

Chloe Duddy

From: Robin Totten <Robin.Totten@translink.co.uk>
Sent: 22 January 2020 08:29
To: Local Development Plan
Subject: Derry and Strabane Draft LDP Strategy - Consultation response from Translink
Attachments: Derry and Strabane draft LDP Strategy - Translink response - January 202....pdf

Good morning

Please see attached response on behalf of Translink.

Thanks
Robin



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22 January 2020

Dear Sir / Madam

Derry City and Strabane District Council Draft Local Development Plan Strategy – Consultation Response

Translink welcomes the opportunity to comment on the Council's Draft Local Development Plan Strategy.

The draft strategy takes cognisance of up to date transport studies for the area and seeks to promote increased use of sustainable transport.

The draft strategy acknowledges the important role that public transport, and sustainable transport in general, has to play in realising the economic benefits of future development and managing its impact on the environment. It also acknowledges that the successful integration of transport and land use is essential to the objective of furthering sustainable development, place-making and helping to mitigate against climate change.

The draft strategy acknowledges the need to promote parking policies that will assist in reducing reliance on the private car and help to tackle growing congestion and car dominance, particularly within the city. The control of car parking is probably the single biggest lever which can be used to influence travel behaviour and it is imperative that appropriate parking restraint is at the centre of considerations in the design of future land use plans, if those plans are to be sustainable. As behavioural change takes time, we would suggest that changes to current parking arrangements are carried out in tandem with the further development of sustainable transport initiatives, rather than waiting, as suggested in the draft strategy, until such initiatives are in place.

Provision of Park & Ride facilities is an important tool in providing attractive, viable public transport services, especially for large, lower density catchment areas. Translink welcomes the acknowledgement in the draft strategy of the role that Park & Ride has to play. Given its economic importance in connecting people to employment and the challenges of securing appropriate sites in suitable locations, we believe that, where appropriate, the strategy should permit the development of Park & Ride facilities and public transport interchanges on land identified for economic development.

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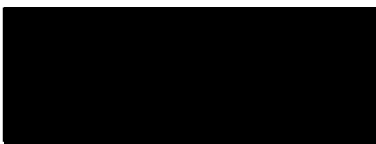
As a key objective of providing Park & Ride facilities is to reduce congestion, and as most congestion occurs within settlement limits, we believe that the strategy should not suggest that Park & Ride facilities preferably be located within settlement limits. Also, given their transport benefits to the wider network, access for Park & Ride facilities should be permitted from Protected Routes, subject to compliance with appropriate standards. Precedents for this already exist elsewhere in NI.

Developer contributions have a vital role to play in establishing public transport services in the early phases of developments and in encouraging behavioural change and modal shift. It is therefore crucial that the strategy enables developer contributions to be secured for not just infrastructure but also for public transport services.

Finally, we believe that the Monitoring Framework needs to identify more ambitious targets for sustainable transport if the overall LDP is to be sustainable, particularly in view of the Council's ambitions for growth.

We look forward to working with the Council, in finalising the strategy and informing the Local Development Plan, with the aim of securing the sustainable growth of the region.

Yours faithfully



Robin Totten
Head of Strategic Network Design & Business Change