Public Connections

2.22.6 Physical and visual connections to waterways have important benefits for mental and physical health and for overall townscape and visual amenity in Bristol. New development on or adjacent to waterways should contain enough public space as close to waterways as practicably possible, to facilitate walking, cycling and maintenance. However, provision of new public connections adjacent to waterways should be designed to avoid harm to any nature conservation value that might exist on banks adjacent to waterways.

2.22.7 New development should be designed and sited to link new connections provided adjacent to waterways to the existing public realm network in and immediately around the development site.

2.22.8 Due to the inaccessible nature of land and the high risk industrial activity which takes place in Bristol Port, the requirements in this policy relating to public access will not normally be sought for applications in that location.

Policy Links

Bristol Local Plan Core Strategy – Lead Policy

- BCS9: Green Infrastructure

Other key Core Strategy policies

- BCS10: Transport and Access Improvements
- BCS16: Flood Risk and Water Management
- BCS21: Quality Urban Design
- BCS23: Pollution

Application Information

Where development is on or adjacent a waterway with recognised nature conservation value, either as a designated or non-designated site, any impact upon habitats, sites or features of nature conservation value will be subject to the provisions of policy DM19, which requires a survey and assessment of impacts on nature conservation value to be undertaken. The Application Information section of DM19 contains further information.

Transport Policies

Policy DM23: Transport Development Management

2.23.1 This Development Management policy sets out the transport and traffic considerations that development proposals should address. This includes parking standards for residential and non-residential development. It also seeks to ensure that new development is accessible by sustainable transport methods such as walking, cycling and public transport. It therefore helps to implement Core Strategy policy BCS10. This policy applies across the city except the city centre. Separate policies for parking and movement in the city centre are set out in the Bristol Central Area Plan.

Development should not give rise to unacceptable traffic conditions and will be expected to provide:

i. Safe and adequate access for all sections of the community within the development and onto the highway network including designs which secure low vehicle speeds; and

ii. **Adequate access to public transport including, where necessary, provision for public transport improvements; and**

iii. **For appropriate transport improvements to overcome unsatisfactory transport conditions created or exacerbated by the development; and**

iv. **For pedestrians and cyclists including, where appropriate, enhancing the pedestrian and cycle network and, for major non-residential schemes, providing adequate changing, shower, storage and drying facilities for cyclists.**

Proposals should be supported by a Transport Assessment and/or a Travel Plan where development is likely to have a significant traffic impact.

Public rights of way

Development will be expected to protect and enhance the function and amenity of public rights of way. Diversions of public rights of way will only be appropriate where an alternative route of equal or improved character, amenity, safety, directness and convenience is provided.

Parking and Servicing

In accordance with the standards set out in the parking schedule at Appendix 2, development proposals will be expected to:

i. **Provide an appropriate level of safe, secure, accessible and usable parking provision having regard to the parking standards, the parking management regime and the level of accessibility by walking, cycling and public transport; and**

ii. **Provide appropriate servicing and loading facilities.**

Proposals for parking, servicing and loading should make effective and efficient use of land and be integral to the design of the development.

Traffic implications of development proposals

2.23.2 Examples of unacceptable traffic conditions referred to in the policy include the introduction of traffic of excessive volume, size or weight on to unsuitable highways / streets or in to residential or other environmentally sensitive areas. This could result in high levels of transport noise and disturbance, a decrease in air quality and unsafe conditions both on the highway and for pedestrians.

2.23.3 The council is committed to delivering 20mph speed limits across the city by 2015, excluding dual carriageways and 40mph and 50mph roads. The policy assists in the delivery of this by ensuring that the design of new development secures low vehicle speeds. Planning applicants should refer to guidance documents such as the Government's 'Manual for Streets' for advice on relevant design measures.

Access and improvements to public transport, walking and cycling

2.23.4 To optimise access to sustainable transport modes, new development should provide links with existing public transport, pedestrian and cycle networks through its design and layout. The council will seek improvements to public transport access for development proposals in areas with poor accessibility, as well as enhancements to walking and cycling routes where appropriate. Where development proposals exacerbate existing – or create new – traffic problems mitigation measures will be sought. These could include, for example, highway junction improvements or the introduction of pedestrian facilities in areas where they do not currently exist.

Transport Assessments and Travel Plans

2.23.5 Transport Assessments consider the transport impacts of a proposed development and identify the measures to be taken to deal with them. A Travel Plan is a management strategy which seeks to manage travel to and from a specific site with the aim of reducing reliance on cars and encouraging walking, cycling and the use of public transport. The scope of Transport Assessments and Travel Plans will be established through early discussions with the council and will depend on the scale and use of the development proposed. It will also include the consideration of any impacts that may occur in the adjoining local planning authority areas. Regard should be had to the Department for Transport guidance on their preparation.

Public rights of way

2.23.6 Public rights of way (i.e. public footpaths, bridleways and byways) are a valuable part of the city's transportation network. They are important for their role in recreation and for providing opportunities for people to benefit from regular exercise and access to the wider countryside. They also provide an alternative to car use for shorter journeys and for longer journeys when combined with public transport. Their protection and enhancement will therefore be expected in development proposals.

Parking

2.23.7 The approach to the provision of parking aims to promote sustainable transport methods, such as walking, cycling and public transport, as encouraged by Core Strategy policy BCS10. In addition, by emphasising that parking, servicing and loading should seek to make effective and efficient use of land and be integral to the design of the development, the policy helps to implement Core Strategy Policies BCS20 and BCS21. Separate policies for parking and movement in the city centre are set out in the Bristol Central Area Plan.

2.23.8 Residents' Parking Schemes have been established in parts of central Bristol. Community engagement on additional schemes is underway with consultation on further schemes to be considered in due course.

Cycle parking and facilities

2.23.9 The provision in new development of secure, well-located cycle parking can be very important in encouraging people to cycle regularly. Similarly, in commercial and other non-residential schemes, good facilities for changing, showering, storage and

drying can also make a significant contribution to increasing cycle use. It is important that development proposals incorporate these facilities and parking at the outset of the design process. Applicants should refer to the council's 'Guide to Cycle Parking Provision' for guidance on this matter.

Policy Links

Bristol Local Plan Core Strategy – Lead Policy

- Policy BCS10: Transport and Access Improvements

Other key Core Strategy policies

- Policy BCS9: Green Infrastructure
- Policy BCS11: Infrastructure and Developer Contributions
- Policy BCS21: Quality Urban Design

Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

- A Transport Assessment and/or Travel Plan where the transport implications of a development are likely to be significant. For smaller schemes a Transport Statement may be acceptable.

Policy DM24: Transport Schemes

2.24.1 The Core Strategy contains proposals for new transport infrastructure within Bristol to complement growth and regeneration. These proposals reflect the schemes set out in the West of England Partnership's Joint Local Transport Plan 3 (2011-2026). The purpose of this Development Management policy is to safeguard land required for the implementation of those proposals which have land use implications. The policy also proposes to safeguard railway sites and associated land for passenger and rail freight purposes. Sites for safeguarding which fall within the area covered by the Bristol Central Area Plan will be addressed in that plan.

Land required for the implementation of the following transport schemes will be safeguarded to enable their future provision:

- **MetroBus (rapid transit) routes (and stops) from:**
  - **Ashton Vale to the City Centre**
  - **North Fringe to Hengrove**
  - **City Centre to Emersons Green**
- **Rail stations at Portway Park and Ride and Ashley Hill**
- **South Bristol Link**
- **Callington Road Link and associated highway improvements**
- **Whitchurch Bypass**
- **A4 Bath Road Improvements**
- **The Avonmouth Way extension and connection to Kings Weston Lane**

- **Romney Avenue Bus Link**
- **M32 Park and Ride**
- **Expansion of A4 Park and Ride site at Brislington**

Rail land at the following locations will be safeguarded for future rail use at:

- **East Depot, St Anne's**
- **Pylle Hill sidings**
- **St Philips Marsh Depot**
- **Rail link to serve Barrow Road Refuse Transfer Station**
- **Rail links at Chittening Industrial Estate**
- **Rail link from Hallen Marsh Junction to Kings Weston Lane**
- **Bulk Transfer Station at St Andrews Road.**

Development in safeguarded areas which would prejudice the future implementation of transport schemes will not be permitted.

The locations referred to above are shown on the Policies Map.

2.24.2 The infrastructure projects listed include rapid transit schemes and rail, Park and Ride and highway improvements. The Emersons Green to City Centre rapid transit route remains a priority though funding is not currently available to progress the scheme so a preferred route has not been identified. Funding opportunities may become available following the current round of transport Major Schemes spending after 2015. When route options are considered for this scheme, there will be further public consultation on any requirements to safeguard land for the proposal. The consultation will form part of the preparation or review of the Site Allocations and Development Management Policies.

Policy Links

Bristol Local Plan Core Strategy – Lead Policy

- Policy BCS10: Transport and Access Improvements

Application Information

None arising from this policy.

Policy DM25: Greenways

2.25.1 The Core Strategy states that development proposals should maximise opportunities for walking and cycling. This Development Management policy sets out how development proposals should facilitate and, where possible, improve access to the network of 'Greenways'. Greenways are largely off-highway routes in Bristol intended for shared use by non-motorised forms of transport (including walking and cycling). They can be linked to form a network connecting people to facilities and open spaces in and around the city and linking to neighbouring communities and the countryside.