



## **BISHOPSTON AND ST. ANDREWS TRAFFIC AND PARKING GROUP [BOSA]**

### **A new Residents' Parking Scheme in our area?**

- **What is being proposed?**

A survey is underway that might lead to a residents parking scheme (RPS) covering parts of Bishopston and St Andrews, requiring vehicles parked in the streets at certain times of day to have a permit. This depends on receiving 'overwhelming support' from residents for the current administration is to proceed with any scheme. Only residents and businesses would be issued permits so the scheme would stop other people parking in the area. Other measures such as extra double yellow lines on corners are also an option under consideration.

- **How can I register my views on this?**

If you live in the area covered by the consultation (see map on the postcard or [online](#)) you should have received a leaflet in the post on or around Thursday 21st November. The leaflet contains a web address [smartsurvey.co.uk/s/BISAPS](http://smartsurvey.co.uk/s/BISAPS) and an individual code for your household.

If you haven't got your household code you can contact the council: 0117 922 2848 or [consultation@bristol.gov.uk](mailto:consultation@bristol.gov.uk) (other residents have reported that they have been given their code).

Please ask your neighbours to participate too.

- **What's the deadline for views?**

The consultation closes on Monday 6th January.

- **What hours will the parking restrictions operate?**

Probably Monday to Friday, between 9am and 5pm but this is not confirmed. Some Bristol RPS have slightly different hours, Monday - Saturday is possible too. If there is high support for the scheme then there will be further consultation to determine what would work best in our area, street by street.

- **What areas are covered?**

The consultation mainly covers streets to the south of Berkeley Road and Somerville Road, but check the map on your consultation postcard or [online](#).

- **How does this relate to the central diesel car ban?**

This is a completely separate scheme to the RPS but if we do not ask for an RPS then when the city-centre diesel car ban begins our area will be the nearest place before the ban area that diesel car drivers can park. All areas south of us towards the city centre already have residential parking schemes which stop commuters parking there. Commuters could park here and get a bus from down Gloucester Road to work. That makes it likely that parking spaces will fill early in the morning followed by lots of diesels driving around in circles looking

for somewhere to park, with all the congestion, traffic danger and air pollution that comes with it.

- **How does this relate to the clean air charging zone?**

This is a completely separate scheme to the RPS. Some streets in the consultation area will be just outside of the Clean Air Charging Zone. If there's no RPS then those streets might be used for parking older commercial vehicles (taxis and vans). For example, if drivers live inside the charging zone and don't want to pay the clean air charge to park in their own street then they might choose to park in a nearby street outside the zone.

- **How much will it cost?**

A permit to park in the street in RPS areas in this part of Bristol costs from £0 to £48 per year for one car (depending on the CO2 emissions of your vehicle). A second car for the household costs £96, a third car £192. This is for parking in the street only. If you have off-street parking there is no charge but the household is limited to a single street parking permit. There are exemptions for blue badge holders and carers. Businesses in the RPS are allowed up to seven passes for staff.

- **What about visitors?**

You get 50 free visitors permits per year, you can buy 50 more for £1 each. There are passes available for carers and other essential visitors. Trades people with work in RPS areas can get vehicles permits for their staff vehicles.

- **What about commuters and shoppers?**

Commuters will have to park elsewhere or use another means of travelling to this area. For shoppers the scheme is likely to include some short term pay and display parking. Current schemes allow 30 minutes of free parking in each visitor space. This can help local shops get more trade from the turnaround of visitors.

- **What are the benefits of a Residential Parking Scheme?**

- **Easier parking**

Parking spaces will be reserved for residents during the scheme hours. Shoppers and commuters from outside our immediate area will not be able to park (including commuters trying to avoid the new diesel ban - see above) except in visitor spaces with time restrictions.

- **Less damage to parked vehicles**

Parking spaces are marked with white boxes on the road. This leads to use of designated spaces and cuts pavement obstruction. Most roads in our area aren't wide enough for two vehicles parked opposite each other so where there's a marked parking space on one side there probably won't be one opposite. Vehicles are less likely to get damaged because there are no tight gaps for cars to squeeze through.

- **No pavement parking**

People tend to park in the marked boxes not half on the pavement, they do this because there's a box showing them where to park and because they don't have to worry about someone parking opposite them and not leaving space for drivers to pass.

- **Fewer speeding vehicles**

Drivers won't see a narrow straight road with cars parked up the pavement on each side, they'll see a road with cars parked on the road (in marked parking places) on

alternate sides. There will be more space to get through but not in a straight line. They drive slower because it's not a straight line.

- **No dangerous junction parking, no parking over driveways**  
The only parking is in the parking marked boxes. The permit fees pay for local enforcement.
- **Less air pollution**  
Fewer vehicles parking in our streets and fewer vehicles driving around looking for parking spaces means less air pollution
- **Shoppers' parking**  
RPS schemes near to shops tend to include a few short-term parking places for shoppers, which cannot be occupied all day by commuters or residents. This can increase trade for many types of businesses.
- **What are the down-sides of a Residential Parking Scheme?**  
Fewer parking spaces overall, as no parking will be allowed on pavements, junctions, places where it makes the road too narrow, etc.  
Households have to pay if they need parking permits and if they want extra visitors passes. Some people dislike the extra street markings and signage.
- **“My street should be included / excluded in the RPS”**  
The boundary of the proposed RPS hasn't been decided yet, it won't necessarily include all the streets in the consultation area. The results of the consultation will be used to design the RPS (if there is sufficient support for one).
- **Won't an RPS make more people turn their front gardens into parking spaces?**  
We don't think so. An RPS should make on-street parking easier for residents and reduce the risk of vehicles being damaged. Although there's no permit fee for parking off-street where as the cost of your first RPS permit is no more than £48 which is inexpensive compared to the cost of paving your garden and installing a dropped kerb. Households with off-street parking are only allowed one RPS permit, other households can have up to three.
- **How will this affect people living in vans?**  
We're not sure how the council will handle people living in vans without permits for the RPS. If anyone knows what happens in existing RPS areas please tell us (email address at the bottom).
- **What will happen next?**  
The Mayor has said that it will require "overwhelming support for a Residents' Parking Scheme (RPS) in a community before a new RPS could be considered". Overwhelming hasn't been defined. If there is enough support for a new RPS to be considered then there will be further consultation on the details.
- **What if residents don't support a Residents' Parking Scheme?**
  - Without “overwhelming” local support we won't get an RPS. After that it seems unlikely that the council will offer us this opportunity again any time soon but that does not mean that things will stay the same.
  - All the schemes in the city have been reviewed recently and all of them have received popular support from residents who want them to continue.

- Neighbouring areas (especially around the cricket ground) are clamouring for an RPS; if and when that happens our area is likely to get their overspill parking.
  - The city-centre diesel ban in April 2021 will put more commuter parking pressure on our area during the daytime (see above).
  - The clean air charging zone will lead to more commercial vehicles parked in our streets (see above).
  - Meanwhile new offices and new flats with few or no parking spaces will put more pressure on our streets. For example, Bristol North Baths is being converted into offices with 116 desks and just 12 car parking spaces; the vacant Peacocks store has planning permission for 40 student bedrooms and two parking spaces; Nailsea Electrical recently applied for permission to convert part of their site into 9 x 2-bed flats with no additional parking.
  - As street parking becomes more congested, those households who can convert their front garden into a parking space might do so.
- **Does the council make money from RPS?**  
The charges pay for the construction and operation of the schemes, and are not set to make money. As the scheme gets paid for any surplus funds are designated for local transport schemes. Areas with more visitor parking, eg near high streets, earn more to pay off the investment faster.
- **Where can I get more information?**
    - The online survey has a little more information but there's nothing specific about our area.
    - BOSA is a local group campaigning on traffic issues: [bosatrafficparking.org.uk](https://bosatrafficparking.org.uk)
    - There's detailed information for RPS area on the council website, see <https://www.bristol.gov.uk/parking/residents-parking-schemes>
    - Details of the Clean Air Charging Zone and the city centre diesel car ban are online: <https://www.cleanairforbristol.org/>
    - Contact your local councillor for further information and support.
- **How else can I comment on this?**
    - You can email your views to the council [respark@bristol.gov.uk](mailto:respark@bristol.gov.uk) (but if you live in the survey area it's important to complete the survey as well).
    - You can contact your local councillor.
    - A resident has produced [this survey](#) aimed at people living immediately outside the council survey area.
- **Feedback or questions on this document**  
Please contact Bishopston and St. Andrews Parking Group [BOSA] [bishopstonstandrewstpgroup@gmail.com](mailto:bishopstonstandrewstpgroup@gmail.com)