1. Introduction

1.1. This technical note has been produced by Key Transport Consultants (KTC) on instructions received from the University of Bristol (UoB) to consider the potential introduction of further parking restrictions on Shaplands in response to local residents’ concerns regarding students living in the nearby UoB residential halls, who appear to be parking their vehicles on local roads.

1.2. The analysis is informed by surveys undertaken on behalf of the UoB and this note responds to the views expressed by local residents.

1.3. Parking beat surveys were undertaken on Thursday 19th March and Thursday 16th April 2015 as part of an agreed Parking Management Plan (PMP) for the UoB Stoke Bishop Residential Campus, which was produced to satisfy a planning condition related to the introduction of additional student accommodation at Hiatt Baker Hall in Stoke Bishop. The 2015 surveys followed on from surveys in 2008 and 2012/13, which were undertaken through the planning and construction periods for the additional rooms at Hiatt Baker Hall.

1.4. The 2015 surveys were the last set of surveys required in the PMP.

2. On-street parking

2.1. The results of the 2013 surveys revealed extensive parking by students on Shaplands.

2.2. Subsequent engagement with the residents led to agreement to introduce waiting restrictions comprising double yellow lines along the entire north side of Shaplands and around the turning area at its west end. With strong residents’ support, this scheme was presented to the local highway authority, Bristol City Council (BCC), which subsequently introduced the necessary Traffic Regulation Order (TRO) and implemented the scheme.

2.3. The results of the 2015 surveys revealed that in the remaining areas of the south side of Shaplands where parking is unrestricted, parking associated with UoB activity was significant in term time.

2.4. Discussions with residents in 2013 considered the possibility of introducing a restriction between the hours of 08.00 and 22.00 permitting a maximum duration of stay of four hours on...
the south side of Shaplands where there are no current restrictions. These were not taken forward at the time as some residents, including notably some living opposite the relevant section, were firmly opposed to the idea.

3. Mitigation

3.1. Following the production of the KTC 2015 parking survey report, two meetings were held to which residents of Shaplands were invited. At the first meeting, in July 2015, the findings of the parking surveys were shared and at the second meeting residents considered options to mitigate the identified problem.

3.2. The majority (13 in total) of Shaplands residents present at a meeting held on the 10th September 2015 requested that KTC canvas the view of BCC regarding implementation of a one hour restriction in the middle of the day on the sections of Shaplands where parking remains unrestricted. One resident was firmly opposed to this proposal and three abstained.

3.3. Residents were also keen to understand the possibility of introducing a Residents Parking Scheme (RPS) on Shaplands.

3.4. KTC consulted BCC and received a response in December 2015. The BCC officer responsible for dealing with promotion of TROs is the Area Manager – Highways, Mr Mark Sperduty.

3.5. The pertinent parts of Mr Sperduty’s response can be summarised as follows:

- he is willing to meet residents to discuss the Shaplands issues;
- while minor modifications to Shaplands may be feasible, BCC would not support for a one hour restriction because this type of restriction is not used as a parking management tool within Bristol due to the resource implications of having to schedule the Civil Enforcement Officers to be present within that tight window;
- whilst RPS is clearly an approach that BCC has adopted elsewhere, BCC do not have any schemes where an individual street has residents’ only parking. The closest to this is a scheme on a few streets in the area around the UWE Bower Ashton campus. The Mayor has repeatedly said that RPS areas have to pay for themselves. This means that any RPS would have to cover an area wider than just Shaplands.
- BCC would need Cabinet approval to start working on any further RPS areas.
- More generally, the statement of reasons required to restrict parking further on Shaplands could be hard to justify as the properties have off street parking and the
level of parking that takes place now on the road does not cause any access or safety problems.

Noting all the above, Mr Sperduty considered that BCC would be unable to support either of the two options raised at the September meeting.

4. **Summary and Recommendation**

4.1. The results of the 2015 surveys revealed that in the areas of the south side of Shaplands where parking is unrestricted, parking associated with UoB activity is significant in term times.

4.2. As requested by the majority of Shaplands residents at a meeting held on 10\textsuperscript{th} September 2015 KTC has canvassed the view of BCC regarding implementation of a one hour restriction in the middle of the day on the sections of Shaplands where parking remains unrestricted.

4.3. The BCC officer responsible for introducing parking restrictions confirmed his willingness to meet with residents but would not be willing to consider the introduction of the one hour restriction proposed by the majority of residents.

4.4. Similarly, in view of the BCC policy requiring RPS schemes to be self-funding, BCC would not be willing to promote an RPS for a single street.

4.5. Furthermore, BCC may find it hard to justify the introduction of additional parking restrictions on Shaplands as the properties have off street parking and the level of parking that takes place now does not cause any access or safety problems.

4.6. KTC considers that it has taken the issue of parking on Shaplands as far as it can from a technical perspective. To move forward the matter now requires political intervention, which is for the residents to address, should they consider that further action is needed.

4.7. To aid residents, Mr Sperduty can be contacted by telephone on 0117 903 6448 or 07887 451728, or by email at Mark.Sperduty@bristol.gov.uk.