



Connecting Cities: a transport priority

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Centre for Cities

- Independent urban policy group; set up 2005
- Focus: economic performance of UK cities
- Policy areas: business, labour markets, infrastructure, leadership
- Recent reports: *City Links*; *Cities Outlook 2008*
- Coming up: work on financial services; innovation; integrated transport; ‘green growth’



Today's presentation

1. 'Connecting Cities': policy context, rationale, case
2. Intra-city connectivity
3. Policy challenges for Dublin – and Ireland



Policy context

- In Britain ...
 - Tightened public expenditure; geographic distribution?
 - Overstretched road, rail transport networks
 - Lack of national transport strategy – unlike the ROI
 - Competing policy objectives: economic, envt'l, social
 - Eddington Transport Study (2006) – improve existing networks, prioritise resources, tackle urban 'pinch-points' first

Overall – not an auspicious picture...



Rationale for ‘connecting cities’

- Macroeconomic: cities as drivers of national economic growth in Britain – 58% of population and 63% of jobs
- Microeconomic: link individuals to jobs; firms to business opportunities; suppliers to markets
- Political: improving performance, connections in Northern cities could help mitigate North-South divide
- Agglomeration benefits: investment in urban transport delivers bigger ‘bang for the buck’ ...



Case for ‘connecting cities’

AGGLOMERATION

- Our research: up to 25% of potential benefits of investment in access to Leeds city centre go uncounted
- Our research: improving links from successful cities to smaller towns can also deliver economic kick-start
- “Hidden benefits” can tip the scales in favour of investment in urban transport (short-term), support economic growth (medium-term), yield social/equity benefits (longer-term)



Intra-city connectivity: *the 'ingredients'*



Connected cities: the 'ingredients'

- Local (intra-city)
 - Governance, resources, spatial planning
 - Public transport: bus, light rail, commuter rail
 - Efficient road network, effectively priced
- Regional/national (inter-city)
 - Roads (again – efficient, priced)
 - Long-haul rail network (fit for business needs)
- International (airports, ports etc)



Intra-city connectivity: governance

- City-regional governance: linking transport, regeneration, planning, workforce training across functional economic area
- Finance:
 - Prioritisation: economic, social, environmental goals ?
 - Mechanisms: devolution, Tax Increment Financing, PPPs ?
 - Farebox: 'virtuous circle' of investment?



Intra-city connectivity: integration

- Integration a major problem in urban Britain
- Conflicting incentives and requirements for rail operators, bus operators, city councils (as road authorities), planners ...
- Losers = 1) urban commuters, 2) urban economies !!
- London: stronger strategic integration (transport, economic development, planning) – but not there yet



Intra-city connectivity: pricing

- Britain: public transport users bear heavy percentage of costs
- Motorists pay relatively low proportion of costs
- *Over time – must change for economic, environmental reasons*
- Road pricing in cities:
 - London – shifting from congestion to CO2 basis
 - Manchester, Cambridge – congestion-focused plans
 - BUT nationally – policy adrift; Ministers frightened ... could fail



Policy implications for Dublin (and Ireland)



Policy implications for Dublin

- **Governance**
 - Greater Dublin Authority (1999-2000): missed opportunity
 - DTO not enough – need integrated transport authority
 - Elected mayor / transport commissioner for GDA?
- **Integration**
 - Future of CIE and its components?
 - Bringing together LUAS, Metro, Dublin Bus, DART, etc ...
- **Pricing**
 - Congestion charging within the Canal Ring, or the M50?
 - Now – or after 2015?
 - Resource boost for public transport?



Policy implications for Dublin

- **Economy:**
 - ‘negative externalities’ could limit returns to agglomeration, with impacts for the Dublin and all-Ireland economies
 - Negative perceptions as a global business location - brake on FDI, business growth?
- **Environment:**
 - ‘Celtic Los Angeles’ versus smarter growth; ‘retrofitting’ transit
- **Social welfare:**
 - Poor access to jobs and services – esp. for most vulnerable



Policy implications across Ireland

- *Beyond Transport 21:*
 - How run effective Dublin transport network in the long term?
 - How price newly-completed infrastructure appropriately – both for intra-city and inter-city journeys?
- Belfast, Cork – learn from transport mistakes in British cities and Dublin?



Conclusion

- Strong economic case for ‘connecting cities’
- Can also deliver social, envt’l benefits over long term
- ‘Magic formula’ for city transport = good governance + integration + effective pricing
- Dublin, other Irish cities can learn from Britain’s experience (and mistakes...)



Questions / Comments ?

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