

Introductory Statement from Anne Graham, Chief Executive Officer, National Transport Authority

Chairperson and members of the committee, thank you for the invitation to attend. I understand that the Committee wishes to focus on the Review of the National Planning Framework and Climate Targets. To assist me in dealing with your subsequent questions, I am joined by Hugh Creegan, Deputy Chief Executive with the Authority.

The NTA recognises and acknowledges the importance of the National Planning Framework in providing the strategic planning policy to properly guide the overall development of the State and ensure optimal outcomes for its citizenry. Recent years have seen very significant population growth, global events altering economic trajectories and an increased focus on environmental challenges, making a review of the National Planning Framework both opportune and timely.

While the NTA's focus is on transport matters, that focus is very much driven and impacted by spatial planning. Spatial planning dictates transport requirements – the level of necessary transport provision, and the types of transport mode comprising that provision, effectively derive from land use planning decisions. Compact, consolidated development enables more cycling and walking activity plus the potential of higher capacity public transport modes. Alternatively, dispersed, sprawling environments militates against sustainable transport forms and promotes a car-dependent culture which drives up transport carbon emissions.

From the perspective of the NTA some of the key messages that we would advocate being emphasised in any update to the National Planning Framework include the following:

1. **Development consolidation** - as mentioned above, this is the key determinant of transport outcomes. Higher density urban forms enable more efficient public transport operation and reduces our level of car-dependency which all work to reduce transport carbon emissions;
2. **More residential development in urban centres** – many of our urban centres have overall low levels of residential occupation with many streets having ground floor activity only, centred on retail or commercial activities. Greater residential usage in these streets would enable and support more sustainable transport provision, as well as assisting in enhancing the safety environment associated with such transport. Again

such residential development adjacent to services promotes a reduction in travel journey time thereby reducing carbon emissions;

3. **Importance of Plan-led Development**– historically, transport has frequently been an after-thought when developments were been planned and delivered. Impermeable estates and large cul-de-sac developments are legacies that frequently make efficient public transport either challenging or impossible to provide. Plan-led development, where transport has been appropriately considered, is fundamental to ensuring proper integration between land use and transport planning; and
4. **Alignment with Infrastructure and Services** – the need to align large-scale development with the implementation of the necessary transport infrastructure and services is well recognised. However, it is necessary that such recognition is appropriately supported by funded investment plans plus funded operational service plans, and this should be a consideration of the review.

While there are many other areas of significance in the review process, the above represent some of the key items from a transport perspective.

That concludes my introductory statement. I trust that I can answer any queries that arise.