Car parking

Whilst we encourage the use of sustainable modes of transport for daily journeys, it is recognised that people still own cars and suitable provision to leave vehicles at home should be provided on site without detrimental impact on the local highway network.

Developments are expected to design in adequate space for on-street parking, or provide suitable off-street provision, to deter potential footway parking and provide adequate space for other highway users, particularly pedestrians and cyclists.

The type of parking provision suitable for developments will depend on a number of factors such as the location of the site, the topography of the area, site specific constraints, and the type of housing or development end use.

The impact on road safety on existing streets, existing car ownership within an area, availability of local services and other local factors will be considered and developments with inadequate parking provision may be refused if the parking provision is considered unacceptable.

Quantity of spaces

The number of car parking spaces that a development proposes should be based on the Parking Standards Schedule that can be found in Bristol's Site Allocations and Development Management Policies (SADMP). SADMP sets out the maximum car parking standards together with disabled car parking standards for new development in Bristol. These standards also apply to the Central Area but, where appropriate in Bristol City Centre, a lower level of car parking provision will be expected, and in Temple Quarter Enterprise Zone (TQEZ) significantly lower standards are required.

Developments that provide parking numbers substantially lower than the maximum standards, including zero parking developments, should set out why the lower number of spaces is appropriate based on the following:

- Existing parking conditions;
- accessibility;
- local parking circumstances and potential car ownership for the area;
- the layout of the site masterplan and the type and mix of development proposed;
- additional sustainable transport infrastructure which may be delivered by the development; and
- any Travel Plan initiatives that will be introduced, for example car sharing schemes.

Parking surveys may be required to indicate sufficient on-street availability. Please see our separate guidance on undertaking a Parking Survey Methodology.

Parking Design

Parking Spaces

Further information about dimensions and considerations for off-street frontage parking spaces and private drives can be found *3.1.1 Off-street Parking Spaces and Private Drives*.

Parking spaces should be a minimum of **2.4m x 4.8m**. Buffers of **0.45m** are required alongside structures, including fences or railings.

Where perpendicular bays are adjacent to the footway, cars overhang the footway, so additional buffer space is required either in the footway or the parking bay. For more information on dimensions of parking bays and spatial requirements, see *Street Design Matrix*.

A **6m** minimum unimpeded corridor to the rear of a perpendicular parking space is required to allow sufficient turning space.

An additional **1m** will be required at the end of a bank of spaces to allow for cars to turn completely.

Non-standard car parking layouts will require submission of swept path analysis for a large car.

More than 10% of vehicles registered in Bristol are LGVs and adequate consideration should be given to such vehicles in street/development designs, allowing sufficient space for tradespeople to park overnight or visit without detriment to movement. Traditional streets work well in accommodating LGVs in an efficient and flexible manner through the provision of lengths of on-street parallel parking which can be used flexibly.

***Fig 1:* Typical Car parking layout, indicating mininum manoeuvring room for turning car**

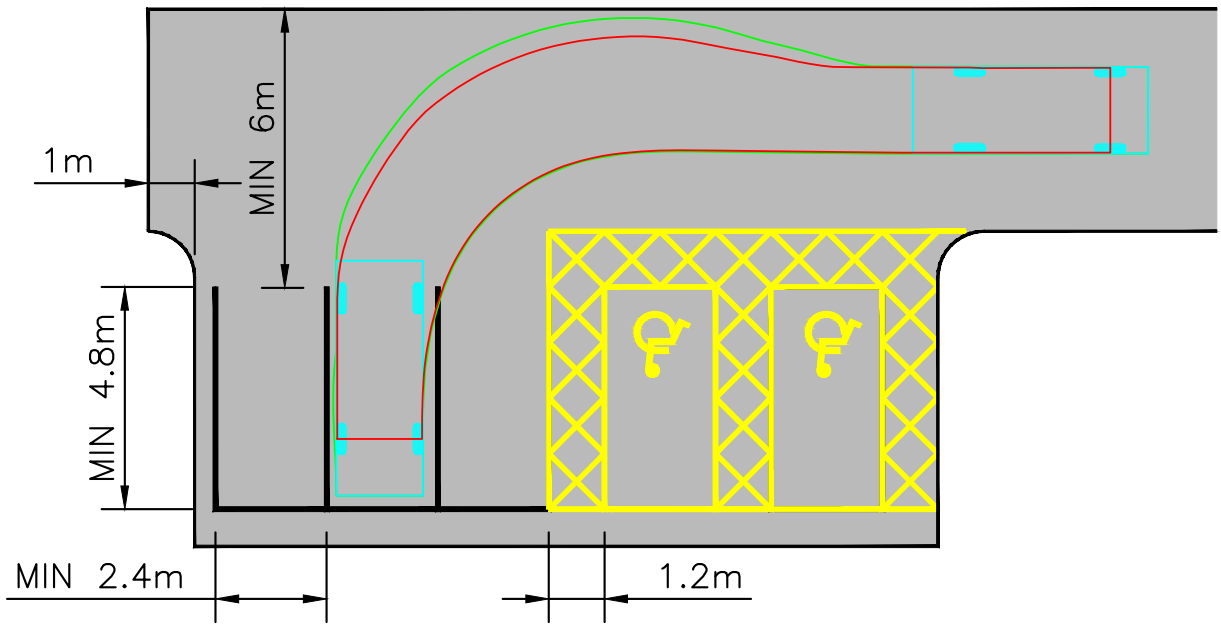
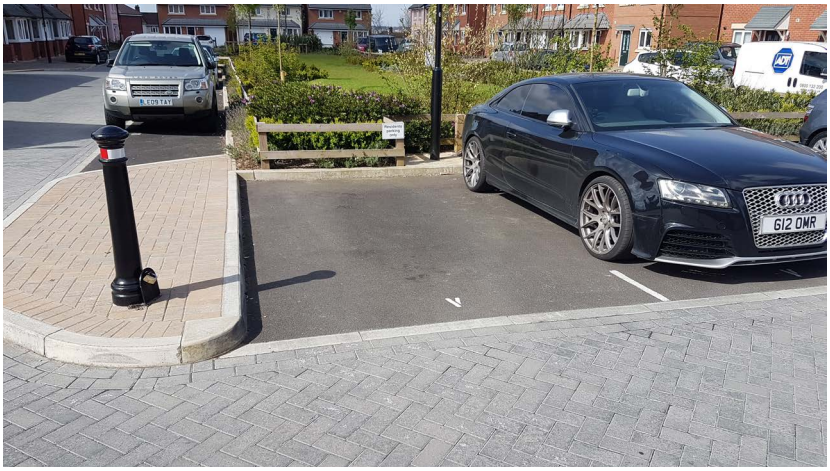


***Fig 2:* Off street parking bay within a development**



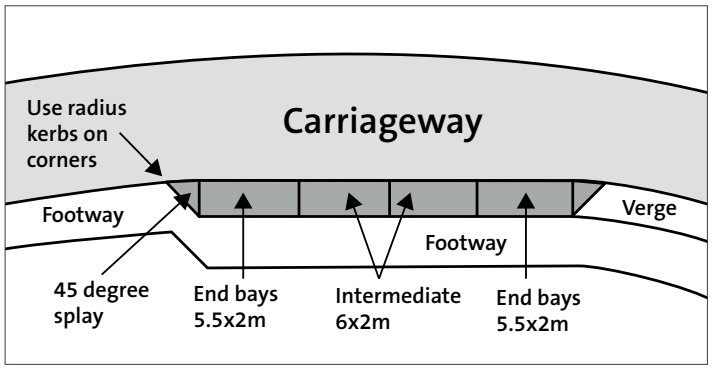
Parallel bays

On standard residential streets, parallel parking bays shall be minimum 2m wide by 6m long for each car, or 5.5m long in the case of end bays (with some additional provision for LGVs).

Where bus services operate, parallel bays must be minimum 2.5m, and 2.75m where loading by larger vehicles is likely to take place.

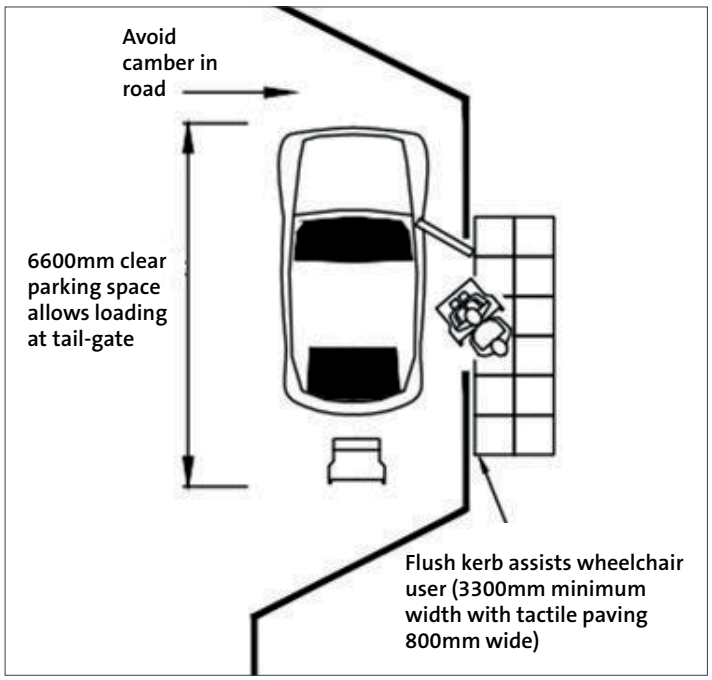
Kerbs containing end parking bays will be 45 degree taper to allow for manoeuvring into and out of spaces.

Fig 3: **Parallel parking bays**



On-street disabled parallel parking bays shall be a width of 2.4m and length of 6.6m and, together with a 3.3m min length of dropped kerb to assist accessibility.

Fig 4: **Disabled parking layby**



Echelon parking is not desirable unless in culs-de-sac with adequate turning facilities, or one way streets. Minimum size shall be as for perpendicular bays and will be dictated by the angle of the bays and layout of the street. Swept paths will be required.

Perpendicular bays

Perpendicular spaces should be minimum 2.4m wide by 4.8m long.

Where these are adjacent to a footway, an additional 450mm footway provision is required alongside perpendicular parking spaces to take into account any pavement overhang and allow access to boot storage.

Where abutting structures, including walls or fences, additional 500mm buffer space is required to prevent damage to the structures.

6m clear of obstruction is required to the rear of the space to allow for adequate manoeuvring space in one movement.

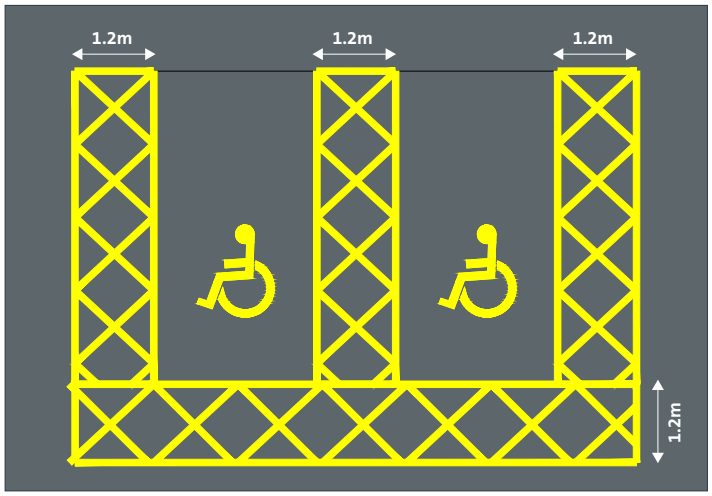
Tandem parking bays give rise to additional manoeuvres on the highway. These are not suitable where tandem spaces are shared by different properties, or where the impact of additional manouevring on the highway is considered detrimental to road safety.

Disabled parking spaces

Disabled parking space should be a minimum of 2.4m wide x 4.8m long and have a side hatched area, 1.2m wide to provide additional room for people with mobility problems or in a wheelchair to be able to access their vehicle. Spaces should be clearly marked and signed.

Where bays are proposed adjacent to each other a 2.4m width can be provided together with a shared space of 1.2m demarked between the spaces.

***Fig 5:* Disabled parking bays**



The proportion of disabled parking spaces shall be in line with the requirements contained within the Local Plan.

***Fig 6:* Disabled parking bays**

Garages

Where garages are expected to accommodate cycle parking this should be wider to allow adequate space for the cycle to exit without moving or damaging the car. The width of the door should allow for inter-visibility with pedestrians on the adjacent footways. Garage doors must not open over the highway.

- Single garage (minimum internal dimensions): **3m wide x 6m long**
- Double garage (minimum internal dimensions): **6m wide x 6m long**

If a garage will be accessed directly from the adopted highway roller shutter doors must be provided to prevent any overhanging of the highway that would be caused by normal 'up and over' doors

Car Clubs

Car clubs can reduce car ownership and therefore reduce impact of parking on-street.

Developments with a significant potential impact on parking, and / or larger residential developments (more than 100 units) will be required to secure a Car Club car and reserve a Car Club parking space on the adopted highway near to or within a new development site, and secure access to membership for each dwelling for a minimum period of three years.

Should car clubs be already available locally, developers will be required to secure access to membership for each dwelling of the car club for a minimum period of three years. Such an obligation would be secured through a condition or s106.

Bristol already has a number of Car Club providers such as Zipcar, City Car Club and Co-Wheels. Further guidance can be obtained from TravelWest.

We also encourage parking facilities for cars which can be shared, such as priority spaces for car sharers, or pool cars for businesses.

Fig 7: **On-street car club bay**

On-street car parking

On street parking provides a flexible resource, allowing for a changing demand and variations in car ownership and use.

Design-wise, on-street parking can be used to break up continuous sight lines and can be a useful traffic calming feature through a new development, although care must be taken to deter higher speeds at times when cars are not parked in these spaces. Parking should be designed to fit well with the development layout and consideration should be given to sub dividing bays into smaller clusters using build outs with hard/soft landscaping.

When designing on-street car parking spaces, consideration should be given to the width of the carriageway, the location and other road users, particularly pedestrians and cyclists. Space for parking will be in addition to the running lanes.

On street parking can be designed in a number of ways: perpendicular to the carriageway; parallel to the carriageway or echelon. Echelon parking can result in excessive turning within the carriageway, so is not favoured unless the street is one way, or a lightly trafficked cul-de-sac with adequate turning facilities.

The dimensions for each of the car parking spaces will alter to suit the type of parking proposed. All will require adequate manoeuvring space so vehicles can turn easily to reduce excessive movements.

Fig 8: **Typical on-street parking in suburban residential street**

Allocation and adoption

On-street spaces within the adopted highway cannot be allocated to individuals or specific users, they are available for the public to use.

We will not adopt parking bays located discrete from the carriageway, nor any privately dedicated spaces adjacent to the highway.

In some locations, it may be appropriate to prioritise spaces for disabled users or permit holders. To ensure parking spaces are reserved for a particular user, a Traffic Regulation Order will be required. The developer will need to be aware that they will need to fund all costs associated with making such orders, and would be expected to undertake or fund the works necessary for this.

Waiting restrictions

Waiting restrictions, such as double yellow lines, to regulate parking and improve safety will be required where safety or operational concerns are identified, e.g. to protect turning heads, maintain visibility splays, protect corners of junctions. Waiting restrictions are made enforceable by a Traffic Regulation Order (TRO).

The TRO preparation process is a lengthy one and proposals for waiting restrictions should be identified within planning application drawings to allow early informal consultation with affected external parties on proposed restrictions. This will reduce any potential objection at the TRO statutory consultation stage, which can result in delays to a development's implementation.

Options would need to be discussed with us at an early stage and will need to include reasoned judgement for proposing a waiting restriction.

Waiting restriction lining and signing will be compliant with the Traffic Signs Regulations and General Directions to ensure that they can be effectively enforced.

Controlled Parking Areas

New developments with low levels of car parking may not be issued with permits within any existing or future Controlled Parking Zone (CPZ) or Residents' Parking Scheme (RPS). This stance is taken to ensure that developments make provision for adequate parking within their site and do not rely too heavily on the surrounding streets for parking at the expense of existing permit holders.

Where accesses or driveways are within existing or proposed RPS or CPZ, parking bays across the driveway will not be removed until the next review of the parking area. Applicants are advised to contact respark@bristol.gov.uk to add their requirements to the next parking review for the area.

Where spaces are to be removed within the CPZ, we would seek compensation for the loss in income otherwise generated by parking fees. This will be calculated from the current value of the bays, for a five year period.

Fig 9: **Residents parking zone signage**

Off-street parking

Off street parking can range from a single off street space to parking courts or car parks.

Off street parking can be advantageous as parking spaces can be allocated to individuals. Allocated parking spaces can be located within the curtilage of a property (e.g. garage or driveway parking) or parking spaces in allocated private communal areas, but not on adopted highways.

Parking courts should support, not replace, on-street and frontage parking options.

Rear courts should provide up to a maximum of 10 parking spaces and be clearly enclosed as private spaces with a single, secure point of access. Courts should incorporate high quality landscape treatments, electric vehicle charging points, lighting and means of enclosure and should look to use permeable paving.

Rear parking courts that are not overlooked should be avoided.

Off street parking should be located as close to the building it serves as possible. Understanding existing and potential pedestrian desire lines to and from parking areas should be principal element to any design. Safe and easy routes will be required to

and through any proposed private car parking areas. This can be achieved through measures such as raised footways and / or pedestrian crossing points, to reduce pedestrian and vehicle conflict.

Large expanses of car parking can be spatially inefficient, visually intrusive and detrimental to the character of a development and should be avoided in residential developments.

Parking courts and car parks should be well managed and overlooked. These areas will not be adopted.

Parking areas need to be well overlooked, with good lighting and suitably lit, surfaced and drained.

Dropped Kerbs for off-street parking

Long lengths of dropped kerbs for off street frontage parking are discouraged. These do not provide adequate protection for pedestrians, are considered to be poor aesthetically and cause drainage and accessibility problems. Vehicles regularly reversing in one particular area can also result in conflict with pedestrians, and this is even more of a concern where there are more young people or people with mobility impairments present.

Similarly, intermittent dropped kerbed provision is also discouraged as it can result in undulating footways, interfering with drainage and creating maintenance difficulties, whilst also being uncomfortable for pedestrians, particularly those with mobility impairments.

Underground / Multi Level car parks

Acceptability

Underground car parks may be permitted subject to other planning / archaeological constraints.

Any underground car parks where the supporting structures have any impact on the highway (e.g. basement car parks) must have formal Approval in Principle (AIP) from Highway Structures. Designers should seek advice early on to allow adequate time for any formal structural approval to be established. This is also likely to be subject to licence approval. For further information about this process contact bridges.structures@bristol.gov.uk

Design

Multilevel car parks should be designed to the IStructE Multistorey Car Park document 'Design Recommendations for multi-storey and underground car parks (Fourth edition)' (IStructE Ltd 2011) Care must be given to the design to ensure that parking spaces are not lost to structural features such as columns.

Segregation must be provided for pedestrians to access car parks, shared use of a narrow ramp is not acceptable.

Access

The initial 5m of the ramp must be no greater than 1:10 gradient to avoid cars grounding themselves and allow for safe pulling out from the ramp onto the highway.

Warning signs will be required to show clearance heights. Where an underground / multi-storey car park is the only parking provision for a development, clearance heights must allow for a work van.

Signalised systems for ramps can be acceptable on lower trafficked routes and where there is low pedestrian flow, providing they favour cars entering the car park from the highway.

Manual doors / gates will not be accepted.