

## 1. Introduction

This document presents the assessment of the integration aspects of the scheme, in line with WebTAG Unit 3.7 and including the relevant NATA worksheets. It considers the following sub-objectives in turn:

- transport interchange;
- integration with local, regional and national land use policy; and
- integration with other government policies.

## 2. Transport Interchange Sub-objective

In view of the content of the RT scheme, the assessment of the transport interchange sub-objective concentrates on passenger rather than freight interchange. The main benefits to interchange which will be provided by the scheme include significant improvements to the facilities and environment at the transit stops, better information for passengers at stops and on vehicles, improved reliability of operation and better interchange with other public transport services, particularly Temple Meads rail station but also local bus and ferry services. Table 2.1 summarises the principal impacts.

**Table 2.1 – Assessment of Integration – Passenger Interchange**

<b>Passenger Interchange Indicator</b>	<b>Without RT Scheme</b>	<b>With RT Scheme</b>
Waiting environment	Moderate	High – significant improvement to waiting environment with high quality stops and real-time passenger information.
Level of facilities	Moderate	High – significant improvement facilities with high quality stops and vehicles and real-time passenger information.
Level of Information	Moderate	High – significant improvement with real-time passenger information at stops and on vehicles.
Visible staff presence	Moderate	Moderate – no change.
Physical linkage for next stage of journey	Moderate	High – local improvements at Temple Meads rail station and Long Ashton P&R site and access to Bristol Bus Station.
Connection time and risk of missing a connection	Poor	High – improved reliability of operation for Rapid Transit and other routes along the Rapid Transit corridor together with on vehicle RTPPI will reduce risk of missed connection. New interchange at Temple Meads to improve

Passenger Interchange Indicator	Without RT Scheme	With RT Scheme
		passenger transfer

RT passengers and those travelling on bus routes along the RT corridor will benefit from the better waiting environment and other facilities – 12,000 passengers per day in 2016 and 16,000 passengers per day in 2031,. Smaller volumes will receive benefits from integration improvements at Temple Meads rail station.

Overall assessment of passenger interchange impact – **Significant Positive**

### 3. Land Use Policy Sub-objective

In line with guidance in WebTAG Unit 3.7.2 this section contains an assessment of the extent to which the scheme is integrated with the land use policies and proposals at the three different levels:

- Local (concentrating on the policies of Bristol City Council, North Somerset Council and the West of England Partnership);
- Regional; and
- National.

The analysis examines the range of policy documents and reviews the characteristics of the RT scheme against the objectives in the policy documents. It builds on the assessment in Section 2 (Strategic Case) and Appendix 2C (Policy and Planning). Table 3.1 examines each of the policy documents in turn. This is then followed by a summary of the main trends in the Land Use Policy Sub-objective worksheet in

**Table 3.1 – Analysis of Land Use Policy Documents**

Level	Land Use Policies or Proposals
Local	<p><b>Joint Replacement Structure Plan (2002)</b></p> <p>The proposed RT scheme conforms with the aims and objectives of the Structure Plan. In particular, the scheme is supported by:</p> <p>Objective E (to establish a transportation pattern which enables convenience of access, and safe and efficient movement where necessary, particularly through seeking to minimise the need for travel by car; encouraging public transport, cycling and walking; and reducing road traffic),</p> <p>Policy 1 (Promoting sustainable transport and securing long term shifts in travel behaviour),</p> <p>Policy 4 (Integrated policy approach to transport and development within selected corridors including Weston-super-Mare to Bristol),</p> <p>Policy 5 (relating to bus priority measures and upgrading public transport facilities including strategic interchanges in the Centre and Temple Meads and better integration with P&amp;R),</p> <p>Policy 10 (in the Bristol – Weston corridor enhance bus facilities with priority improvements on approaches to Bristol)</p> <p>Policy 47 (priority to improving alternative modes)</p> <p>Policy 48 (whole corridor public transport improvements to bus transport)</p> <p>Policy 50 (improvements to public transport interchanges)</p>

Level	Land Use Policies or Proposals
	Policy 51 (promotion of walking and cycling)
	<p><b>Adopted Bristol Local Plan (1997)</b></p> <p>The Plan contains the high level objective ‘to adopt transportation policies which reduce congestion in the city. This will include priority for and promotion of public transport, park and ride sites, pedestrians and cyclists.’</p> <p>The transport objectives include ‘promoting and making available more attractive alternative modes of transport to the private car, in particular public transport, for journeys to work, thereby improving accessibility for all sections of the community’.</p> <p>In addition, the Plan recognises that if there is to be a fundamental change in the balance between the use of private and public transport then further positive promotion of public transport use will be required and it is essential that priority is given over other general traffic through the promotion and implementation of bus lanes, etc.</p>
	<p><b>Emerging Bristol Development Framework (2009)</b></p> <p>Although not yet adopted, the Emerging BDF contains a number of relevant objectives, described in Table 2.5. The analysis below describes how the preferred RT scheme satisfies the objectives.</p> <p>Ensuring a sustainable future for Bristol</p> <ul style="list-style-type: none"> <li>• provides an alternative to the private car by providing a fast, reliable network, encouraging mode shift.</li> <li>• improved journey times and reliability from the south west of the sub-region to Bristol city centre.</li> <li>• contributes to a more reliable and effective transport network to improve business efficiency and connections to national networks.</li> <li>• improves accessibility by serving key existing employment hubs in the city centre and at Temple Quay and Redcliffe.</li> <li>• facilitates development and employment at Ashton Park.</li> <li>• facilitates business investment, viability and attractiveness of new development sites.</li> </ul> <p>Mixed, balanced and sustainable communities</p> <ul style="list-style-type: none"> <li>• improves accessibility by serving key existing employment hubs in the city centre and at Temple Quay and Redcliffe.</li> <li>• facilitates business investment, viability and attractiveness of new development sites.</li> </ul> <p>Ambitious and sustainable economic growth</p> <ul style="list-style-type: none"> <li>• provides an alternative to the private car by providing a fast, reliable network, encouraging mode shift.</li> <li>• improves accessibility by serving key existing employment hubs in the city centre and at Temple Quay and Redcliffe.</li> <li>• facilitates development and employment at Ashton Park.</li> <li>• facilitates business investment, viability and attractiveness of new development sites.</li> </ul> <p>Better health and wellbeing</p> <ul style="list-style-type: none"> <li>• provides an alternative to the private car by providing a fast, reliable network, encouraging mode shift.</li> </ul>

Level	Land Use Policies or Proposals
	<ul style="list-style-type: none"> <li>• promotes/encourages cycling and walking trips.</li> <li>• provides high volume mass transit with fewer vehicles to reduce comparative noise levels.</li> </ul> <p>High quality built environment</p> <ul style="list-style-type: none"> <li>• will be designed to current standards and guidelines to enhance the impact on the built environment.</li> </ul> <p>High quality natural environment</p> <ul style="list-style-type: none"> <li>• provides an alternative to the private car by providing a fast, reliable network, encouraging mode shift.</li> <li>• provides high volume mass transit with fewer vehicles to reduce comparative noise levels</li> </ul> <p>Improved accessibility and connectivity</p> <ul style="list-style-type: none"> <li>• improves accessibility by serving key existing employment hubs in the city centre and at Temple Quay and Redcliffe.</li> <li>• facilitates development and employment at Ashton Park.</li> <li>• facilitates business investment, viability and attractiveness of new development sites.</li> </ul> <p>Adapting to climate change and promotion of renewable energy</p> <ul style="list-style-type: none"> <li>• provides an alternative to the private car by providing a fast, reliable network, encouraging mode shift.</li> </ul>
	<p><b>Replacement North Somerset Local Plan (2007)</b></p> <p>The adopted local plan contains the following relevant transport objectives, identified in Table 2.5; the analysis below identifies how the preferred RT scheme serves these objectives.</p> <p>Make the best use of existing resources and infrastructure:</p> <ul style="list-style-type: none"> <li>• segregated routes, minimising impacts on the road network, retaining road network capacity and improving network resilience.</li> </ul> <p>Locate and design development to reduce the need to travel</p> <ul style="list-style-type: none"> <li>• is an integral part of West of England Strategy to deliver draft RSS requirements of 138,500 dwellings and 138,000 jobs.</li> </ul> <p>Improve provision of effective interchanges</p> <ul style="list-style-type: none"> <li>• provides direct links to Temple Meads &amp; Bristol Bus Station.</li> <li>• directly serves key existing employment hubs in city centre and at Temple Quay and Redcliffe.</li> <li>• facilitates development and employment at Ashton Park.</li> <li>• provides potential link to future passenger services on Portishead Line</li> </ul> <p>Ensure that proposals are well related to public transport</p> <ul style="list-style-type: none"> <li>• is an integral part of West of England Strategy to deliver draft RSS requirements of 138,500 dwellings and 138,000 jobs.</li> </ul> <p>Develop an integrated approach to improving the main corridors of movement within North Somerset</p> <ul style="list-style-type: none"> <li>• improved journey times and reliability from the south west of the sub-region to Bristol city centre.</li> <li>• contributes to a more reliable and effective transport network to</li> </ul>

Level	Land Use Policies or Proposals
	<p>improve business efficiency and connections to national networks.</p> <p>Promote and provide opportunities for safe travel, the use of public transport and more sustainable and healthy forms of travel</p> <ul style="list-style-type: none"> <li>• removes trips from the road network onto a safer mode.</li> </ul> <p>Contribute to achieving national targets on reduction of greenhouse gases, reduce noise and improve air quality;</p> <ul style="list-style-type: none"> <li>• provides an alternative to the private car by providing a fast, reliable network, encouraging mode shift.</li> </ul> <p>Ensure that development proposals contribute to the provision and conservation of a clean, pleasant and safe environment, while using energy, water and other resources efficiently</p> <ul style="list-style-type: none"> <li>• provides an alternative to the private car by providing a fast, reliable network, encouraging mode shift.</li> </ul> <p>Support the provision of high quality infrastructure as the key to attracting and retaining new investment</p> <ul style="list-style-type: none"> <li>• improved journey times and reliability from the south west of the sub-region to Bristol City Centre.</li> <li>• contributes to a more reliable and effective transport network to improve business efficiency and connections to national networks.</li> <li>• improves accessibility by serving key existing employment hubs in the city centre and at Temple Quay and Redcliffe.</li> <li>• facilitates development and employment at Ashton Park.</li> <li>• facilitates business investment, viability and attractiveness of new development sites</li> </ul> <p>Continue to work towards an integrated transport package to meeting businesses' transport needs</p> <ul style="list-style-type: none"> <li>• improved journey times and reliability from the south west of the sub-region to Bristol city centre.</li> <li>• contributes to a more reliable and effective transport network to improve business efficiency and connections to national networks.</li> </ul> <p>Enable people with disabilities to reach their full potential and live in their communities as independently as possible</p> <ul style="list-style-type: none"> <li>• will provide fully DDA compliant system to improve accessibility for mobility impaired persons.</li> </ul> <p>Promote and increase the health, welfare, cultural and leisure opportunities of all sectors of the local population</p> <ul style="list-style-type: none"> <li>• promotes/encourages cycling and walking trips.</li> </ul>
	<p><b>Joint Local Transport Plan</b></p> <p>In line with the Shared Priorities, the objectives in the LTP are identified in Table 2.5; those objectives that are satisfied by the preferred RT scheme are:</p> <p>Tackle congestion:</p> <ul style="list-style-type: none"> <li>• provides an alternative to the private car by providing a fast, reliable network, encouraging mode shift.</li> <li>• improved journey times and reliability from the south west of the sub-region to Bristol city centre.</li> <li>• contributes to a more reliable and effective transport network to</li> </ul>

Level	Land Use Policies or Proposals
	<p>improve business efficiency and connections to national networks.</p> <p>Improve road safety for all road users</p> <ul style="list-style-type: none"> <li>• removes trips from the road network onto a safer mode.</li> <li>• will be designed to current standards and guidelines to ensure a safe, secure and accessible scheme.</li> </ul> <p>Improve air quality</p> <ul style="list-style-type: none"> <li>• provides an alternative to the private car by providing a fast, reliable network, encouraging mode shift.</li> </ul> <p>Improve accessibility</p> <ul style="list-style-type: none"> <li>• directly links key interchanges of Temple Meads &amp; Bristol Bus Station.</li> <li>• improves accessibility of jobs, increasing labour market flexibility and expanding labour market catchments.</li> <li>• improves access to facilities.</li> <li>• provides improved accessibility for villages in north Somerset into Bristol city centre.</li> </ul> <p>Improve quality of life</p> <ul style="list-style-type: none"> <li>• provides an alternative to the private car by providing a fast, reliable network and encouraging mode shift.</li> <li>• improves access to facilities.</li> <li>• promotes/encourages cycling and walking trips.</li> <li>• provides high volume mass transit with fewer vehicles to reduce comparative noise levels.</li> </ul>
Regional	<p>Table 2.4 summarises the ways in which the RT scheme contributes to the different regional policies and objectives. The principal features of each policy are summarised below.</p> <p><b>Draft Regional Spatial Strategy</b></p> <p>Objectives include:</p> <ul style="list-style-type: none"> <li>• reducing the region's ecological footprint</li> <li>• reducing the region's contribution to climate change</li> <li>• protecting and enhancing the environment and natural resources</li> <li>• planning and managing growth and development to create and maintain sustainable communities</li> </ul> <p>The RT scheme contributes to satisfying the objectives by:</p> <ul style="list-style-type: none"> <li>• being an integral part of West of England Strategy to deliver RSS requirements for 138,500 dwellings and 138,000 jobs.</li> <li>• providing an alternative to the private car with a fast, reliable service on low emission vehicles, and encouraging mode shift.</li> <li>• improving accessibility by directly serving key existing employment hubs in the city centre and at Temple Quay, Redcliffe.</li> <li>• facilitating development and employment at Ashton Park.</li> <li>• facilitating business investment, viability and attractiveness of new development sites.</li> <li>• directly linking key interchanges at Temple Meads and Bristol Bus Station.</li> </ul>

Level	Land Use Policies or Proposals
	<ul style="list-style-type: none"> <li>• segregating the route thereby minimising impacts on the road network, retaining road network capacity and improving network resilience.</li> <li>• promoting/encouraging cycling and walking trips.</li> </ul>
	<p><b>Integrated Regional Strategy</b></p> <p>Table 2.4 identifies the set of IRS objectives; the analysis below highlights the impact of the preferred RT scheme on these objectives.</p> <p>Harness the benefits of population growth and manage the implications of population change.</p> <ul style="list-style-type: none"> <li>• is an integral part of West of England Strategy to deliver RSS requirements of 138,500 dwellings and 138,000 jobs.</li> </ul> <p>Enhance our distinctive environments and the quality and diversity of our cultural life</p> <ul style="list-style-type: none"> <li>• improves access to facilities.</li> <li>• promotes/encourages cycling and walking trips.</li> <li>• promotes sustainable transport as part of lifestyle.</li> </ul> <p>Enhance our economic prosperity and quality of employment opportunity</p> <ul style="list-style-type: none"> <li>• is directly related to the most congested routes in the sub-region and seeks to remove trips from the road network, increasing business efficiency and improving reliability.</li> <li>• improves accessibility of jobs, increasing labour market flexibility and expanding labour market catchments.</li> <li>• facilitates business investment and attractiveness of new sites.</li> <li>• improves accessibility for key employment hubs in the city centre and at Temple Quay, Redcliffe.</li> <li>• facilitates development and employment at Ashton Park.</li> </ul> <p>Address deprivation and disadvantage to reduce significant intra-regional inequalities</p> <ul style="list-style-type: none"> <li>• directly links key interchanges of Temple Meads &amp; Bristol Bus Station.</li> <li>• improves access to facilities.</li> <li>• promotes/encourages cycling and walking trips.</li> </ul> <p>Make sure that people are treated fairly and can participate fully in society</p> <ul style="list-style-type: none"> <li>• provides an alternative to the private car by providing a fast, reliable network, encouraging mode shift.</li> <li>• directly links key interchanges of Temple Meads &amp; Bristol Bus Station.</li> <li>• promotes/encourages cycling and walking trips.</li> </ul>
	<p><b>Regional Economic Strategy</b></p> <p>As summarised in Table 2.4, the RES contains the following objectives against which the contribution of the preferred RT scheme has been assessed.</p> <p>Successful and competitive businesses</p> <ul style="list-style-type: none"> <li>• is directly related to the most congested routes in the sub-region and seeks to remove trips from the road network, increasing business</li> </ul>

Level	Land Use Policies or Proposals
	<p>efficiency and improving reliability.</p> <ul style="list-style-type: none"> <li>• improves accessibility of jobs, increasing labour market flexibility and expanding labour market catchments.</li> <li>• improves accessibility for key employment hubs in the city centre and at Temple Quay, Redcliffe.</li> <li>• facilitates development and employment at Ashton Park.</li> <li>• facilitates business investment and attractiveness of new sites.</li> </ul> <p>Strong and inclusive communities</p> <ul style="list-style-type: none"> <li>• directly links key interchanges of Temple Meads &amp; Bristol Bus Station.</li> <li>• improves access to facilities.</li> <li>• promotes/encourages cycling and walking trips.</li> </ul> <p>An effective and confident region</p> <ul style="list-style-type: none"> <li>• is an integral part of West of England Strategy to deliver RSS requirements of 138,500 dwellings and 138,000 jobs.</li> <li>• provides an alternative to the private car by providing a fast, reliable network, encouraging mode shift.</li> </ul>
	<p><b>Regional Funding Allocation – Investment Priorities</b></p> <p>As indicated in Table 2.4, there are a number of relevant priorities identified in the RFA; the preferred RT scheme has the following impacts on them.</p> <p>Promoting more sustainable patterns of transport</p> <ul style="list-style-type: none"> <li>• provides an alternative to the private car by providing a fast, reliable network, encouraging mode shift.</li> <li>• directly links key interchanges of Temple Meads &amp; Bristol Bus Station.</li> <li>• promotes/encourages cycling and walking trips.</li> </ul> <p>Supporting strategically significant towns and cities through improved public transport</p> <ul style="list-style-type: none"> <li>• provides an alternative to the private car by providing a fast, reliable network, encouraging mode shift.</li> <li>• facilitates business investment, viability and attractiveness of new development sites</li> </ul> <p>Improving the reliability and resilience of inter and intra-regional connectivity</p> <ul style="list-style-type: none"> <li>• directly links key interchanges of Temple Meads &amp; Bristol Bus Station.</li> <li>• contributes to a more reliable and efficient transport network.</li> </ul>
National	<p>Table 2.1 highlights the goals and challenges identified in TaSTS and relates the characteristics of the RT scheme to them. As an indication of this, the principal elements are summarised below under the main headings.</p> <p><b>Climate change</b></p> <ul style="list-style-type: none"> <li>• provides an alternative to the private car with a fast, reliable service on low emission vehicles, and encouraging mode shift.</li> </ul> <p><b>Competitiveness and Productivity</b></p>

Level	Land Use Policies or Proposals
	<ul style="list-style-type: none"> <li>• improved journey times and reliability from the south west of the sub-region to Bristol city centre.</li> <li>• contributes to a more reliable and effective transport network to improve business efficiency and connections to national networks.</li> <li>• is an integral part of West of England Strategy to deliver draft RSS requirements of 138,500 dwellings and 138,000 jobs.</li> <li>• improves accessibility by directly serving key employment hubs in the city centre, at Temple Quay, Redcliffe.</li> <li>• facilitates development and employment at Ashton Park.</li> <li>• facilitates business investment, viability and attractiveness of new development sites.</li> <li>• segregated route minimising impacts on the road network, retaining road network capacity and improving network resilience.</li> <li>• is designed to current standards and guidelines to ensure longevity and resilience of the scheme.</li> </ul> <p><b>Equality of Opportunity</b></p> <ul style="list-style-type: none"> <li>• provides direct links to Temple Meads and Bristol Bus Station.</li> <li>• directly serves key existing employment hubs in the city centre, at Temple Quay, Redcliffe.</li> <li>• facilitates development and employment at Ashton Park.</li> <li>• provides potential link to future passenger rail services on Portishead Line.</li> <li>• improves access for Ashton Vale to the rail network and city centre.</li> <li>• promotes social inclusion by improving access.</li> </ul> <p><b>Health, Safety and Security</b></p> <ul style="list-style-type: none"> <li>• removes trips from the road network onto a safer mode.</li> <li>• will be designed to current standards and guidelines to ensure a safe, secure and accessible scheme.</li> <li>• provides an alternative to the private car with a fast, reliable service on low emission vehicles, and encouraging mode shift.</li> <li>• promotes/encourages cycling and walking trips and associated health benefits.</li> <li>• will be designed to current standards and guidelines to ensure a safe, secure and accessible scheme.</li> <li>• promotes/encourages cycling and walking trips.</li> </ul> <p><b>Quality of Life</b></p> <ul style="list-style-type: none"> <li>• promotes sustainable transport as part of lifestyle.</li> <li>• provides high volume mass transit with fewer vehicles to reduce comparative noise levels.</li> <li>• provides an alternative to the private car with a fast, reliable service on low emission vehicles, and encouraging mode shift.</li> <li>• will be designed to current standards and guidelines to reduce noise and the impact on the natural environment.</li> <li>• is an integral part of West of England Strategy to deliver Regional Spatial Strategy requirements sustainably.</li> <li>• directly related to proposed development sites in the sub-region</li> </ul>

Level	Land Use Policies or Proposals
	<ul style="list-style-type: none"> <li>• facilitates and promotes integrated land use and transport planning.</li> <li>• improves access to facilities.</li> <li>• promotes/encourages cycling and walking with associated health benefits.</li> <li>• promotes sustainable transport as part of lifestyle.</li> </ul>

The analysis above has highlighted the variety of ways in which the characteristics of the RT scheme have an impact on the objectives defined in the different planning policy documents for the various levels of government. Inevitably with the overlap of the objectives, especially in line with the overarching shared priorities, there is a common theme across the different levels of government. Table 3.2 brings together the analysis in Table 3.1 within the standard worksheet format.

**Table 3.2 – Integration – Land Use Policy Worksheet**

Level	Policies Helped	Policies Hindered
Local	Wide range of policies helped to varying extents including sustainable growth and development, better health and well-being, safer travel, improved accessibility and connectivity, climate change, greenhouse gas emission reductions, assistance to disabled, tackling congestion, modal split, better quality of life,	Localised impacts possible through changes in travel patterns, mainly on road network, e.g. congestion, parking provision, noise and air quality. Individual environmental designations may be affected (heritage, landscape and ecology) but extent will depend remedial measures.
Regional	Likely to make a positive contribution to planning and managing growth (especially Ashton Park development of 10,000 dwellings in RSS). Also benefits through reducing contribution to climate change, enhancing economic prosperity, addressing deprivation, social inclusion, aiding successful and competitive business, promoting sustainable transport, supporting strategically significant towns and cities through improved public transport, improving reliability and resilience.	Localised impacts possible through changes in travel patterns, mainly on road network, e.g. congestion, parking provision, noise and air quality. Individual environmental designations may be affected (heritage, landscape and ecology) but extent will depend remedial measures.
National	Contributes to policies including tackling climate change, improving competitiveness and productivity, raising equality of opportunity, providing gains in health and safety and improvements to the overall quality of life.	Localised impacts possible through changes in travel patterns, mainly on road network, e.g. congestion, parking provision, noise and air quality. Individual environmental designations may be affected (heritage, landscape and ecology) but extent will depend remedial measures.

Overall assessment score: **Moderate beneficial**

#### 4. Other Government Policies Sub-objective

In line with WebTAG Unit 3.7.3, an assessment has been made for the likely impact of the RT proposals on the policies of other Government departments. Table 4.1 summarises the principal impacts.

**Table 4.1 – Integration – Other Government Policy**

Government Department	Policies Helped	Policies Hindered
Transport	Reducing congestion Reducing pollution Reducing carbon consumption Increasing accessibility Improving quality of life Reducing social exclusion	No direct impact
Communities and Local Government	Protection and enhancement of the environment (with respect to noise, air quality, climate change and carbon depletion) and sustainable economic development.	Possible localised negative impacts on protection of the environment (with respect to landscape, heritage, biodiversity)
Environment, Food and Rural Affairs	Protection and enhancement of the environment (with respect to noise, air quality, climate change and carbon depletion).	Possible localised negative impacts on protection of the environment (with respect to landscape, heritage, biodiversity)
Health	Positive impact on reduction in accidents. Improved access to health facilities. Potential for contribution to increased physical activity through improved walking and cycling facilities.	No direct impact
Business, Enterprise and Regulatory Reform	Positive impact of transport priority.	No direct impact
Children, Schools and Families	Increasing opportunities for access to education	No direct impact
Innovation, Universities and Skills	Increasing opportunities for access to education	No direct impact

Overall assessment score: **Moderate beneficial**