

Appendix B - Alignment to Local, Regional and National Policy

National Policy

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| National Planning Policy Framework (NPPF) | <p>The NPPF, updated in July 2021, sets out the Government’s planning policies for England and how these should be applied. The NPPF is a material consideration in planning decisions. It states:</p> <p>“Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up...”</p> <p>“Safe and suitable access to the site can be achieved for all users.”</p> <p>“The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code.”</p> <p>“Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”</p> |
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| Bus Back Better: National Bus Strategy for England | <p>In 2020, the government announced a plan to transform bus services across the country with simpler fares, new buses, improved routes, and higher frequencies.</p> <p>The national strategy sets out the vision and opportunity to deliver better bus services for passengers across England, through ambitious and far-reaching reform of how services are planned and delivered.</p> |
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| Gear Change | <p>This plan describes the vision to make England a great walking and cycling nation. It sets out the actions required at all levels of government to make this a reality, grouped under four themes:</p> <ul style="list-style-type: none">• Better streets for cycling and people• Cycling and walking at the heart of decision-making• Empowering and encouraging local authorities• Enabling people to cycle and protecting them when they do |
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Local Policy

Bristol One City Plan

Initially launched by BCC in January 2019, the Bristol One City Plan sets out the vision for Bristol by 2050, describing how a range of public, private and third sector partners within the city will collaborate to develop a fair, healthy, and sustainable city.

The third iteration of the report (released in Summer 2021) outlines the specific transport vision for Bristol by 2050, to be well-connected with transport and digital services that are efficient, sustainable, and inclusive. Central to this vision are several specific goals, including:

- Creation of an integrated public transport system, including a mass transit network across the city
- Development of an attractive walking and cycling network
- Stronger and more frequent rail and bus services
- Improved traffic management systems
- Promotion of automated vehicles and low-emission technologies

Bristol Development Framework: Core Strategy

The Bristol Core Strategy, published by Bristol City Council in 2011 sets out the current spatial context of the city, as well as the vision and objectives looking forward to 2026, setting out the desired approach to how the city and its neighbourhoods will develop over time.

The vision of the core strategy has led to the creation of 11 strategic objectives for development, produced in consultation with the community and stakeholders. These aim to address several identified social, economic, environmental and transport issues.

- Ensuring a sustainable future for Bristol: A green capital with long-term sustainable development and growth
 - Mixed, balanced, and sustainable communities: Shared, socially cohesive places with easy walking and cycling access to a range of social, health and work facilities
 - Ambitious and sustainable economic growth: A thriving and diverse local economy, maintaining high local growth rates and ensuring future competitiveness of the city
 - Appropriate housing provision: Providing an appropriate mix of new and affordable housing throughout the city by 2026
 - Better health and wellbeing: A pattern of development and urban design that promotes good health and wellbeing, with the promotion of active travel and green spaces
 - High quality-built environment: Attractive and safe places, with a high quality well-designed built environment
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- High quality natural environment: A high quality natural environment with conservation of open spaces and biodiversity, and maintenance of a green infrastructure network
- Improved accessibility and connectivity: Improved accessibility and connectivity between centres and within the city, to key services and places of work and recreation. Will reduce the need to travel, whilst managing congestion throughout the city
- Effective waste management: Minimising waste in new developments and ensuring sufficient sites for delivery of sustainable waste management facilities
- Adapting to climate change and promotion of renewable energy: Use of sustainable construction methods and renewable energy production to address the causes of climate change. New development in Bristol will account for the impacts of climate change including increased risks of flooding
- Community involvement and engagement: Ensuring local communities are actively engaged in the planning process

Policy BCS10 of the Core Strategy outlines the council's commitment to delivering significant improvements to transport infrastructure to provide an integrated transport system, which improves accessibility within Bristol and supports levels of development.

Bristol's Core Strategy highlights existing congestion as a key issue across the city. Targeting improved health and sustainable solutions, the strategy prioritises development of active and public transport over purely road-based options. Options that solve existing issues of congestion whilst also reducing air pollution and conserving the local natural environment should be prioritised under the strategy to meet the objectives for the next 20 years.

Policy BCS4 has identified Avonmouth as a priority area for industrial and warehousing development and renewal. It sets out to support the economic strengths of the area whilst protecting environmental assets. The policy continues to state that principal industrial and warehousing areas will be identified and retained for industrial and warehousing uses. Development in these areas for those uses will be supported in principle. Proposals for port-related activities, manufacturing industry, logistics / distribution, waste management and other environmental technology related industries will be particularly encouraged. There may be opportunities for the development of energy from waste facilities, biomass energy and further large-scale wind turbines.

West of
England Joint
Local
Transport Plan
4 (JLTP4),
2020

The JLTP4 has been prepared by the West of England Combined Authority, which comprises Bath & North East Somerset, Bristol, and South Gloucestershire Councils, and in partnership with North Somerset Council. The Plan, adopted in March 2020, considers transport matters up to 2036 and sets out how to achieve a well-connected sustainable transport network.

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The JLTP4 has a number of key objectives that the policies are intended to address. These are:

- Take action against climate change and address poor air quality
- Support sustainable and inclusive economic growth
- Enable equality and improved accessibility
- Contribute to better health, wellbeing, safety, and security
- Create better places
- For new mixed-land use developments, the JLTP4 emphasises that priority must be given to walking, cycling and public transport

West of England Local Cycling and Walking Infrastructure Plan

This plan aims to transform active travel in the west of England and proposes a capital investment of £411 million by 2036.

The plan proposes improvements to the walking environment as well as improvements to the cycling routes, with the aim of providing high quality infrastructure to ensure the West of England is a region where cycling and walking are the preferred choice for shorter trips and to access public transport.

Specific to the A4 Portway, it suggests following improvements to be made:

“Consider whether a local interchange with cycle parking/hire could be installed where Station Road meets the A4 Portway.”

“Improve wayfinding to the station and consider options for removal of current footbridge with a step-free crossing.”

Local Strategy and Studies

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| Bristol Transport Strategy 2019 | <p>The Bristol Transport Strategy (2019) sets out planned improvements to the transport network throughout the city to 2036.</p> <p>There are six key objectives of the strategy. Of central importance to achieving these outcomes is the continued transition towards use of sustainable modes of transport, such as walking, cycling and public transport:</p> <ul style="list-style-type: none">• Provide transport improvements to accommodate increased demand from growth in housing, jobs & regeneration on an already congested network with complex movements from within and outside the city boundary• Enable equality within an inclusive transport system that provides realistic transport options for all• Create healthy places, promoting active transport, improving air quality, and implementing a safe systems approach to road safety• Create better places that make better use of our streets and enable point to point journeys to be made efficiently• Enable reliable journeys by minimising the negative impacts of congestion and increasing network efficiency and resilience• Support sustainable growth by enabling efficient movement of people and goods, reducing carbon emissions, and embracing new technologies <p>The report makes specific reference to enhancing bus routes by connecting the Portway Park and Ride with Severnside.</p> <p>The objectives of the Bristol Transport Strategy reflect the more localised issues and opportunities along the A4 Portway corridor project.</p> |
| West of England Bus Strategy | <p>This bus strategy aims to create better, faster, more reliable, and more accessible bus services across the region. It considers options to improve the bus network and sets out how further growth in bus usage can be encouraged. Through this strategy, WECA aims to double passenger numbers by 2036.</p> |
| City Region Sustainable Transport Settlement (CRSTS) SOBC | <p>The A4 Portway has been identified as a high priority public transport corridor in phase one of the City Region Sustainable Transport Settlement (CRSTS) and the West of England Combined Authority (WECA) Bus Infrastructure Programme.</p> |
| The City Centre Framework | <p>Bristol's City Centre Framework sets out proposals to improve movement, public realm and the approach to regeneration and development in the city centre. The key objectives of this framework are:</p> <ul style="list-style-type: none">• Creating a liveable, vibrant, safe, and inclusive city centre for the benefit of people of all ages to live, work, learn and enjoy, both during the day and night |

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- Tackling traffic congestion and improving air quality; making the city centre better connected, accessible and healthier
- Supporting the city centre as the core retail, leisure, and cultural heart of the region, by enabling regeneration, diversifying uses and promoting the offer
- Ensuring the sustainable development of new homes, employment space, enhancement of heritage assets, streets, and public open spaces; contributing to a carbon neutral and climate resilient city

Within the framework are twenty-three aims, most of which can be traced back to needed changes to transport infrastructure and six of which specifically mention changes to the highway network.

The corridor has capacity to deliver infrastructure changes that prioritise public transport and other modes of sustainable transport over general traffic.

Bristol Council Corporate Strategy

The high-level alignment with some of the council's corporate strategy (i.e., how will the project assist in meeting the council's overarching objectives) are summarized below:

- **Economy and Skills** - Ensuring fair travel opportunities to employment and education, valuing the differences of various user groups
- **Environment and Sustainability** - Minimising impacts to the environment and climate change through maximizing public and sustainable transport use
- **Health, Care and Wellbeing** - Improving accessibility to health, care, and wellbeing services
- **Homes and Communities** - Unlocking residential development opportunities and empowering local communities to deliver high quality public transport services
- **Transport and Connectivity** - Maximising realistic transport options, improving network performance, reliability, and resilience

Bristol One City Climate Strategy (Bristol Net Zero by 2020)

The One City Climate Strategy was launched in February 2020 and describes the pathway for Bristol to become carbon neutral and climate resilient by 2030. To support the development of the strategy, BCC commissioned the Centre for Sustainable Energy with Ricardo and Eunomia to produce the Bristol Net Zero by 2030: the evidence base report. It states that ten key interventions are needed to establish conditions in the city to achieve the net zero by 2030. Three of these interventions are listed below:

- An electricity distribution network upgrade programme (including smarter operation) to accelerate the achievement of a 'network for net zero.'
 - Major investment in transport modal shift (public transport and active travel infrastructure) to secure rapid reduction in vehicle miles, reclaiming road space from private vehicles, encouraging freight consolidation, and discouraging car journeys into and around the city.
 - A controlled approach to EV charging infrastructure roll-out with a sustained push for EV car clubs and mobility as a service.
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