

- 7.14 The precise location and type of interchange facilities that will be sought will be explored in more detail in the Spatial Framework being prepared for Bristol Temple Quarter. It is likely however that the development of the sites adjoining the station to the north will be required to accommodate this enhanced interchange function. Facilities will need to be fully accessible.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS10 Transport and Access Improvements

Policy BCAP29: Car and cycle parking

- 7.15 Although the council wishes to encourage the use of more sustainable means of transport such as cycling and walking, retaining an element of public car parking, particularly short-stay parking, has an important role to play in supporting the city centre economy, particularly its retail offer and cultural, leisure and tourist facilities. However, extensive provision of long-stay parking creates travel patterns in which large numbers of workers travel into the city centre by car on a daily basis, contributing to congestion, noise and poor air quality, particularly during peak hours.
- 7.16 New long-stay public parking will not generally be encouraged, but proposals to replace existing provision may be acceptable subject to the replacement provision being appropriately located within the hierarchy of vehicular routes in the city centre. New private non-residential parking within the city centre will be limited to the essential operational needs of development such as space for service vehicles and pool cars and an appropriate level of disabled parking.
- 7.17 Although the city centre provides a range of employment opportunities and services that reduce the need to travel, an element of residential car parking may continue to be appropriate for many city centre developments that provide new homes.

The Parking Standards Schedule at Appendix 2 to the Site Allocations and Development Management Policies set out *maximum* car parking standards and *minimum* cycle parking and disabled car parking standards for new development in Bristol. These standards will also apply within the Central Area Plan area but, where appropriate in Bristol City Centre, a significantly lower level of car parking provision will be expected.

Cycle parking and disabled car parking in Bristol City Centre

Development in Bristol City Centre will be expected to meet or exceed the minimum standards for secure cycle parking and disabled car parking set out in the Parking Standards Schedule at Appendix 2 to the Site Allocations and Development Management Policies. Cycle parking provision and associated facilities should be designed to a high quality which meets the requirements of all cyclists using new development including residents, staff and visitors.

Non-residential car parking in Bristol City Centre

Proposals for long-stay public car parking will only be acceptable where it would replace existing provision and would be appropriately located within the hierarchy of vehicular routes in the city centre.

Long-stay private non-residential car parking should be limited to the essential operational needs of the proposed development.

Proposals for short-stay car parking will be considered on a case by case basis having regard to the nature and requirements of the proposed development, the position of the site in the hierarchy of vehicular routes and the desirability of reducing car use in favour of more sustainable modes of transport.

Residential car parking in Bristol City Centre

An appropriate level of new residential car parking, which may include on-street parking solutions, will be acceptable in the city centre where it is properly integrated into the broader design of the development or the existing street scene. Developments of new homes that provide fewer car parking spaces than the maximum standard and car-free residential developments will be acceptable where they are consistent with Site Allocations and Development Management Policy DM23.

Design of car parking in Bristol City Centre

All parking, including on-street and off-street provision, should be finished to a high standard of design that incorporates appropriate landscape treatments, including green infrastructure, and preserves or enhances its context.

The inclusion of appropriate security measures fully integrated into the design of the proposed development will be encouraged.

- 7.18 For the purposes of policy BCAP29, “long-stay” refers to parking that a single car can occupy for a full working day or potentially longer. “Short-stay” refers to parking that can only be occupied for less than a full working day or for evening use.

Policy Links**Bristol Local Plan Core Strategy – Key Policies**

- BCS2: Bristol City Centre
- BCS10 Transport and Access Improvements

Bristol Local Plan Site Allocations and Development Management Policies

- DM23: Transport Development Management