



## Memo

**From:** John Coulter  
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**Your ref:**  
**Our ref:**

**Tel:**

**cc:** Jim Thompson  
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**Date:** 23 June 2006

**To:** Geraldine O'Neill  
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### Re: Sub- Regional Transport Plan

I refer to the consultation draft of the above document and would make the following comments.

Planning Service welcomes this important document which will complete the suite of Transport Plans for the region. As you will be aware Planning Service has been involved on the steering group for the Sub- Regional Transport Plan (SRTP) and would generally endorse the principles and content of the document. There would however be a number of issues which we would raise relating both directly to the document and to its ongoing implications for the integration of land use and transport planning.

1. Chapter 2 of the document sets out the Policy Context for the SRTP and refers to the process of integrating transport and land use planning. This is illustrated effectively by figure 2.1 which identifies the two parallel but separate processes of development plans and transport plans and the necessary two way linkage to ensure that these are mutually supporting. This relationship is outlined in paragraph 2.3.17 and Planning Service would generally endorse this process.
2. Chapter 5 deals with the Other Urban Areas and sets out the methodology for the preparation of local transport studies which have informed the SRTP. This methodology is illustrated in figure 5.1 which demonstrates that future land use planning data informs the process at the beginning. However the diagram and accompanying text ignore the fact that both the development plan and the transport plan are iterative processes within the terms of the "plan monitor manage" approach advocated in the Regional Development Strategy. In this respect the draft transport blueprint as it evolves will again inform the development plan process.
3. In a related issue Chapter 9 deals with targets, monitoring and review. In the review section the issues of the first review not before 2010, the implementation of schemes in the SRTP through development plans or other examination in public processes with the potential for subsequent amendment and the recognition that both transport and land use issues will change over time are

raised. Arising from this there are issues in respect of the mechanism for the ongoing relationship between development plans and the SRTP. Planning Service would feel that it would have been useful for the SRTP to include some guidance on this process.

I hope you find these comments useful in the ongoing preparation of the SRTP and look forward to further discussion in this regard.

John Coulter  
Planning Service