




An Chomhairle Náisiúnta Eacnamaíoch agus Shóisialta  
National Economic & Social Council

# Transport Orientated Development

NESC Analysis Summary Part 1:  
The TOD Concept and Lessons from Experience  
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# Overview

- What is Transport Orientated Development?
  - Benefits
  - Examples
  - Lessons
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# What is Transport Orientated Development?

- A form of urban development that is located close to and centred around public transport.
- TOD is characterised by:
  - Frequent, high quality, public transport
  - Mixed use development
  - Moderate to higher density housing that underpins frequent public transport and services

# Characteristics continued

- Higher density housing (>50 dwellings per hectare) will be located closest to public transport.
- Housing will be within walking or cycling distance of public transport
- TOD ≠ rail only
- Walking and cycling prioritised over car use

# Benefits

- TOD is a potential means of meeting some of Ireland's huge demand for housing in a sustainable manner: less traffic congestion, reduced use of land and lower emissions.
- Increase in housing supply should improve housing affordability but explicit measures needed to ensure affordability
- Residents can save on transport costs through lower reliance on cars while also benefitting from improved access to jobs and services.
- Health benefits
- Improved quality of life

# Case Studies

1. Freiburg
2. **Stockholm (Hammarby)**
3. Montpellier - Antigone
4. The Hague – Ypenburg
5. Adamstown
6. **Cork**
7. Nantes
8. 'Uxcester'

# Stockholm (Hammarby) 1 of 3

- Development planned almost from the start. The city began to buy land from early in the 20<sup>th</sup> century to ensure well-planned development.
- Metro system built in the 1950s and 1960s to serve the new satellite towns proposed in a 1952 plan for the Stockholm area. Housing built on land owned by Stockholm city; one third public housing; one third co-operative housing
- Hammarby – part of Stockholm port

# Stockholm (Hammarby) 2 of 3

- In 2002, a new orbital tramline in the Stockholm area was completed runs through the main axis of Hammarby Sjöstad
- Plan to redevelop the area as an Olympic Village for the 2004 Olympic Games; bid unsuccessful, but decided to proceed with redeveloping the area.
- Vision a new, attractive urban quarter connected to public transport, with a high standard of environmental sustainability; a frequent tram service with four tram stops in the heart of Hammarby and the tram brings people within five minutes to the metro system.
- ‘Hammarby model’ a holistic approach to managing energy, water and waste; ‘twice as good’.
- A large area of 160 hectares; mixed use; 11,000 apartments; residential part has density of 100 dwellings per hectare;



# Stockholm (Hammarby) 3 of 3

- Stockholm City Council played a central role in redeveloping Hammarby Sjöstad; dedicated project team created including representatives from planning, real estate, traffic, water and sewage, waste and energy.
- City already owned most of the land; acquired remaining land with limited use of compulsory purchase.
- City government planned the area; responsible for decontaminating the land, building streets, parks and other infrastructure; cost recovery through land sales; county government funded the metro.
- An attractive, high quality development;
- One concern affordability; contrast with 1950s and 1960s satellite towns.

# Cork 1 of 2

- NESC commissioned study; O'Sullivan and Brady, 2017
- 1976: Land Use and Transport Study;
- 2001, *Cork Area Strategic Plan 2001-2020*
- Vision: metropolitan Cork; rail corridor; high frequency rail service
- Special development levy on new developments; to cover 50 per cent of cost of rail project
- 2009: rail line reopened to Midleton with stations at Midleton and Carrigtwohill;
- County and city development plans revised
- Other aspects not yet undertaken

# Proposed Suburban Rail



**Key Station Interchange**

- Through running of suburban services at 10min frequency
- New platform on southern side of station
- Interchange with Light Rail Transit and core bus services
- Improve signal operations

**Support Development Intensification**

**LEGEND - KEY INFORMATION**

- Existing Train Stations
- Proposed Train Stations
- Rail Corridor
- Park & Ride Station

# Cork 2 of 2

- Limited progress with development along rail corridor; reasons include lack of funding; economic recession; much of the population growth in areas unlikely to support a rail service.
- Recent institutional and funding developments: designation of 'urban expansion areas'; housing delivery and infrastructure team; infrastructure to be initiated using LIHAF and URDF funds;
- Examples of planned developments: Monard (new town), Water Rock, Cork docklands
- Remains huge potential for TOD in Cork area.

# Lessons from Experience: Four Factors

- 1. Vision:** e.g. Freiburg, city of short distances, new low energy sustainable districts;
- 2. Decision;** different from conventional development so requires public decision governing transport and the form of development; master-plans covering design, density, mix, provision for walking and cycling etc.
- 3. Tailored institutional set-up:** 'key to success is well-led and well-staffed planning office'; dedicated project groups

# Lessons from Experience continued

## 4. Funding:

- Value capture/sharing significant in case studies
- Value capture model on public land
- More complex on private land; role of compulsory purchase
- Property taxes; existing and new property; land value tax
- Affordable housing as form of value capture; public land: permanently affordable housing; role of leasing.
- Affordable housing on private land.