

Bristol Airport – Community Parking Action Plan

January 2026

Introduction

The **Bristol Airport Community Parking Action Plan** has been developed to address a range of issues associated with off-site car parking on the roads and in the communities around Bristol Airport.

The nature of these issues outside the operational boundary of the airport means that no one organisation can solve them independently. This action plan has therefore been developed collaboratively between key airport partners, including Bristol Airport Limited (BAL), North Somerset Council (NSC) and Avon and Somerset Police (ASP), following consultation with representatives of local communities around the airport.

This plan formalises and brings together a number of existing initiatives already in place, in addition to new actions targeted to address specific problems based on feedback received from local residents and other stakeholders.



Defining the Problem – User Groups

There are four main types of drivers that contribute to off-site parking problems in and around the Airport and the surrounding community:



‘Self-park’ Airport Passengers

Airport passengers who park their own car somewhere off-site where it remains for the duration of their trip. This includes on local roads with no parking restrictions, off-site car parks with shuttle buses, and rented driveways within walking distance of the terminal.



Pick-up and Drop-Off / ‘Kiss and fly’

Some drivers choose not to enter the Airport and pick-up or drop-off their passengers from local roads, including bus stops and roads with no stopping restrictions. Others wait temporarily on local roads before entering the on-site car parks to collect their passengers.



Third-Party Meet and Greet Operators

Car parking which includes the handover of car keys is defined as ‘meet and greet’, with the customer’s vehicle moved to another location, to be returned at the end of their trip. In addition to BAL’s official on-airport provider, a range of third-party companies offer this service, who store vehicles both in off-site car parks and on local roads.



Private Hire Vehicles (PHVs)

PHVs, sometimes known as minicabs, are pre-booked cars or minivans with less than 9 seats. Similar to ‘kiss and fly’ trips, not all PHVs pick-up or drop-off passengers within the airport, and some wait for fares on local roads.

Defining the Problem – Types of Issue

The different user groups are responsible for different off-site parking issues in the local communities around the Airport. This action plan has been developed to address the following types of parking problems:



Illegal on-road parking

Violation of existing parking restrictions like double yellow lines or no stopping on A38 red route, often creating potential road safety issues.



Nuisance parking

Where parking isn't in breach of legal restrictions, but still impacts local communities, such as parking on neighbouring residential roads.



Anti-social behaviour

Nuisance parking and waiting is sometimes accompanied by anti-social behaviour, including littering and noise from car doors/luggage.



Unauthorised off-site car parks

Around the airport are a range of third-party off-site parking providers, including established, lawfully operated sites, as well as more transient sites that are utilised without the necessary planning permission or in breach of permitted development rights.



Rogue meet and greet operators

Some meet and greet operators have been found to have breached Trading Standards law, misleading consumers with poor service, lack of security for parked vehicles and often combined with nuisance or illegal parking.

Defining the Problem – Duration

Different types of parking issues occur for varying periods of times. Shorter term issues can be more difficult for authorities to catch drivers 'in the act' without a permanent enforcement presence, whereas longer term issues can be observed periodically, but may require ongoing monitoring. Solutions will need to be tailored to different issues, in part due to this variation in duration.



Short Term

Short term issues are those associated with the immediate arrival or departure of passengers at the Airport. This includes waiting vehicles in contravention of traffic restrictions (e.g. on double yellow lines), or vehicles dropping-off in unauthorised locations (e.g. bus stops). It would also include anti-social behaviour, such as intrusive noise from car doors early in the morning.



Medium Term

Medium term issues are those that occur beyond the initial arrival or departure, but less than the duration of a trip. This includes the temporary storage of cars, for example by meet and greet operators using laybys, pavements, verges or local roads, prior to moving them to a permanent car park or returned to a customer.



Long Term

Long term issues are those where vehicles are parked in one location for the entire duration of a trip. This includes unauthorised off-site car parks, and 'self-park' passengers parking on unrestricted local roads.

Roles and Responsibilities (1)

The following organisations have key roles in supporting the delivery of this action plan, including the legal powers available to take action where required:



Bristol Airport Limited (BAL)

As the airport operator, BAL are responsible for all facilities within the airport boundary, such as the free Waiting Zone, as well as delivering against its planning conditions and requirements, such as promoting sustainable transport measures through the Airport Surface Access Strategy.



North Somerset Council (NSC)

NSC has a range of responsibilities, including planning enforcement as Local Planning Authority, civil parking enforcement, and maintenance and improvement of highway infrastructure as Local Highway Authority. NSC is also the relevant licensing authority for taxi and Private Hire Vehicle operators in North Somerset as well as Trading Standards enforcement.



Avon and Somerset Police (ASP)

ASP retains parking enforcement powers on certain excluded roads around the airport, including the 'red route' on the A38, Downside Road, Cooks Bridle Path and Winters Lane. In common with all police forces, ASP is also responsible for dealing with dangerously parked vehicles and obstruction offences, including where there are no parking restrictions in place.

Roles and Responsibilities (2)

The following organisations also have key roles in supporting the delivery of this action plan:

Parish Councils / Councillors

The success of this action plan will rely on the representatives of local communities, including Parish Councils and North Somerset Councillors, to act as the voice of the local community and share local insights. As the plan is delivered, feedback and monitoring of the success of each action will be required to inform future updates to the plan.

Other Local Authorities

Neighbouring authorities will also be engaged by BAL/NSC as part of the delivery of relevant actions – for example, taxi licensing teams in Bristol City Council, South Gloucestershire Council, Bath & North East Somerset Council etc.

British Parking Association (BPA)

As the leading trade association that focuses on parking and traffic management fields in the UK, the BPA actively supports airports around the country through their Airport Transport Forums to address parking issues. The BPA will share best-practice of successful approaches adopted elsewhere, including relevant parking schemes/accreditations.



Approach to the Action Plan

This action plan supports the delivery of Bristol Airport's **Surface Access Strategy 2023-2028**, which includes the objective to “*reduce local community impact*”. Whilst the primary aim of the ASAS is to reduce the proportion of car trips made to the Airport, through increasing public transport use, there will always remain a significant proportion of vehicle trips to/from the airport. This action plan is therefore focused on addressing the residual impact of those trips, alongside other measures the airport is taking to reduce the proportion of car trips overall.

Actions have been divided between the following categories, with accountability and timeframes assigned:

Action Categories

1. Communication and Awareness
2. Physical Interventions
3. Legal Restrictions
4. Enforcement

Responsibility Assignment

- R = Responsible
A = Accountable
C = Consulted
I = Informed

Timeframes

- Short-term = 1-6 months
- Medium-term = 6-12 months
- Long-term = 12 months +



Communication and Awareness (1)

Action	Purpose/Problem Addressed	Timeframe	BAL	NSC	ASP	PCs/Public/Councillors
Contact local taxi/PHV companies to increase awareness of the Free Waiting Zone and review geo-fencing with app-based operators	Nuisance parking from taxi operators	Short-term	A/R	R	R	I
Update BAL website to improve promotion of Free Waiting Zone and for passengers to respect local communities	Nuisance parking from taxi operators	Short-term	A/R	I	I	I
Contact ASP's 'taxi cop' to support communication and engagement with taxi/PHV drivers.	Improve comms with taxi/PHV drivers	Short-term	R	I	A	I
Communicate and reinforce with BAL contractors what roads can and cannot be used	Ensure BAL contractors are using approved routes only	Short-term	A/R	I	I	I

Communication and Awareness (2)

Action	Purpose/Problem Addressed	Timeframe	BAL	NSC	ASP	PCs/Public/Councillors
Communicate with charter coach operators regarding the unauthorised use of Downside Road entrance	Ensure that coach operators are using approved routes only	Short-term	A/R	I	I	I
Engage with BPA around off-site operators and national campaigns	Improve communications to the public around rogue operators	Short-term	A/R	R	C	I
Develop guide for reporting different parking issues	Ensure issues can be reported effectively	Short-term	A/R	R	C	C
Review potential for voluntary 'Taxi Charter'/Code of Conduct	Promote responsible behaviours from taxi/ PHV drivers.	Medium-term	A/R	C	C	C
Develop specific nuisance parking complaints form on BAL website	Improve reporting and data collection to inform BAL of parking hotspots	Long-term	A/R	C	C	C

Enforcement (1)

Action	Purpose/Problem Addressed	Timeframe	BAL	NSC	ASP	PCs/Public/Councillors
Share enforcement statistics for compiled enforcement reporting	Communicate successes and progress to date	Short-term	A	R	R	I
Review enforcement of existing area-wide Public Space Protection Order (PSPO) offences	Increased ease of enforcement, including anti-social behaviour	Short-term	A	R	C	I
Ongoing review and monitoring of planning breaches for off-site car parks	Unauthorised off-site car parks	Short-term	A	R	I	I
Explore use of Article 4 directions for Permitted Development rights and feedback to Cllr Steinbach	Increased ease of enforcement against off-site car parks	Short-term	A	R	I	R
Update draft local plan policy for off-site airport parking to require accreditation	Control rogue meet-and-greet operators	Short-term	C	A/R	C	C

Enforcement (2)

Action	Purpose/Problem Addressed	Timeframe	BAL	NSC	ASP	PCs/Public/Councillors
BAL to review how funding can be extended for current (fixed-term) planning and parking enforcement officer.	Provide sufficient resourcing to NSC Planning Enforcement team.	Short-term	A/R	C	I	I
NSC to review potential for camera enforcement of banned right turn at Downside Road junction.	Prevent unsafe and disruptive turning manoeuvres	Short-term	I	A/R	I	I
BAL to investigate joint action with the NSC Trading Standards and Police to investigate complaints made against rogue meet and greet operators	Remove illegal parking opportunities	Medium-term	A/R	R	R	I

Physical Interventions (1)

Action	Purpose/Problem Addressed	Timeframe	BAL	NSC	ASP	PCs/Public/Councillors
Identify preferred permanent, long-term solution to restrict parking/waiting on allotment access road	Enable more specific proposals to be identified, costed and delivery mechanism explored	Short-term	A/R	C	C	C
Improve on-site signage for Free Waiting Zone	Reduce illegal/nuisance parking on local roads	Short-term	A/R	C	I	I
Provide additional signage on common land in Winford Parish	Reduce nuisance parking on common land opportunities	Short-term	A/R	C	I	R
Provide new signage on allotment access road	Reduce illegal parking on allotment access road	Short-term	A/R	C	I	C
Review if Free Waiting Zone could be extended from 1hrs to 2hrs	Reduce number of vehicles waiting off-site	Short-term	A/R	I	I	I
Continue off-site litter picking	Address consequences of anti-social behaviour	Short-term	A/R	I	I	C

Physical Interventions (2)

Action	Purpose/Problem Addressed	Timeframe	BAL	NSC	ASP	PCs/Public/Councillors
Parish Councils to log unreported requests for highways improvements via the NSC 'One Front Door' online portal, and log maintenance issues via NSC 'Report or Request It' online portal	Enable all requests to be collated, sifted and prioritised for delivery where feasible	Short-term	I	A	I	R
Review A38 Downside Road and A38 Major Road Network scheme designs	Remove illegal parking opportunities	Medium-term	C	A/R	C	I
Review on-site and off-site 15mppa masterplan proposals	Remove illegal parking opportunities and improve on-site facilities	Medium-term	A/R	C	C	C

Physical Interventions (3)

Action	Purpose/Problem Addressed	Timeframe	BAL	NSC	ASP	PCs/Public/Councillors
NSC to share planning history details of the brownfield ex-quarry on West Lane with BRS and Winford PC.	First steps regarding the potential for a new carpark	Long-term	I	A/R	I	I
Liaise with NSC to discuss the potential for underutilised carparks to be used as park and ride	Explore options for reducing nuisance/illegal parking.	Long-term	A/R	R	I	I
Investigate improved signage to support enforcement of existing restrictions in Wrington and Cleeve Parishes	Remove illegal/ nuisance parking opportunities.	Long-term	I	R	I	C
Deliver EV charging hub as part of 12mppa commitments	Improved on-site welfare facilities	Long-term	A/R	I	I	I
Deliver relocated Free Waiting Zone with increased capacity	Reduce number of vehicles waiting off-site	Long-term	A/R	I	I	I

Physical Interventions (4)

Action	Purpose/Problem Addressed	Timeframe	BAL	NSC	ASP	PCs/Public/Councillors
Explore the feasibility of turning Downside Road layby into a bus stop	Remove illegal/ nuisance parking opportunities	Long-term	I	A/R	I	C
Deliver phased increased in on-site parking capacity in accordance with monitor and manage approach, as part of 12mppa commitments	Reduce number of vehicles parking off-site	Long-term	A/R	C	C	C

Legal Restrictions (1)

Action	Purpose/Problem Addressed	Timeframe	BAL	NSC	ASP	PCs/Public/Councillors
Parish Councils to log requests for new traffic restrictions through NSC's 'one front door' online portal	Identify specific areas requiring new parking restrictions	Short-term	I	A	I	R
Engage with WoE taxi licensing teams regarding licensing policy and complaints	Nuisance parking from taxi operators	Short-term	A	R	I	I
Explore feasibility of Resident's Parking Scheme, including non-statutory consultation/survey	Nuisance parking from taxis and passengers	Long-term	A	R	C	R

Miscellaneous (1)

Action	Purpose/Problem Addressed	Timeframe	BAL	NSC	ASP	PCs/Public/Councillors
Investigate with First Bus reports of why resident bus passes are not being accepted on A1/A3	Improve public transport	Short-term	A/R	I	I	I
BAL to confirm with First Bus their policy for when bus stops are blocked by parked cars, due to complaints of buses not stopping as a result	Improve public transport	Short-term	A/R	I	I	I
Review cost of bus fares alongside parking and drop-off charges	Improve public transport	Medium-term	A/R	I	I	I
Improve public transport links as part of the delivery of ASAS	Improve public transport	Long-term	A/R	I	I	I

Oversight, Review and Updates

- Delivery of this action plan will be overseen by the BAL, NSC and ASP, with BAL holding overall accountability for coordinating the inputs required from different stakeholders.
- BAL and NSC will liaise directly through a Parking Working Group, and it is envisaged that more focused meetings between different organisations will be held as part of the development and delivery of specific actions set out as part of the plan.
- Updates on delivery and enforcement statistics will be provided throughout the year through existing established forums, including the Bristol Airport Transport Forum, Airport Consultative Committee, and periodic bilateral meetings with Parish Councils.
- An annual Parking Forum with the core Parish Councils and their Ward Councillors will be arranged to review and update the action plan, prior to the summer flying season.