



An Chomhairle Náisiúnta Eacnamaíoch agus Shóisialta  
National Economic & Social Council

## Policy Workshop

# Transport-Orientated Development: Making it Happen in Ireland

9am, Friday, 28<sup>th</sup> June 2019, Stephens Green Hibernian Club

### Introduction

Arising from the analysis in the NESC paper *Transport-Oriented Development: Assessing Opportunity for Ireland*, four key factors are proposed to make transport orientated development (TOD)—rather than car-orientated development—more likely to happen in Ireland. These factors are a clear **vision**, a specific form of **decision**, a tailored **institution**, and appropriate **funding**. Identifying and accepting the need for these four factors is just a first step in precipitating transport-orientated development.

Having examined international examples and assessed the current planning and investment context, NESC's research presents some of the challenges that remain to be addressed in the short-to-medium term. While the National Planning Framework (NPF) has articulated a high-level vision supportive of TOD in Ireland, ensuring the necessary decision, institution, and funding is in place means addressing a number of difficult issues in each of these areas.

As part of the ongoing work on this topic the NESC Secretariat has organised this workshop to bring together relevant national policy actors with responsibility for urban and transport planning and investment in Ireland, international policy actors who have been involved in the successful delivery of TOD projects in European cities, and other expert commentators on transport-orientated development.

The aim of this workshop is to consider and to help develop a strong consensus about how to address the significant policy issues identified in the concluding chapter of the NESC paper which must be overcome to enable transport-orientated development.

### Purpose of the Workshop

The workshop will be concentrated on the four key factors which are necessary to make TOD happen in Ireland - vision, decision, institution, and funding. In particular, the challenging policy issues associated with each of these factors which are discussed in the concluding chapter of the paper will be used to inform the presentations and discussion.

### Questions for Panel Discussion

- Where should a TOD be located?
- What characteristics should it have?
- Who should deliver it?
- How will it be funded?
- What is the scope for TOD on public land?
- How can TOD be undertaken on private land?
- How will social/affordable housing be developed?

09.00-09.40	<b>Registration / Welcome</b>
09.00	<b>Registration</b>
09.30	<b>Welcome and Overview of the Day</b> Dr Rory O'Donnell, Director, NESC
09.40-12.00	<b>Session A - International Experience / Discussion</b>
09.40	<b>NESC Analysis Summary Part I: The TOD Concept and Lessons from Abroad</b> Noel Cahill, NESC
10.00	<b>Critical Factors for Large-scale Transport-Orientated Developments</b> Dr Nicholas Falk, Executive Director, <i>URBED Trust</i> , UK
10.30	<b>Public Transport and Land Development: Gladsaxe and The LOOP CITY TOD</b> Britt Vorgod Pedersen, Head of Planning, <i>Gladsaxe Kommune</i> , Denmark
11.00	<b>Transport and Urban Planning in Nantes: Approach and Institutions</b> Stéphane Bis, Technical and Projects Director, <i>Semitan</i> , France
11.30	<b>Open Discussion</b>

12.00-13.00	<b>Light Lunch</b>
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13.00-15:00	<b>Session B - National Policy Context / Panel Discussion</b>
13.00	<b>NESC Analysis Summary Part II: The National Context for TOD in Ireland</b> Dr Cathal FitzGerald, NESC
13.20	<b>Panel Discussion Facilitator:</b> Peter Cassells <ul style="list-style-type: none"> <li>▪ <b>Niall Cussen</b>, Office of the Planning Regulator</li> <li>▪ <b>Maria Graham</b>, Department of Housing, Planning and Local Government</li> <li>▪ <b>Paddy Howard</b>, Department of Public Expenditure and Reform</li> <li>▪ <b>Owen Shinkwin</b>, National Transport Agency</li> <li>▪ <b>Owen Keegan</b>, County and City Managers Association</li> <li>▪ <b>Cormac Murphy</b>, European Investment Bank</li> <li>▪ <b>Barry O'Brien</b>, Land Development Agency</li> </ul> <b>Open Discussion</b>
15.05	<b>Concluding Remarks</b>
	Liz Canavan, Assistant Secretary, Department of the Taoiseach

## Biographies

### **Nicholas Falk:**

Dr Nicholas Falk, BA MBA Hon FRIBA Hon MRTPI founded the not for profit research and consultancy company URBED in 1976, which now operates as a design cooperative based in Manchester. He is the executive director of The URBED Trust, based in London. Nicholas is an economist, urbanist and strategic planner with degrees from University College Oxford, Stanford Graduate School of Business, and the London School of Economics. He specialises in helping towns and cities plan and deliver urban regeneration and sustainable growth. He is co-author of URBED's submission on Uxchester Garden City that won the 2014 Wolfson Economics Prize, and the report Oxfordshire Futures 2050. ([www.urbedtrust.com](http://www.urbedtrust.com))

His many publications on new settlements include Sustainable Urban Neighbourhoods: building the 21st century home with David Rudlin (Architectural Press 2009), Regeneration in European Cities: making connections (JRF 2008), and contributions to Sir Peter Hall's last book Good Cities Better Lives: how Europe discovered the lost art of urbanism. (Routledge 2014). He has published on land value capture in the Spring 2019 edition of The Political Quarterly, in a think piece for the UK2070 Commission, and in a report in 2019 for the Labour Party Land for Housing ([www.urbedtrust.com](http://www.urbedtrust.com)) He is working with COST as the national stakeholder on a 27 country investigation into Land Value Capture, and is the main author of the report Capital Gains: a better land assembly model for London, commissioned by the Deputy Mayor of the Greater London Authority.

### **Stéphane Bis:**

Stéphane Bis is Technical and Projects Director at Semitan, Nantes. Semitan is the public-private institution responsible for the operation and maintenance of the city's public transport network. Semitan also coordinates mobility within the city, and undertakes research, planning, and investment for the development of the network, expansion projects, and the construction of infrastructure. Stéphane is an engineer and has an MBA, and previously worked for French National Railway (4 years) and for Eurotunnel (12 years). He has built his career around mobility, transportation planning, and financial and operational management. He has specialised in managing projects requiring significant investment in contexts under heavy technical, commercial and budgetary constraints. He has been central to the development of mobility in the Brittany and Pays-de-la-Loire Regions, where he has been worked since 2005. Stéphane has played an important role in Nantes as the city has pushed to innovate in the field of public transportation services and has been deeply involved in the delivery of structural projects for the urban network.

### **Britt Vorgod Pedersen, Head of Planning, Gladsaxe Kommune**

Educated at the Technical University of Denmark, Master of Science in Engineering in 1986 with focus on traffic and urban planning. Engaged in urban planning in the Greater Copenhagen Area since 1986 on national, regional and local level. From 1986 to 2008 regional planner in the Council of Greater Copenhagen and Copenhagen County. From 2000 to 2008 employee in the Ministry of Environment primarily engaged in development of urban policy at national level, urban planning in the Greater Copenhagen Area and legislation regarding redevelopment of brown field areas and retail. Since 2008 responsible for urban planning in the Municipality of Gladsaxe and from 2016 responsible for urban development including urban planning, building permits, roads and traffic in the Municipality of Gladsaxe.

## Directions to and Details of the Venue

The venue is serviced by public transport links to, and around, Grafton Street (multiple Dublin Bus routes and the Luas green line—St Stephen's Green stop).

Dublin Bikes—nearest station is on O'Connell Street <http://www.dublinbikes.ie/index.php/All-Stations/Station-map>.

Parking on St Stephen's Green is pay and display from 7.00 a.m. - 7.00 p.m, with a choice of five nearby Car Parks. Clients of the club will receive 50% discount 'Q-Park' Car-Parks; Royal College of Surgeons & Stephen's Green Shopping Centre. This is capped at a maximum of €10.00 for 24 hours. Tickets are validated in reception on departure, the stamp is not time-sensitive.

A taxi rank located directly outside the door of the Club.

The Hibernian Club exercises a dress code of **business/smart-casual** for those using the building. Please review the policy at [https://www.sghc.ie/Contact\\_Us.aspx](https://www.sghc.ie/Contact_Us.aspx).

