

# Making Dublin the Capital of Ireland

Conference on  
Public Transport and Urban Citizenship  
The Policy Institute at Trinity College Dublin

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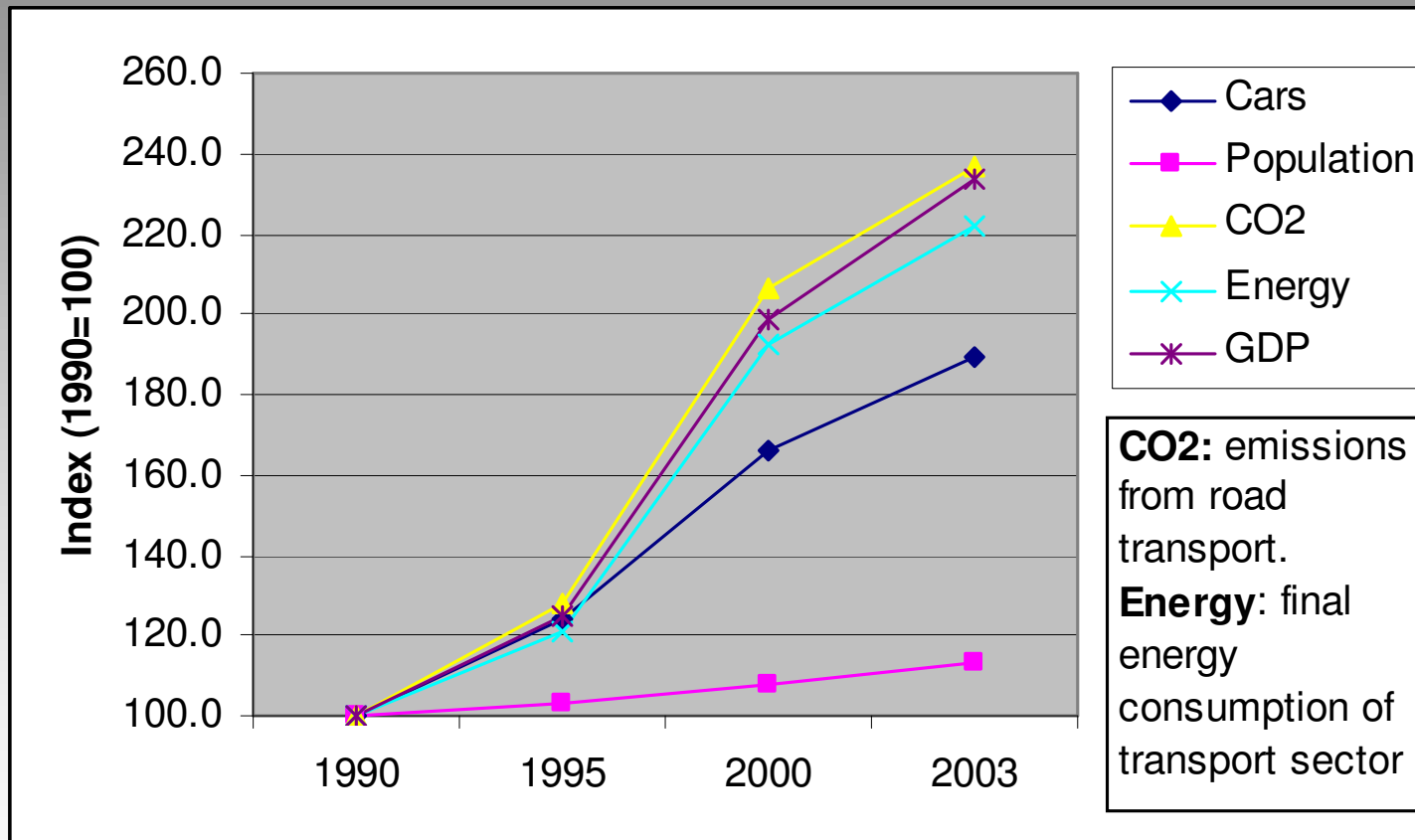
Employment Research Centre  
Trinity College Dublin



# Issues and themes

- Car dependency and sustainability
- Car dependency exacerbates social inequality
- Public transport and public space
- Pedestrianising College Green?
- Making Dublin the capital of Ireland

# The well known car problem

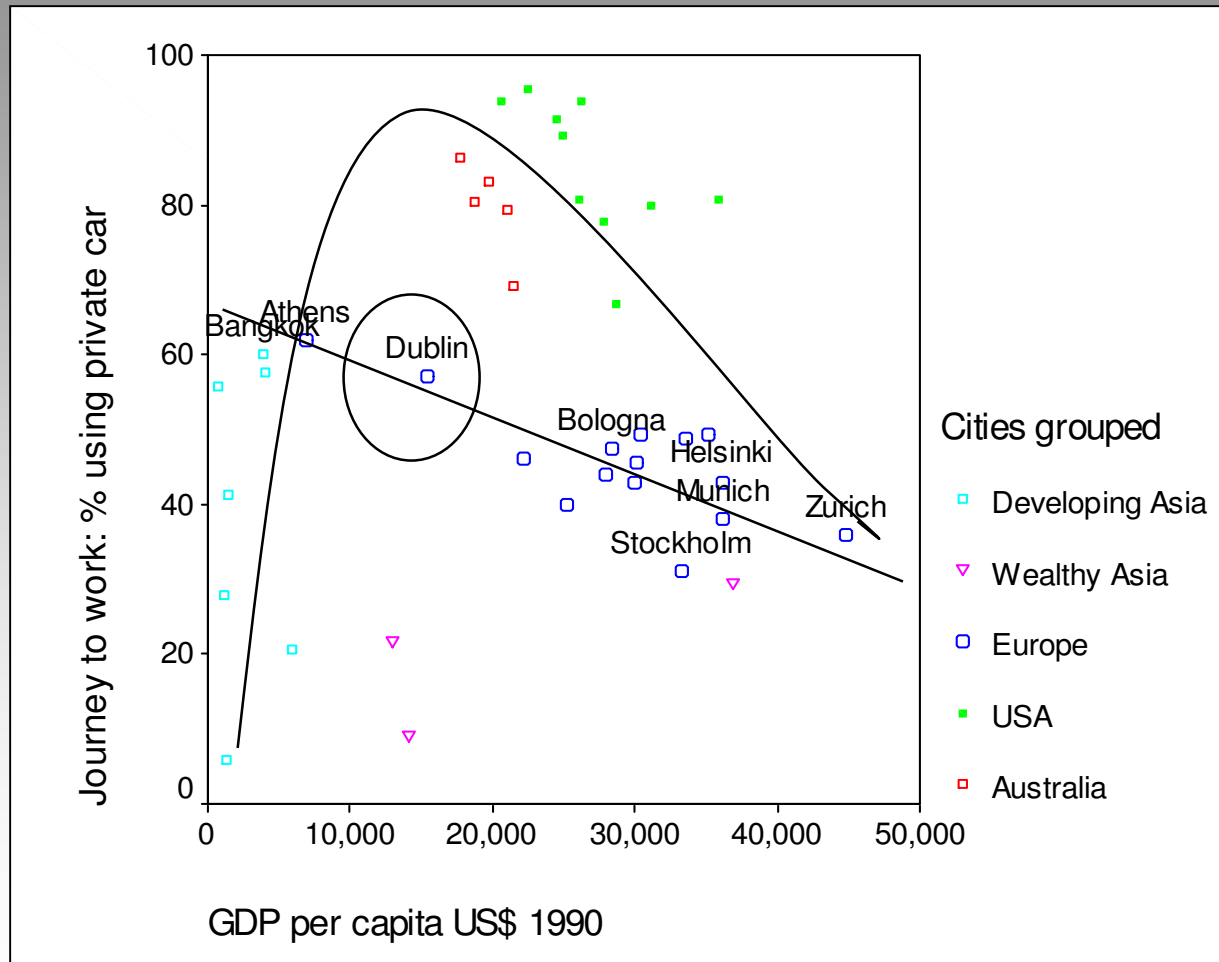


Irish economic growth is 'coupled' to rising CO2 emissions; some other countries achieve some 'uncoupling'.

Source: CSO, *Environment – Principal Statistics*; CSO, *National Income & Expenditure, 2004*.



# Dublin's Old Car Dependency



- Overall car usage **rises** and then **falls**

- Within Europe **rich** cities have **lower** car usage

- Even in 1990 Dublin's car usage was **higher** than most European cities



Source: Kenworthy et al (1997); SceneSusTech

# Car dependency

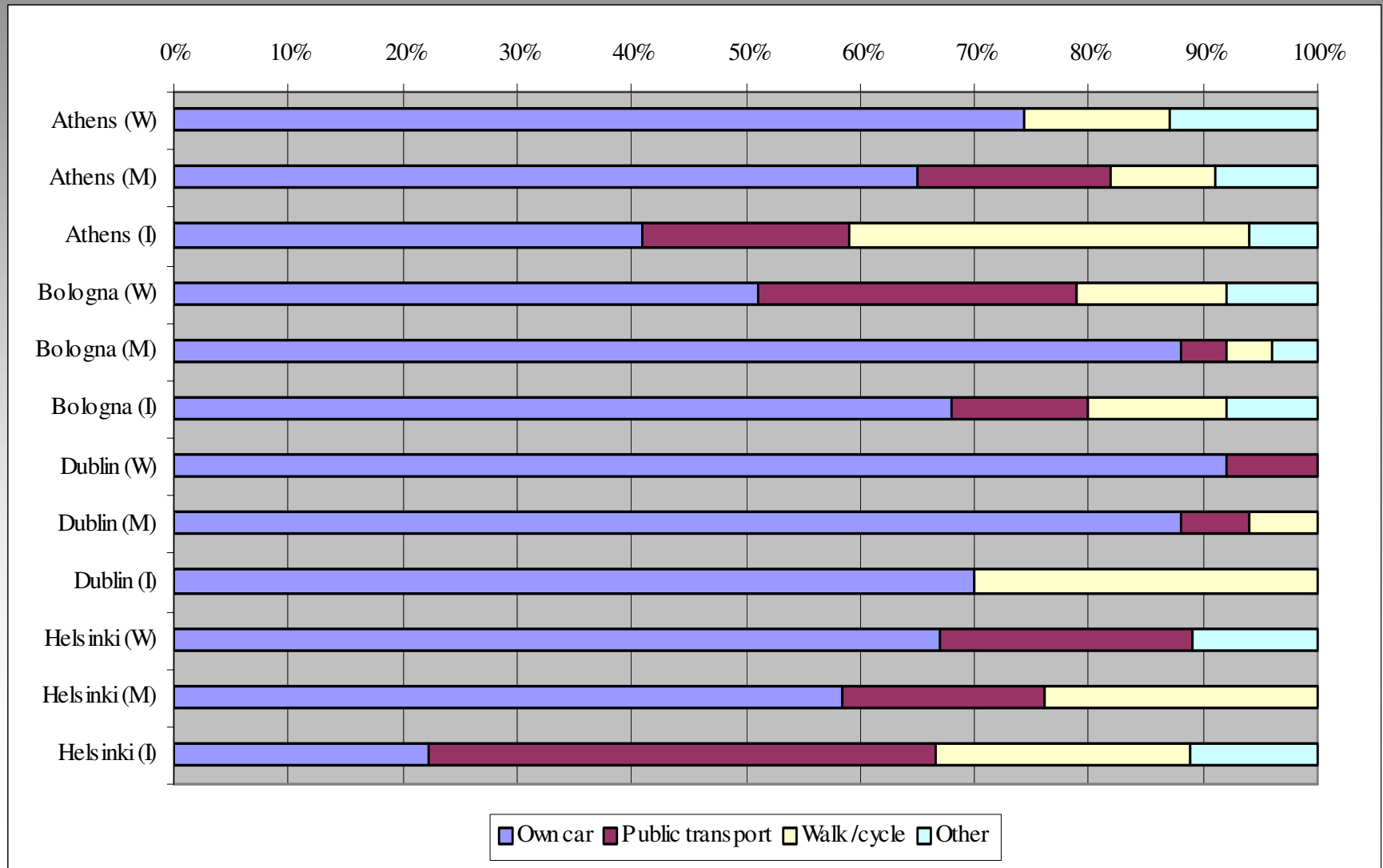
- NOT just high car usage
  - People have to use the car to participate (in work, social life...)
- Lack of choice
  - » Physical changes of the city
- Withdrawal difficult
  - » Similar to nicotine dependency?

# Less well known problem: social exclusion

- Social exclusion
  - A situation in which people are **excluded** from normal activities of the society
- For those with a car
  - » Purchase and running large cost on low incomes
- For those without a car
  - » Less access to work, shopping, sociability...
- **Pressure for car ownership greater in car dependent cities**



# Travel to work: car owners only



# Public transport and quality of urban life

- Commuting (especially in a car) is bad for you
  - Undermines local community life and reduces social interaction (Putnam)
  - » Extensive car usage a major cause of obesity
- Public transport as public space
  - » But issues of security etc
- Urban cityscape
  - » Europe's cities one of our great achievements
  - » Venice or Los Angeles?





# Reinvigorating the pavement city



High quality local public transport as part of **urban design**

Enhances public space...and public civility?

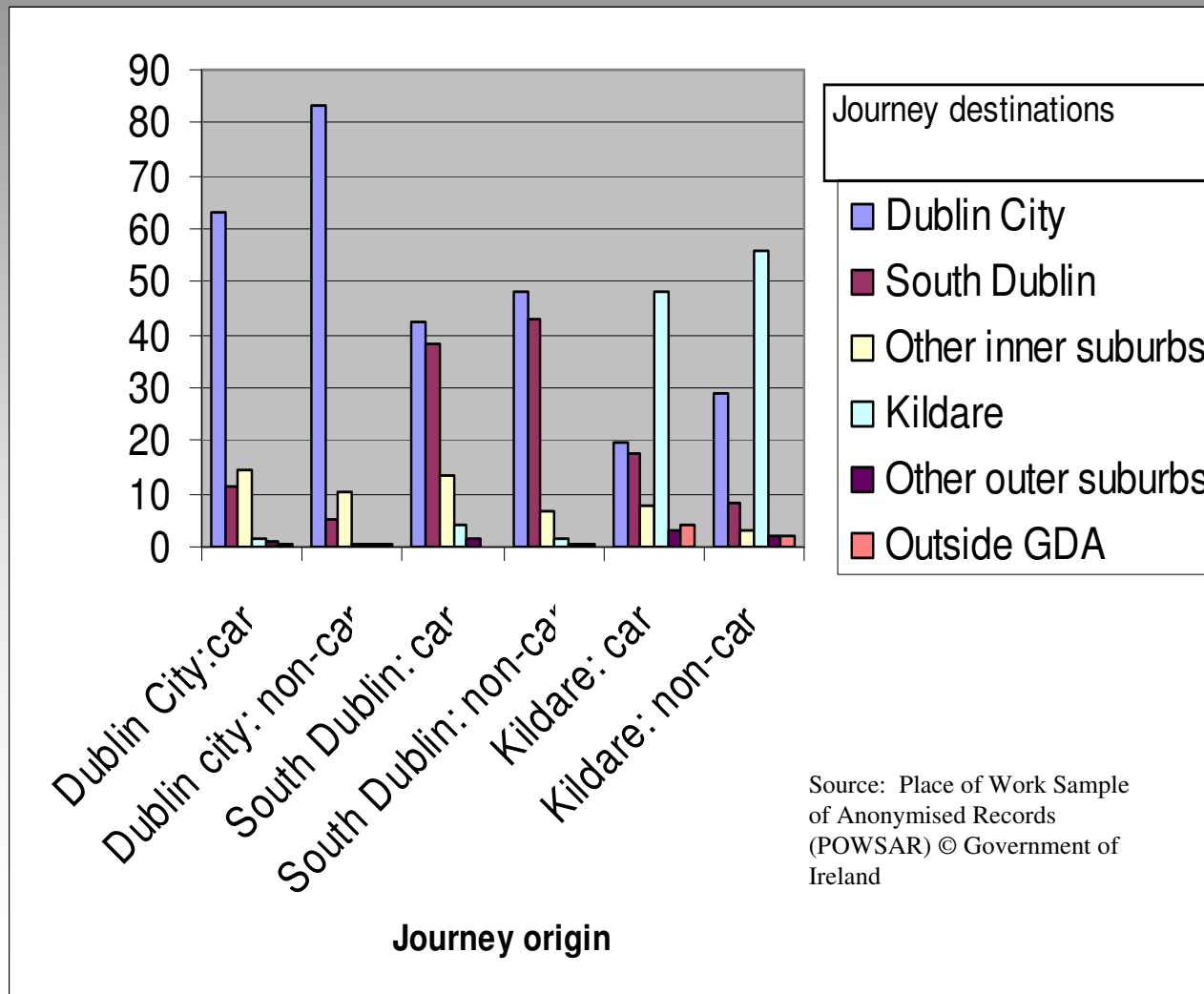
Expands area of pavement city (e.g. Paris within the périphérique)

# Create a Dublin city centre showpiece



Trinity College Dublin and the old Houses of Parliament (now the Bank of Ireland) at College Green are two of Dublin's most beautiful 18th century buildings; round the corner in Nassau Street is the new entrance to the National Gallery. All are major tourist destinations – currently linked by a busy traffic-filled road. Why not pedestrianise the whole area? This would create a world-class urban space in the middle of Dublin as good as the famous Campo in Sienna, which forty years ago was also a traffic roundabout. Meet you for coffee on College Green?

# The spreading city



Car-drivers are less likely to work in the city centre or in their own locality, and more likely to work elsewhere in the city region.

Source: Place of Work Sample of Anonymised Records (POWSAR) © Government of Ireland



# Multi-modal polycentric city

- A city with a series of cores, linked by high speed transport, with multiple forms of public transport available
- Choice:
  - » Of destination, mode and lifestyle
- Expands the pavement city
  - » Tram as street furniture
- Rebuilds transit city
  - » Rapid inter-nodal transit (e.g. RER)
- Facilitates 'new urbanist' living areas
  - » Integrated land use planning and local transport



# Build the interconnector first

*A priority for all of Greater Dublin: build the interconnector first*

The Interconnector is the proposed underground link from the south-western suburban railway line at Heuston Station to the northern suburban railway line via St. Stephen's Green, Pearse Station and the Docklands. The Interconnector would for the first time integrate all Dublin suburban rail services. It would enable fast DART type services across much of the Greater Dublin Area and thus benefit the whole city. It would turn Dublin's rail system into an equivalent of the fast suburban rail systems of Paris or Madrid. It is included in "Transport 21" but only scheduled for completion at the end of the programme in 2015.



# Beyond dear auld dirty Dublin

- Institutions:
  - » A single transit authority - with transport planning and regulatory powers
  - » A democratic and powerful local government – so that politicians can dare to be successful
- The means and the end (perhaps):
  - » Dublin as world class city able to attract and retain skilled labour
  - » Dubliners citizens of Dublin
  - » Dublin a capital of which everyone is proud

