Transport Orientated Development:
Making it Happen in Ireland

Interdepartmental TOD Working Group

October 10th 2022

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Introduction

- About NESC
    - Purpose
    - Structure

- Annual work programme

- Background to research on TOD (2019)
    - *Fixing Ireland's Broken Housing System* (2018)
    - Make desirable development happen
    - Need direct public policy influence

- Focus today on the 'how' of TOD

Application and Lessons

- NESC examination of 5+1 examples:
  - Germany (Freiburg)
  - France (Montpellier and Nantes)
  - The Netherlands (The Hague Ypenburg)
  - Sweden (Stockholm Hammarby)
  - Adamstown
  - 'Uxcester'

- Four critical supporting factors for TOD
  1. Vision
  2. Decision
  3. Institution
  4. Funding
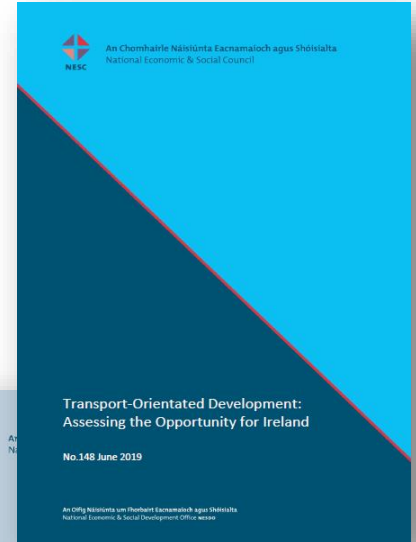
Supporting Factors (1 of 2)

1. Vision
   - Begins with clear articulation of objectives
   - 'Compact urbanisation'
   - 'City of short distances'
2. Decision
   - Take a formal decision to deliver a TOD
     - Where
     - Density
     - Mix
     - Proximity
     - Funding (LVC mechanism)
     - Housing
   - Alternative is business-as-usual

Supporting Factors (2 of 2)

3. Institution
   – Aided by a publically-led body or team
   – Land-use <u>and</u> transport planning for the site
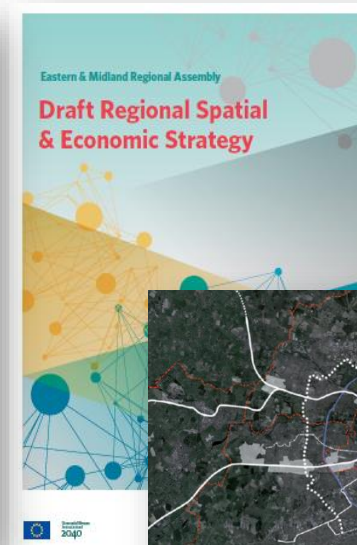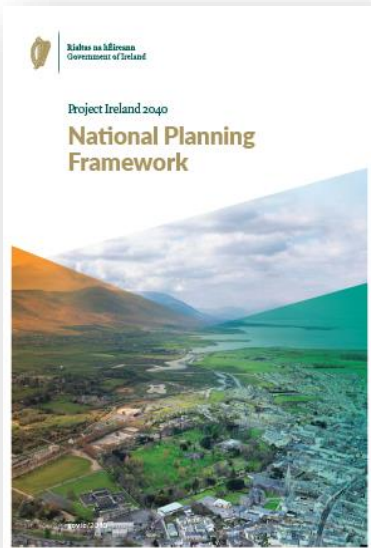   – Prepares the site in accordance with master plan
4. Funding
   – Actively install a bespoke funding model
   – Significant investment in infrastructure, ahead of demand
   – Brownfield viability issues
   – Capture the value uplift of State investment
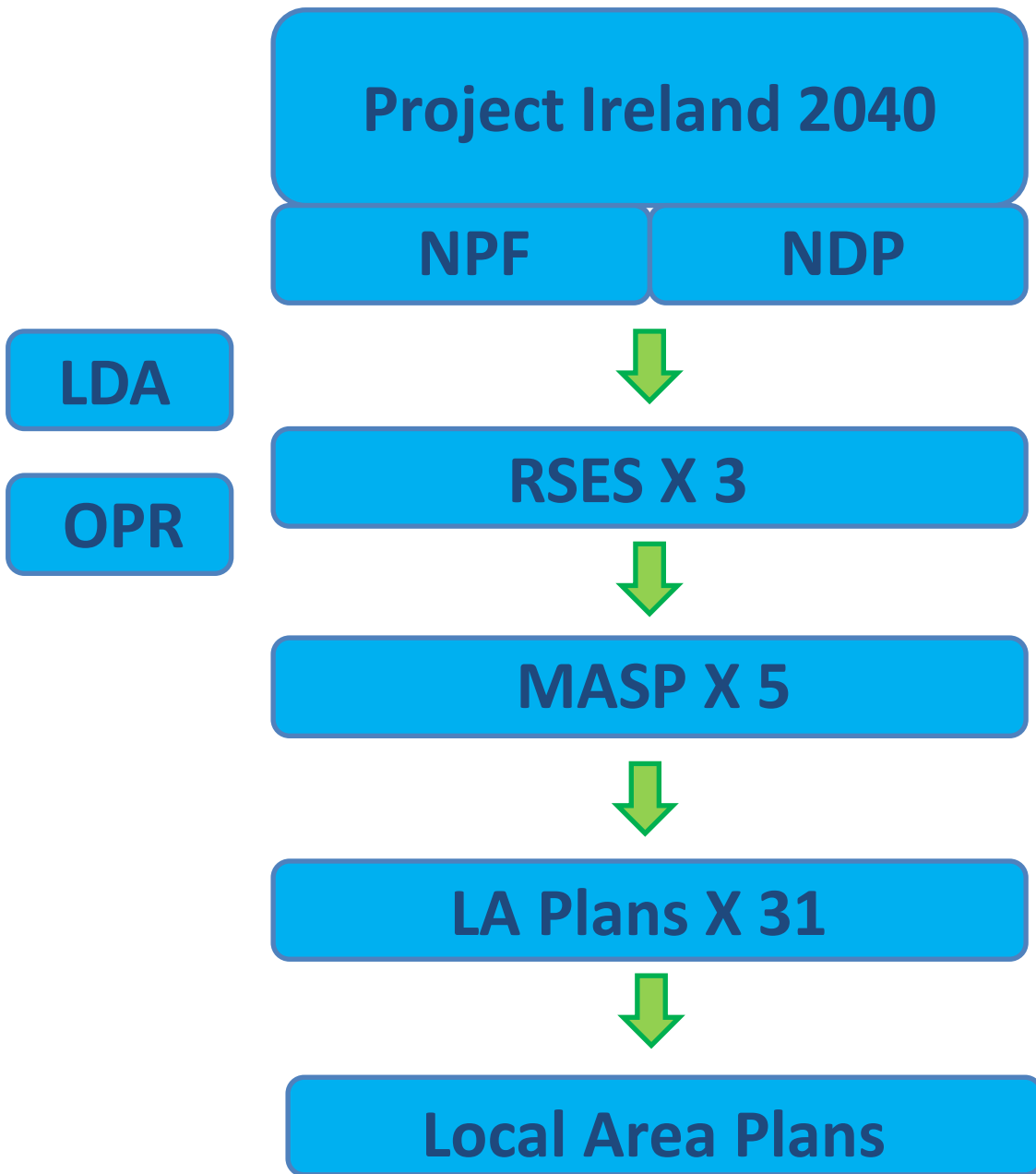   – Standard funding models lack value capture at their core

TOD and Housing

- Ideal locations for social and affordable housing…
    - Higher density can lower unit-cost
    - Capture value uplift to fund land/housing development
    - Residents save on transport costs (lower reliance on cars)
    - Free up disposable income for housing

- … but it will not be automatic
    - Leadership by public body
    - TOD can be designed / developed to provide social and affordable homes
    - Build-in cost rental (see NESC, 2014)
        - Uses modest supply-side supports
        - Land and finance at favourable rates
        - Underpin affordability and make this permanent
        - Rents cover costs (build and maintenance)
        - Equity that accrues as loans are repaid creates a revolving fund
        - That fund used for further affordable housing
        - Application at scale in Ireland requires more work

Policy Environment for TOD (1 of 3)

- Assessment in **2019**; many criteria possible
  - 'Four factors'
  - Newman, 2009: where, design and density, link to transport, facilitating entity?
- Many policy documents available

Project Ireland 2040

NPF | **NDP**

LDA

OPR

↓

RSES X 3

↓

MASP X 5

↓

LA Plans X 31

↓

Local Area Plans

Other plans / strategies e.g. NTA; DTTAS Mobility Plans

To what extent does this provide vision, decision, institution, and funding for TOD?

Policy Environment for TOD (3 of 3)

1. Vision ✓
   - "Compact growth"
   - Density/consolidation vs. sprawl
   - Necessary but insufficient

2. Decision ?
   - System not a barrier
   - Need a very specific decision
   - Say where, how, by whom etc.

3. Institution ?
   - No integrated land/transport body
   - LDA and OPR positive
   - Site specific development body

4. Funding ?
   - NDP, LIHAF, URF welcome
   - Lack of supporting funds
   - 'Transport-adjacent'
   - No value capture

Recent Developments

- Promising plans:
  - Heuston, Shankill, Terrylands, Colbert Square, City Edge, Cherrywood, and Cork

- National policy formulation:
  - *Programme for Government* (2020)
  - *Housing for All* and this TOD Working Group
  - *National Sustainable Mobility Policy* (2022)
  - JOC on Housing, Local Government, and Heritage: *Urban Regeneration Report* (2022)
  - OECD: *Redesigning Ireland's Transport for Net Zero* (2022)
 - *Land Value Sharing and Urban Development Zones Bill* (2021)
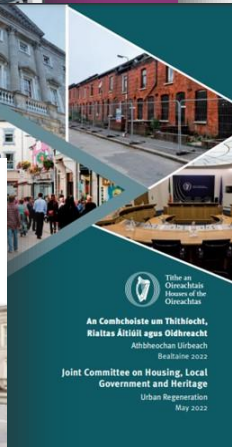
TOD and Leadership

- TOD faces barriers and needs leadership from three sources:
  - Public sector, including elected officials and staff;
  - The private sector; and
  - Non-profit sector including business associations, resident groups, housing bodies, env. groups etc.

  These non-profit groups are important because they put the project on the table, convene and educate the public, lobby for good design and provide critical support to elected officials making tough decisions - Utter, 2009: 21

- Institutionalised Leadership e.g. Semitan in Nantes, France
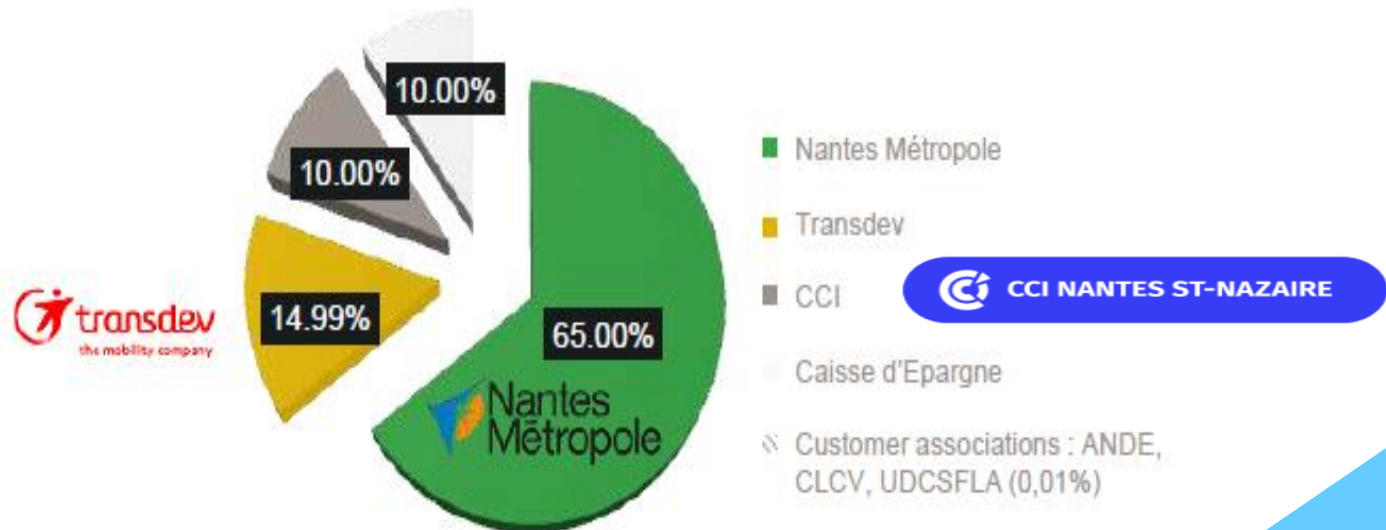
A Corridor Approach

- Planning for a transport corridor *(e.g. Contrats d'Axe)*
- Premium for proximity to a DART/Luas stop:
  - House *price* premium of €114,000 (26%)?
  - House *rent* premium of €3,360 per year (17%)?
- Who will 'capture' the uplift?
  - MetroLink, BusConnects, Other
- MetroLink Thought Experiment
  - 9,000+ hectare corridor
  - €1.8bn value uplift
  - Ensure that development crowds around in TOD fashion
- Decision
- Institution
- Funding
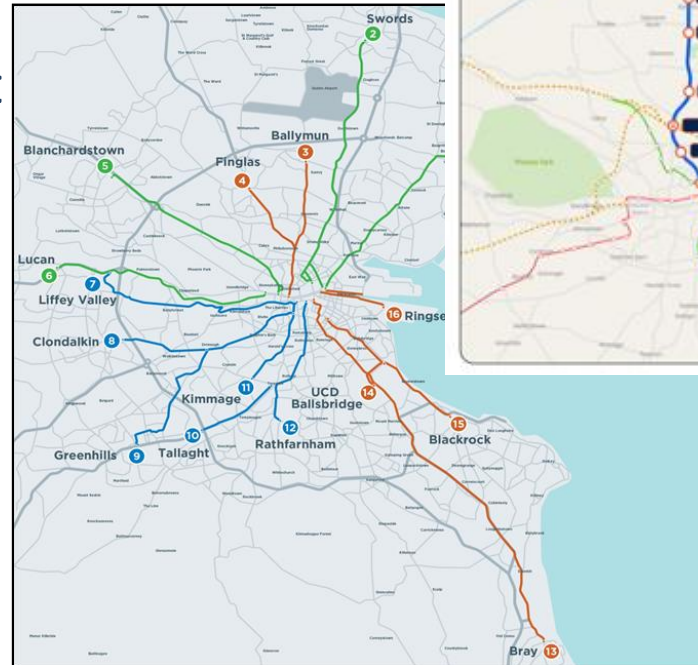
Concluding Remarks

- Benefits of TOD are well known

- Lessons from international experience

- NESC has captured much of this

- Reflected in policy since 2019

- Four factors are necessary

- Use 'parallel' rather than 'serial' processing

- TOD as a political science challenge

  - Directly Elected Mayor example

- Is a TOD possible without an institution that has the powers?
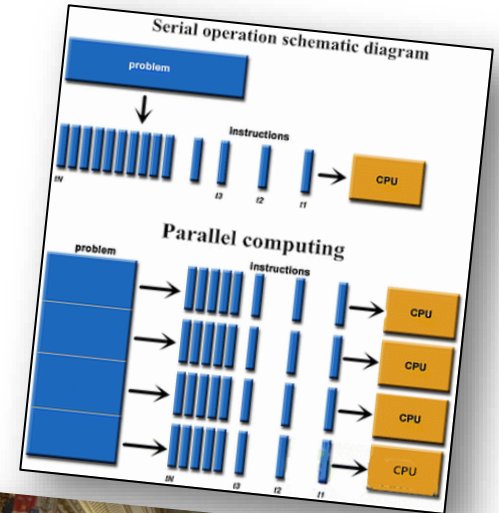
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