee	
250 employees @ 42% in their own cars		= requirement for 105 car spaces
Car parking standard @ 1 per 200m ²		= 25
Commuted payment		= (105-25) x £2,000
		= £160,000

Commuted payments will normally be received as part of a Section 106 Agreement. Payments will be:

- (i) Set to directly reflect the current cost of provision of car spaces at park and ride sites at the date when a payment is made, based on a cost of £2,000 per space at November 1993 index linked to subsequent changes in construction costs.
- (ii) Payable prior to the occupation of the relevant building(s).
- (iii) Refundable if not spent within three years of payment being made. Monies will be allocated to Park and Ride schemes as identified in the council's TPP and Four Year Capital Programme.

In determining the commuted sum payable account will be taken of exceptional circumstances, for example:-

- (i) Exceptional development costs giving rise to problems of non-viability – eg costs arising from restoration of derelict historic buildings.
- (ii) Exceptional contributions to provide other benefits, eg contributions to environmental improvements exceeding normal planning requirements.
- (iii) In office redevelopment schemes, some account will be taken of existing parking provision in setting new on-site parking levels. This will affect commuted payment calculations.
- (iv) The phased construction of schemes which may justify the phased release of commuted payments.

Monies will be allocated to Park and Ride schemes identified within the TPP and Four Year Capital Programme.

Provision for Motorcycles

It is necessary to recognise the motorcycle as a distinctive mode of travel throughout the city. Recent studies suggest that it accounts overall for about 3% of the modal share although this is not broken down into parts of the day such as peak periods.

For all developments provision should be made for motorcycle parking spaces equal to 5% of the number of car spaces normally required. An exception will be made for office developments within the Inner Parking Zone, where a ratio of one motorcycle space for 500m² gross floorspace will apply. Spaces should conform with the standard dimensions and security requirements set out below.

Parking Provision for Disabled People

It is recognised that at present public transport is inadequate to meet the transport needs of many disabled people. For car parking associated with shopping, leisure and recreation development and other uses requiring public access, the city council will require, where the form of development permits, 5% of capacity to be reserved for disabled people. A minimum provision of one parking space for disabled use is to be provided where the above calculation produces a figure of less than one whole space.

For car parking associated with employment development regard will be had to the minimum employment guideline of 3% of posts being filled by disabled people. In all proposals where more than 33 people may be employed, additional spaces will be required to meet the 3% target. These spaces are additional to the parking standard set out in the following tables.

Car parking spaces for disabled people should be clearly identified for orange badge holders only and should be located so as to allow easy access to the buildings they serve. In all car parks the use of these reserved spaces should be regularly monitored to confirm that the recommended proportion is appropriate.

Provision for Bicycles

The city council has produced cycle parking standards. They are included in this document so that all standards can be considered in a single parking document.

Clarifications

1. All figures expressed are also 'part thereof' eg, for Class C1, Hostels for Special Needs will require two spaces for a hostel containing 11 bed spaces.
2. The standards apply, unless otherwise stated, to all categories of Development for which Planning Permission is required ie new developments, conversions, material changes of use.
3. Good design principles will be expected for all off-street car park spaces, in the full range from the single dwelling to large parking areas associated with retail superstores or Park and Ride scheme. Advice in respect of residential parking is contained within the city council's 'Residential Guidelines'. Advice on parking layouts for other Use Classes is always available from the city council's Directorates of Planning, Transport and Development Services.

4. Standard Dimensions

1 car space = 11.5m² (or 124 sq ft) 2.4m x 4.8m (or 7' 9" x 15' 6")

1 car space for vehicles used by disabled people. Bay dimensions (side by side) = 3.6m x 4.8m (11' 8" x 15' 6")

1 motorcycle space = 2.5m x 1.5m (or 8' 2" x 5')

NB: 2 standard spaces of 2.4m width can share extra width in centre of 1.2m (3' 11")

For bays in line (end to end parking) assuming access available from side = 2.4m x 6.6m (7' 9" x 21' 6")

Developments making specific provision for motorcycles should have regard to the need for security and incorporate appropriate proprietary anti-theft or tampering measures.

5. Gross floorspace is defined as the net lettable floorspace together with associated circulation and service areas (ie inclusive of reception and lift access, stairwells, toilets, etc). Areas for plant and car parking are excluded from this definition.

CAR PARKING STANDARDS

All standards are a maximum unless otherwise stated.

USE CLASS	DESCRIPTION OF USE	PARKING PROVISION	NOTES
A1	Retail (includes cash and carry)	Small retail (below 200m ²). No specified standard.	Each small retail case assessed on merits.
		Between 200m ² and 1000m ² . 1 space per 100m ² . 1,000m ² and above.	Notional standard for medium sized retail to provide for staff and a proportion of customers. Application of this standard dependent on location, size, proximity to public transport.
		100m ² and above: Non-food: 1 space per 20m ² . Food: 1 space per 10m ² . (This standard is a minimum requirement.)	1. Large non-food retail stores will be required to accept a planning condition precluding food sales within Class A1 unless an area of land sufficient to satisfy the higher food sales parking standard can be accommodated on site without compromising landscape setting or other amenities. 2. For all retail discretion can be exercised depending on proximity to public transport. 3. For car parks with over 75 spaces managed public access outside trading hours may be required.
A2	Financial and Professional Services	As per small and medium retail.	
A3	Restaurants, Cafes, Public Houses	1 space per 5m ² drinking or dining area.	Where public off-street parking is limited this standard may be utilised as basis for commuted payments for public parking or for achieving a parking voucher scheme giving access to NCP or other private car parks. Use must also satisfy access requirements of Policy Advice Note.
	Hot food takeaway	No specific standard.	Policy Advice Note requirements on local highway characteristics and opportunities for waiting and servicing of paramount importance.
	Transport Cafes	1 lorry space of 50m ² per 5m ² of dining area.	

USE CLASS	DESCRIPTION OF USE	PARKING PROVISION	NOTES
B1	Offices	Inner zone: 1 space per 200m ² gross floor area plus commuted payments. Outer Zone: 1 space per 50m ² gross for all offices.	This new standard is introduced:- (a)in recognition of the need to attract new investment; (b)as representing a greater level of restraint over what has been achieved in recent built schemes; (c)in concert with a scheme of commuted payments for Park Ride as part of an overall parking strategy. In applying the standards for Bristol Inner Zone redevelopment schemes involving existing offices, account will be taken of past levels of on-site car parking.
B1 & B2	Light Industrial, R & D, Laboratories, Studios General Industrial (Manufacturing)	1 space per 50m ² gross. Office content of over 10% will be assessed as above.	The standard has been set to reflect shift working, delivery/despatch, health and safety and recognises that these uses are unlikely to be located at the focus of the public transport network. For units in excess of 5,000m ² parking will be assessed on individual merits having regard to location, operating patterns and proximity to public transport.
B3–B7	Special Industrial		To be assessed on individual merits.
B8	Storage, Distribution and Warehouse	1 space per 100m ² .	It will be necessary to impose condition or agreement limiting warehouse/distribution function to 'trade only'/ Any element of general retail cash and carry – retail standards apply. For units in excess of 5,000m ² parking will be assessed on individual merits having regard to location, operating patterns and proximity to public transport.
C1	Hotels	Inner Zone: 1 space per 1.5 bedrooms but dependent on size of building, location, conference element and market.	Access for coaches will also need to be provided.

USE CLASS	DESCRIPTION OF USE	PARKING PROVISION	NOTES
		Outer Zone: 1 space per bedroom 1 coach per 30 bedrooms plus one space per 4 staff on duty.	Exceptions can be made depending on local circumstances. Particularly in respect of small conversions where there is no detriment to residential amenity. NB: for public drinking/dining areas provision as per Class A3.
	Hostels Hostels for Special Needs	Less than 10 bed spaces. 1 space per 1 f/t staff on duty. Above 10 spaces 1 additional space per 10 bed spaces.	
	Hostels/Halls of Residence for Students (detached from education premises)	1 space per supervisory staff plus 1 space per 5 students. See also Class C2.	
C2	Hospitals & Nursing Homes	1 space per 3 beds (+ 1 space per 3 f/t duty staff).	For casualty and out-patient departments in Hospitals there will be need for additional parking spaces at standard under D1 Medical/Health. Within the main hospital sites at Kingsdown and St Michael's Hill these standards will not apply. In recognition of environmental constraints and the need to limit central area traffic the city council will seek to maintain staff car parking provision at existing agreed levels.
	Boarding Schools	1 space per each duty staff plus 1 space per 30 pupils.	
	Residential Colleges, Training Centres, Polytechnic/ University	1 space per each duty staff plus 1 space per 5 students.	Standard of provision relies upon educational institutions discouraging use of cars by students except circumstances and people with mobility difficulties. Within the University of Bristol area, these standards will not apply. In recognition of environmental constraints and the need to limit central area traffic, the city council will seek to maintain car parking at existing agreed levels.

USE CLASS	DESCRIPTION OF USE	PARKING PROVISION	NOTES
	Convalescent and Residential Care Homes	1 space per 2 f/t staff on duty including ancillary/maintenance staff. Over 6 bed spaces: 1 additional space per 6 bed spaces.	
C3	Houses/Flats/ Maisonettes	1 bedroom: 1 space per dwelling. 2 bedrooms: 1 space per dwelling and communal parking of 1 additional space for between 2 and 4 dwellings depending on location and transport characteristics. 3 bedrooms and over: At least 2 spaces per dwelling.	Integral garages will only be considered subject to a condition ensuring their retention. For houses, flats or conversions and especially in relation to the development of several units, this standard may be relaxed depending upon:- * topography/location of site; * proximity to existing public transport; * potential for improved public transport; * opportunities for retaining/ enhancing significant buildings; * housing tenure such as social housing schemes or Housing Association development.
	Elderly Persons' Dwellings	Owner/occupied: one space per dwelling. Low cost rented and/or housing association controlled by condition or S106 agreement: one space per two dwellings, plus one space per warden (if applicable).	
	Sheltered Housing – Category I (active elderly)	One space per dwelling plus one space per warden (if applicable). In exceptional circumstances, for centrally located schemes, well served by facilities and public	

USE CLASS	DESCRIPTION OF USE	PARKING PROVISION	NOTES
		transport, a reduction in parking requirement may be acceptable.	
	Sheltered Housing – Category II (elderly or frail elderly assisted by warden or emergency call system)	One space per 3 dwellings, plus 1 space for warden. This standard may increase on merit in the event that accommodation is not within reasonable walking distance of shops, other essential facilities, or not well located in relation to public transport.	
D1	Medical/Health Centres	1 space for each duty doctor, nurse or other medical. 1 space per 2 admin. clerical. 3 spaces per consulting room.	In applying the standards for medical/health centres account will be taken of the particular services provided and their expected traffic generation. The scope for overcoming parking and servicing problems through planning agreements and conditions will be examined where appropriate.
	Creche, Nursery, Day Centre	No specific allocation. Assessed on merits ensuring adequate space for picking up and setting down and staff.	
	Primary and Secondary Schools and Sixth Form Colleges	Inner Zone: 1 space per 2 members of staff plus 10% for casual parking. Outer city: 1 space per members of staff.	
	Colleges of Further Education, Polytechnic/ University, other Training Centres	Inner Zone: less than 1 space per duty staff. (nominated permit system)* Outer Zone: 1 space per duty staff, plus 1 space per 5 students.	
	Art Galleries, Museums, Exhibition Halls	Inner Zone: 1 space per 500m ² gross. Outer Zone: no specific allocation.	In recognition of specialist nature of use, allocation of staff and public spaces to be decided on merits as well as need for coaches.

USE CLASS	DESCRIPTION OF USE	PARKING PROVISION	NOTES
	Community Halls, Places of Worship, Church Halls	1 space per 10 seats or 20m ² .	
	Libraries	1 space per 100m ² .	Allocation staff/public to be determined on site.
D2	Theatres, Cinemas, Concert Halls	Inner Zone: No fixed standard. Outer Zone: 1 space per 2 members of staff plus 1 space per 10 seats plus provision for coach space or set down point.	For each use reliance upon evening use of existing car park capacity.
	Bingo Hall/Casino Dance Halls/ Discos Sports Hall, Swimming Baths, Gymnasia	1 space per 10 seats 1 space per 5m ² public floorspace. 1 space per 2 duty staff plus 1 space per 5 participants on normal hourly capacity + 20% changeover period.	Ancillary A3 facilities within sports hall require parking on basis of A3 floorspace.
Other	Petrol Filling Station Vehicle Repair Garages Display and Sales of Motor Vehicles	1 space per 25m ² gross floorspace of sales kiosk and/or workshops plus 3 spaces per MOT Test Bay. 1 space per 50m ² of sales display area.	In applying the standards for these uses account will be taken of the particular services provided and their expected traffic generation. The scope for overcoming parking and servicing problems, through planning conditions and agreements.

Servicing and Turning Space

1. It is essential that wherever possible, developments make adequate on-site provision for servicing, delivery and turning space to ensure that no obstruction or difficulty takes place on the public highway.
2. Provision for servicing and manoeuvring of delivery vehicles will be assessed on the merits of individual cases, which include whether development is new construction, redevelopment or change of use, and the location of such development, whether in the central or outer areas.
3. In much of the central area, and large parts of the earlier suburban areas, the development form of Bristol is fine grained and of high density. In order to achieve desirable refurbishment and employment generation through changes of use, a balance will be sought between the desirability of providing on-site servicing and avoidance of exacerbating on-street servicing and delivery activities.

As a general guide, the following standard will apply:-

USE CLASS	AREA	GROSS FLOORSPACE NOT EXCEEDING	MINIMUM SERVICING REQUIRED AREA (EXCLUDING MANOEUVRING AREA)
A1 Retail	Central Area	1,000m ²	120m ²
		2,000m ²	150m ²
		3,000m ²	180m ²
		4,000m ²	210m ²
		5,000m ²	225m ²
	Outer Areas	500m ²	70m ²
		1,000m ²	135m ²
		2,000m ²	165m ²
Developments which exceed the above floorspace figures will be treated on their merits.			
USE CLASS	AREA	GROSS FLOORSPACE NOT EXCEEDING	MINIMUM SERVICING REQUIRED AREA (EXCLUDING MANOEUVRING AREA)
B1 Offices	All Areas	Minimum provision of 30m ² excluding manoeuvring areas. Maximum of 12m ² per 500m ² gross floor area.	
B2 General	Central Area	Each case to be considered on its merits	
	Outer Areas	500m ²	70m ²
		1,000m ²	135m ²
		2,000m ²	165m ²
Developments which exceed the above floorspace figures will be treated on their merits.			
B8 Warehousing	Central Area	Each case to be considered on its merits	
	Outer Areas	250m ²	70m ²
		500m ²	135m ²
		1,000m ²	165m ²
Developments which exceed the above floorspace figures will be treated on their merits.			

CYCLE PARKING STANDARDS

1. The lack of specific cycle facilities and the theft of bicycles particularly in urban areas acts as a significant deterrent to cycling. Although many cycle parking sites have been introduced on the public highway the numbers are still very small and not enough to encourage cycling. Many new developments have taken place which are placing increasing pressure on the public highway making cycling more unattractive. If cycle facilities could be provided the situation could be considerably relieved. In order to achieve this a specific Cycle Facility Policy has been established.
2. These standards are based upon 10% of non-operational car parking spaces, with a minimum of four spaces in the case of small developments.
3. As part of these standards all cycle parking facilities must be located in a safe, secure and convenient location within the curtilage of the development. However, if it is not possible to provide facilities within the site itself then the developer will be expected to make a payment in lieu of the city council equivalent to the cost of cycle stands as well as 10% for maintenance. The city council will then pool funds from various developments within a locality to create a cycle park in the vicinity.

4. Sheffield racks (one of which is suitable to two cycle parking spaces) are considered appropriate for most types of development. However, on occasions, for example within Conservation Areas, special design requirements may apply. This will be left to the discretion of the Development Control Officer and should be considered as part of a planning application. The standards will remain the same. In certain circumstances it has been considered appropriate to distinguish between short and long stay needs; short stay needs being those required by visitors or customers to a building, and which should be provided as close to the entrances of a building as possible and long stay parking, which is aimed at employee needs and may be more appropriately provided to the side or rear of a building. Where no differentiation is made it is expected that the racks will be located so as to provide for both staff and visitors.
5. The importance of internal facilities, particularly for employees, such as changing rooms, lockers, showers, etc, cannot be under-estimated in encouraging more cyclists and such facilities will be sought in appropriate circumstances.
6. The minimum requirement in all cases is four spaces, all figures expressed are also 'part thereof'.

USE CLASS	DESCRIPTION OF USE	PARKING PROVISION	NOTES
A1/A2	Retail/ Financial and Professional Services	Up to 1000m ² – Long Stay: 1 space per 200m ² Short Stay: 1 space per 200m ² . Up to 5,000m ² – Long Stay: 1 space per 400m ² Short Stay: 1 space per 400m ² . Over 5,000m ² – Long Stay: 1 space per 2,500m ² Short Stay: 1 space per 2,500m ² .	1. Shopping Malls will assessed on the basis of the individual unit size. 2. A2 uses above 1,000m ² may be required to provide additional long stay spaces because of higher staff/ floorspace ratios of A2 over A1.
A3	Restaurants/Cafes Public Houses	1 long stay space: 20 seats. 1 short stay space: 10 seats.	The standards are based seating capacity of each type of sub-use.
B1	Offices/Light Industrial	Long Stay: 1 space: 200m ² . Short Stay: 1 space: 1,000m ² .	See Note 12 for A1/A2.
B2	General Industry	1 space: 250m ² up to 1000m ² . 1 space: 500m ² thereafter.	These standards are designed to reflect the different intensity of use between small workshops and large industrial premises.
B8	Warehousing Storage and Distribution	1 space: 800m ² .	This standards applies where a minimum of 70% of the floor area is used for storage, otherwise assessed as B2.

USE CLASS	DESCRIPTION OF USE	PARKING PROVISION	NOTES
C1	Hotels	1 space per 10 bed spaces.	These standards are offered as guidance – the requirement for will be dependent on the nature of the proposed Hostel, eg Special Needs, Mother & Baby, alcohol abuse etc.
	Hostels	1 space per 6 bed spaces for Hostels for the homeless. 1 space per 4 bed space for Hostels for young people/students etc.	
C2	Hospitals/Nursing Homes and Residential Care Homes	1 space per 10 bed spaces.	Combined standard for staff and visitors.
	Residential Colleges	1 space per 5 students.	
C3	Houses	The property must be accessible by bicycle.	<ol style="list-style-type: none"> The minimum standard of 4 spaces does not apply to this class. Garages may be considered as an acceptable secure cycle parking space. Within the inner residential areas, where for other policy objectives off-street parking space is not provided, secure cycle parking must be provided. These standards apply to new build and conversions.
	Flats/Maisonettes	Minimum of 1 secure space per unit to be provided within the curtilage of the development.	
	Elderly Persons Dwellings	No specific requirement. To be assessed on merits.	
D1	Clinics/Dentists	1 space: 2 consulting rooms.	<ol style="list-style-type: none"> Current practice is to deter cycling to primary and some secondary schools on grounds of safety. For all schools the standard is advisory and dependent on the school cycling policy.
	Primary Schools	1 space: 50 pupils	
	Secondary Schools, CFEs etc	1 space: 5 pupils/students.	
	Places of Worship/Community Halls/Youth Clubs, Libraries and other Cultural Centres	1 space: 50 fixed seats or 1 space: 100m ² .	
D2	Theatres/Cinemas	1 long stage space: 300 seats. 1 short stay space: 30 seats.	1. These standards are provided as guidance. It is recognised that there will be considerable differences between central and peripheral locations.

USE CLASS	DESCRIPTION OF USE	PARKING PROVISION	NOTES
	Dance Halls/Discos	1 long stay space: 400m ² . 1 short stay space: 200m ² .	2. In central area locations spaces may be provided as a commuted payment.
	Sports Centres/ Swimming Pools	1 space: 10 staff. 1 space: 10 participants on normal hourly capacity + 20% changeover provision.	
	Other Uses	Transport Uses a. Railway Stations b. Bus/Coach Station c. Park & Ride	3 spaces per stopped carriage during the peak period. 1 space per bus stand. 1 space per 50 car parking facilities spaces.

SCHEDULE TO POLICIES M23 AND M24

Arising from Policy M24 and the review of road improvement lines, the following are proposed for abandonment.

FORMER SECTION 30 NEW STREET ORDERS	
Air Balloon Road, St George	Crow Lane, Henbury
Albert Place, Westbury	Deans Drive, St George
Barracks Lane, Shirehampton	Dingle, The, Westbury-on-Trym
Beachley Walk, Shirehampton	Dingle Road, Coombe Dingle
Begbrook Drive, Stapleton	Duncombe Lane, Speedwell
Blackberry Hill, Stapleton	Duncombe Road, St George
Blackswarth Road, St George	East Dundry Road, Whitchurch
Brentry Lane, Southmead	Eastmead Lane, Stoke Bishop
Chapel Road, Bishopsworth	Falcon Close, Westbury-on-Trym
Charlton Road, Brentry	Fernhill Lane, Henbury
Charlton Lane, Henbury	Fir Tree Lane, St George
Charlton Road, Tow Mile Hill	Fishponds Road, Fishponds
Chestnuts Lane, Brislington	Frenchay Park Road, Stapleton
Chock Lane, Westbury-on-Trym	Furber Road, St George
Clay Bottom, St George	Gillingham Hill, St George
Clay Hill, St George	Glenfrome Road, Eastville
Clifford Garden, Shirehampton	Green, The, Shirehampton
Clifton Down Road, Clifton	Grove Avenue, Coombe Dingle
Clouds Hill Road, St George	Grove Road, Coombe Dingle
College Road, Fishponds	Half Acre Close, Whitchurch
Crews Hole Road, St George	Hallen Close, Henbury

Hallen Road, Henbury
 Ham Lane, Frenchay
 Headley Lane, Bedminster
 Henbury Road, Westbury-on-Trym
 Hillside Avenue, St George
 Hudds Vale Road, St George
 Jeffries Hill Bottom, St George
 Jockey Lane, St George
 John Wesley Road, St George
 Kennard Road, St George
 Kingsway, St George
 Kingsweston Lane, Shirehampton
 Kingsweston Road, Shirehampton
 Kingsway, St George
 Lawrence Weston Road, Henbury
 Little Stoke Road, Stoke Bishop
 Lower High Street, Shirehampton
 Manor Road, Fishponds
 Mariners Drive, Stoke Bishop
 Marling Road, St George
 Magpie Bottom Lane, St George
 Nags Head Hill, St George
 Niblett's Hill, Conham
 Nicholas Lane, St George
 Novers Hill, Knowle
 Old Barrow Hill, Shirehampton
 Old Farm Lane, Bristol 5
 Old West Town Lane, Brislington
 Orchard Road, Conham
 Park Hill, Shirehampton
 Parklands Road, Bower Ashton
 Passage Road, Westbury-on-Trym
 (except both sides of the road between
 Charlton Road and Falcondale Road)

Pembroke Road, Shirehampton
 Penpole Lane, Shirehampton
 Polly Barnes Hill, Conham
 Poplar Road, Conham
 Pound Lane, Fishponds
 Raeburn Road, St George
 Rock, The, Brislington
 Rodney Road, St George
 Rossiters Lane, St George
 St Anne's Terrace, St Anne's
 Sir John's Lane, Eastville
 South Liberty Lane, Bedminster
 Station Road, Fishponds
 Station Road, Henbury
 Station Road, Shirehampton
 Stevens Crescent, Totterdown
 Stibbs Hill, Fishponds
 Stockwood Road, Stockwood
 Talbot Road, Knowle
 Troopers Hill Road, St George
 Two Mile Hill Road, St George
 Water Lane, Brislington
 Waters Lane, Westbury-on-Trym
 Westbury Hill, Westbury-on-Trym
 Westbury Lane, Westbury-on-Trym
 Whitchurch Lane, Hartcliffe
 Whitefield Avenue, St George
 Whiteway Road, St George
 Whites Hill Road, Bristol
 Wick Road, Brislington
 Windmill Lane, Henbury
 Woodwell Road, Shirehampton

FORMER SECTION 159 NEW STREET ORDERS

Crews Hole Road, St George
 Clay Bottom St George
 Dubbers Lane, St George
 Foundry Lane, St George
 Firtree Lane, Conham
 Niblett's Hill, Conham

Poplar Road, Conham
 Rodney Road, St George
 Smoke Lane, Avonmouth
 The Rock, Brislington
 Trym Road, Westbury-on-Trym
 Victoria Park, Kingswood