

Spatial Strategies on the Island of Ireland Framework for Collaboration

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www.iclrd.org

For

**Seminar on Integrating Transport in a Reunified Cyprus
Reconstruction and Resettlement Council**

Nicosia Cyprus

October 15 2008



INTERNATIONAL CENTRE FOR
LOCAL AND REGIONAL DEVELOPMENT

Promoting best practices in spatial planning and economic development.

The ICLRD

Dynamic and decentralised network

- cross-border, cross-campus, cross-disciplinary

Working together since 2003; Legally incorporated in 2006

An all-island platform

- independent, expert, joined-up research
- capacity building on spatial planning & local and regional development
- Work at three spatial scales: (1) EU-island of Ireland (2) Regional (3) Local

Build strategic planning capacity through:

- fundamental and applied research
- fostering collaboration among key stakeholders
- advising policy-makers and practitioners
- training public/private sector practitioners in best practice

Multi-year core funding and funding for specific projects



5 Partner Institutes + Associates

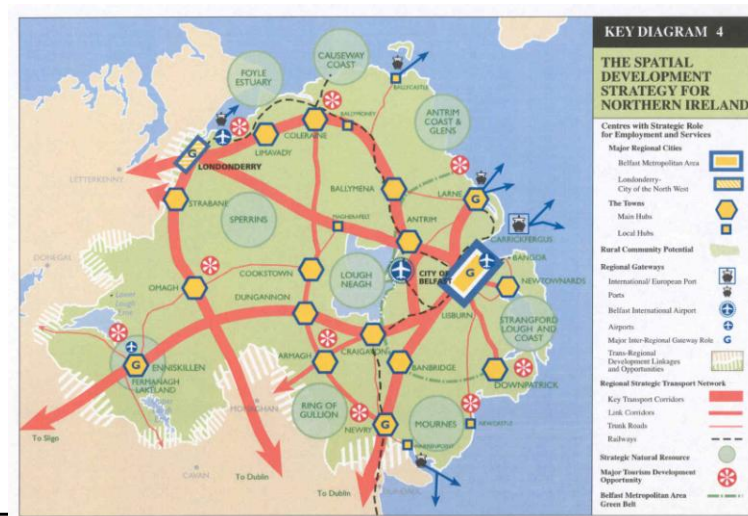
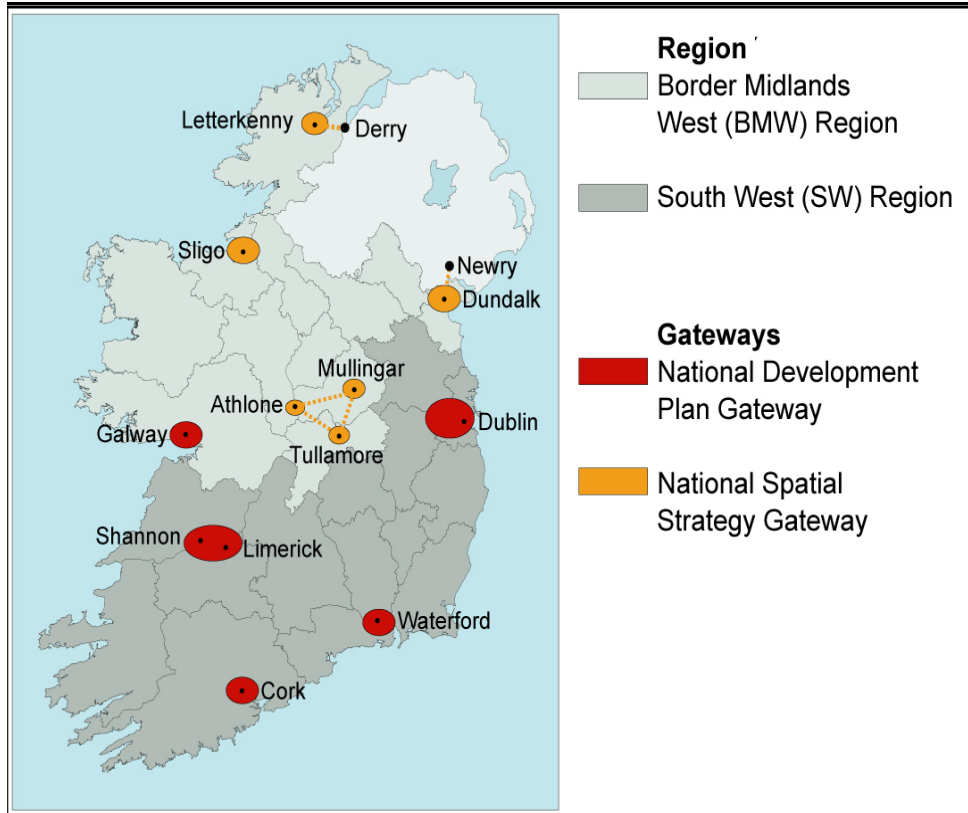
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Spatial Plans on the Island of Ireland are developed separately in the Republic of Ireland and Northern Ireland

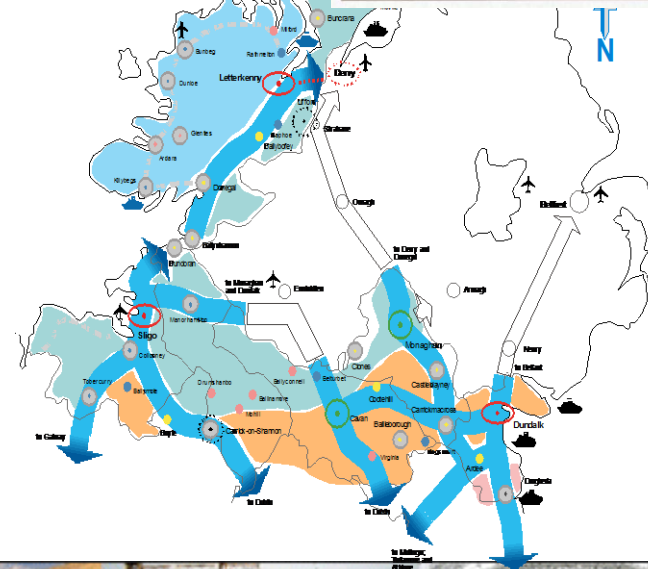
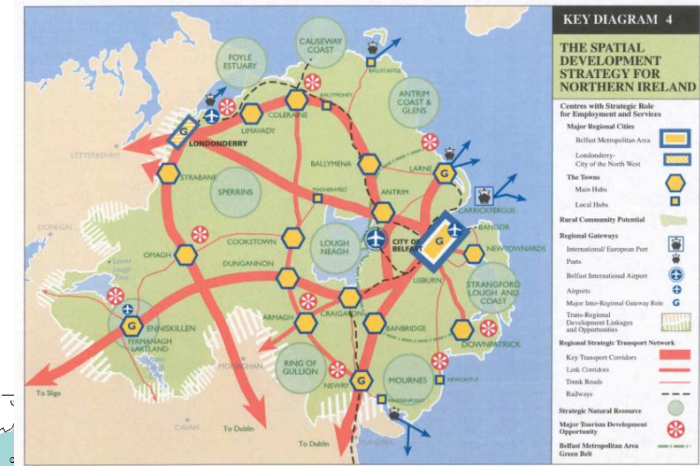


Overcoming Legacy of Back-to-Back Development and Planning in Border Region

Cross-border Development and Cooperation long hampered by the Troubles and political climate.

Changing since the Peace Process (1998 Belfast Agreement) *Yet:*

- Two economies with distinct attributes and performances
 - Mutually interdependent characteristics
- Two spatial planning strategies
 - Same EU influences
 - Tentative links – needs more detail
 - Separate programmes for investment in infrastructure
- Some co-operation to tackle historic infrastructure deficits
 - More to be done?



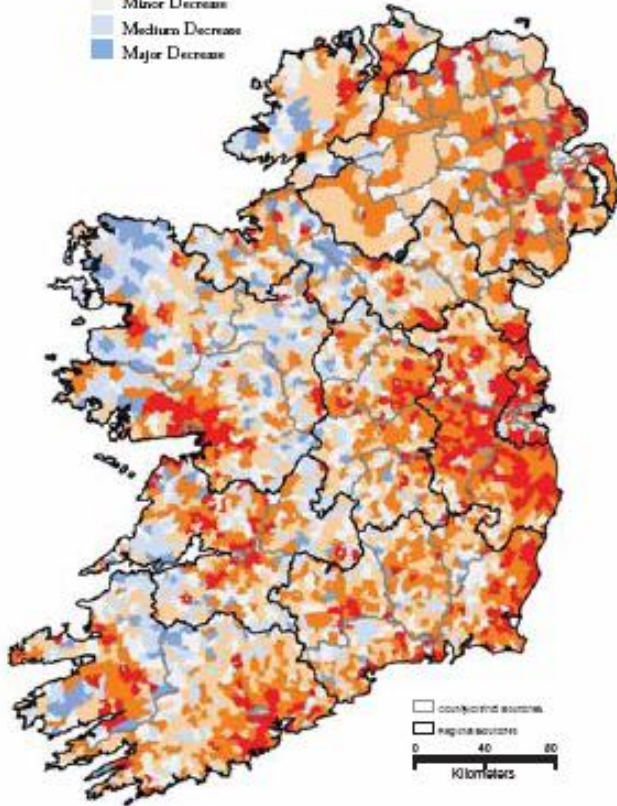
Map 6.4: % Change Population Density
1991-2001/02

1991 - 2001/02 Change

ROI Average: +11.10%

NI Average: +6.82%

- Major Increase
- Medium Increase
- Minor Increase
- Minor Decrease
- Medium Decrease
- Major Decrease



2005 Population

RoI **4.13 Million**

NI **1.72 Million**

Total **5.85 Million**

2026 Population

RoI **5.39 Million = 1.26 ++**

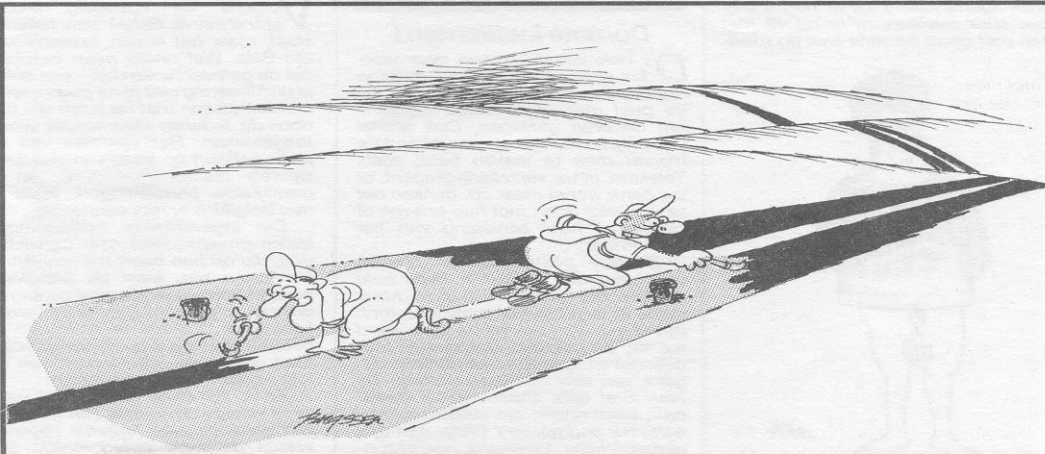
NI **1.85 Million = .13 ++**

Total **7.25 Million = 1.39 ++**

Source: *The Atlas of the Island of Ireland: Mapping Social and Economic Change (AIRO & ICLRD)*



Responding to the Challenges



- Achieve better linkages between spatial strategies
- Create competitive & high quality environment
- Inject urgency: step-change needed



Why Collaborate North/South?

- EU, National and Regional Policy & Funding
- Conservation (Manage cultural & natural heritage)
- Cohesion (New urban- rural relationship)
- Competition (Parity of access to infrastructure / knowledge)
- Shared Challenges in meeting social equity agenda
- Improved Services



Borders: European Context & Policy

- **Border regions cover 40% EU; home to 30% population**
- **Cross-border regions face particular challenges**
 - **emphasising centre over periphery**
 - **Economic Competitiveness**
 - **mobility**
- **Cooperation only happens at pace that political and institutional ‘book-ends’ allow**
- **Long history of cross-border collaboration throughout Europe**
 - **Achieving positive results/mutual gain**
 - **competitive advantage from joint strategic planning initiatives & integrated investment in infrastructure**
- **Collaboration specifically promoted in ESDP**
 - **principles of sustainable development**
 - **promoting complementary functional areas**

Activity	EU Example	Collaborative Framework Level		
		National	Sub-regional	Local
Case 1. Data base and mapping of cross-border activities	France and UK: Kent-Pas de Calais Cross-border Atlas, 2002			
Case 2. Facilitating the exchange of information	Nordic Council of Ministers: Baltic and North West Russia			
Case 3. Valorisation and preservation of natural and cultural assets.	Italian-Swiss Border Region			
Case 4. Waste management	France and Spain: Basque Eurocity			
Case 5. Transborder spatial planning: health, environment, transportation, education, economic development	France, Germany, and Switzerland: Basel Tri-national Conurbation			
Case 6. Transborder spatial planning: transportation (regional airport, high speed rail), natural resources, cost sharing	France and Switzerland: Greater Geneva Region			
Case 7. Transborder spatial planning: waste treatment plant, urban transportation, industrial park, GIS	Belgium and France: Lille Metropolitan Area			
Case 8. Enabling framework to allow bi- or multi-lateral local government co-operative agreements	France and Germany: Rhine Valley			

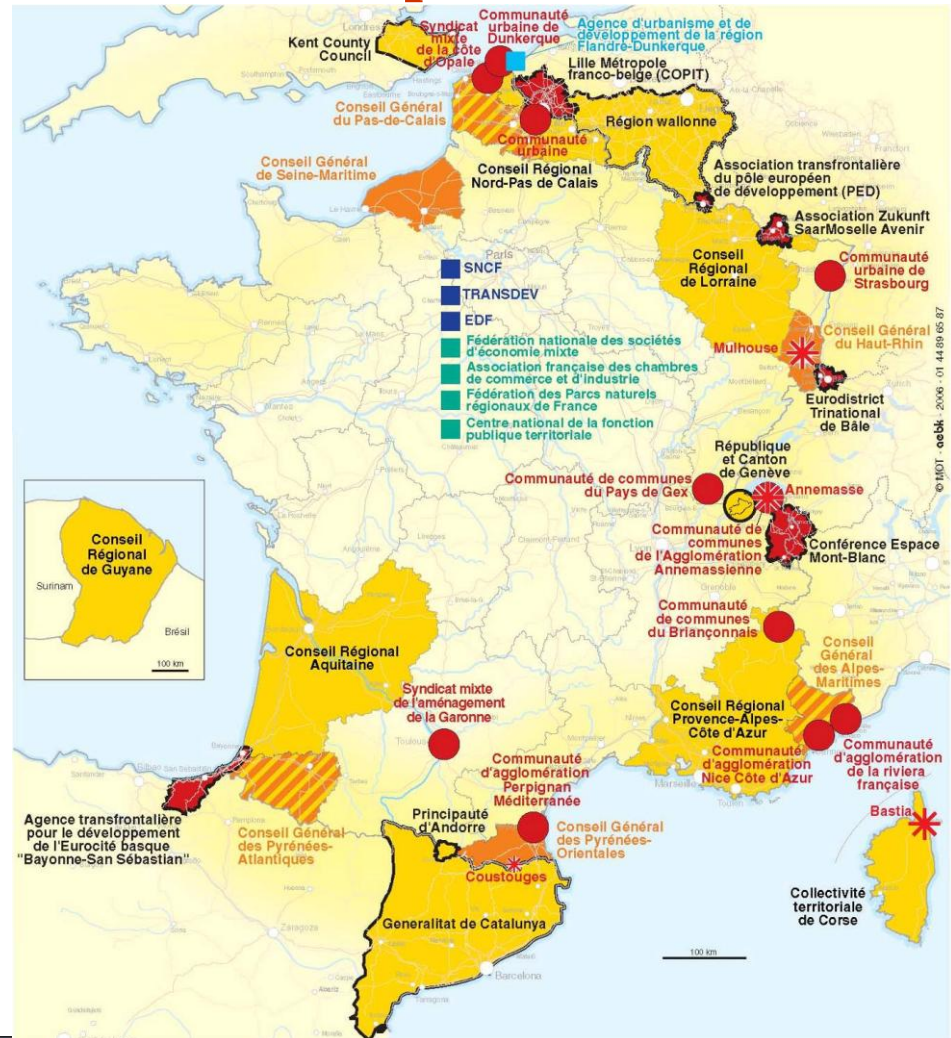


Emulating Success in Cross-Border Cooperation

The MOT network

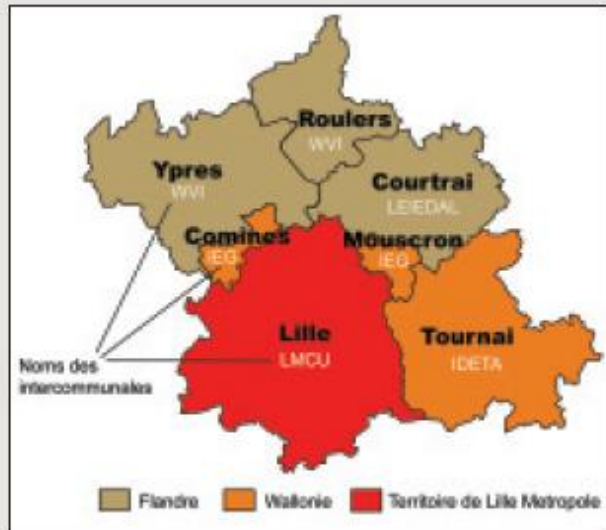


Mission
Opérationnelle
transfrontalière



Emulating Success in Cross-Border Cooperation

Case Study 7: Belgium and France:
Lille Metropolitan Area



Source: Material taken from http://www.espaces-transfrontaliers.org/territoire/carte_lille_tfe.jpg

Case study 5: France, Germany,
and Switzerland: Basel Tri-national
Agglomeration



Source: Material taken from <http://www.espaces-transfrontaliers.org/territoire/aggloab.pdf>



The first interstate authority in the United States was the **Port Authority of New York and New Jersey**.

Created in 1921 with the encouragement of the business community, it had the power to raise revenue through the bonds.



Regional Plan Association, Tri-State Region

Independent non-profit organization created in 1922, it is the oldest regional planning association in the country.

Operates in the Tri-State Region around New York City, a \$1 trillion economy that includes northern New Jersey and southwestern Connecticut. RPA is an advocate for improving the quality of life and the economic competitiveness of the region. It

- Undertakes studies;
- Makes planning recommendations;
- Seeks strategic partnerships with key stakeholders;
- Gives technical support for the implementation of policies



31-county region
Area: 33,670 km²
Population: 20 million



Framework for All-Island Collaboration

Research commissioned by *InterTradeIreland* in 2005

...to identify potential for developing framework for collaborative action

Options for a more collaborative and strategic approach

Option 1: Continue existing informal arrangements

Option 2: New all-island spatial planning initiative / structures

Option 3: New framework for collaboration (building existing relationships)

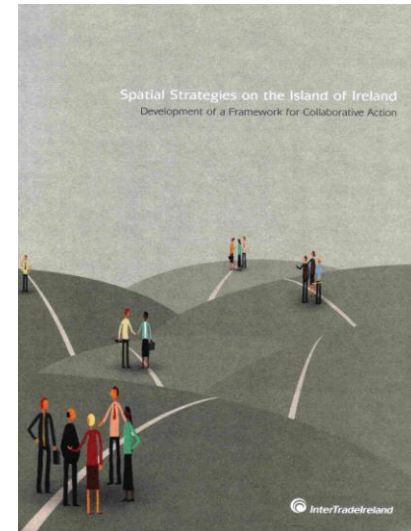
Key findings of report supported Option 3

Driven by priorities of economic competitiveness

- Working towards new spatial economy
 - Strengthening economic development
 - Creating a more dynamic island economy
- Pooling resources and increasing market potential

Closer integration of spatial planning, infrastructure and business growth requiring:

- Coherent management approach
- Escalated programme of action
- Practical support for targeted investment



Framework for Collaboration:

Elements

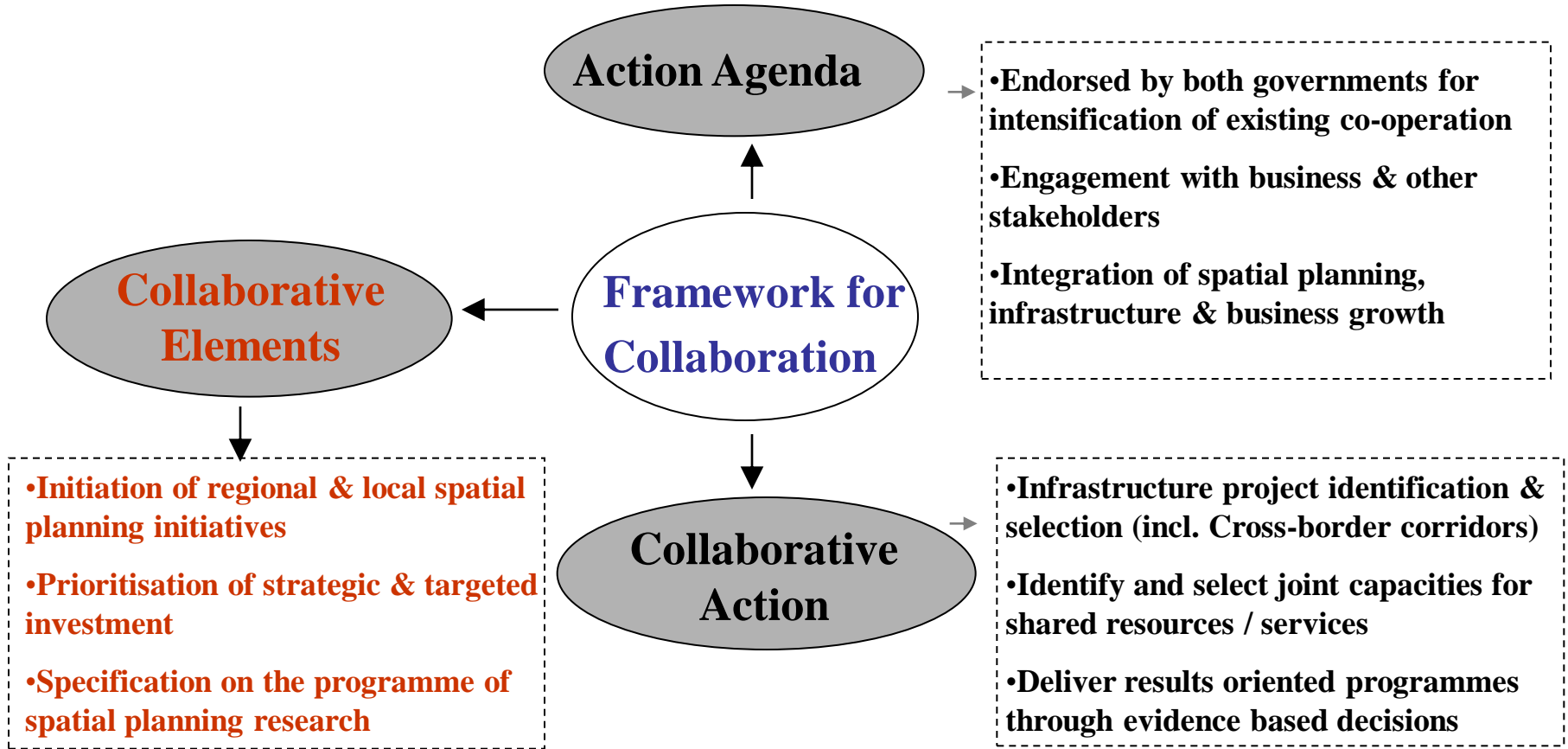
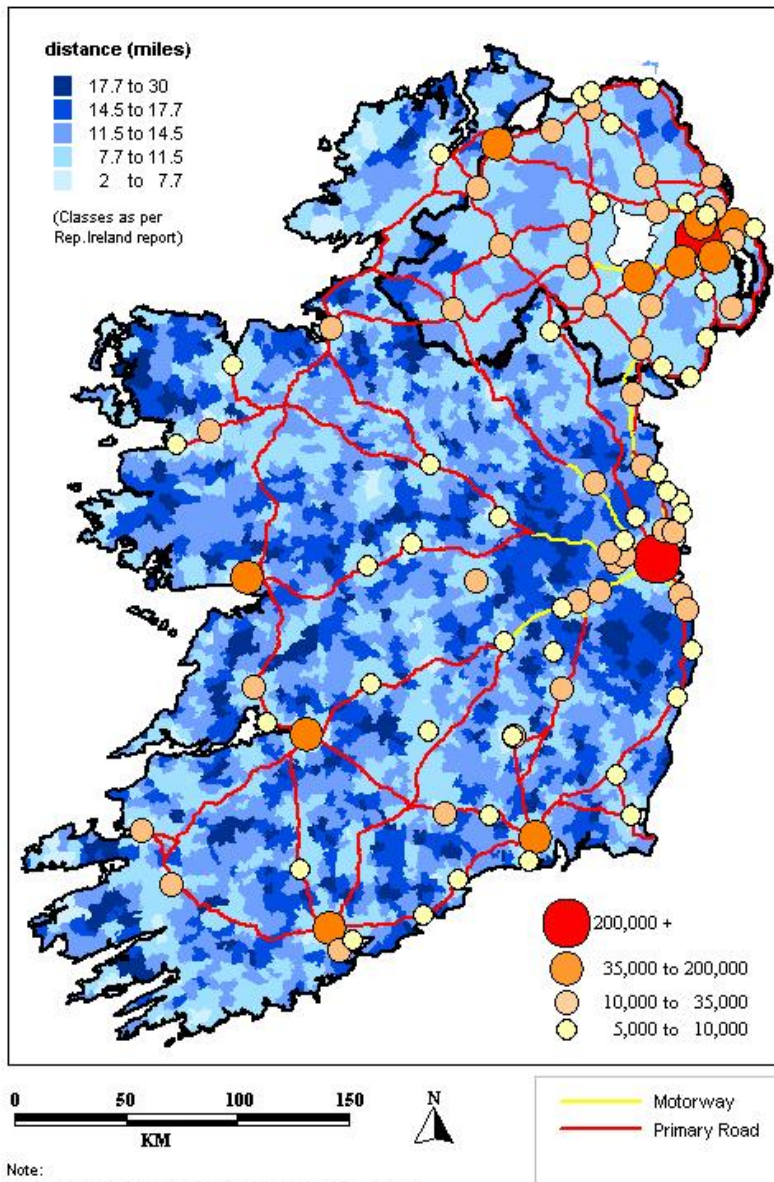


Figure 8
Travel to Work Distance (Average)
for the Island of Ireland 2001/2002

Joined-up analysis



Sources: NISRA (2001), CSO (2002), OSI and OSNI



Collaborative Action: Operationalising the Framework

- **Illustrative infrastructural projects**
 - **TENS Rail Project: Cork-Dublin-Belfast**
 - **Broadband Infrastructure**
 - **All-island Energy Market Framework**
 - **Collaborative Planning Corridors**
 - **Planning Requirements for Data Collection and Analysis**
 - **Population Health Observatory**



Framework for Collaboration: Action Agenda

- **Establish an inclusive role for sub-regional networks to:**
 - **Link more effectively to central government / mainstream thinking**
 - **Interface with other representative agencies**
 - **Contribute to joined-up planning and development**
 - **Facilitate enhanced data and information**
 - **Provide additional critical mass for funding of strategic projects**



Conclusions

- **New planning scenario**
 - **Rapidly growing population**
 - **Long-term stable economic conditions**
 - **Dividends of peace process**
 - **Investment in productive and development potential**

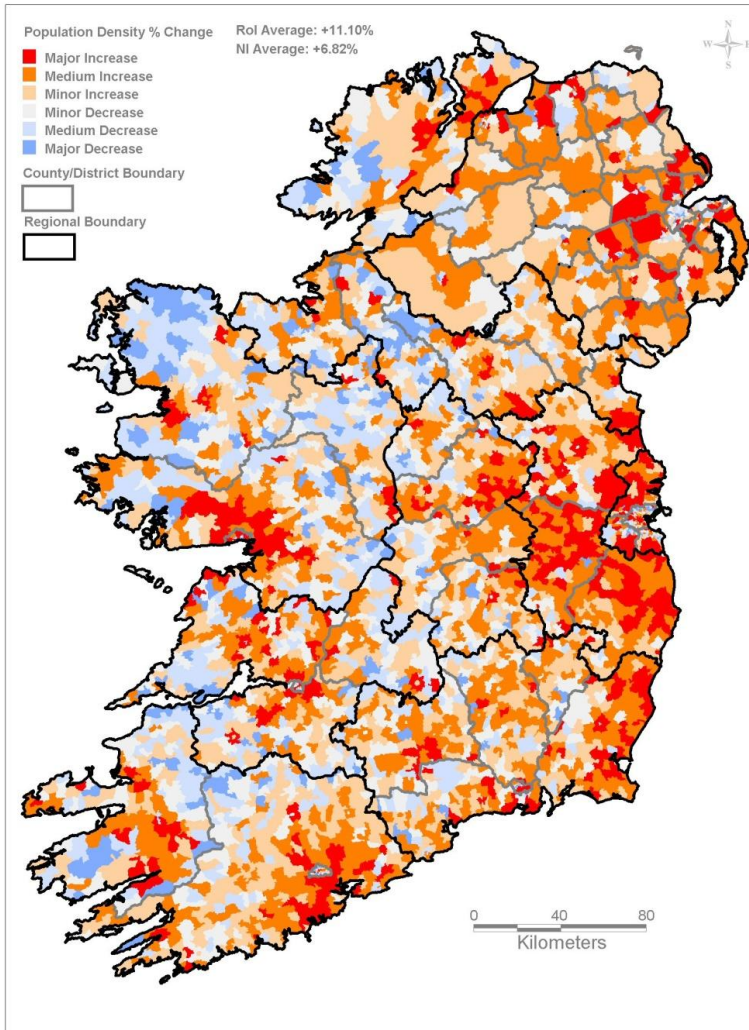


Conclusions

- **High level framework for collaborative spatial planning**
 - **Inform future investment programmes**
 - **Maximise synergies within & between investment programmes**
 - **Underpin balanced regional competitiveness**
 - **Reposition and re-image the island as a globally innovative and competitive location**
 - **Feed into funding programmes**



Population Density_9101_Change



ICLRD Current Research

- Evidence-Informed Planning
- Newry Dundalk Sub Region
- Small Connected Towns in Cross Border Areas
- Sustainability Study



THE ATLAS OF THE ISLAND OF IRELAND

Mapping Social and Economic Change



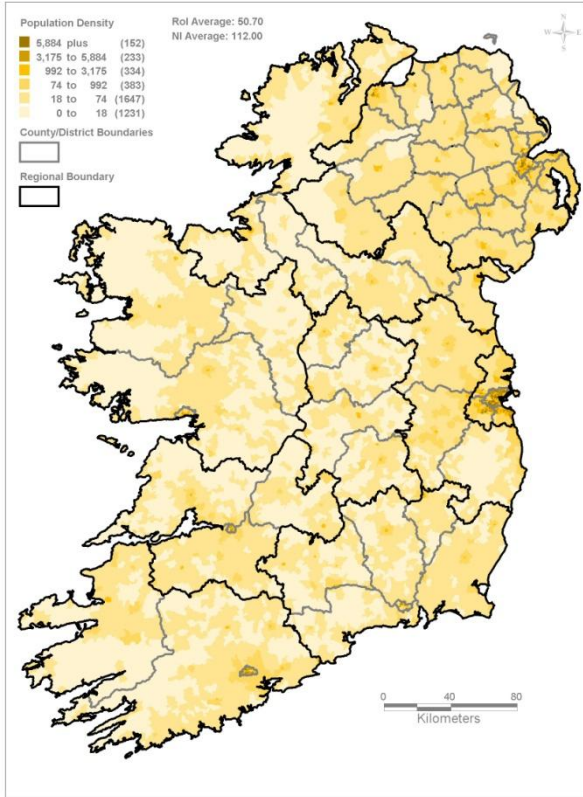
JUSTIN GLEESON, ROB KITCHIN, BRENDAN BARTLEY, JOHN DRISCOLL, RONAN FOLEY,
STEWART FOTHERINGHAM AND CHRIS LLOYD



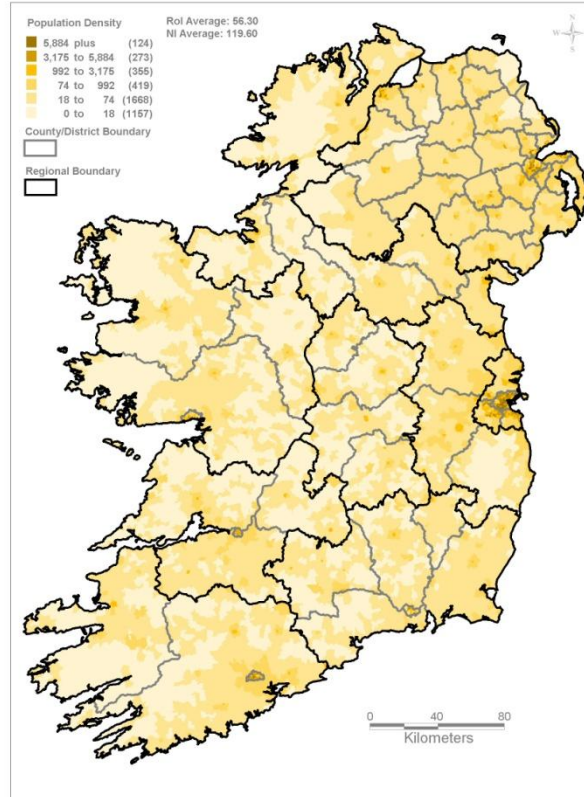
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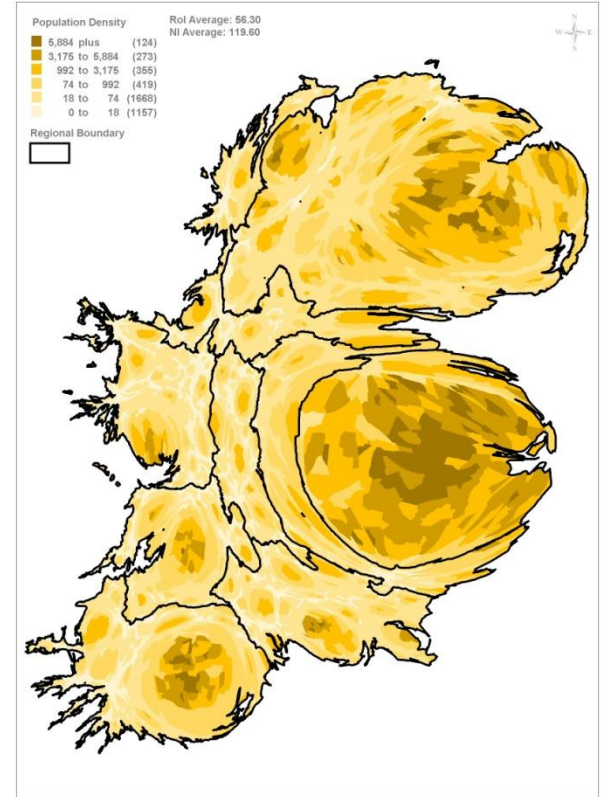
Population Density_1991



Population Density_2001

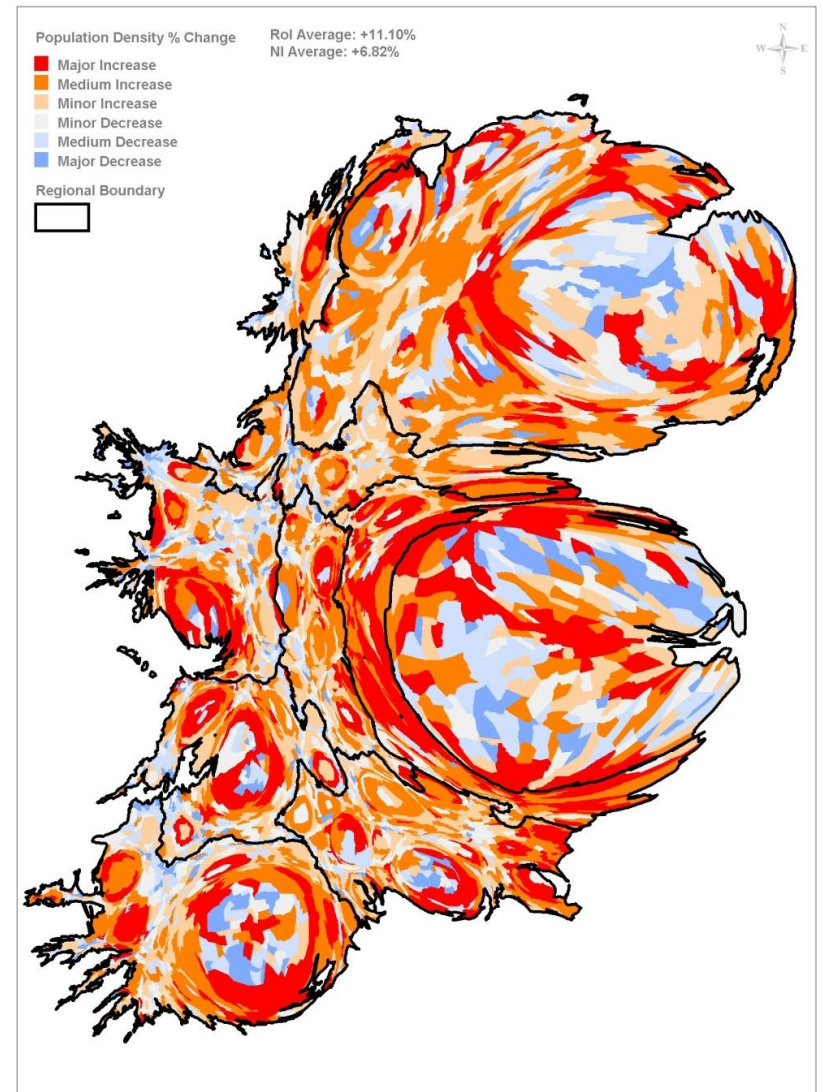
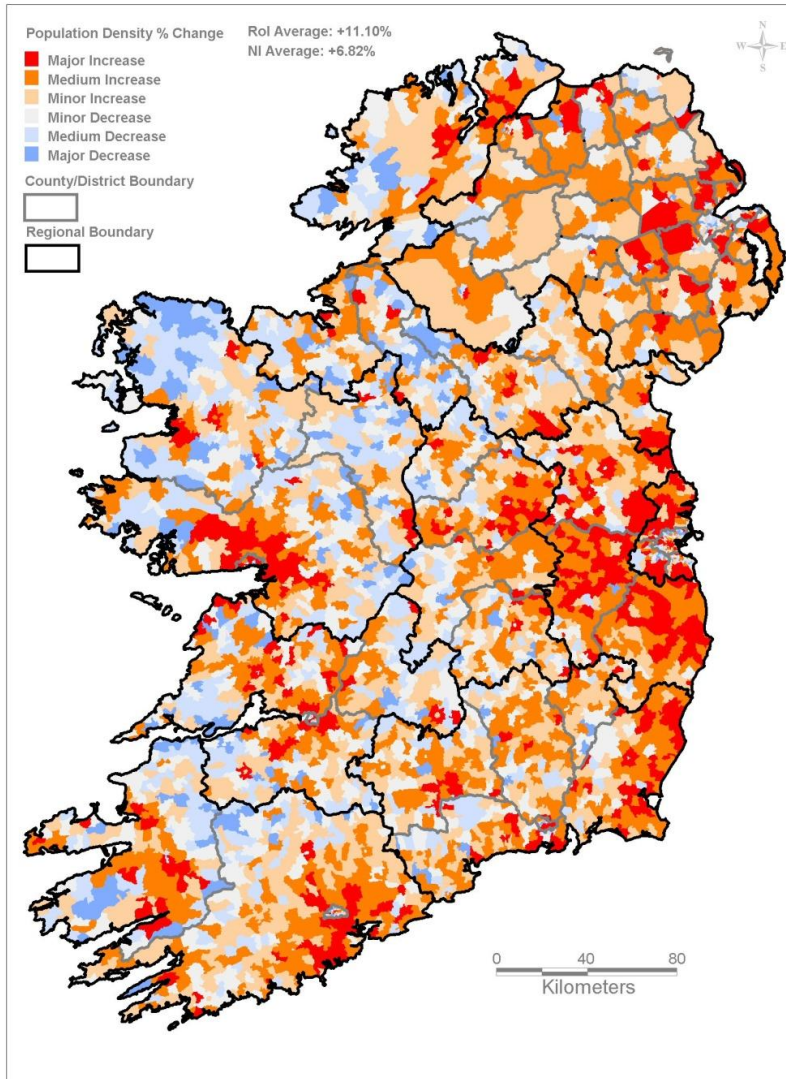


Population Density_2001Cartogram



Population Density_9101_Change

Population Density_Change_Cartogram

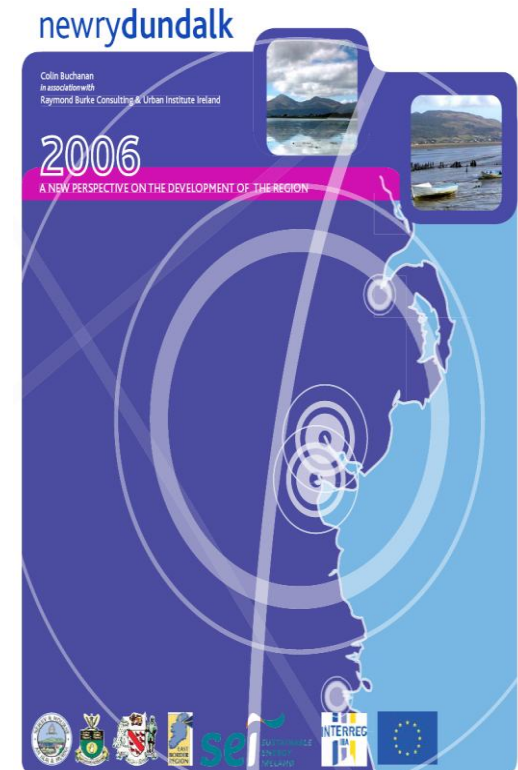


Collaboration at the Sub-Regional Level

ICLRD Research for the Newry Dundalk Twin City Region

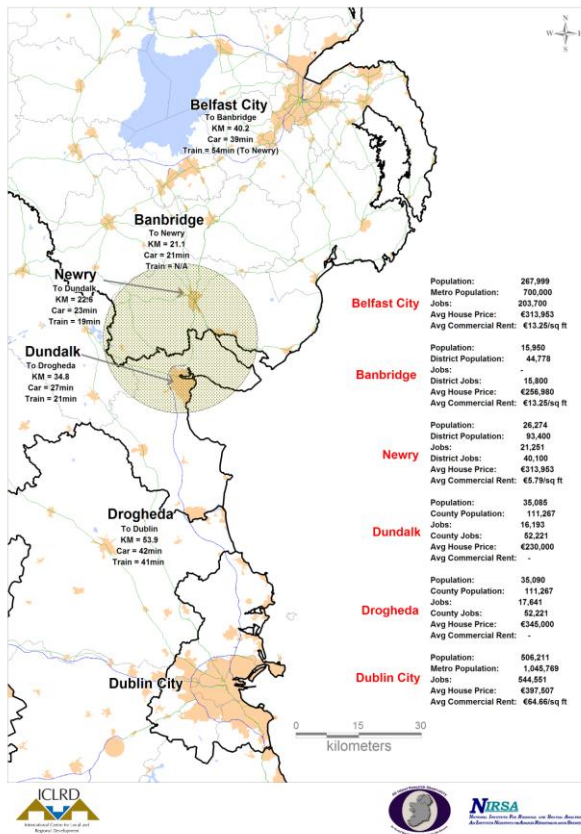
ICLRD research acting as a catalyst

- Building on the Twin-City concept
- Shaping, promoting, developing the Twin-City
- Focusing on practical benefits of cooperation
- Developing mutually supportive complementarities
- Moving beyond concept to implementation



**Source: Colin Buchanan
Report**



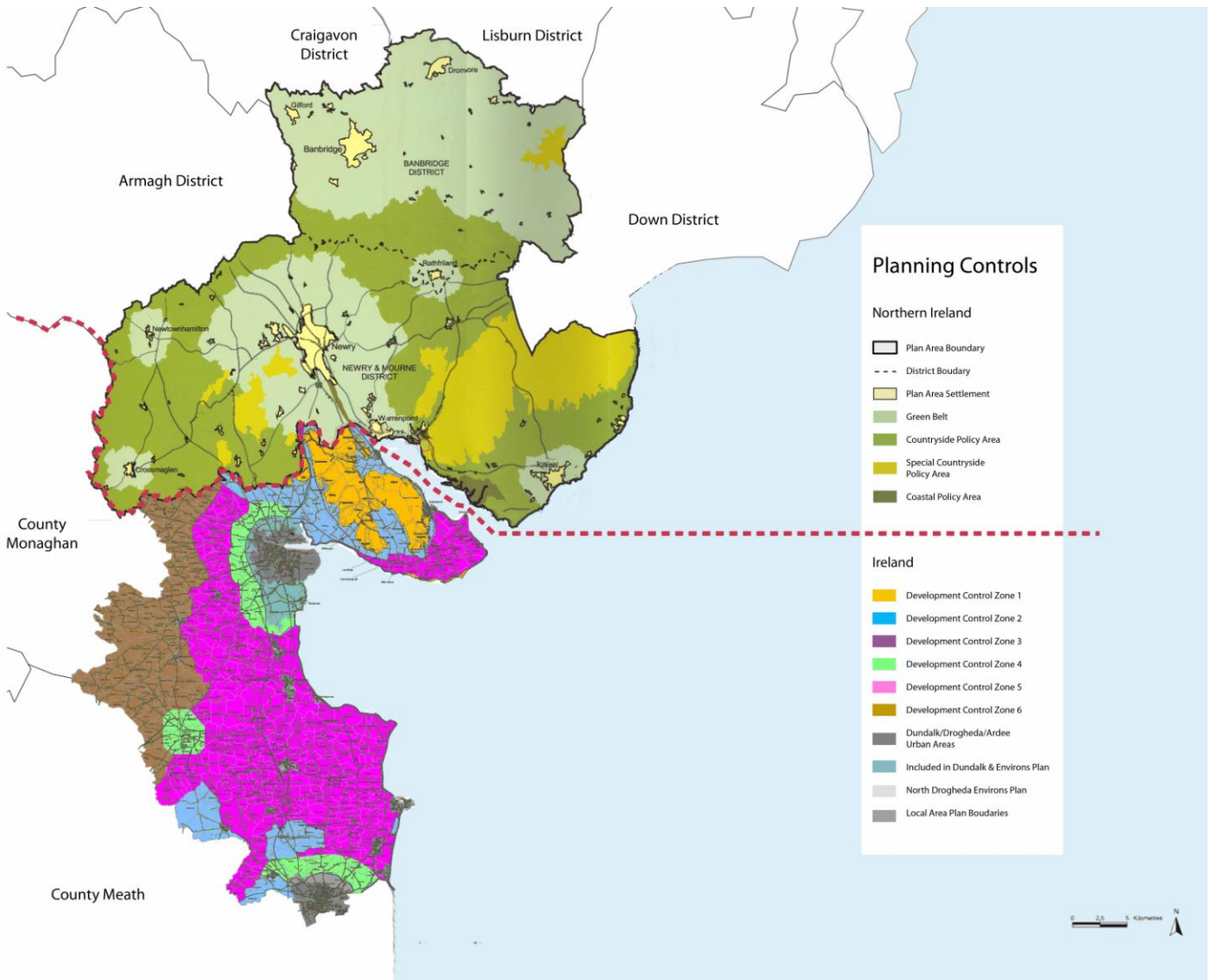


Dublin-Belfast road -- 14 million cars cross annually at the border.

At least 18,000 people cross the border every day to work, and 1.7 million people cross it annually by bus and train for shopping and other short-term trips.

Located at the centre of the Dublin/Belfast corridor, Newry (pop 28,000) and Dundalk (pop 35,000) are the key drivers for a cross-border sub-region with an estimated 170,000 residents. The position of the sub-region on the M1/A1 motorway, rail links and easy access to international airports and ports provide good mobility and connectivity.





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Cooperation Themes

Six major themes capture the potential benefits of voluntary cooperation for the Newry-Dundalk Twin-City region:

- **Economic competitiveness;**
- **Sustainable development;**
- **Preservation of the natural and cultural heritage;**
- **Improved community cohesion;**
- **Increased efficiency resulting from the coordination of infrastructure investment; and**
- **Up-skilling for an economically productive workforce**



Potential Projects

- **Geo-tourism and the management of a shared landscape and natural heritage** to safeguard the geological assets and natural resources of the Mourne, Cooley, Slieve Gullion, and Carlingford Lough, and develop the tourism potential of the sub-region.
- **A Dundalk/Newry Centre of Excellence to create a sustainable energy community** linked to the work of Sustainable Energy Ireland (SEI) and EU Concerto funding which is positioning Dundalk 2020 as an exemplar for the island as a whole.
- **A Newry-Dundalk as a location for cross-border international services** to create additional tertiary employment.
- **A coordinated regeneration strategy** for older areas in Newry and Dundalk, to promote the distinctiveness of the two cities, further the complementarities of their respective urban functions and improve their liveability.
- **Cross-Cutting Projects - Regional Infrastructure and Work Force Education**



Elements of Promoting Cooperation

- A **non-statutory** approach to an **integrated spatial planning and development** framework focused on the **mutual benefits** resulting from enhanced cooperation between Newry and Dundalk;
- **Actions to facilitate** promotion, tourism, skills training, education, innovation, business development and the knowledge economy;
- **Joint analysis and action** by stakeholders in areas such as sustainable development, environmental management, cultural heritage, trade and investment and regeneration; and
- **Spatial planning data** and research relating to the key drivers influencing development patterns and trends.
- **Harmonisation** of legal and institutional frameworks



Newry-Dundalk Twin City Region

- Growing regional self awareness, appreciation of shared strengths
- Building upon complementarities, joint pursuit on collaborative projects
- Delivering real and effective regional collaboration
- Moving towards a collaborative, non-statutory sub-regional framework
- Promoting a higher quality, value added and knowledge based economy
- Fostering a dynamic and innovative sub-region



Third Annual Conference Reflections

ICLRD Third Annual Conference, Armagh City Hotel, 17 January 2008

- Watershed ICLRD 2004 major conference,
- 2006 ITI report on *Spatial Strategies on the Island of Ireland: Development of a Framework for Collaborative Action*
- Maintenance of the status quo in spatial planning policies that pay scant attention to each other is no longer acceptable
- Increasing awareness of the need for both complementary collaboration and competitive collaboration
- Need for accurate and robust information as a strong evidence base for effective decision-making



International Centre for Local and Regional Development
in collaboration with InterTradeIreland

Third Annual Conference

FOSTERING CO-OPERATION FOR LOCAL AND REGIONAL DEVELOPMENT THROUGH CROSS-BORDER SPATIAL PLANNING

OPENING SPEAKERS

John Gormley TD
Minister for the Environment, Heritage and Local Government, Dublin
Conor Murphy MP MLA
Minister for Regional Development, Belfast
with the launch by Tommas Gormann (ITI) of *The Atlas of the Island of Ireland*



ICLRD Third Annual Conference, Armagh City Hotel, 17 January 2008



- “Joined-up thinking on roads, on shared municipal services, on environmental challenges, on infrastructure and complementary areas, make absolute sense for all of us.”

-Batt O’Keeffe TD, Minister for Housing, Urban Renewal and Developing Areas (ICLRD Conference--January 2008)

- “There are considerable growth challenges north and south but there are many similarities in the trends that we measure. Solutions will require very positive attitudes, long term planning and coordinated actions if we are to achieve long term economic success coupled with high quality of life.”

-Conor Murphy MP MLA, Minister for Regional Development (ICLRD Conference--January 2008)



ICLRD Third Annual Conference, Armagh City Hotel, 17 January 2008

The key areas for all-island cooperation are:

- **Infrastructure provision;**
- **Spatial planning**
- **Trade, tourism and investment**
- **Human capital**
- **Enterprise promotion**
- **Provision of public services (health, education)**
- **Environment**
- **Agriculture and fisheries**
- **Culture, heritage and sport**
- **Social inclusion.**



- Cooperation in Spatial Planning and Cross-Border Development is increasing at difference scales
- Both Governments recognises that actions taken on one side of the border will generate spill-over effects on the other.



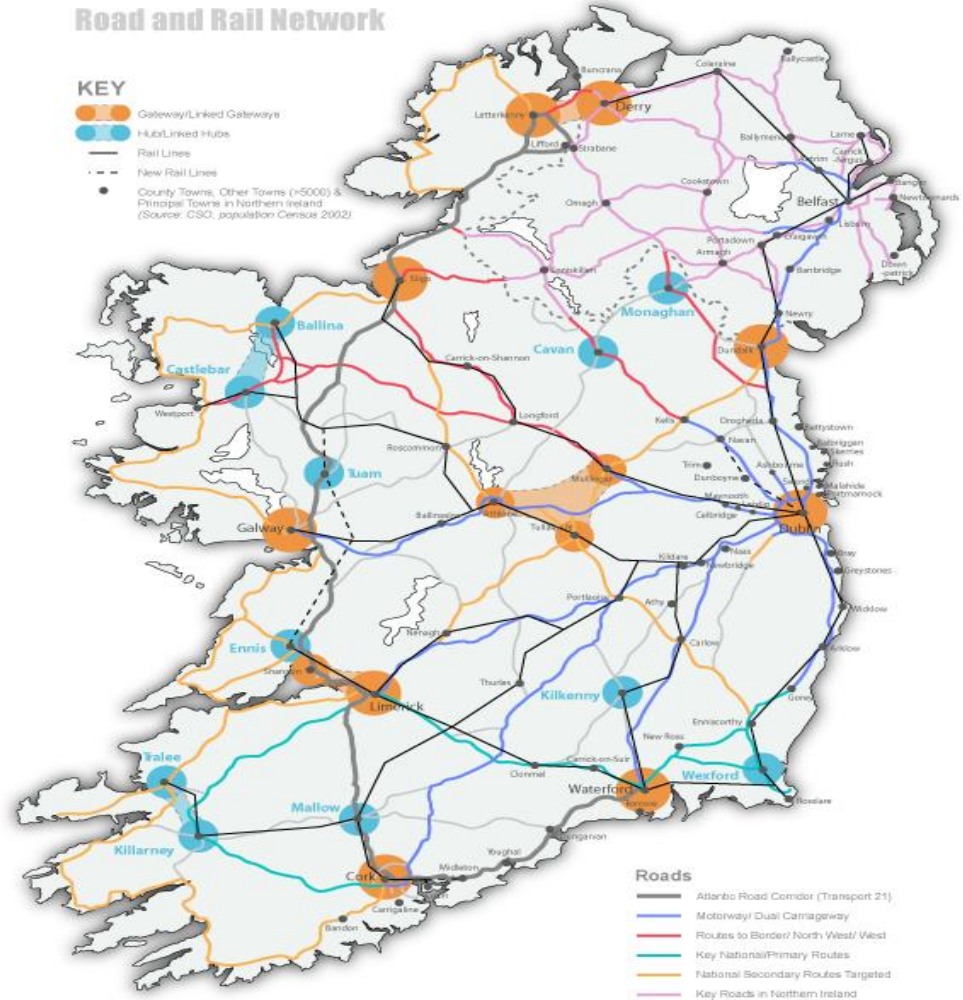
FIGURE 3- Infrastructure Plans: Current, Committed & Indicative Roads to 2014

NDP 2007 – 2013...

The new National Development Plan (RoI) Collaboration links spatial planning & infrastructure

Investing in key cross border projects (Chapter 5)

- Strengthening economic competitiveness
- Balanced regional development
- Joint implementation
- Value for money
- Economies of scale



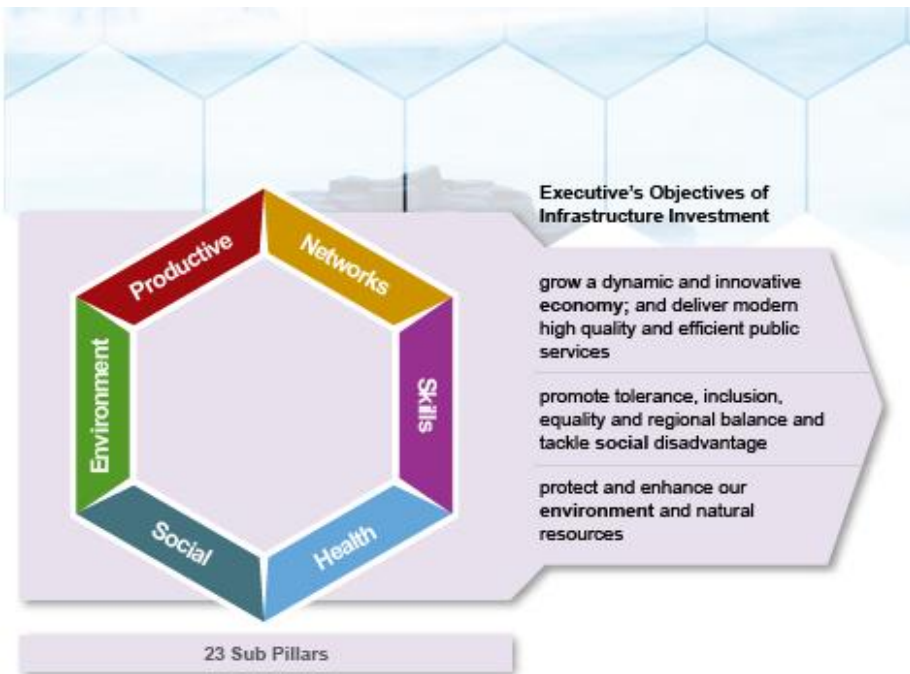


Fig. 2: Investment Framework

Investment Strategy for Northern Ireland 2008-2018



Building a better future

The new Investment Strategy for Northern Ireland also links spatial planning & infrastructure and cross-border development

The benefits of an Investment Strategy

- The publication of a longer term direction and commitment assists the public sector and other stakeholders to plan the effective delivery of major projects, some of which take many years from drawing board to site works and completion.
- Taking a holistic view of Infrastructure needs enables more joined-up thinking in the planning and delivery of projects – helping to avoid duplication, secure efficiencies, and improve value for money.
- A 10 year planning horizon also provides our suppliers with more visibility of projects in the pipeline. This can stimulate market interest – improving competition and providing better value for money.
- A focus on the whole procurement lifecycle monitoring of projects and programmes in the Investment Strategy allows the Executive to clearly track progress against targets and accelerate delivery of much needed Infrastructure to improve people's lives.

Benefits of North/South co-operation

Co-operation in developing infrastructure, where appropriate, will help ensure more efficient planning and joined-up delivery of key projects, resulting in better value for money, economies of scale in public investment and better deals from financial markets.

Co-operation in border regions

In seeking to prioritise more balanced regional development, a particular focus will be on cross-border links and developing infrastructure in the border areas. Developing and upgrading transport links along the Dublin-Belfast corridor will ensure that this corridor forms a major axis for economic development on the island.

In the North West and Donegal, we will tackle regional disparities by further improving road links; enhancing the capacity and resilience of energy support networks; strengthening telecoms infrastructure; and developing the City of Derry airport.

EU funding for cross border co-operation over the period 2007-2013 will enhance the development projects in the border counties. Funding will be available from the British and Irish governments to support this co-operation. The International Fund for Ireland will also continue to promote economic and social development in the border region.

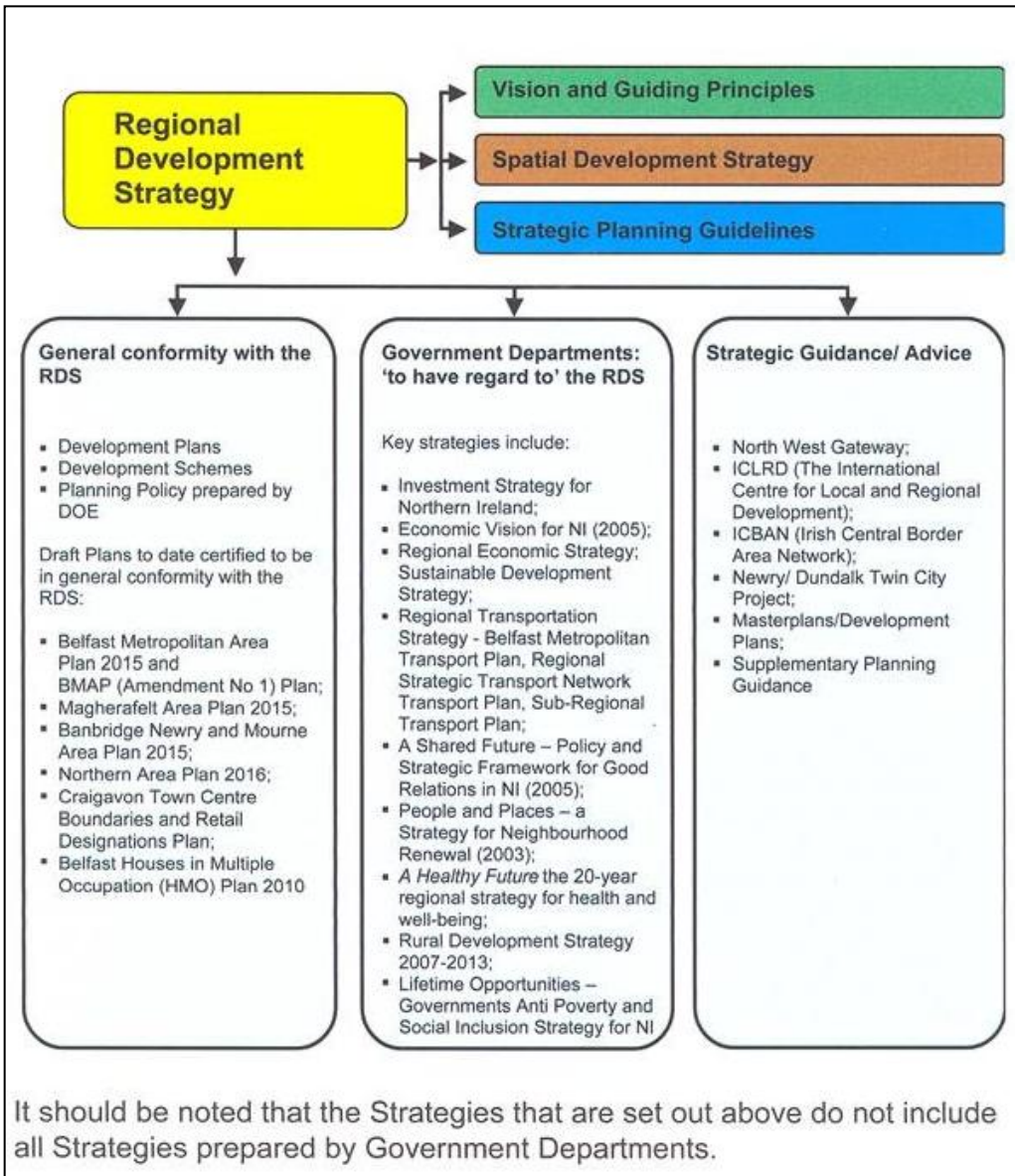
The pillars of the strategy

Approaching £20bn will be invested in the next 10 years to deliver essential infrastructure – around £6bn of this in the next three years. This money comes mainly from NI Executive funds, supplemented by receipts from the planned disposal of surplus government assets, and complementary investment from third party sources. >>



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Status of the Regional Development Strategy for Northern Ireland - 2025

Relationship with the Development Strategy

Source:
Department for Regional Development

Shaping Our Future:

Adjustments to the Regional Development Strategy (RDS) - 2025



Source:

Department for Regional
Development

Shaping Our Future:
*Adjustments to the
Regional Development
Strategy (RDS) - 2025*



Developing a Regional Transportation System

The National Cycle Network in the North and the border counties



Diagram 17: RDS and NSS Spatial Frameworks



Source: Department for Regional Development

Shaping Our Future:

Adjustments to the Regional Development Strategy (RDS) - 2025

Strengthening Regional Cohesion in a Global Context



Thank you!

This presentation draws upon the work of ICLRD Colleagues from:

- The School of the Built Environment at University of Ulster
- National Institute for Regional and Spatial Analysis at NUIM Maynooth
- The Institute for International Urban Development, Cambridge Massachusetts
- The Centre for Cross- Border Studies

