STRICTLY PRIVATE AND CONFIDENTIAL

An Environmental Development Strategy

for

Drumcondra and Districts

1993-2001

Final Report

Prepared for

Drumcondra & Associated Districts Environmental Protection & Development Group.

by

O'Neill & Associates

Town Planning & Research Consultants

Harbour Rd., Howth, Co. Dublin.

Tel. 391896

December 1993

• Foreword

"This City now doth, like a garment, wear
The beauty of the morning; silent, bare,
Ships, towers, domes, theatres and temples lie
Open unto the fields, and to the sky;
All bright and glittering in the smokeless air".

The foregoing extract from William Wordsworth's poem "Upon Westminster Bridge" indicates what the poet saw from the bridge of the great city of London on 3rd September, 1802. Perhaps even more could have been said about Dublin had some such poet as James Clarence Mangan been viewing our City from Carlisle Bridge at that time.

But what a sea of change has occurred over the intervening years.

While there is no doubt that in certain respects urban life has improved immensely in many ways, there has also been a persistent and widespread deterioration. With the steady increase in the population of Dublin in the 20th century and the corresponding increase in the provision of domestic accommodation, the disadvantages or urban living began to outweigh the advantages.

Increased density of building has gobbled up the open spaces and placed inter alia an inordinate burden on the provision of water supplies and sewage services. The popularisation of the private motor-car as a means of transport and commuting has created a chronic traffic problem. Too many people living in too little space, and too many roads over-run by both commercial and private vehicles have given rise to many acute and serious problems.

In an effort to stem this tide the people of Drumcondra and surrounding districts came together about three years ago to attempt to have an environmental plan drawn up from the area which would at least modify the detrimental pressures to which they were subjected.

Having already ascertained that the Corporation were unable to commit responses for this purpose owing to their involvement with the inner city, representatives from most of the Residents Associations decided to attempt this project themselves and from their own resources. The Drumcondra and Associated Districts Environmental Protection and Developmental Group came into being.

Composed initially of fourteen Residents' Associations, but subsequently reduced to seven. The remaining Associations pressed forward with the project

and engaged the services of O'Neill & Associates, Consultant Town Planners, to assist them in the completion of their endeavours.

The present environmental plan, which provides a blueprint for developments in the area over the next decade, is the final outcome of their work. It is offered to the Corporation with a view to its being incorporated in the current development plan for the City of Dublin.

The co-operation and support of the Residents' Associations involved must be acknowledged and the persistence and hard work of their representatives at the numerous meetings which ensued must receive recognition and the appreciation of all of the residents of the area.

I am deeply thankful for the assistance and tolerance which they accorded me during my term of office as Chairman of the Group and it is my earnest hope that their labours will receive their just reward in the improvement in the environment which must follow the implementations of the recommendations contained in the plan.

L. Keenan,

Chairman.

December 1993.

• Acknowledgements.

The following residents' associations sent representatives to meetings, to the workshop and made financial contributions towards the cost of the project:-

- **All Hallows Residents' Association**
- **Courtlands Residents' Association**
- **Drumcondra Residents' Association**
- **Gealtacht Park Residents' Association**
- **Gracepark Heights and Meadows Residents' Association**
- **Griffith Avenue West Residents' Association**
- **Iona District Residents' Association**

The following residents' associations attended some meetings or expressed an interest in the project:-

- Albert College Residents' Association
- Beaumont Residents' Association
- Charlemont Residents' Association
- Collins Avenue Residents' Association
- Clonliffe Road Residents' Association
- Griffith Court Residents' Association
- Marino Residents' Association

The following contributed towards the cost of the project:-

- Messrs Kirwan Funeral Directors and Florists, Fairview
- Bank of Ireland, Drumcondra Road Branch
- Bank of Ireland, Fairview Branch
- Bank of Ireland, Glasnevin Branch
- Bank of Ireland, Whitehall Branch
- Allied Irish Banks, Drumcondra Road Lower Branch
- We would also like to acknowledge the assistance of Smurfit Print in making copies of this report.

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FOX'S

• Introduction.

This report is the result of a broad community based project which involved residential, business and recreational groups drawn from Drumcondra and its surrounding area. It attempts to articulate for all the groups involved proposals and development strategies which are in accordance with the **"Vision"** that the local community have for their area for the next ten years.

Having approached **O'Neill & Associates, Town Planning Research & Information Consultants**, to advise them on the best way to influence the future development of the Drumcondra area, it was agreed that any contribution "Drumcondra & Associated Districts Environmental Protection & Development Group" would make to the Dublin City Development Plan would best be achieved within the strategic planning framework. An integrated and comprehensive approach to development was also envisaged which would involve establishing a role and context for the Drumcondra area within the city area, and the city centre. The strategy was to be focused on social, economic and environmental issues and how these relate to land use planning.

It was agreed by the group that any proposals emanating from the study would be practical, and therefore action and implementation oriented. In this regard it was obvious that one must examine the social, economic, cultural and environmental issues that relate to the Drumcondra area in order to establish a proper context for local planning.

For these reasons it was necessary to take a more comprehensive approach within a longer term horizon than that envisaged by the current City Development Plan process, i.e. broad land use zoning objectives within a five to ten year time period. Land use zoning, whether for open spaces or major road and tunnel construction, must be only considered as an outcome of any development strategy and should be used in conjunction with the other needs of the community.

It is clear that the potential for development, conservation, traffic calming and indeed general planning control should be based on an internal and external assessment of the area. In order to achieve a consensus on the type and quality of development which is envisaged and acceptable to the community, a participative process which involved representatives of all the groups from within the area, - i.e. residents, commercial and recreational, - came together for a strategic planning workshop.

The strategic planning process used within this document can be divided into seven stages of which the community residents' groups were active in a number. The following is a summary of the main stages of the process:-

1. Goal setting and defining crucial factors for the future of the area. (This stage involved representatives of all groups in a full day workshop with the consultancy team).

2. The examination of local demographic, socio-economic and environmental issues.

3. The examination of existing housing, commercial and industrial development, retail, community and educational development proposals.

4. Identification, examination and assessment of transportation and other environmental matters of relevance to the entire area.

5. Devise policy guidelines and recommendations in regard to Nos. 2, 3 and 4 above in the light of No. 1.

6. Agree the strategy and the objectives with the Drumcondra & Districts residential groups.

7. Agree the final strategic plan and written statement with the Drumcondra & Districts group after its presentation and exhibition.[1]

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1 *All tables and statistics for employment, traffic, housing, etc. are supplied in Annex I - IV. A full list of all participants, including the outcome of the Strategic Planning Workshops and other meetings held by the residents' groups are given in full in Annex V.* Dolling

• The Overall Strategy

1.1. The Vision.

The general strategy as proposed is encapsulated in the following overall goal or mission statement. To differentiate it from more specific goals we have termed this statement a "Vision" statement, which should be looked at as a ten year future plan for the development of the Drumcondra district.

1.2. Vision statement.

To develop the Drumcondra area in a way that maximises its residential, commercial and educational character by protecting the area from the effects of traffic movement and by protecting and improving the natural, manmade and cultural environment in a sensitive and caring way.

Four clear themes emerged from the Strategic Planning Workshops and from our own research which helped to clarify our understanding of the overall vision statement. In order to aspire to this vision it was necessary to define four independent goals, all of equal importance. This helped to clarify the overall vision and relate it more directly to the critical issues identified by the Drumcondra & Districts Association at the workshop. It was also an aid to formulating more specific objectives and policies to achieve the objectives so stated. These broad goals are listed below.

1.3. This fourfold vision is based on achieving the following goals:

- **A high quality environment**
- **Maintaining neighbourhoods and residential communities**
- **Maximising sustainable employment and job creation**
- **Achieving an environmentally compatible transport infrastructure, public transport system and traffic management strategy.**

Once the vision and goals were articulated for the community, the next step was to draw up more specific objectives to address the overall aims. Based on the fourfold vision mentioned above the following list of objectives was drawn up which were best felt to meet each of the four goal statements. These objectives are listed in the next section, and all policies, recommendations, and action programme will be based on these objectives.

• Goals and Objectives

2.1. Goal. A High Quality Environment

Objectives

- Promote attractive, well designed shopping areas at Drumcondra, Glasnevin, Collins Avenue, Swords Road and Philipsburgh Avenue.
- Ensure that a hierarchy of public open spaces is available throughout the area and that these are maintained to a high standard.
- Protect existing amenity areas, both public and private, from further housing developments.
- Promote the enhancement and conservation of the physical and natural environment including the increase of public open space in residential and commercial areas.
- Protect the natural environment from unsympathetic development and misuse.

2.2. Goal. A Quality Transportation System.

Objectives.

- Encourage the provision of an environmentally compatible transport infrastructural system, public transport system and traffic management strategy.
- Promote the implementation of the Ove Arup report for the construction of the Port Access and Eastern Relief Route which also includes measures for traffic calming and a quality public transport system.
- Ensure the reduction in the volume of traffic movement through residential areas.
- Ensure the ease of movement along the main radial routes in/out of the city centre by the strict enforcement of traffic legislation.
- Improve pedestrian and cycling facilities throughout the area.
- Minimise traffic hazard, and maximise road safety throughout the area.

2.3. Goal: Sustainable Employment and job creation.

Objectives

- Ensure that all commercial activity is sustainable, and that all industries are non polluting.
- Involve Government bodies in the promotion of local employment and job creation through local enterprise schemes.

- Enhance and encourage the development of Drumcondra & Districts for specialist tourist, educational, and business activities.
- Provide the proper environment for the development of low rise, low density office and other service industries throughout the area.

2.4. Goal: Maintaining Neighbourhoods and residential communities.

Objectives.

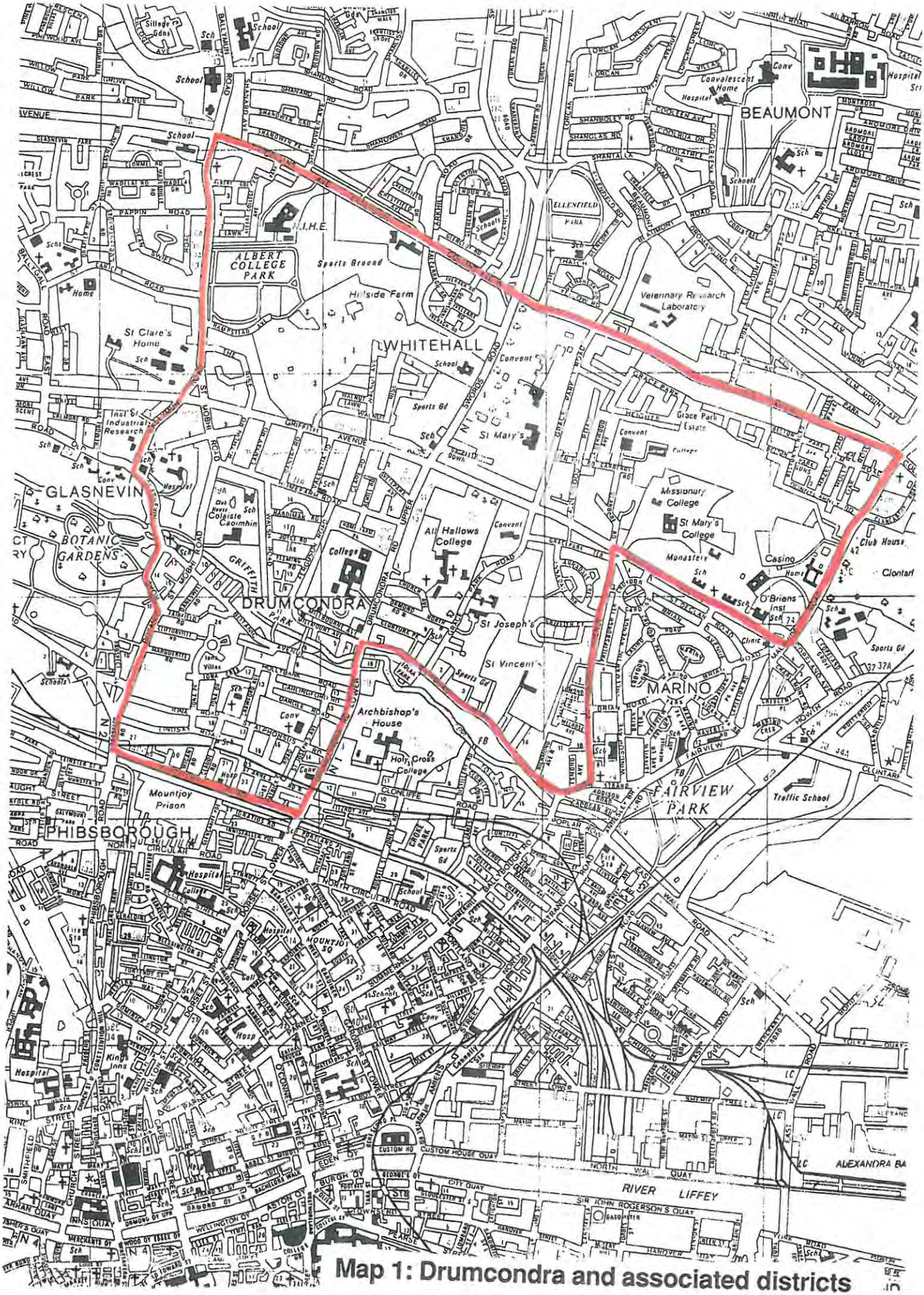
- Ensure the maintenance, enhancement and protection of residential environments and encourage environmental improvement throughout the area.
- Protect the existing stock of good quality houses from incompatible changes of use.
- Provide affordable, good quality starter homes for young people living in the area.
- Improve accessibility to shopping, recreation and other community services.
- Ensure an adequate supply of good quality accommodation for the older residents of the area.
- Create a community management system to monitor improvements in the area.
- Promote a sense of awareness and pride among the residents of the entire neighbourhood.
- Minimise the amount of old houses that are being converted to flats and apartments.

2.5. Interrelationship between goals.

In any decision making process there will always be best ways of achieving objectives. Where there are a large number of objectives, some obviously conflicting, a decision has to be made on what objectives are the more important. It was decided for the purposes of this study that where conflict occurred between either policy issues or land use requirements, each objective would be reassessed against the overall goals. Obvious conflict at present occurs between the following policy area:-

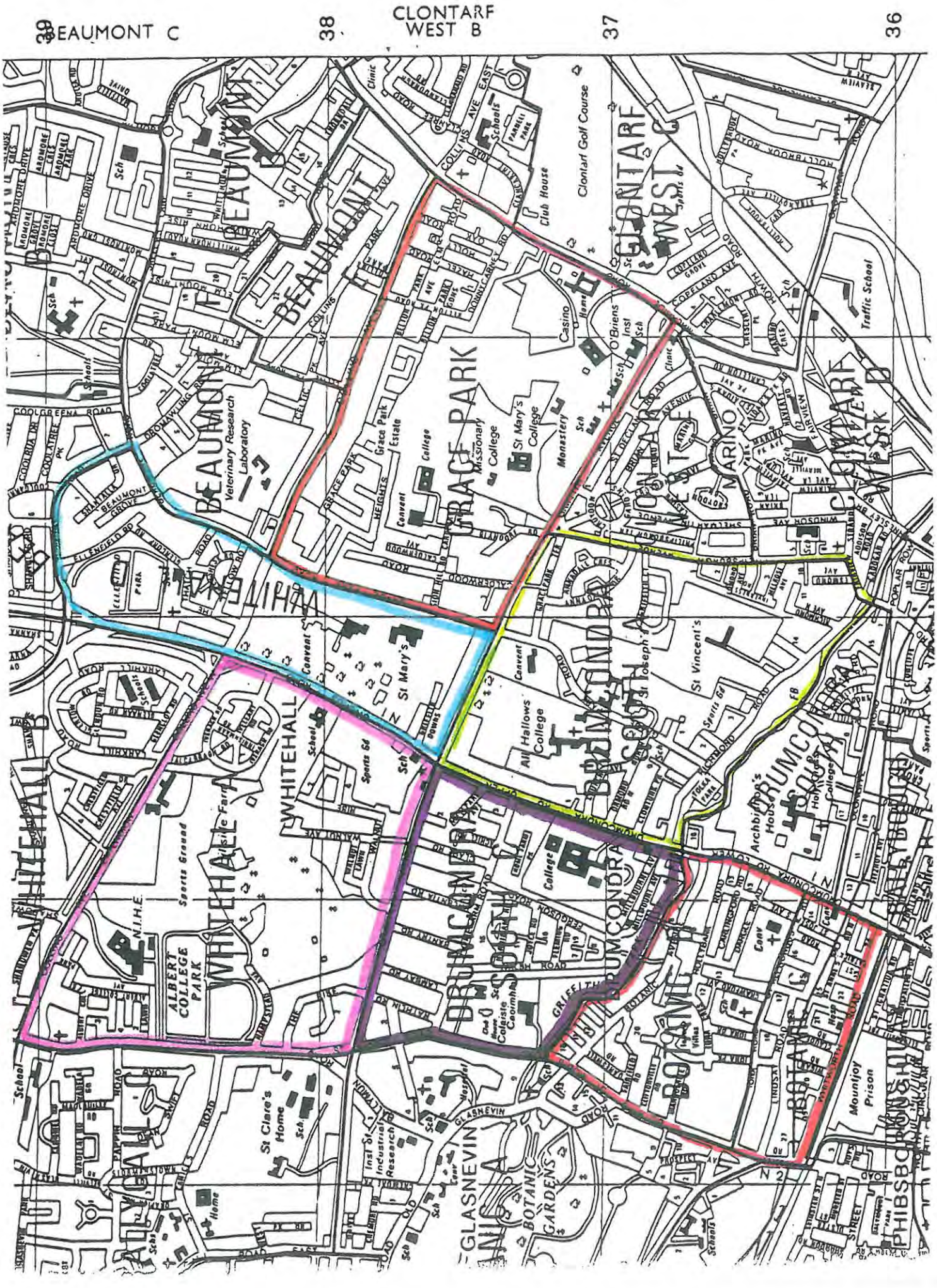
- **Environment and Housing**
- **Land-use and the Environment**
- **Economic Development and the Environment**
- **New developments and the Environment**
- **Employment and Housing**

In cases like the above the consulting team set out to devise creative solutions, where possible, to overcome the conflict. In many cases, however, it is not possible to determine the impact of a proposed development until an application for planning permission is made to the relevant authority. In situations where the conflict could not be easily overcome, the overall vision for the Drumcondra district, and in particular the protection of the environment and ensuring sustainable development, was the determining factor i.e. protection of the natural irreplaceable resources were tantamount in the decision process.



Map 1: Drumcondra and associated districts

Map 2: Electoral Ward Boundary Map



• Background Research

3.1. Introduction:

This chapter provides background information on the general Drumcondra area to help us develop an image of its social, economic and environmental make up (see Map 1). The chapter contains a number of sections, each of which concentrates on a specific aspect of the area. The characteristics which are examined are population, housing, employment, community facilities and services, transportation, land use, the visual quality of the built environment, heritage and conservation, and finally air quality.

3.2. Living in Drumcondra & Districts

3.2.1. Population figures for the Study Area:

The smallest area for which population figures are available is the electoral area or ward (see Map 2). The actual study area is not fully co-terminus with ward boundaries. The western end of the area must be enlarged slightly to include the ward Botanic A in its entirety. Thus the area around Eolas which is strictly speaking outside the study area, is included in this section.

According to the 1991 Census, the population of the Drumcondra area is 24,537, an increase of 3.2% since 1986. The area covers approximately 4.6 square kilometres, giving a density of roughly 5,334 persons per square kilometre. The following table gives information on the population sizes of the wards which comprise Drumcondra:-

Table 3.1 - Population of Drumcondra by Ward:

Ward	1986	1991	% Change
Botanic A	2,835	2,913	2.8
Botanic B	3,044	2,997	-1.5
Botanic C	2,147	2,086	-2.8
Drum. South A	3,563	3,627	1.8
Drum. South C	3,865	3,675	-4.9
Grace Park	4,906	6,040	23.1
Whitehall A	3,420	3,199	-6.5
Totals	23,780	24,537	3.2

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Source: Census of Population 1986 - 1991.

This increase in population of 3.2 per cent compares with a 4.9 per cent fall in population in Dublin city over the same period (from 502,749 in 1986 to 478,389 in 1991). Most of the increase can be attributed to the new housing developments in Grace Park (between Collins Avenue and Griffith Avenue, east of the Swords Road).

The ward with the highest population density is Botanic C (between Iona Road and Whitworth Road). Densities are also high in the wards immediately north of Iona Road (Botanic B and Drumcondra South C). The most sparsely populated ward is Whitehall A, where a lot of undeveloped private land may be found.

3.2.2. Characteristics of the Population:

Information gathered from the Census (1971 and 1981) classifies the city into distinct area types. This enables us to generalise about the area. Using four variables from the Census - demography, housing, employment and household/overcrowding - the city was divided into six social areas. These were:- inner-city areas; twilight areas; flatland; old middle-class suburbs; local authority suburbs; and newer owner-occupied suburbs.

Of the seven wards in the Drumcondra area, four, i.e. Botanic A, Botanic B, Botanic C, and Drumcondra South A, fall into the flatland social area.

These wards constitute most of the southern half of the study area. Furthermore, each fall within the "emerging flatland" social sub-area.[2]

Much of this population was transient, with little attachment to the area. The existence of flatland can be explained by the significant amount of large old houses ideal for subdivision, and the locations of third level educational institutions, hospitals, and Government offices.

Two wards of the study area are in the twilight social area. These are Drumcondra South C (which is in the social sub-area "transitional to flats") and Grace Park (which is a "newer area" social sub-area). These are the north-eastern and central parts of the study area.

The twilight area is distinguished by: high incidence of widowed females; high incidence of housing built between 1900 and 1940; high incidence of females over 65; and housing units in 3 - 5 room size. While having average incidence on many variables, lower proportions of children, young persons, professionals, large houses or households are in evidence.

It has been argued that areas of this nature have a rich and varied community life on the one hand, or conflict on the other. These trends, however, suggest that these neighbourhoods contain possibilities for general residential upgrading which leads to more settled communities.

Finally, Whitehall A, which forms the north-western section of the study area, is classified as an older middle-class area. Areas of this type have the highest status in the city and are characterised by concentrations of higher professionals, concentrations

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2 *The flatland social area is characterised by:- high incidence of furnished flats; high incidence of housing built between 1860 and 1899; high incidence of persons living in less than two rooms; small households (less than two persons); greater proportion of females; greater proportion of persons aged 15 - 24; below average incidence of large households; few married females; and few young children.*

of professional workers, high incidence of male commercial workers, concentration of school-goers, concentration of people aged 14 - 19 years, large houses, owner-occupiers, below average incidence of skilled workers, low concentration of those in manufacturing and low incidence of people in transportation.

The authors[3] concluded that these areas are being affected by an increase in the development of luxury flats. Pockets of deprivation can occur here at sub-ward level.

Using the Census of 1971 and 1981, Brady and Parker applied the factorial ecology method to Dublin. Over fifty variables were extracted from both Censuses and analysed for each ward in the city. Using a statistical method, small numbers of principal factors were then identified for both analyses.

The conclusions of the studies of both Censuses for the Drumcondra area support each other. Two principal factors are apparent within the area. First, it is a residual community. The most significant variables include a high incidence of housing units built between 1919 and 1940, low concentrations of housing built since 1961, relatively large proportions of elderly males and females and a general absence of people aged below 21.

The second most apparent feature of the area is its high socio- economic status, relative to the rest of the city. Within these high- status areas,there is a lack of manual workers - skilled and unskilled. There appear to be high concentrations of people with a minimum of a secondary education, clerical and professional workers and owner-occupied housing.

In terms of family status, there are some variations between the seven wards of the study area. For instance, Whitehall A and Botanic A contain higher concentrations of married population and by 1981, larger household sizes with higher proportions of people aged below nineteen. The other wards in the area have higher incidences of one and two person households and single males and females. Such areas contain many flatdwellers and older people whose children have matured and left home.

3.3. Housing:

The average number of persons per household is decreasing in Ireland, Dublin and Drumcondra. The average household size is smaller in Drumcondra than in the rest of the city (2.8 versus 3.0). This is likely to increase with High Park Estate and the proposed development south of the convent.

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3 *Brady, J.E. and Parker, A.J. "The Socio-Demographic Spatial Structure of Dublin in 1981". Economic and Social Review, Vol. 17, No. 4*

Table 3.2 - Average Number of Persons per Household:

	1986	1991
Botanic A	3.0	2.8
Botanic B	2.4	2.4
Botanic C	2.2	2.2
Drumcondra South A	2.9	2.8
Drumcondra South C	2.9	2.7
Grace Park	3.3	3.1
Whitehall A	3.4	3.1
Total	2.9	2.8
Dublin city	3.1	3.0
Ireland	3.7	3.4

Source: Census of Population 1986 - 1991.

Within Drumcondra, the area between the Tolka and Whitworth Road (Botanic B and C) has by far the smallest average size, which can be explained by the relatively high concentrations of flat and bedsitter type households. In Grace Park and Whitehall A (Griffith Avenue to Collins Avenue and Swords Road west to the Ballymun Road), household size is larger than the average for the city, at 3.1 in both wards. These areas contain relatively high densities of families in conventional housing.

Within the study area, the wards Botanic B and C (west of Drumcondra Road, between the Tolka and Whitworth Road) contain nearly half of all flats in Drumcondra. Over thirty per cent of all residents in Botanic C live in flats. However, the relative importance of flats as household types is on the decrease in both wards, as well as in the study area as a whole.

Residential Communities

Above: Secure old peoples' homes

Left: Mature residential area (Griffith Avenue)

Below: New suburban houses

Table 3.3 - Population classified by Household Type for the Seven Wards of Drumcondra, 1986 and 1991 (Private Households only):

	1986				1991			
Ward	Households		Persons		Households		Persons	
	No.	%	No.	%	No.	%	No.	%
Botanic A:								
House	685	72.6	2,234	78.8	772	73.5	2,316	79.6
Flat	255	27.0	377	13.3	273	25.0	379	13.0
Botanic B:								
House	832	66.2	2,405	79.0	873	69.5	2,430	81.1
Flat	419	33.4	577	19.0	376	30.0	518	17.3
Botanic C:								
House	483	50.3	1,317	61.3	518	55.5	1,449	69.5
Flat	474	49.4	733	34.1	415	44.4	629	30.1
Drumcondra South A:								
House	975	78.0	2,759	77.5	1,005	76.4	2,846	78.5
Flat	259	20.7	437	12.3	293	22.3	466	12.8
Drumcondra South C:								
House	1,105	84.2	3,198	86.7	1,210	90.3	3,185	86.67
Flat	197	15.0	320	4.5	123	9.2	166	4.5
Grace Park:								
House	1,393	94.0	4,540	95.2	1,839	95.4	5,746	95.2
Flat	81	5.5	204	2.1	80	4.2	124	2.1
Whitehall A:								
House	937	92.4	3,272	95.3	949	93.3	3,048	95.3
Flat	73	7.2	88	2.8	64	6.3	90	2.8

Source: C.S.O. 1986 and 1991.

Information on the average number of persons per room in Dublin indicates relative overcrowding in households. For practically all household sizes, there are on average a greater number of people per room in Dublin city (0.7) than in Drumcondra (0.5).

There is very little variation among the seven wards from the average for the study area, indicating less overcrowding throughout the area compared to the city as a whole.

Average family size is decreasing in the area. In 1986, in Dublin, the average family size was 3.9, compared to 3.6 in Drumcondra.

Between 1986 and 1991, there has been an increase in household formation in the study area. The increase is fairly evenly distributed between households headed by males and females, single and married people.

3.4. Employment:

In a well established residential area such as Drumcondra, it is no surprise to find little evidence of industry. Roughly twenty firms in the area were grant-aided by the IDA in

the year to April 1992, compared with over 1,800 throughout Dublin City and County. Of these twenty or so firms, all but three employed fifty or less people.

The largest number of grant-aided firms were in the metals and engineering sector, but on a relative scale, it appears that the paper and printing sector dominates the industrial base of Drumcondra. Five of the city's 179 grant-aided companies in this sector were located in the area. In addition, the only three firms with workforces greater than fifty were in this sector. The significance of print and packaging in Drumcondra can be explained by the existence of the Smurfit Corporation, with a number of operations on the Botanic Road. There are two grant-aided firms in the non-metallic minerals sector in the area out of a total of 54 in Dublin as a whole.

Table 3.4 - At Work by Industry, 1986:

	Manufact.	Construct.	Elect./ Gas	Commerce	Transport	Public Ad.	Prof.	Other
Drumcondra:								
Male	818	422	85	1,133	726	689	794	429
Female	327	21	53	907	335	689	1,519	482
Total	1,145	443	138	2,040	1,061	1,378	2,313	911
Dublin city:								
Male	21,796	9,829	2,403	20,519	14,453	10,940	11,331	9,006
Female	12,168	544	561	16,470	3,640	7,214	20,599	10,673
	33,964	10,373	2,964	36,989	18,093	18,154	31,930	19,679

Source: C.S.O. 1986.

The industry employing the largest number of Drumcondra residents is the Professional Services sector. Of the 2,313 people from the area who work in this sector, roughly two-thirds are female.

Relative to the total numbers at work, one quarter of workers from Drumcondra are employed in Professional Services, substantially more than the proportion for Dublin. The proportion of the Drumcondra workforce engaged in Public Administration and, to a lesser extent, Transport, is also greater than the proportion for Dublin. Also, the proportion of Drumcondra residents working in the Manufacturing sector is less than that for Dublin.

There are 4,237 persons employed in the area in 1993, and the majority of these were employed in the service sectoe e.g retail, hospitals andhotels and restaurants.

Table 3.5 - At Work by Occupation, (1986):

Occupation	Maker	Unskilled	Transport	Clerical	Commerce	Service	Technical	Other
Male at Work	1,116	136	552	672	730	473	918	492
Male Unemployed	260	58	82	47	97	63	41	58
Female at Work	168	5	105	1,956	357	447	1,164	178
Female Unemployed	40	0	8	127	49	53	29	13
At Work	1,284	141	657	2,628	1,087	920	2,082	670
Unemployed	300	58	90	174	146	116	70	71

Source: C.S.O. 1986.

Relative to the total numbers at work, there is a much higher incidence of clerical and professional/technical workers in Drumcondra. Manual, and to a lesser extent, service workers are underrepresented.

Less than one quarter of Drumcondra's residents are engaged in manual work, close to one half of the unemployed in the area are accounted for by these occupations. Overall, unemployment is significantly lower in Drumcondra than in the rest of the city. This appears to be so because of the large proportion of the workforce engaged in clerical and professional/technical work. Throughout the city, unemployment is more concentrated among manual workers.

3.5. Community Facilities and Services:

Local residents and visitors can avail of a wide variety of social, community and cultural facilities in the Drumcondra area. Schools and colleges are particularly well catered for.

- **Primary, secondary - there are 15 schools catering for 6,500 pupils, two of which are Gaelscoilleanna.**
- **Third level - Dublin City University has 5,371 full time, part time and extra mural students.**
- **Institutional education and teacher training colleges are also available in the area.**
- **The Eastern Health Board has three centres in the area providing a medical and dental service.**
- **There are numerous hospitals in the vicinity of Drumcondra, two of which are the largest and most advanced in the country.**
- **The Drumcondra area is served by several public libraries.**
- **Community Centres at such places as Collins Avenue, Larkhill and Whitehall provide facilities for local gatherings in various forms. Important information services are available here relating to legal, financial and social welfare advice. The Whitehall centre provides a wide range of recreational activities and social services for the elderly.**

- **G.A.A. - four large Dublin club teams play in the area. Just south of the area is Croke Park which is Ireland's principal G.A.A. ground.**
- **Athletics - close to the area is Santry Stadium which is well equipped for all athletic activities.**
- **Soccer - two of Ireland's premier teams play in the area. These are Shelbourne at Tolka Park and Home Farm A.F.C.**

A full list of community services is listed in Annex II.

3.6. Transportation:

3.6.1. Introduction:

Because Drumcondra is located in the north inner city traffic is of major concern. Three main arteries focusing on the city centre transverse the area. These radial routes cause problems which are the result of traffic volumes, safety, air and noise pollution and inadequate public transport. Various schemes have been proposed to try to alleviate these problems, but many to have failed due to the high degree of private car usage.

3.6.2. Roads:

There are over 170 roads in the study area which have a combined length of approximately 53 kms. These roads consume over fifty acres, or roughly five per cent, of the total area.

The main arteries focusing on the city centre are the Ballymun Road, the Swords Road/Drumcondra Road (the N1 to the Airport and Belfast) and the Malahide Road.

3.6.3. Public Transport:

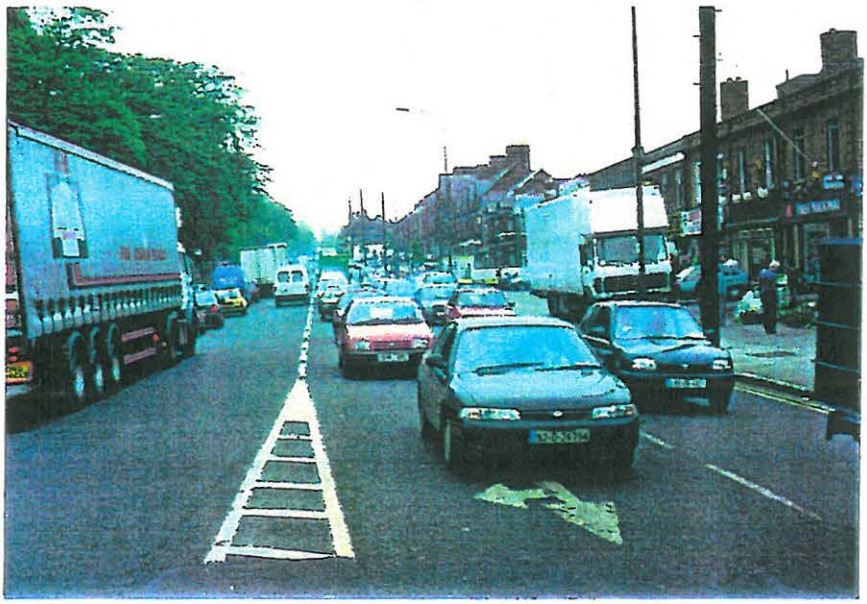
Thirty-six bus routes connect the general Drumcondra area to the centre and other parts of the city. Most of these routes travel along the main arteries mentioned above. Some buses also use Whitworth Road, Home Farm Road and parts of Griffith Avenue, Collins Avenue, Philipsburgh Avenue and Grace Park Road.

There are no rail services connecting the area to the city centre. The nearest DART stations are at Connolly Station and Killester. At the southern perimeter of the area, along the Royal Canal and north of Whitworth Road, run two rail lines. One connects Connolly with Maynooth and Sligo, while the other is the underutilised loop line linking Heuston and Connolly stations.

3.6.4. Transportation Trends:

Vehicle ownership has risen steadily in recent decades. The number of vehicles registered in Ireland grew from 160 per 1,000 population (1972) to 231 per 1,000 (1986). As more private vehicles are acquired and used for commuting, congestion worsens. This undermines the efficiency of the bus system. Growth in the ownership of

Transportation



Above: Traffic congestion

Left: Drumcondra Bridge

Below: Parking in residential area

private vehicles has therefore been accompanied by a major decline in the numbers of people travelling by bus. Annual bus patronage in Dublin has fallen from 220 million trips in 1973 to 167 million in 1990.

The following data highlights the recent decline of public transport in Dublin:-

Table 3.6 - Percentage of persons crossing the Inner Cordon (North Circular Road and Grand Canal) between 8.00 and 10.00 a.m.:

Mode of Transport	1967	1990
Public transport (bus and rail)	54%	34%
Car/Commercial vehicles	34%	52%
Cyclist/motorcyclist/pedestrians	12%	14%

Source; Dublin Corporation, 1990.

The preferred mode of transport of the residents of Drumcondra and Dublin city is summarised in Table 3.7. This information relates to people over fourteen years of age. The proportion travelling to work by car is therefore likely to be greater than the figure given below.

Table 3.7 - Mode of Travel of Residents in 1986:

	Foot/Bicycle/Motorcycle		Public Transport		Motor Car	
	No.	%	No.	%	No.	%
Drumcondra	3,542	35.0	2,788	27.5	3,794	37.5
Dublin city	74,493	39.5	57,179	30.3	56,760	30.1

Source; Census of Population,CSO 1986.

Travel by car is the most favoured mode among Drumcondra residents.Approximately forty per cent of trips in Drumcondra were made by car in 1986.This compares with thirty per cent for the city as a whole. The more environmentally friendly alternatives of public transport and cycling and walking are less popular with the people of Drumcondra. On average, there is a total of 1.16 persons travelling in each car both in Drumcondra. This is the same as the average for Dublin city.

3.7. Road Planning for the Drumcondra Area:

There have been numerous road plans for Dublin, most of which failed to fully materialise. The Myles Wright report of 1967 favoured private over public transport due to the low density of development. A grid pattern of road development was proposed

with the northern cross route joining Blanchardstown with Ballymun and Howth, just north of Drumcondra.

The Dublin Transportation Study (1971) proposed the development of a motorway box around the city with a system of radial routes. Some of the proposals were to have a major impact on the Drumcondra area, such as a motorway linking Swords and the airport with Bray, by-passing the city centre to the east. There would also have been an access route along the Royal Canal linking the port with the routes to the west.

The Inner City Relief and Port Access route was first mooted by the D.T.S. and was formally proposed in 1981. The proposal was for a dual carriageway running from Whitehall Church by-passing Drumcondra and on to Booterstown. The East Link toll bridge (1984) operates as the first stage of the Inner City Relief route. Dublin Corporation recommended the development of a new dual carriageway from Whitehall Church to Clonliffe Road as the second stage. Among the advantages of this proposal it was suggested that there would have been a reduction in congestion in Drumcondra, and also elimination of rat running and improved access and, therefore, cohesiveness between neighbourhoods.

Since this initial proposal for the Inner City Relief and Port Access route variations to the scheme have been made by Ove Arup.

3.7.1. Report on Port Access and Eastern Relief Route (Ove Arup, December, 1992):

The overall proposal concerning the port access and relief route comprises three interrelated elements:-

- **The actual route itself, accessing the port and by passing the city centre to the east**
- **Increased investment in public transport**
- **Traffic calming**

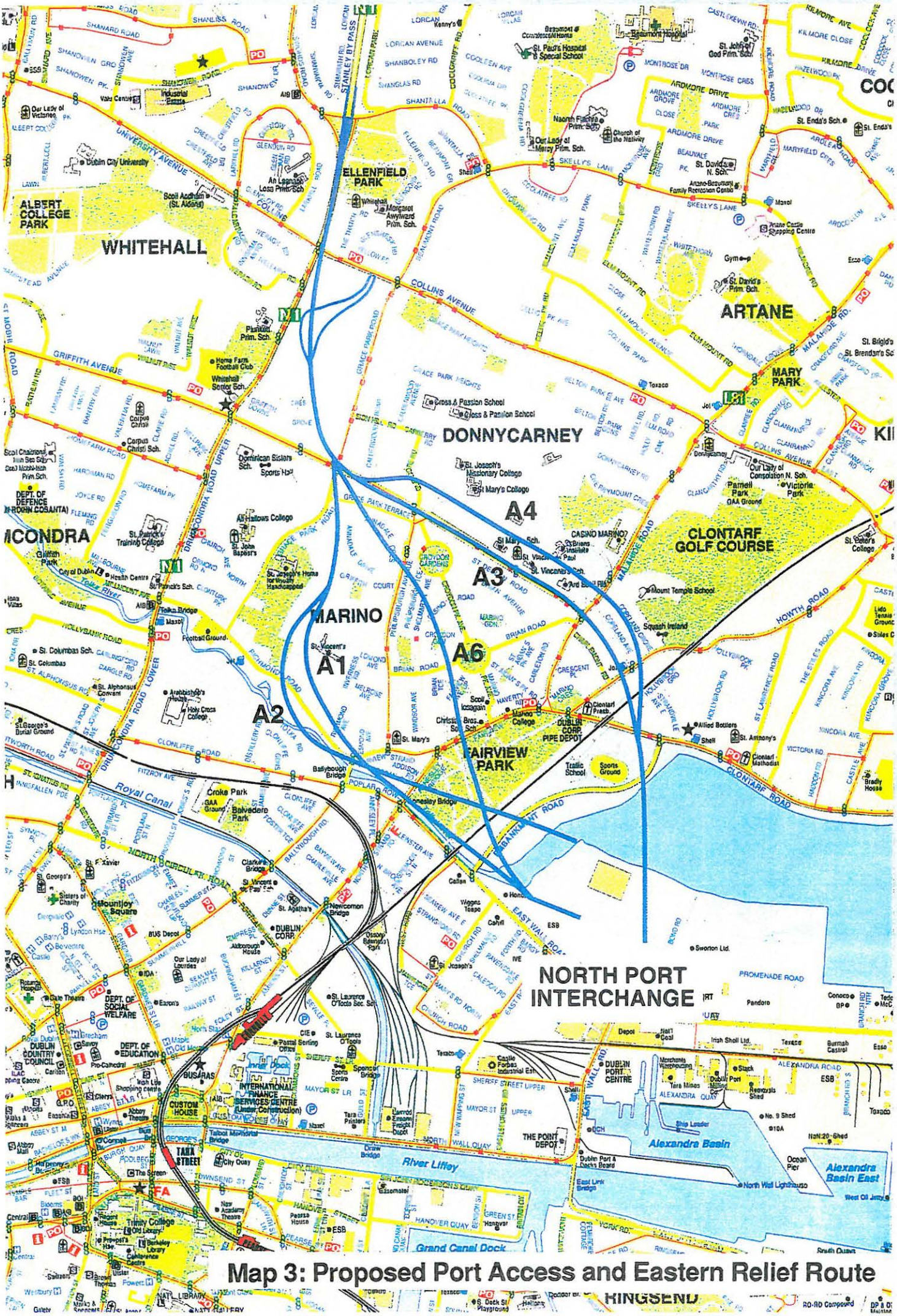
3.7.2. Description - The Route:

The proposed route is a four lane highway of 10 km. It runs from Whitehall via Dublin Port to Booterstown (see Map 3). At the southern end, the route would be connected by another scheme to the Stillorgan Road (N.11).

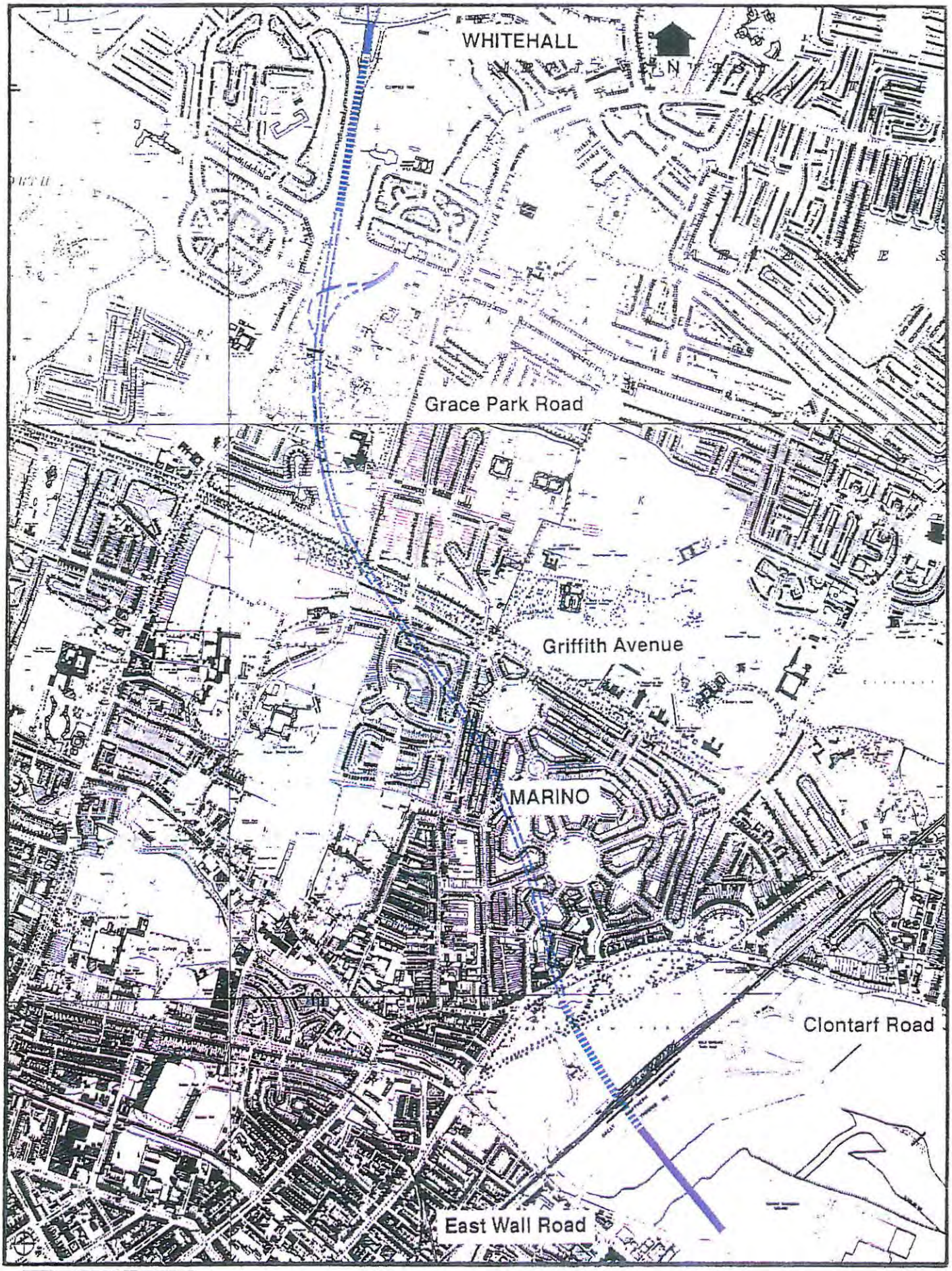
The northern section of the preferred route runs through the study area (see Map 4). It is described in the Report as follows:-

"Northern Section - between the M1 motorway at Whitehall and the River Tolka estuary.

Route A6 - At Shantalla the existing carriageway under the bridge would be widened to allow an on and off ramp to be constructed under the bridge to take traffic from the existing Swords Road onto the Santry By-Pass. The road fronting Ellenfield Park would remain unchanged. The car park at the Church of the Holy Child at Whitehall would remain unchanged. The slip road from Shantalla Road would be reconstructed to join



Map 3: Proposed Port Access and Eastern Relief Route



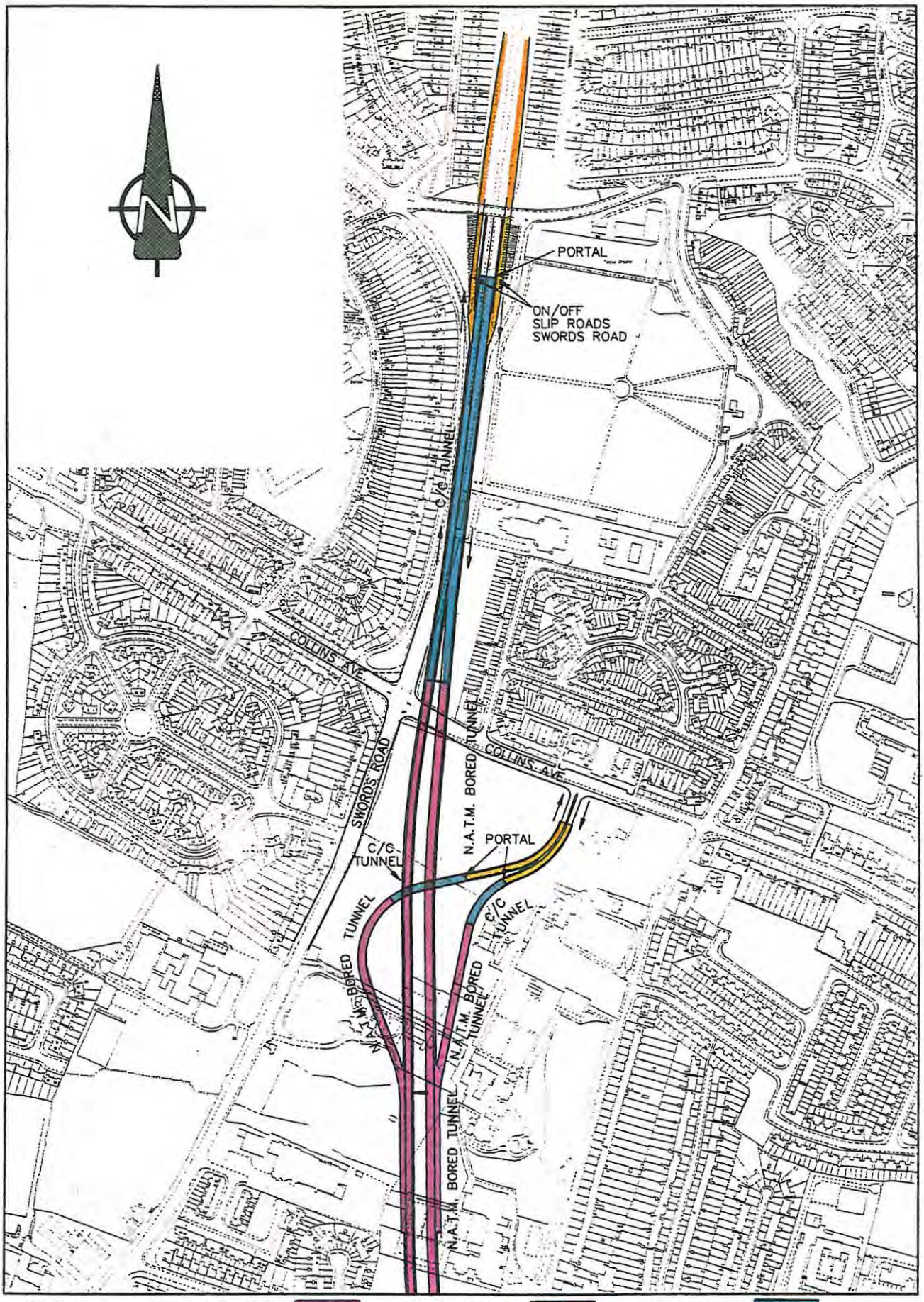
0 .1 .2 .3 .4 .5 Kilometres

Map 4: Northern Section of the Port Access Route

Open
Cut & Cover
Bored Tunnel
Motorway

PHOTOMONTAGE 1
NORTHERN INTERCHANGE
SHANTALLA PORTAL

PHOTOMONTAGE 2
NORTHERN INTERCHANGE
COLLINS AVENUE PORTAL



LEGEND = N.A.T.M. TUNNEL | BORED TUNNEL | CUT & COVER | RETAINED CUT | AT GRADE | ELEVATED

DRAWING 1

Whitehall Junction

the new southbound slip road and thence join the Swords Road, much as at present. The portal for a cut and cover tunnel would be located between the Church of the Holy Child and Shantalla Bridge. After construction the area in front of the Church would be much as it is today (see Photographs 1 and 2). The Whitehall Interchange and Shantalla Portal is illustrated ~~overleaf~~. i.e. DRAWING 1

The cut and cover tunnel ends just north of Collins Avenue and from there to Fairview the tunnel would be constructed by the New Austrian Tunnelling Method, boring the bed rock, deep beneath the existing developments. The construction of the NATM tunnels would not have any noticeable effects on existing developments, nor would it prevent future development of any land under which the tunnels may pass.

An exit ramp for traffic travelling northwards in the tunnels and an entry access ramp for traffic travelling southwards in the tunnels emerge at a new signal controlled junction on Collins Avenue just in front of the Cinema approximately midway between the junction of Collins Avenue with Grace Park Road and its junction with the Swords Road.

At Fairview Park, the tunnel construction method reverts to cut and cover to allow construction through the Park and under the railway. It would be possible to maintain rail and DART services while the tunnel was constructed under the railway embankment, by adoption of a suitable construction technique. The playing pitches in the park affected by the construction would be temporarily relocated in the immediate vicinity, and restored after construction was completed. When the tunnels have passed under Alfie Byrne Road, the alignment rises to cross over the Tolka River on a bridge structure. The southern portal of the cut and cover tunnels is just east of Alfie Byrne Road."

The Whitehall Interchange, by which one gains access to the northern section of the route is described thus:-

"This junction is split into two sections. Traffic from Collins Avenue gains access from a new signal controlled junction, located about halfway between Grace Park Road and the Swords Road. The on and off ramps from here to the main deep tunnels are also in tunnel. Between Grace Park Road and Swords Road a new service road will be provided in front of the existing shops on Collins Avenue. On and off slip ramps allow access to and from the Airport motorway to the existing Swords Road, immediately south of the existing Shantalla Road overbridge. The connection from Shantalla Road to the Swords Road is maintained." See Drawing 1

This interchange is one of a total of four junctions planned for the route (the others are at the North Port, South Port and the Rock Road). These junctions are located to discourage commuters from using the route, which is designed to attract only port traffic and through traffic.

3.7.3. Public Transport:

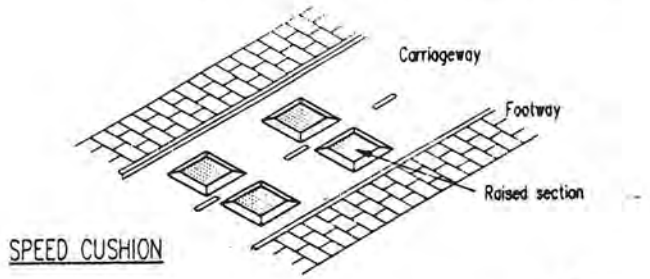
The study recommends a widespread increase in the number and length of bus lanes in the city. The present total of 14 km. of bus lanes would be increased to 34 km. Some

lanes would apply for a 24 hour period instead of simply at peak hours. Proper enforcement of bus lanes is proposed, along with extending lanes up to the traffic signal. The consultants also propose giving priority to buses at 113 sets of traffic signals on these routes and extension of the closed circuit television system. A number of these routes are in the study area, principally along the Drumcondra Road, but also on the Ballymun and Malahide Roads.

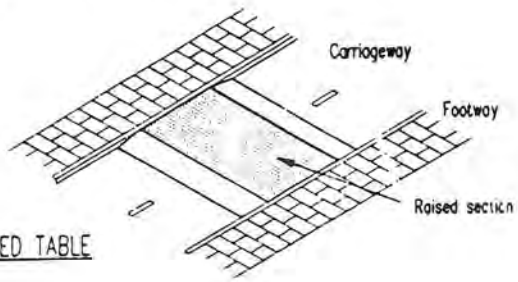
3.7.4. Traffic Calming:

Traffic calming relates to a form of street design which ensures reductions in speeds and traffic volumes. Some of the methods used include speed humps and road narrowing. Four methods are graphically explained in the study (see below).

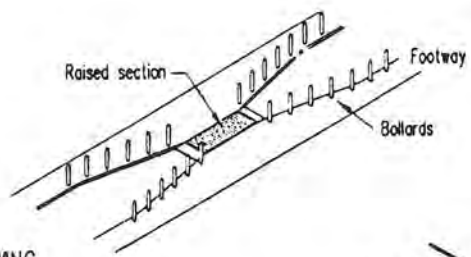
Traffic Calming Measures (Ove Arup):



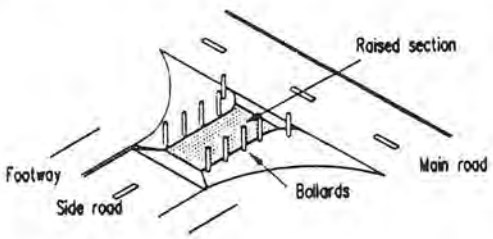
SPEED CUSHION



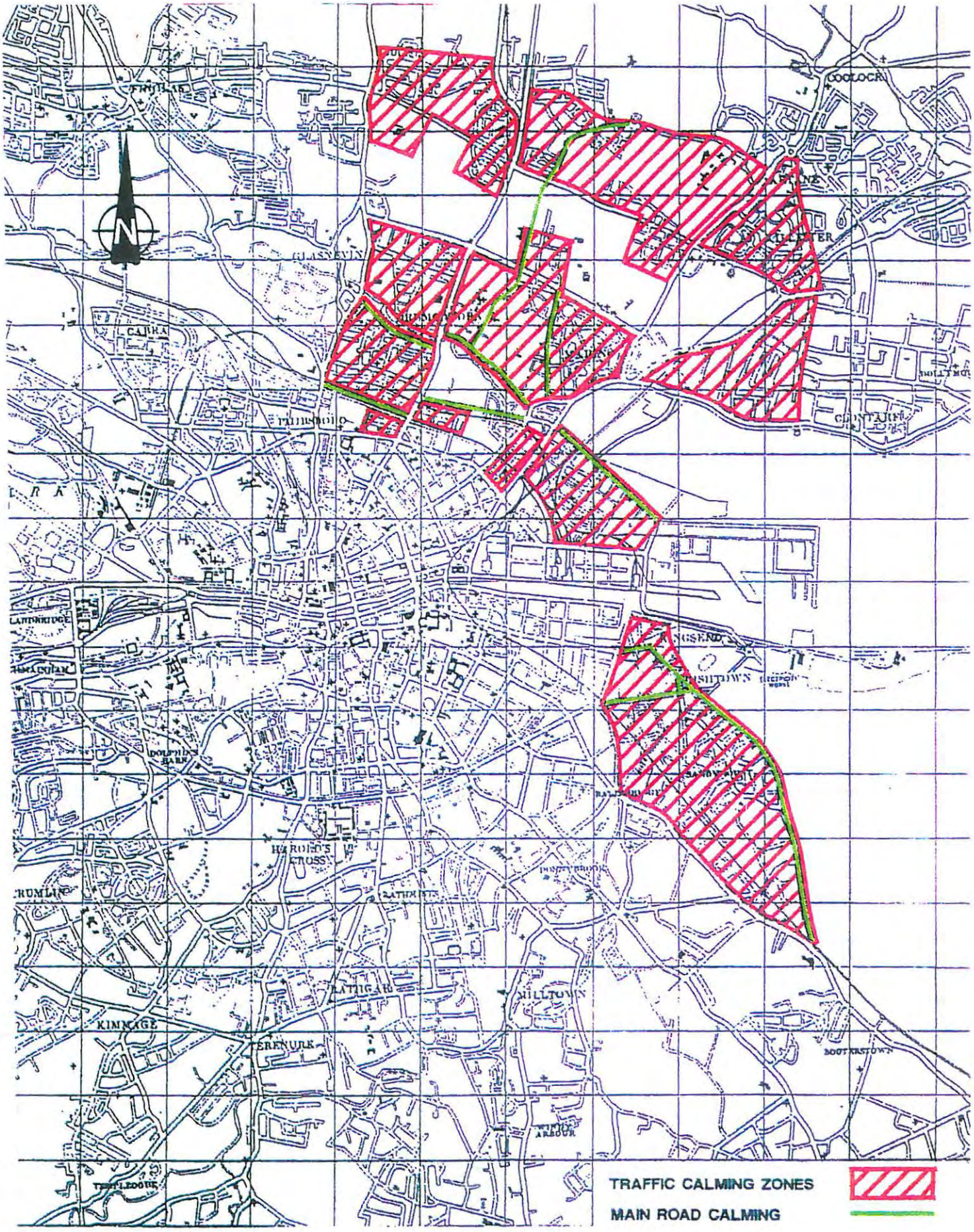
SPEED TABLE



ROAD NARROWING



JUNCTION ENTRY TREATMENT



Map 5: Traffic Calming Area Proposals

The maximum speed in calmed areas is 20 miles per hour. In the study, "traffic calming is proposed in areas where the reduction in the volumes of traffic caused by the motorway needs to be safeguarded to ensure that it does not increase again as general traffic volumes rise"[4]. Most of the general Drumcondra area is identified for traffic calming (see Map 5).

The three elements of the proposal - the route itself, public transport and traffic calming - must be implemented together. The combined effect of all three, it is argued, will achieve the desired result.

3.7.4.1 (a) Impacts on the Environment:

The Ove Arup/Dublin Corporation report on the environmental effects of the northern section of the route on the study area estimates that[5]:-

- "Residential Property - Minor Negative:

The Collins Avenue slip roads require acquisition of a small area of Convent land currently zoned for residential use.

- Other Property - Minor Negative:

Temporary acquisition of the area in front of the Church of the Holy Child and of the existing car park is required.

- Severance/Community Facilities - Minor Positive:

The Church of the Holy Child and Ellenfield Park are on the east side of the M1 Santry By-Pass. The existing M1 severs their catchment areas. A similar situation exists for schools, shops and the population in general. For Route A6, the preferred route, the effect is neutral in that there would still be on and off ramps between Whitehall Church and Ellenfield Park, but these will now be one way, and with less traffic than the present M1/N1 main road.

- Landscape/Townscape - Moderate Negative:

A new entrance to the southern portal would not be visible from Alfie Byrne Road. The grade separated junction in the Port area would change the open unspoiled nature of the area.

- Noise Vibration - Moderate Negative:

Noise levels in the Port area would increase due to the elevated roadway, but this would occur entirely within what is an industrial area.

- Air Quality - Negligible:

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4 *Ove Arup 1992, page 23*

5 *Ibid, page 48.*

At each tunnel portal, at Whitehall near Shantalla Bridge and at the Tolka Estuary air quality would reduce somewhat mainly in very calm weather, but not to a degree which would give rise to any cause for concern for human health.

- Construction Disturbance - Moderate Negative:

The area between Shantalla Bridge and Collins Avenue would be a construction site for the last twelve months of the construction period while the cut and cover section of tunnel in this area is built. Similarly, a corridor within Fairview Park would also become a construction site for six to nine months. The football and other playing areas which would be disrupted during construction could be temporarily relocated in the same general area while the work progressed."

(b) Expected Changes in Traffic Volume:

The consultants anticipate major reductions in the volumes of traffic on existing roads in the study area after completion of the scheme. Reductions would occur on all roads in the area except the Swords Road, as summarised by the following data:-

Table 3.8 - Anticipated Traffic Volume Changes

	P.C.U.[6]	PA & ERR.[7]	Change
Main Roads:			
Collins Avenue West	1086	1060	-2%
Swords Road South	1842	2154	+17%
Grace Park Road	977	662	-32%
East Wall Road	2521	875	-65%
Bremen Grove	2091	703	-66%
Strand Road	1695	732	-57%
Rock Road	3844	3870	+1%
Liffey Quays	-	5,492	-
Port	-	4,862	-
Strand	-	4,825	-
Residential Areas[8]:			
Sandymount	6807	3260	-52%
East Wall	7038	3606	-49%
Clontarf	1827	1228	-33%
Marino	8404	4803	-43%
Drumcondra S.	1194	1030	-14%
Drumcondra N.	2218	584	-74%
Santry	936	769	-18%
Collins Avenue West	1552	495	-68%

Source: Ove Arup 1992, page 35.

6 *Passenger Car Units if minimum done*

7 *Passenger Car Units if Port Access, Eastern Relief Route, and traffic calming measures are undertaken*

3.7.4.2 (c) Implications for Planning Policy:

It is likely that the land around the Whitehall junction would be the subject of severe development pressure. The area is residential at present, as reflected in its zoning. Ove Arup suggest the rezoning of this area for "high quality office and retail space"[9]. This could upset the character of the area and possibly threaten residential amenity.

On the other hand, it could be regarded as an opportunity for the area to develop a focal point. This could help foster a sense of community identity. But because it is located on the perimeter of the study area, its ability to pull the community together is very limited.

The study also examined the feasibility of developing a truckway from the Navan Road to the port, along an existing rail corridor. It was found that this proposal would yield insufficient benefits.

3.7.5. Liffey Tunnel:

Traffic in the city is reaching crisis level and is strangling the public transport system. It is felt that significant road and traffic improvements are needed to reduce the amount of traffic from the city centre, and the transportation costs within the centre. The national radial routes do not penetrate to the city centre except largely through the totally unsuitable local roads or down through the already congested quays. It is therefore proposed to construct the Liffey Tunnel to solve some of Dublin's transport problems.

3.7.5.1 Objectives:

- Link the city centre with the National Radial Routes
- The completion of the Dublin Ring Road into the Dublin port area
- Ease the heavy good vehicles access into and out of the port
- Keep all port related traffic from the city centre and the quays
- Increase the use of public transport which would contribute to reducing road congestion and alleviate the impact of road vehicles on the environment
- Stimulate the urban renewal of the city in the city centre and especially along the quays
- Direct link between Heuston and Connolly rail stations

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8 *Total traffic entering and leaving area. Forecasts are dependent on the detail of the Traffic Calming scheme, but there will generally be a reduction.*

9 *Ove Arup Report 1992, page 57*

Figures published by the Department of the Environment indicate that Clonliffe Road has a daily traffic average of 43,535 while the maximum daily average for the quays is in the region of 27,361.

The proposed Liffey Tunnel is in accordance with the stated proposals of Dublin Corporation, which are "to support, as appropriate, major projects which will improve the infrastructure of the city and provide much needed employment".

The tunnel when completed should meet all the objectives set out above. The tunnel should benefit the city centre in the following ways. It should improve accessibility to the Port access route, assist the development of the inner city, create employment during construction and operation and should induce and generate other forms of employment in the inner city and remove port through traffic from the quays and city centres both north and south of the river.

The construction of the Liffey Tunnel on its own should not directly affect the Drumcondra area in any major way. However, the tunnel in conjunction with the Eastern Relief Route should be of benefit to the Drumcondra area and the city centre.

It is our opinionl that the construction of the Port Access Route would be of much greater benefit to the area, and should be promoted.

3.8. Public Transport Proposals for the Drumcondra Area.

3.8.1. Dublin Transportation Study (1971):

A major bus route would be developed along the N1 from the airport, via Drumcondra, and on to the proposed central terminal in the city centre. Also, the strategy included developing a busway which would travel along the rail line as far as Cabra, running south of Drumcondra. From Cabra it would go north, terminating in Finglas.

3.8.2. Dublin Rapid Rail Transit Study (1975):

This study contained the radical proposal for the development of a central underground railway station situated near the Ha'penny Bridge. It favoured the creation of an integrated and relatively extensive electrified rail system for Dublin. The principal proposals were the provision of a rapid rail system connecting Tallaght, Ronanstown and Blanchardstown, lines from Tallaght and Ronanstown which was to link Ballyfermot and Inchicore with the new central station, provision of a rapid rail line from Ballymun to the city centre, a line from Bray to serve Ballsbridge and Fitzwilliam Square and a connection to the central station, and new stations on the north-east line (also to be electrified) at Fairview and West Road. This line was to connect with the central station via Tara Street. Also proposed was an extensive feeder bus system and a new busway on the Old Harcourt Street rail line.

An integrated public transport system such as this was to have had major implications for residential areas such as Drumcondra. The proposed Ballymun line was to serve parts of Drumcondra. Stations along the route would be located at Walnut estate, Griffith Avenue, Violet Hill and Phibsborough.

3.9. The Dublin Transportation Initiative (DTI) - Interim Report, 1993:

3.9.1. Introduction:

The report emphasises the integrated nature of the proposals for transport. All elements of the strategy are interlocking and it is not, therefore, feasible to select some transport proposals while ignoring others. Eight principal objectives of the recommended strategy are identified:-

- (i) support economic regeneration and development throughout the Greater Dublin Area;
- (ii) help maintain and reinforce the City Centre as the country's prime commercial, retail and cultural centre;
- (iii) give a better deal to public transport;
- (iv) emphasise the movement of people and goods, not just vehicles;
- (v) bring greater equity to the transport system, improving accessibility for all, and taking account of the real needs of disadvantaged people;
- (vi) give the car its rightful place in the transport system, but not let it dominate;
- (vii) bring about environmental improvements;
- (viii) provide an integrated approach to transport and land use.

3.9.2. Public Transport Recommendations:

Nine Quality Bus Corridors on radial routes into the city centre are recommended. Three of these would have an impact on parts of the study area:-

- **From Swords/Airport/Drumcondra/city, at a cost of £10.32m., to be introduced in 1994**
- **Finglas/Glasnevin/Phibsborough/city, at a cost of £6.26m., to be introduced in 1995**
- **From Malahide/Coolock/Fairview/city, at a cost of £5.74m., to be introduced in 1994 and 1995**

3.9.3. Light Rail Transit Network (LRT):

The strategy recommends three lines with possible additions later. One of the three lines would serve Drumcondra. This is the Ballymun/Collins Avenue/Drumcondra/city centre link at a cost of £77m., with work beginning in 1996.

Possible additional lines include one serving Finglas, "either via the old Broadstone railway or via a spur from the Ballymun line along Collins Avenue."[10] The possibility of extending the Ballymun line to the airport and to Swords would also be examined.

The report indicates that serious disruptions could be expected during construction of the lines.

3.9.4. DART/Suburban Rail:

None of the proposals for extending the DART or upgrading existing suburban rail services would have a major direct impact on the Drumcondra area. However, the proposal to construct a new DART station at Fairview would improve access for residents in Marino, the eastern end of Griffith Avenue and at its junction with the Malahide Road. The proposal to extend the system to Malahide might result in less commuter traffic traversing the Drumcondra area.

As a long term option, it is recommended to link Dublin Airport by rail with the Dublin/Belfast line. This, coupled with the LRT line, would encourage people to use public transport to access the airport, with significant environmental improvements along the Drumcondra Road likely.

Implementation of the DTI strategy would greatly improve the quality of public transport serving the Drumcondra area. A well enforced bus priority system and the introduction of LRT in the area will improve accessibility to and from Drumcondra, and a better public transport system will encourage more patronage and reduce the number of private vehicles on the road. Likewise, the proposal for LRT, especially if the Ballymun line connects with the airport, will reinforce this, and create a better environment for the residents of the area. The long term aim of developing a rail link from the Belfast line to the airport is likely to allow the airport continue its growth without further upsetting the environment of Drumcondra.

3.9.5. Park and Ride:

To encourage long-distance commuters to switch to public transport as they enter the built up area, park and ride facilities will be provided at nine locations. Three of these locations would be served by public transport which traverses parts of the study area - at Finglas, the airport and Malahide. It is hoped that these interchange facilities will enhance public transport.

At a later stage of the study, the provision of parking facilities to serve train, LRT and QBC services within the C-ring (defined by the Northern Cross, Western Parkway and Southern Cross Motorways), will be examined. Given the relatively high density of new public transport services expected to traverse the study area, it is possible that future parking facilities will be ear-marked for Drumcondra. Conflicts may arise with local

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10 D.T.I. Report 1993, Section 5.12, page 49.

communities regarding the location of these facilities, as they may generate local traffic problems and, including hazards.

3.9.6. Parking Restraint Recommendations:

An improved parking restraint policy is to be introduced. Among its features is the aim of controlling "on-street business parking in residential areas and of the mix of parking in business/residential areas"[11]. Also, extending on-street parking schemes for residents is a priority.

3.9.7. Traffic Management Recommendations:

In residential areas, traffic calming will be introduced to prevent the continuation of rat-running. Creative and aesthetic techniques are recommended. Calming will be planned and implemented on an area-wide basis and will involve public participation. The aim of traffic calming is to encourage drivers to use main roads or switch to public transport.

3.9.8. Traffic Control Recommendations:

The SCATS system - urban traffic control system - controls traffic lights at major junctions, mostly in the city centre. It can identify approaching buses and give them priority over private transport. The DTI Report recommends extending the system to at least 200 junctions around the city.

3.9.9. Recommendations Relating to the Needs of the Elderly and Disabled:

The special needs of the elderly, mobility impaired and disabled people will be subject to review at a later stage. Specific recommendations for the needs of these people will be put forward in the final report of the DTI.

3.10. Northern Cross Route (NCR) Motorway Scheme:

3.10.1. Description:

This motorway has its origins in the Myles Wright plan of 1967. It will connect the Navan Road with the Airport Road (Turnapin Interchange) and will be 10.5 km. in length. It is one of the constituent schemes of the planned C-ring motorway to skirt around the built-up area of the city. This new motorway system is endorsed by the DTI.

Associated road improvements will be necessary on River Road/Dunsink Lane, St. Margaret's Road, lane to Sillogue Park, Ballymun Road (of particular relevance to the study area) and the Malahide Road. There are to be grade separated interchanges at the Ballymun Road and the Airport Road.

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11 DTI Report, 1993, page 60

The motorway is to consist of two two-lane carriageways. It will be in tunnel under the Royal Canal and an embankment over the Tolka Valley is planned. A bridge will cross the realigned channel of the Tolka.

3.10.2. Impacts of the NCR on the Study Area:

The further dualling of the Ballymun Road is likely to cause an increase in traffic volumes. This may have a major impact on the western end of the study area. The proposed route bridges the Tolka just east of Blanchardstown. This may have a detrimental effect on the Tolka Valley. The initial proposal to culvert the river has been abandoned in favour of a bridge and embankment with a view to limiting the impact on this sensitive area. The Tolka is identified as an important ecological corridor with a well developed wetland habitat. In the study area, it is an important amenity. Any proposal to realign its channel or to embank the valley could severely obstruct the corridor. Downstream impacts may also be felt in the study area during construction.

The Royal Canal is identified as an Area of Scientific Interest. Its ecology will be severely affected during construction of the Navan Road roundabout. It is therefore likely that obstructions to its downstream habitats will occur.

Apart from the likely impact on the Tolka Valley and Royal Canal, local recreational facilities will be affected in Sillogue Park and at Belcamp/Darndale Park. The local authority has undertaken to provide equivalent facilities at Sillogue.

Inconveniences will be caused to pedestrians and cyclists at a number of locations. While it has been pointed out that increased traffic volumes in the study area may result, it is also possible that reductions in volumes, certainly in some local areas, might occur. Access for the residents of Drumcondra to the north county and to many national routes will be greatly improved.

3.10.3. Cyclists and Cycleways:

Dublin Corporation have proposed additional cycleways on the Drumcondra Road from the Clonliffe Road to Collins Avenue, and on the Malahide Road between Fairview and the city boundary.

According to a survey of accidents involving cyclists, the Malahide Road and the Swords Road are among the five most dangerous radial routes in the city for cyclists (See Annex III).

3.10.4. Traffic Flows:

A survey was carried out at five of the main junctions in the area. Figures are given in passenger car units. The count period is from 8.00 a.m. to 6.30 p.m. Total figures for this ten and a half hour period and hourly averages are given fully in the Annex III.

3.10.5. Traffic Accidents:

A total of 221 road accidents was recorded by the Gardai in the study area over the period 1986 - 1991. Over half of these accidents occurred on or close to the Drumcondra Road as summarised in the following table:-

Table 3.9 - Road Accidents in Study Area, (1986 - 1991):

Road[12]	No. of recorded Accidents
Drumcondra Road (Upper and Lower)	113
Griffith Avenue	39
Mobhi Road	24
Swords Road	16
Whitworth Road	10
Botanic Avenue	6
Iona Road	5
Richmond Road	5
Philipsburgh Avenue	3
Total	221

Source: Garda Statistics 1986-1991

Over the same time period, the total number of accidents recorded for Dublin city was 3,636. The accident rate was nine persons per thousand in the study area, while the comparable figure in Dublin city was 7.6. The Drumcondra accident rate is therefore eighteen per cent higher than the overall.

3.11. Land Use:

3.11.1. Land Use Zoning:

The study area is about 4.6 sq.km. in area. The zoning objectives for land in the area is primarily residential, with a substantial proportion zoned open space. The following information gives the total areas of land in the study area zoned for different uses:-

12 *Accidents occurring on minor roads within about 200 metres of a main road are recorded under the main road.*

Table 3.10 - Zoning Objectives for Drumcondra:

Zoning Objective	Land Area
A1"to protect and/or improve residential amenities"	1.9 sq.km.
A2 "to protect and/or improve the amenities of residential conservation areas"	0.24 sq.km.
A3 "to ensure existing environmental amenities are protected for residential use"	1.7 sq.km.
B "to provide for and improve neighbourhood facilities"	0.03 sq.km.
C2 "to provide for and improve business and service facilities (outer city)"	0.02 sq.km.
E "to provide for and improve light industrial and related uses"	0.05 sq.km.
K "to preserve recreational amenity including open space"	0.63 sq.km.

By combining the three residential zoning objectives above (A1, A2 and A3) we can see that 3.84 sq.km. or 82 per cent of the area is zoned for residential purposes. Indeed, the zoning objectives of the remainder of the land is almost exclusively incidental to residential land use. Naturally, the residential zoning applies to existing housing estates, and to certain open spaces. Most of the A2 zoning occurs south of the Tolka, in the Iona district.

Amenity areas are zoned K, and a reasonable distribution of these are in the study area. The most notable locations are the Botanic Gardens, Griffith Park and the grounds of the Casino. Moreover, all of these places, in addition to the cemetery at the St. John the Baptist Church off Church Avenue, are conservation areas. The total area conservation is roughly 0.35 sq.km., which is over half of the area zoned for open space. Green spaces in housing estates are zoned K. Also, sports grounds such as Home Farm AFC are zoned for recreational amenity. The tree-lined avenues, such as Griffith Avenue, along with the central median of part of the Ballymun Road, are also zoned objective K.

Outer city business and service facilities (Objective C2) are located principally along the Drumcondra Road.

Neighbourhood facilities (Objective B) are well dispersed around the area, obviously to serve housing estates.

Off the Botanic Road and at the western end of Whitworth Road, Objective E (light industrial and related uses) zoning is in evidence.

Finally, the area around the Meteorological Office and the Bons Secours Hospital is identified as a zone of archaeological interest, and is a conservation area.

3.12. Open Space:

A survey of open space provision in the area was undertaken. Three categories of open space are used in this analysis: public, private and semi-private.

- Public Open Space includes public parks, open spaces in housing estates and incidental open spaces. The Botanic Gardens is also included.

- Semi-Private Open Space includes land which is privately owned, but to which the public have access. In this category are the grounds of DCU and St. Patrick's College and church grounds.

- Private Open Space consists of privately owned land to which the public do not appear to have free access. Private open space is comprised almost completely of land owned by institutions. It also includes land owned by sports clubs.

Residential gardens are not included in this analysis. Also due to problems of measurement, landscaped verges and medians of roads in the area are excluded.

3.12.1. Results of Survey:

The total size of the study area is roughly 457.75 hectares, 46 per cent of which consists of open space. The bulk of the open space in the area is private (142 hectares), compared with about 25 hectares of semi-private open space and 43 hectares of public open space. It can be seen that only twenty per cent of all open space in the area is public, which is equivalent to nine per cent of the total area. Remarkably, about 31 per cent of the area consists of private open space (see Map 6).

The level of public open space provision, regardless of the criteria used to assess it, is inadequate. Provision of open space in the Drumcondra area is considerably less than that for the rest of the city. Dublin Corporation tend about 1,200 hectares of parkland facilities in 30 major urban parks and 750 different open spaces, giving an average of about 400 persons per hectare. This compares with over 600 people per hectare of open space in the study area. The discrepancy is actually greater as the Corporation figures do not include the Phoenix Park which is under the charge of the Office of Public Works. An alternative way of expressing the same information relates to the amount of public open space per inhabitant. The figure for Dublin City (excluding the Phoenix Park) is about 21.4 square metres, while there is only around 17.5 square metres for each inhabitant of the Drumcondra area. Research in Germany found that there are 32 square metres of public open space per person in Bremen, 22 in Munich and 24 in Cologne.

A popular method of assessing the level of provision of public open space is the National Playing Fields Association standard of 2.8 hectares, of which 0.4 are ornamental gardens, per 1,000 population. The study area falls far short of this standard at about 1.7 hectares per 1,000 population. This standard for measuring public open space provision is somewhat outdated and has been superseded by a hierarchy of open space provision scheme which was first applied by planners in Holland in the 1960s and later became attractive to planners all over Europe.

This park hierarchy combines park size and the nature of facilities provided, with the range and character of the demand for these facilities. The following table expresses this hierarchy as originally applied in The Netherlands:-

Table 3.11 - Hierarchical System in the Netherlands:

Type	Requirement	Size	Range	Facilities	Other features
Neighbourhood	4 sq.m.p/person	1-4 has.	up to 0.5 km.	paths	
Local	8 sq.m.p/person	6-10 has.	0.5-1km.	cycle tracks	toilets/kiosk
District	16 sq.m.p/person	30-60 has.	1-3km.	cycle tracks	cafe
City	32 sq.m.p/person	200-400 has.	3-5km.	car parking	restaurant
Region	65 sq.m.p/person	1000-3000 has.	5-20km.	public transport	

At present, public open space provision in Drumcondra falls far short of meeting the range of standards as recommended in the above hierarchical system. According to the hierarchy, the provision of public open space facilities in the area should be as follows:-

- 3 - 10 neighbourhood parks
- 2 - 3 local parks
- 1 district park

There are only two public parks in the area (excluding small open spaces in housing estates) - Albert College Park, which in size is a large local park, and Griffith Park, which would be regarded as a large neighbourhood or a small local park.

Because a high proportion of users of public open space are either very young or very old, distance to the facility should be short. In addition, to suit the needs of these groups and others who are less able bodied, indoor facilities need to be provided. There is a notable lack of such recreational facilities in the Drumcondra area.

In the late 1980s, in Dublin, research was conducted on peoples' perceptions of, and activities in, the urban environment.[13].

Based on the research, a hierarchy of urban "places" was developed. The facilities which should be available at each level of the hierarchy are outlined in this scheme.

13 *Moran, Rosalyn and Fannon, John, Person -Environment Fit - Environmental Quality in an Urban Context, EKOS, Dublin, 1987 and Moran, Rosalyn, A New Approach to Neighbourhood Planning: Recommendations based on the Person - Environment Fit Research, EKOS, 1988*

Map 6 Public and Private Open Spaces

Key:

= Private

= Public

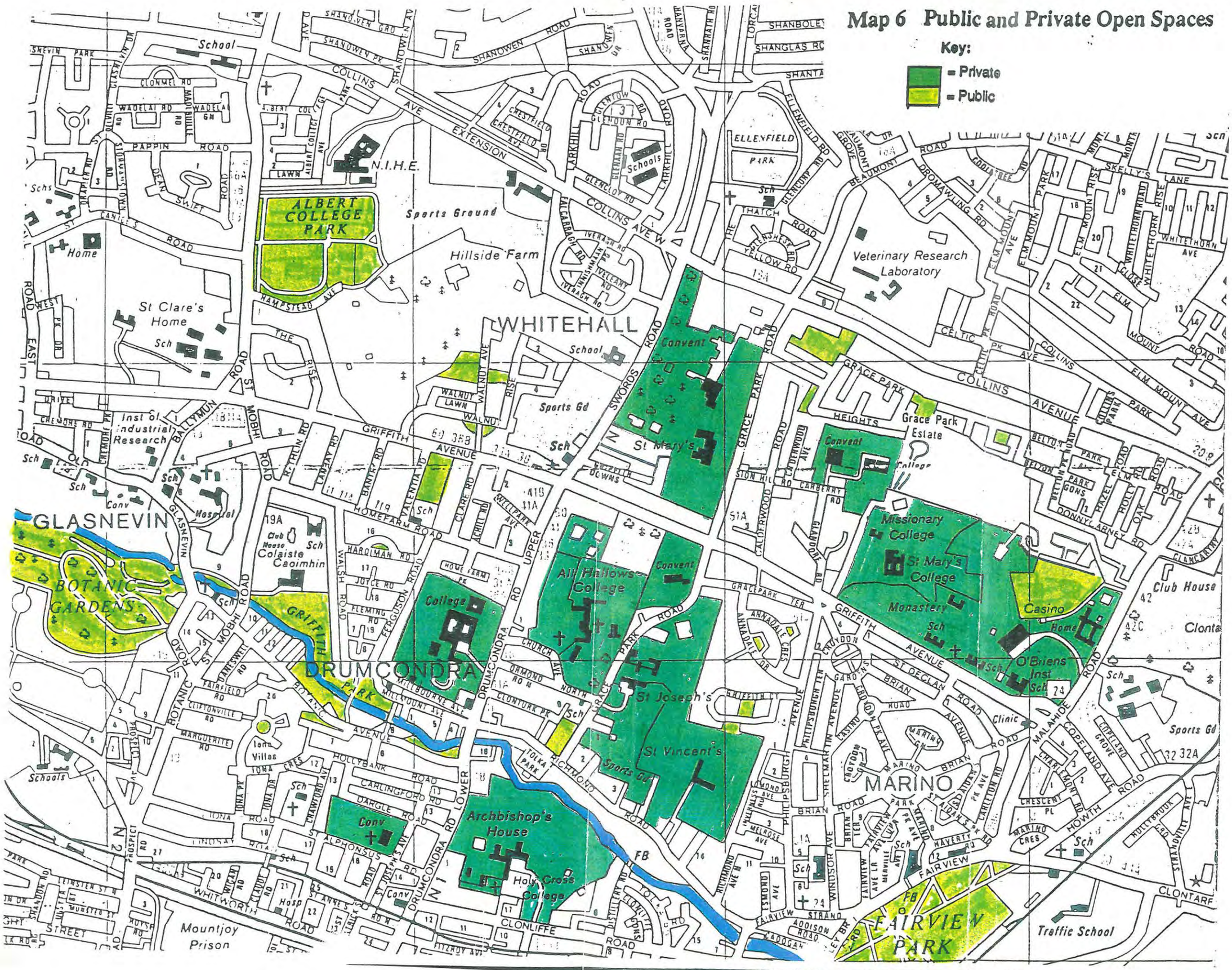


Table 3.12 - Some Key Elements in Planning Neighbourhoods in Accordance with the Hierarchy of Urban "Places":

Planning Unit, i.e. Unit of Place	Housing Units +	Population	Main Planning Intervention	Shopping	Economic Activity	Community Buildings/ Facilities	Outdoor Recreation	Social Organisation
1. Social Acquaintance Neighbourhood (SAN)	20 - 50	80 - 200	Housing and Estate Design	Corner Shops	Home Based Economic Activity, Common House, Workshop	Common House	Design and Layout of Public and Semi-Public Spaces in Estates, Living Street, Landscaped Incidental Spaces, Pocket Parks	Residents Association
2. Neighbourhood of Customary Activity (NCA)	500 - 750	2,000 - 3,000	Grouping of SANs, Definition of Boundaries, Edges, Traffic System	Shops, etc., integrated in Streetscape	Neighbourhood Work Centre, SMEs - Distance working	Community Centre, School	Small Park with Playground, Kick-about area, Passive area, Covered area (2 - 3 acres)	Residents Association/Community Council
3. The Town/Urban Place (UP), or The Planners' Neighbourhood Unit	1,500 - 2,250 or 1,250 - 2,500*	6,000 - 9,000 or 5,000 - 10,000	Grouping, NCAs, Definition of Functional and Linking Elements	Larger Shops, etc.	SMEs	School, Creche, Health Centre, Library	HCA Park with Playing Field, Active Organised Area, Active Unorganised Area, Covered Areas (11 Acres)	Town Council.

Source: Moran and Fannon 1987[14]

The study made a series of recommendations relating to the planning of neighbourhoods. What follows is a summary of the arguments made relating to the provision of indoor and outdoor recreational facilities.

(a) Indoor Recreational Facilities:

The author argues that in terms of providing recreational facilities, there is an over-emphasis on open space. This does not meet the needs of the very young and their carers, the old, the handicapped and people without access to private cars, i.e. the poor.

14 *Source: Moran, Rosalyn, A New Approach to Neighbourhood Planning: Recommendations based on the Person- Environment Fit Research, EKOS, Dublin, 1988.*

Use of open space in Ireland is severely restricted by climatic considerations, especially during winter. There is a desire amongst all life cycle groups for increased provision of indoor facilities. This is evidenced by the demand for a community centre at the local level. Significant recreational value should be attached by planners to formal and informal social interactions, which can provide entertainment, support and friendship. A neighbourhood or community centre is an ideal setting for this form of recreation. Community buildings should be provided concurrent with residential development. If necessary, the local authority should approach institutions with a view to using their buildings for community purposes and refurbishment of existing halls, such as Claude Hall.

(b) Outdoor Recreational Facilities:

Provision for field sports is over-emphasised.

Parks used for passive recreational purposes are not accessible for most people (sixteen per cent of non park users are unable to use them because of the parks' inaccessibility).

The provision of facilities recommended by the author is outlined in the hierarchy.

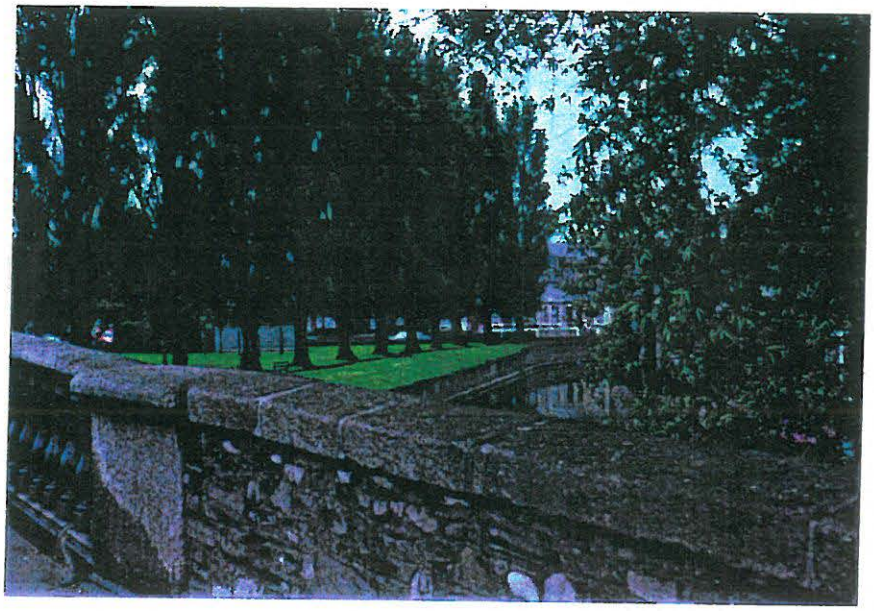
3.13. The Built Environment:

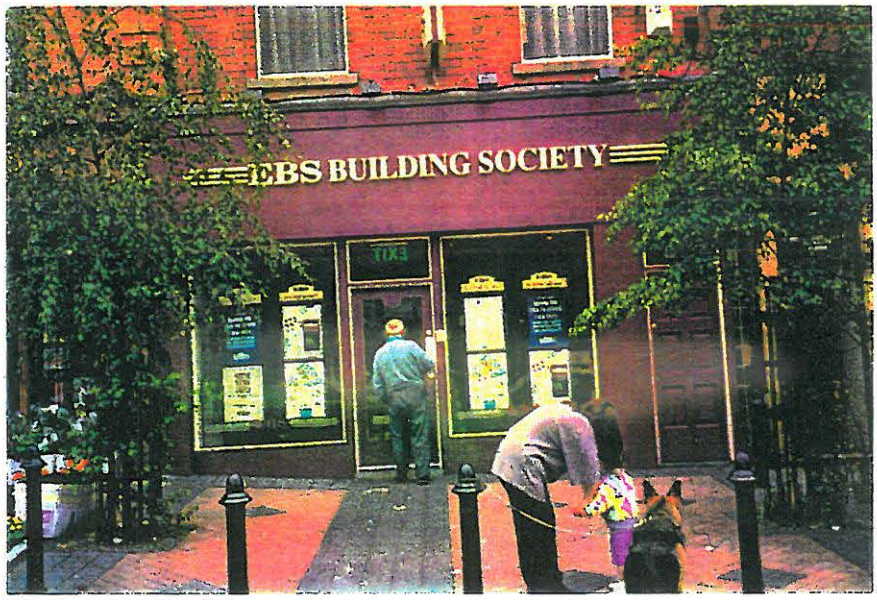
Visually the Drumcondra area has many positive attributes. The mature Victorian and early twentieth century housing stock is a distinguishing feature. The houses along the length of Drumcondra Road are of particular merit. Likewise, the terraces of Victorian houses at the southern end of the area contribute positively to the urban form. The large old institutional buildings are major elements of the visual quality of the area. Clonturk House, the buildings in All Hallow's and St. Patrick's College are good examples of some of the finest Georgian buildings in Dublin.

The generally appealing nature of the local built environment is spoiled by many of the commercial developments on the Drumcondra Road. The Regency and the Skylon Hotels ruin the otherwise pleasing nature of the area because of their high skyline and unsuitable facade. The design of the shop-fronts is of particular concern. In these commercial areas it is clear that an architectural unity is lacking. It appears that many shop- fronts are designed without reference or sympathy to adjacent and nearby buildings. The prepondrance of neon lights and signs exacerbates the visual problems of the area.

The main entrance points to the area from Drumcondra Road are significant as they are likely to determine a person's impression of Drumcondra. From both the north and the south the view is marred by unsightly billboards. The railway bridge on the main road, which probably signifies the entrance to Drumcondra for many from the city, is a major problem in this context. Entry from the northside is also likely to create an unfavourable impression. This entrance point is of particular note as it is on the road leading from the airport, and probably contributes to the impressions that the first time visitors to Dublin would develop. As one descends the hill into Drumcondra, the large poster board on

Environment





Above: Public Park at Drumcondra Bridge

Right: Drumcondra Road

Below: All Hallows

the gable end of Fagans pub is the most eye catching feature. Such features seriously detract from the visual quality of the area.

Many new housing developments in the area threaten its visual quality. The "mini-Georgian" development in Crawford Avenue is an example. This unimaginative pastiche terrace of houses, while intending to be in sympathy with the existing Victorian dwellings, actually undermines and takes away from the character of the area.

3.13.1. Derelict Sites:

Owners of derelict land registered on the Derelict Sites Register are levied at approximately three per cent of the value of the site every year until the site is developed. Since the passing of the Derelict Sites Legislation in 1990, ninety-eight properties have been registered in the city by Dublin Corporation. Of these, eight are in the study area (see Annex IV). Since compiling the register, two of these sites have been removed, compared with twenty-four for the entire city. The two sites no longer on the register are on Holly Road, Donnycarney and at St. Teresa's Place, Prospect Avenue.

An interesting fact to emerge from analysis of the register is that in most instances, the addresses of the registered owners of the sites are in other parts of the city.

Finally, it is important to be aware that the Derelict Sites Register is no great indicator of dereliction in Dublin. There are many more derelict sites throughout the city which remain unregistered.

3.13.2. Tourist Accommodation:

There are three hotels in the general area, which in total can accommodate 391 people. The hotels are:-

Regency Airport Hotel, Swords Road - 140 beds

Skylon Hotel, Drumcondra Road Upper - 206 beds

Sunnybank Hotel, Botanic Road - 45 beds

In addition, there are over thirty guesthouses and B & Bs. A large number of these are concentrated on the Drumcondra Road, the N1, the main road to the airport and Belfast.

3.14. Heritage and Conservation:

3.14.1. Items of Local Historical Interest:

The name "Drumcondra" derives from Drumcondraighe (Ridge of the Condraighe). The Condraighe tribe inhabited the area, probably in the second century. In the nineteenth century, Drumcondra had its own Town Commissioners and Town Hall. The site of the Town Hall is believed to have been close to the Sacred Heart Home. In 1862, the foundation stone for a new university was laid on St. Alphonsus Road. However, the university was never built. The stone can still be observed in a passageway between the Redemptoristine Convent and the chapel attached to it. Until about 1850, one of

the last turnpikes in Ireland existed at the junction of Alphonsus Road and Lower Drumcondra Road. The name Turnpike Lane recalls this.

The Drumcondra and North Dublin Link Railway, which was established by an act of Parliament in 1894, was opened finally in 1906. The purpose of the link was to serve the northern suburbs and to establish a link between Kingstown Quay (Dun Laoghaire) and the west. There were stations in Drumcondra (where the railway crosses Lower Drumcondra Road, adjoining St. Anne's Road) and Glasnevin (near Cross Guns Bridge, on the canal and behind Charleville LTC). However, the line did not serve the area for long as both stations were closed in 1913.

3.14.2. Historical Buildings:

Drumcondra is noted for its fine buildings, mostly built in the eighteenth century. The oldest building in the area dates from the end of the seventeenth century. This is Belvedere House, built by Sir Robert Booth. It now houses St. Patrick's Teacher Training College. Another building of note is St. Joseph's school for visually impaired boys on Grace Park Road. This building was originally Drumcondra Castle. Of historical interest, Hugh O'Neill - the Third Earl of Tyrone - was married in the castle. Drumcondra House dates from 1725. It is now All Hallows College. St. John the Baptist Church was dedicated in 1743. In the graveyard adjoining the church, James Gandon, the architect who designed some of Dublin's most spectacular buildings including the Customs House, is buried.

3.14.3. Listed Buildings and Streets:

Relative to the rest of the city, there are few listed buildings or streets in Drumcondra. There are, however, a plentiful supply of historical buildings and structures of architectural and design interest. There is a need to list all the institutional buildings and their surroundings. All the listed buildings are mentioned in Annex IV and summarised by reference to each of the seven lists contained in the 1991 City Development Plan.

3.15. Air Quality:

Dublin Corporation monitor air quality at 15 stations across the city. Daily measures of smoke and sulphur dioxide ($S0^2$) are taken at these locations.

Smoke is a particulate. It can have a negative affect on lungs. Where particulates combine with SO^2, the incidence and severity of respiratory diseases may be expected to increase.

SO^2 is a gas which comes from sulphur containing fuels, especially oil and coal. An increase in SO^2 may obstruct peoples' breathing. Its effect is enhanced by the presence of particulates. Some respiratory diseases associated with SO2 include bronchitis and asthma.

No station was located in the study area until 1989/90 when recordings began at Whitehall. It is therefore difficult to establish a pattern over time of the air quality in the area. Looking at the overall picture for the city, it may be seen that major improvements in Dublin's air quality have occurred in recent years. For example, in 1981/82, the 250ug/m^3 recommended limit for smoke was exceeded in the city on 30 days, rising to 42 in 1986/87, but falling to just two days in 1990/91. Much of this improvement may be attributed to recent legislation controlling the sale of bituminous coal in winter months.

In the 12 month period from April 1990 to March 1991, the 250ug/m^3 limit for smoke was exceeded on five occasions in the city. Whitehall was one of these stations, recording a level of 311 ug/m^3 on December 14th. All five recordings of these levels occurred on the 14th and 15th December, presumably when weather conditions prevented the rising of air and the dispersal of smoke.

The data on air quality recorded at Whitehall for the 12 month period follows (please note the recommended limit for SO^2 is also 250ug/m^3):-

Table 3.13 - Air Quality at Whitehall:

Parameter	Mean	Highest	Lowest	Median	Day Count	98%/Ce
Smoke	32	311	1	26	360	112
SO^2	31	171	6	27	351	83

Source: Dublin Corporation

Table 3.14 - Air Quality in Dublin City:

Concent. Values	No. of days Smoke	No of days SO2
Up to 100	351	347
From 101 - 250	8	4
From 251 - 500	1	0
Above 500	0	0

Source: Dublin Corporation

For the five month period from September 1992 to January 1993, the 250ug/m^3 limit has been breached once for the entire city (at Rathmines on December 23rd). At Whitehall, the highest level recorded was 85 (on October 30th). Over this period, the mean level was 24.

Over the same period, the SO^2 limit has likewise been exceeded once (at Kilmore Road on January 9th). The highest level recorded at Whitehall was 90 (on December 23rd). The mean level was 26.

• Policy Framework

4.1. Introduction:

In order to achieve the goals and objectives set out for the Drumcondra & Districts areas six policy areas were identified which are felt to best meet both the objectives established and the overall aim of the study.

The consulting team think that it is important to indicate in a meaningful and cogent way the types of policy areas that need to be addressed and also the way such policy decisions might be implemented. Without such a policy framework the decisions and implementation would be incoherent. It is important to be aware of the policy instruments available to the group to ensure the implementation of the proposals. The consultation team have devised four ways of ensuring that some type of action takes place.

- **1. Do it yourself - with private funding and loans (D);**
- **2. Go into partnership, e.g. public/private/voluntary (P);**
- **3. Lobby other people to do it, e.g. City Council (L);**
- **4. Recommend that it be done (R).**

In this study recommendations have been made in the following policy areas:-

Transportation, Environment, Land Use Zoning, Housing, Residential Communities and Action Areas.

Although there is some overlap between the subject areas, most of the recommendations laid out for a particular policy area can be met separately. This, however, would not be the overall recommendation of the consultants, and we would urge an integrated approach to implementation. The overall thrust of the strategy can only be met by a comprehensive and integrated approach to tackling all the policy areas together. The dynamism and synergy thus created should ensure success.

Each of the stated policy areas will be dealt with in detail in the following chapters. The policy areas will be addressed in terms of the objectives they are setting out to address, and the means by which they can be achieved. Recommendation for the achievement of both the broad and narrow goals of the strategy are also included in each chapter.

A separate chapter will be devoted to Action Areas, which are defined as geographical areas requiring special integrated action. For the purposes of this study, Drumcondra Road, Griffith Avenue, Tolka River and Institutional lands will each be given separate treatment.

• Transportation

5.1. Summary of Issues:

Three main roads transverse the area. The Drumcondra/Swords Road (the N1) is of major regional and national importance. Public transport is poorly developed and under-utilised. Buses are the only form of public transport which serve the area. Due to congestion, their efficiency is undermined. Less people use public transport in Drumcondra than the remainder of the city (27.5 per cent compared to 31.7 per cent). Use of the private car is more popular among Drumcondra's residents than it is for the rest of the city (37.5 per cent in Drumcondra, 35.6 per cent for the city). The average number of persons travelling by car from Drumcondra every day is 1.16, equivalent to two people travelling in three cars from every twenty, with the remaining seventeen vehicles containing only the driver. Car ownership is high relative to the rest of the city, at 0.64 per household.

Three main arteries focusing on the city centre transverse or bound the area. These are the Ballymun Road, the Swords Road/Drumcondra Road (N1) and the Malahide Road. All these roads are major radial routes through the city. Thirty six bus routes connect our study area to the city centre and other parts of the city. Most of these routes travel along the main radial arteries mentioned above. Some buses also use the Whitworth Road, Home Farm Road, parts of Griffith Avenue, Collins Avenue, Philipsburgh Avenue and Grace Park Road. There is however no bus route that transverses the area connecting the western and eastern parts of the Drumcondra area. It would be of great benefit to the commercial/retail district of Drumcondra if a bus route was focused on transporting people from the edges of the area into central Drumcondra.

A recent report has favoured the construction of a port access route through the area. This road, which would be in the form of a bored tunnel, begins at Whitehall on the N1. It goes through the study area and emerges at the North Port, continues on to the South Port and to the Rock Road in the south of the city where it is to link up with the N11. The route is designed to take port- bound traffic, long-distance traffic and a small portion of commuters out of residential areas. It is anticipated that this road will have no major negative environmental consequences. The Northern Cross Route will be developed to the north of the study area. There is a proposal to construct an interchange at Ballymun and to upgrade the existing Ballymun Road. This is likely to create extra traffic in the area.

The proposals of the Dublin Transportation Initiative (DTI) for the area are three Quality Bus Corridors on the main arteries through the area and a Light Rail Line on the Drumcondra/Swords Roads, Collins Avenue and on to Ballymun. There are no plans to include the airport in the LRT or DART networks in the immediate future. The DTI also favour widespread traffic calming in residential areas.

5.1.1. Objectives:

- **Protect residential areas from through traffic**

- Reduce the volumes of through traffic
- Provide environmentally satisfactory alternative routes for through traffic
- Improve road safety
- Provide an improved public transport system including faster and more frequent services
- Encourage people to use alternatives to the car where feasible
- Ensure proper enforcement of traffic laws

5.1.2. Recommendations:-

- T1: Encourage the implementation of the Ove Arup Report for the construction of Port Access and Eastern Relief Route, which also includes measures for traffic calming and a quality public transport system. Action: LR.

- T2: Encourage the introduction of a comprehensive and integrated traffic calming scheme for residential areas in the district to slow traffic down and deter through traffic. Action: DPLR.

- T3: Encourage the improvement of the public transport system as an alternative to private vehicular traffic through the introduction of Light Rail Transit and Quality Bus Corridors along the lines suggested by the Dublin Transportation Initiative. Action: LR.

- T4: Lobby for the inclusion of Dublin Airport in the LRT network and, if feasible, extend the DART to the airport. Action: LR.

- T5: Reopen the old railway station in Drumcondra and possibly develop one in Glasnevin to provide frequent services to Connolly Station, and to co-ordinate services with the DART and suburban networks. Action: LR.

- T6: Reintroduce two person operated buses as a means to improving the efficiency of the bus system. Action: LR.

- T7: Lobby for an improvement in the enforcement of parking and traffic laws, especially in commercial and residential areas, with a view to controlling traffic speeds and pavement parking. Action: LR.

- T8: Develop a public car park off the Drumcondra Road close to the main commercial area. Action: LR.

- T9: Encourage car pooling, cycling, walking and public transport usage to protect the area from large volumes of traffic. Action: DLR.

- T10: Improve pedestrian facilities by providing crossings at the Drumcondra/Swords Roads, particularly at commercial areas and on the Mobhi Road at the bridge over Griffith Park. Action: LR.

- T11: Examine the feasibility of developing a route to take traffic bound for Beaumont hospital. Action: LR.

- T12: Improve the signposting of the cycle path on the Drumcondra Road by indicating more clearly to cyclists the start of the cycleway, and warning motorists that cyclists are merging with road traffic at the end of the cycleway. Action: LR.

- T13: Develop a Forum among residents and other interested groups to monitor the traffic situation and developments in the area, to make recommendations and to lobby as an integrated group, and to develop links with such organisations in other parts of the city. Action: DP.

- T14: Create a "nipper" type bus service that connects the outer parts of the study area with Drumcondra village. Action: LR.

- T15: Route the Park and Ride service through residential areas to encourage locals to switch to public transport. Action: LR.

- T16: Introduce an integrated zonal fare and ticketing structure applicable to all public transport services within the area in view of the great mix of modes of transport and the likely higher levels of passenger interchange. Action: PLR.

- T17: Examine the feasibility of developing a cycle way on Griffith Avenue. Action: LR.

- T18: Introduce legislation for the banning of truck parking in residential areas. Action: LR.

5.1.3. Transportation Strategy:

Along with the recommendations outlined above, the transportation strategy for Drumcondra and Districts consists of three principal elements, each of which is interrelated. These are:-

- New road proposal
- Public transport proposals
- Traffic calming proposals

It is worth clarifying that the best results are likely to be gained by implementing each of the three elements together. For instance, traffic calming in residential areas is concerned with removing rat run traffic. This objective is likely to be reinforced if a new route is available and/or improvements to the public transport system are developed.

5.1.4. New Road Proposal - The Port Access Route:

The proposal for the Port Access Route outlined earlier is endorsed. Because the route is to be in the form of a bored tunnel, its impact on the environment is unlikely to be harmful. This road should relieve the Drumcondra area of substantial volumes of heavy goods vehicles, long-distance traffic and some commuters. It can therefore contribute significantly to the achievement of some of the objectives which have been devised for the area, including the development of a high quality environment, maintaining residential communities as well as achieving an environmentally compatible traffic management strategy.

5.1.5. Public Transport Proposals:

The DTI interim proposals to develop a light rail line on the Drumcondra/Swords Roads and Collins Avenue towards Ballymun is endorsed. So too are the proposals for Quality Bus Corridors on the Malahide Road serving Coolock, the Drumcondra/Swords Roads serving the airport and Swords, and at the west of the study area serving Glasnevin and Finglas.

In addition to these it is proposed to include the airport in the LRT and DART networks as an immediate priority. The other principal component of the public transportation strategy is the possible reopening of the old railway stations at Drumcondra and Glasnevin, to be included as stops on the Maynooth line.

5.2. Traffic Calming.

A detailed traffic calming strategy has been devised for the study area. Firstly, it is important to understand what exactly traffic calming means.

There are three principal elements to traffic calming referred to as the "Three Rs of Traffic Calming"[15] These are:-

- Reduced speed and calm driving;
- Reallocated space from carriageway to non-traffic users;
- Redesigned street space for a better environment.

Traffic calming maintains local access, but deters through traffic by ensuring speed reductions. Schemes may be implemented on individual streets or on a planned area-wide basis.

The advantages and objectives of traffic calming can be summarised as follows[16]:-

- **1. Reductions in the number of casualties - reductions of forty- four per cent were achieved in Dutch residential areas and twenty per cent overall; forty-four per cent accident reductions were also achieved in German 30 k. p/h zones; while in Denmark seventy-two per cent fewer accidents occurred on 729 calmed streets.**
- **2. More safety - streets become safer and more convenient to use after calming. In Berlin, while accidents involving pedestrians decreased by forty-three per cent in an area-wide scheme, there was an increase in pedestrian activity of twenty-seven per cent; accidents involving cyclists decreased by sixteen per cent in the same area, but cyclist activity increased by 114 per cent.**
- **3. Less noise and air pollution - a reduction in traffic speeds from thirty-five to twenty miles per hour results in noise level decreases of three to five dBA. In a German scheme, hydrocarbon emissions fell by ten per cent, carbon monoxide by twenty per cent and nitrogen oxides by thirty per cent.**[17]
- **4. More convenient local access - rat run traffic can be cut out without closures or banned movements, thus allowing freer access. This also increases the mobility of non car users in the locality.**
- **5. More attractive and useful public space - after calming, carriageway space may be converted to one or any combination of:-**
    - larger footways/pedestrian areas
    - cycle paths and parking
    - planted areas
    - parking and loading bays

  More attractive public space makes the street more livable.

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15 *Pharoah, Tim, "Traffic Calming" : Progress and Potential, Proceedings of a Seminar, Civilising Transport 19th Summer Meeting PTRC, 1991.*

16 *Ibid.*

17 *Doldissen, "Environmental Traffic Management - German Interministerial Research Programme", Proceedings of a Seminar, Transport and Planning, 16th Summer Meeting, PTRC, 1988.*

- **6. More buoyant local economic activity - in the six pilot programme calming areas in Germany, all but one experienced increases in trade after calming.**
- **7. Cost-effectiveness - a cost benefit analysis was conducted in Britain to assess the economic effectiveness of traffic calming schemes. The cost element of the analysis related to the financial cost of construction. A monetary value was attached to traffic accidents. The financial benefit was calculated by the money saved as a result of the reduction in accidents. Of sixteen schemes, all but two created a nett benefit.**

5.2.1. An area-wide Calming Scheme in Practice:

An area-wide scheme (or a speed management framework) was applied in Devon. It contains three principal elements or "sub-areas" which are described below. The possibility of applying the framework to the study area is then examined (see Map 7). The three elements of the framework are:-

- Living Areas
- Mixed Traffic Areas
- Traffic Areas

5.2.1.1 Living Areas:

Walking, cycling and other "living functions" have priority over motor vehicles. Speed limits are self-enforced through the introduction of physical measures such as road narrowing, speed tables, chicanes, etc. Within a Living Area, there can be:-

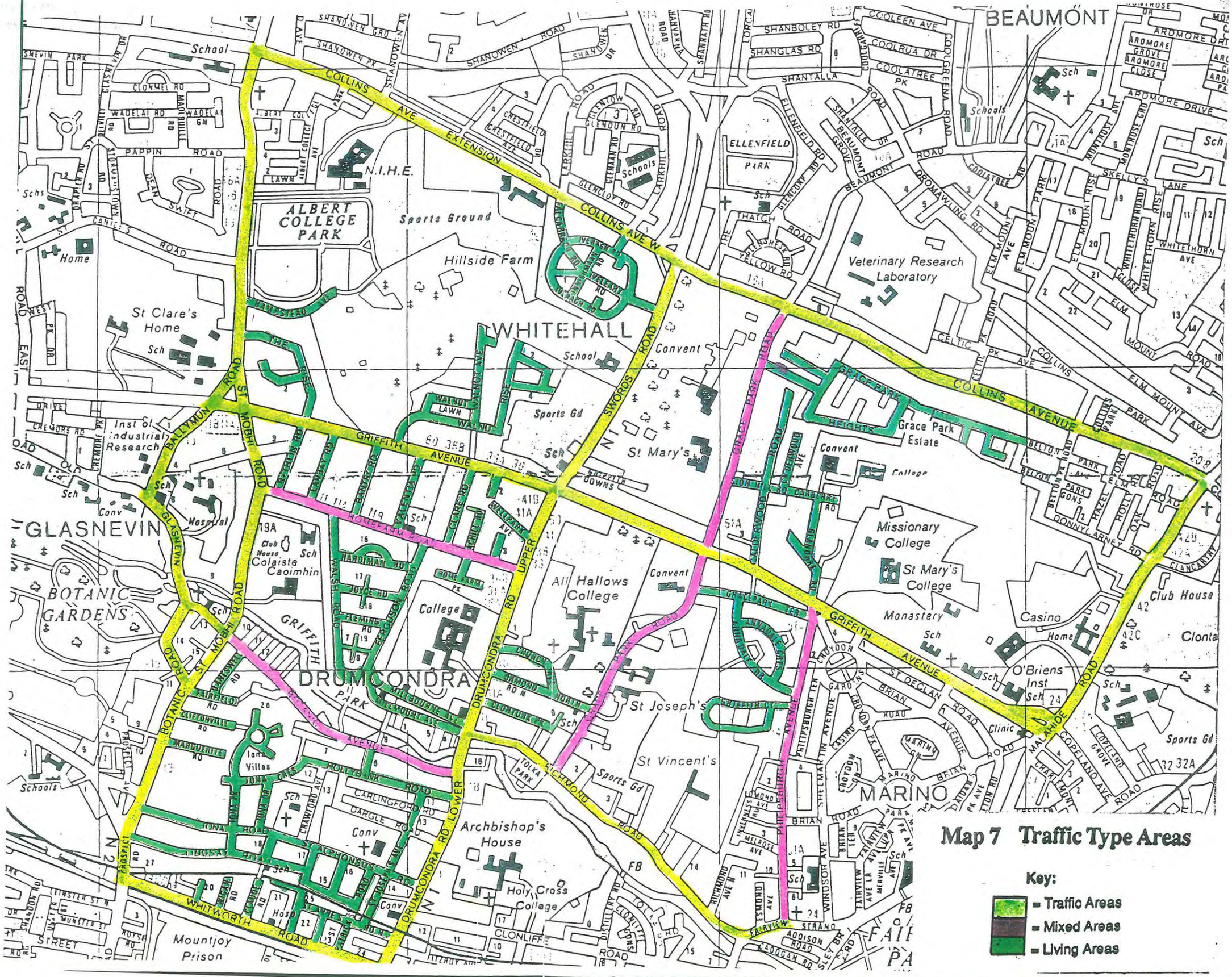
- **(a) sub twenty mile per hour areas, which have pedestrian areas where vehicles are mostly excluded, and shared-surface streets with little traffic; or,**
- **(b) twenty mile per hour limit areas, which are chiefly residential and other streets with no through traffic, and "collector" streets connecting to the traffic areas, but without through route designation.**

5.2.1.2 Mixed Traffic Areas:

Priority is shared in these areas between "living" and "traffic" functions, including certain sections of through routes. A speed limit of either twenty or thirty miles per hour should be self- enforcing. Areas containing shops, schools, colleges and other generators of large volumes of pedestrian traffic should preferably be designated as twenty miles per hour limit areas.

5.2.1.3 Traffic Areas:

A thirty miles per hour speed limit (which need not be self- enforcing) exists in these areas. Traffic takes priority on these major access and through routes, but vulnerable road users are also to be protected.



Map 7 Traffic Type Areas

Key:

- = Traffic Areas
- = Mixed Areas
- = Living Areas

5.2.2. Proposals for Traffic Calming:

A crucial element of the transportation strategy in this plan is traffic calming. The purpose of calming is to slow down traffic speeds, thereby reducing traffic volumes and accidents, particularly in residential areas. The table which follows describes some of the more popular methods used to calm traffic. It also details the impact of these measures in practice, referring mostly to British experience.

There are other traffic calming methods which are relevant to this study. These are not individual measures, but instead comprise a combination of measures over an area. The Woonerf creates a shared surface whereby pavement and carriageway are integrated. Cars must, therefore, give priority to pedestrians and tend in practice to travel at little more than a walking pace. Landscaping is typically used in the newly created spaces to improve the appearance and environment of the area. Street furniture is also commonly used. The method has proved extremely popular in The Netherlands, where is was pioneered, and in Germany. Its main drawback is the cost involved in resurfacing roads.

Woonerf-type street layouts are proposed for new residential developments in the area. The street in "The Village" off the Drumcondra Road is an example of such a scheme.

The Environmentally Adapted Through Road (EATR) concept originated in Denmark. It applies to main roads which have high traffic speeds and volumes, and present dangers to pedestrians and cyclists. While its initial application was to towns and villages on main roads with high traffic speeds, the concept can be extended to include main roads in the study area. This is so because the main roads in the area are used as through roads, and, furthermore, parts of these roads have commercial areas, residential areas and schools which generate large volumes of pedestrian and bicycle traffic. While traffic volumes are likely to remain high on these roads, by reducing speeds, they will become safer and help create a more livable environment. The kinds of calming (or speed reducing) measures used on EATR are rumble strips, entrance treatment, carriageway narrowing, pinch points, chicanes, landscaping for decorative purposes and pedestrian crossings, especially at commercial areas and outside schools.

The roads in the area which could be designated as Environmentally Adapted Through Roads are Malahide Road, Swords Road, Drumcondra Road, Ballymun Road, Mobhi Road, Botanic Road/Prospect Road, Collins Avenue, Griffith Avenue, Home Farm Road, Whitworth Road and Richmond Road.

The Dublin Transportation Initiative (DTI) proposals for the area, which are endorsed in this report, envisage Light Rail on Collins Avenue and Swords/Drumcondra Roads, and Quality Bus Corridors on Swords Road, Drumcondra Road, Malahide Road and the Glasnevin/Botanic Roads. Aside from giving priority to public transport, these are also forms of traffic calming as they reduce road space for cars. Measures to be implemented on these routes must take full account of these public transport proposals.

A crucial element of the transport strategy in this plan is the proposal for the port access route in the form of a bored tunnel. This would reduce traffic volumes on the Swords Road/Drumcondra Road and facilitate the conversion to an Environmentally Adapted Through Road.

5.3. General Considerations Relating to Traffic Calming:

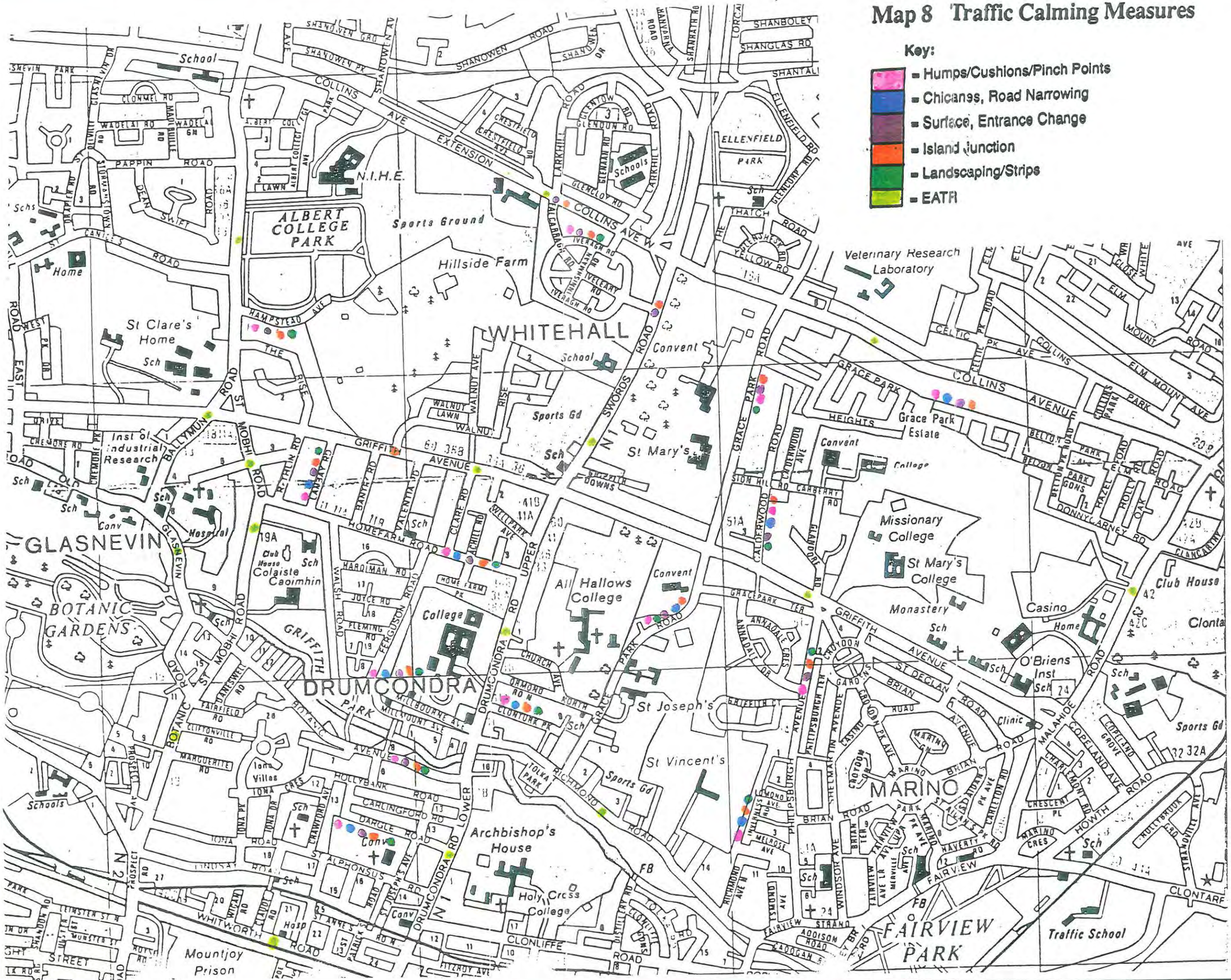
The following points should be borne in mind when considering actual implementation of traffic calming in the area:-

- **Because road closures hinder access, they are not ideal.**

Map 8 Traffic Calming Measures

Key:

- = Humps/Cushions/Pinch Points
- = Chicanes, Road Narrowing
- = Surface, Entrance Change
- = Island Junction
- = Landscaping/Strips
- = EATR



Traffic Calming Measures to be Applied:

Measure	Purpose	Results in Practice
1. Road Humps:	Reduce Traffic volumes, speeds and accidents	Northcourt Road, Abingdon, Oxfordshire (major road in suburban residential area). Flat-top road humps were the only measure used. Results:- (a) Round Top - Speed tables may double as pedestrian crossings. Traffic Flows: down 40% weekdays, 48% at weekends. (b) Flat Top - Speed: - before implementation, 19% below 25 mph, after, 87% below 25mph. Before, 5% above 40 mph, after, 0.2% above 40mph. Mean Speed - before was 36 mph, after below 25 mph. The Moors/Mill Street, Kidlington, Oxfordshire (major road in suburban residential area). Road humps were the only measure used. Results:- Traffic flow: down 29% weekdays, 50% at weekends. Speed- before implementation, 14% above 40 mph, after 1% above 40mph. Mean Speed: before, 32 mph, after 27 mph.

FIG 1: ROAD HUMPS.

2. Speed Cushions	Reduce traffic volumes, speeds and accidents	In Berlin, speed cushions were effective in reducing speeds and accidents. They have proved very popular throughout Germany. Less speed reducing effect than road humps on ambulances, buses or cyclists. May be used to secure pedestrian crossings

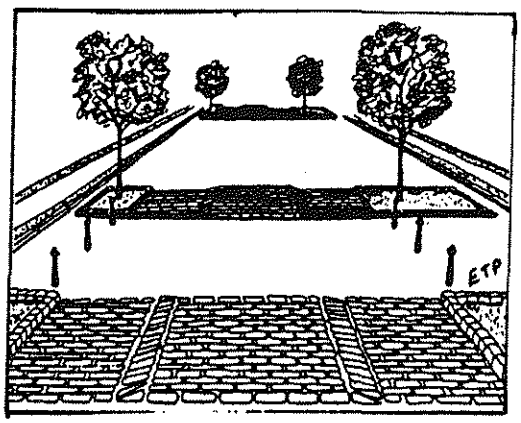


FIG 2: SPEED CUSHION

3. Bus Friendly Humps:-	Reduce traffic volumes, speeds and accidents	Research in Sweden on the road depression showed that car speeds were reduced to a greater extent than bus speeds. At the depression, the mean speed for cars fell from 40 km/h to 29- 30 km/h, and for buses, the mean speed at the depression was 34 km/h. 20 metres away from the depression, the average car speed was still less than the bus speed (at 33 km/h compared to 40 km/h). (a) Danish combi-humps - Do not have any speed reducing effect for buses. (b)Road depression - May also be used to secure pedestrian crossings (c) Dutch bus sluis.

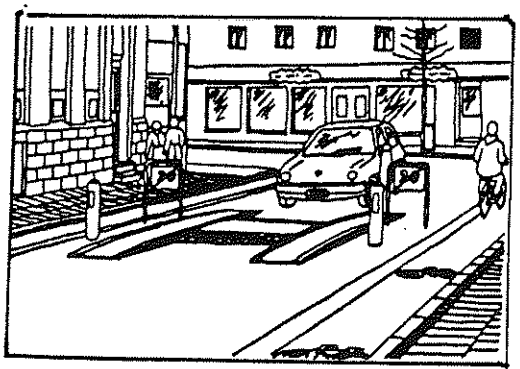


FIG 3: BUS FRIENDLY HUMPS.

4. Pinch Points	Reduce traffic volumes, speeds and accidents by reducing carriageway width	In Norwich, a scheme involving pinch points appeared to work well in terms of reducing traffic speeds and volumes. In Rochester, Kent, (road located between schools) combined speed tables/pinch points used. Results:- Visual appearance of roads improved by providing an opportunity for tree planting or interesting designs. Traffic Flow: Reduction of 30% achieved. Improves environmental quality of roads. Traffic Speeds: before, mean speed 37 mph, after, 26 mph. Accidents: 3 years before implementation, 6 injuries, after (from Spring 1990 - 1992) 0 accidents.

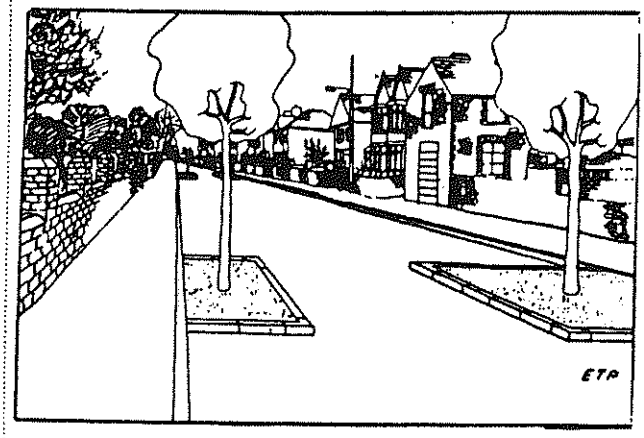


FIG 4: PINCH POINTS

5. Carriageway Narrowing	**Reduce traffic volumes, speeds and accidents by reducing road width for entire length of area**	**Preston, Lancashire (minor roads in inner city residential area) Carriageway narrowing was the principal measure used. The additional space was given over to on-street parking and pavement extensions. Results:-** **(a)Widen Pavement - Free up road space for a variety of alternative uses. Appeared to result in major declines in traffic speeds and volumes, which is regarded as being remarkable, as the scheme did not use obstructions such as road humps.** **(b)Central Reservation - Improve environmental quality of roads - e.g. Exeter, Devon (roads in suburban residential area). Road narrowing was used in combination with flat-top road humps, mini-roundabouts and landscaping. Additional space was given over to wider footpaths and sheltered parking. Results:-** **(c)Cycle and Bus Lanes - Average speeds reduced. Improvement in safety and quality of environment by speed reductions and improved driver behaviour.** **(d) Multi-purpose side strips** **(e) Tree planting**

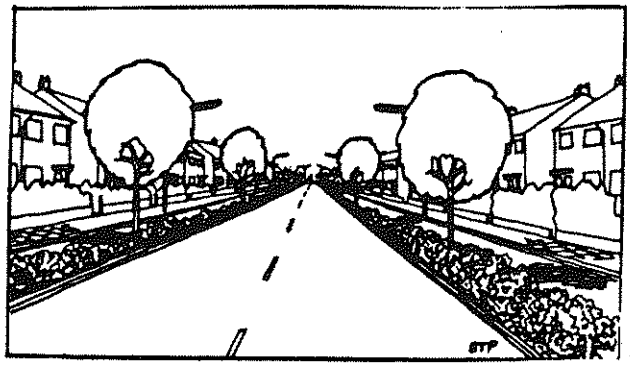


FIG 5 : CARRIAGEWAY NARROWING

6. Chicanes	By creating curves in the road, traffic speeds, volumes and accidents are reduced	Proved to be unpopular among urban conservationists in Berlin who argued that chicanes upset the established street layout through the creation of curves in the road. These are pinch points positioned at alternating sides. Offers opportunity to improve the environmental quality of the street. Chicanes used in combination with other measures, and chicane type effects created in Barnsley, Barry (Wales) and Cardiff, apparently to good effect.

Fig 6: CHICANES.

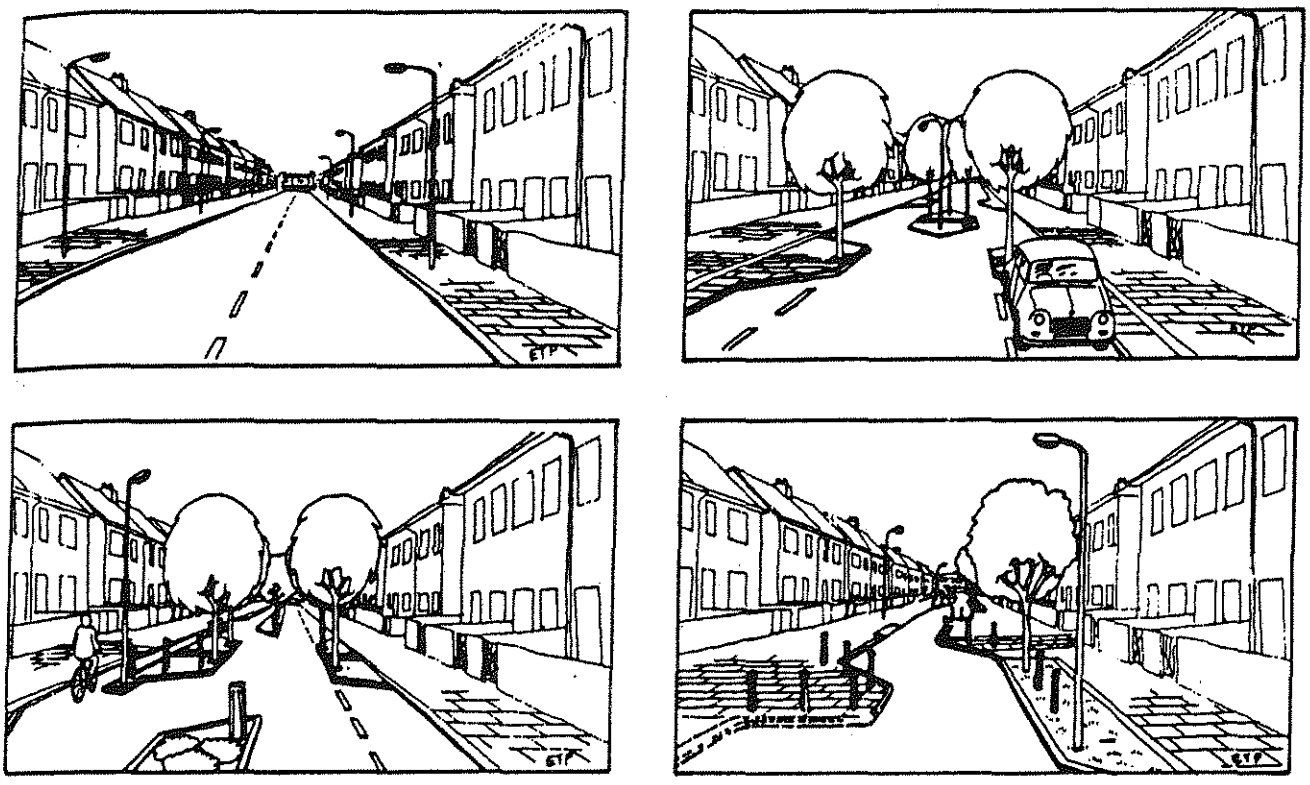


Fig 7: CHICANE DESIGN SHOWING 2 STREETS WITH + WITHOUT CHICANES

7. Changed road surface	**To reduce traffic speeds, volumes and accidents, and improve the visual appearance of a road. To achieve this, surface changes are ideally accompanied by other measures**	**Throughout the UK and Europe, it has been used to great effect in combination with other measures such as road humps and raised junctions. It has also been very effective in improving the visual appearance of streets. Examples include York, Cardiff and Glasgow. Can be in the form of (a) different materials, (b) different colours, or (c) combination of both (a) + (b).**

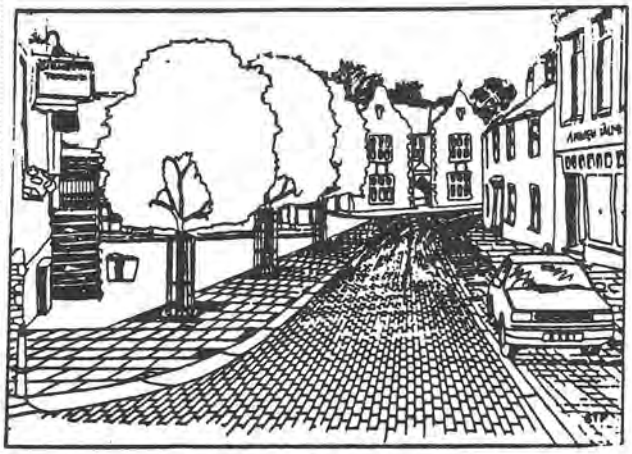


FIG 8: CHANGED ROAD SURFACE

8. Entrance treatment	**Used to "announce" to drivers that they are entering a traffic calmed area**	**Its impact on drivers is psychological. Effect of entrance treatment on traffic speeds and volumes depends on other measures used in scheme.**
	Reduce traffic speeds, volumes and accidents. To achieve this, it should be used in combination with other measures.	**Improve visual appearance of road and improve the environmental quality of an area.**

FIG 9: ENTRANCE TREATMENT

9. Traffic island may be in the form of a small island, or a long central reservation. One of the few measures that can be used on primary roads	**Reduce traffic speeds, volumes and accidents.**	**In Newport, in combination with road humps, achieved speed reduction of 11 mph.**
	Pedestrian refuge	**In North Rhine - Westphalia (Germany), it was found that islands and reservations at the boundary of built-up areas resulted in increased cyclist and pedestrian accidents, but when placed within built-up areas, reductions in the number of accidents were observed. Improves environmental quality of area and visual appearance of road.**

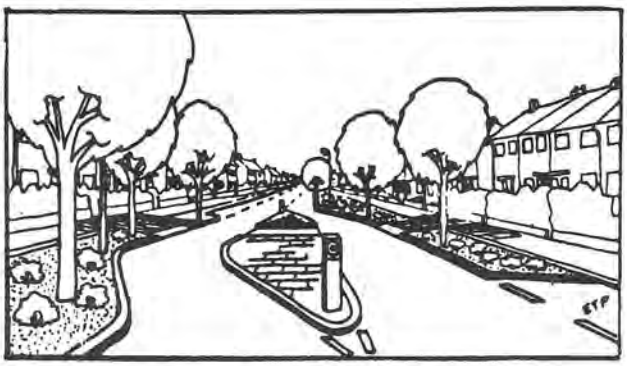


Fig 10: TRAFFIC ISLAND

10. Road junction treatments	**Reduce traffic speeds, volumes and accidents**	**At Denton, Tameside, 10(a), 10(b) and 10(f) were used in the scheme along with other measures. Results:-** **(a) Raised junctions - Improve visual appearance of road. Average traffic speed before, 23 mph, after 19 mph.** **(b) Roundabouts - Improve environmental quality of area. Average 24 hour traffic flow before, 4,910 vehicles, after - 3,501 vehicles.** **(c)Mix - Using other measures 1,4,7,9.**

Fig 11: ROAD JUNCTION

11.Landscaping - to be used in combination with other calming measures	Supports other measures in achieving their objectives	Depends on success of measures with which it is combined, as landscaping is a supportive measure rather than a speed reducing on in itself. Improves environmental quality of area and improves visual appearance of road.
12. Rumble strips - a series of strips on road creating a change of surface (much lower than humps)	Warn drivers to slow down. Have created noise problems in residential areas. Slows down "high speed" traffic, and is effective in slowing traffic on a rural road in Nottinghamshire.	

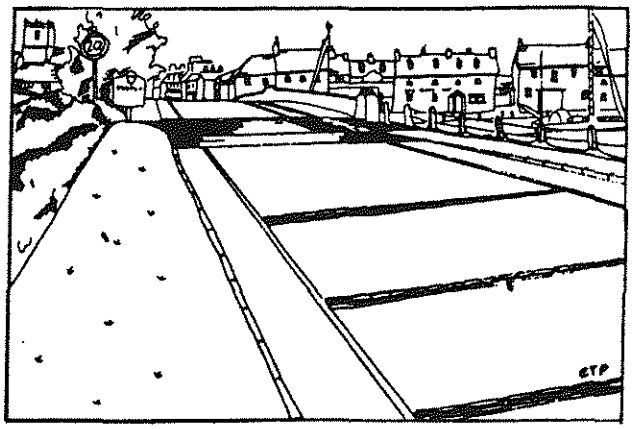


FIG 12: RUMBLE STRIPS.

Traffic Calming - Sub Area I:

Location	Type of Area	Suggested Traffic Calming Measures
Gaeltacht Park	Living Area	Entrance and road junction treatment
Entrance points to area off Collins Avenue and Swords Road		
Residential roads within the estate		Road humps, pinch points and road junction treatment
Walnut Estate	Living Area	Road junction treatment
Junction with Griffith Avenue		
Residential roads within the estate		Road humps, pinch points, chicanes and road junction treatment
The Rise	Living Area	Road humps, pinch points, chicanes and road junction treatment
Hampstead Avenue	Living Area	Road humps, pinch points and chicanes
Collins Avenue Extension, Collins Avenue West, Swords Road, Griffith Avenue and Ballymun Road	Traffic Areas	Environmentally Adapted Through Roads

Traffic Calming - Sub Area II:

Location	Type of Area	Suggested Traffic Calming Measures
Grace Park Estate	Living Area	Road humps, pinch points, entrance and road junction treatment and landscaping
All junctions unto Gracepark Road.	Living Areas	Road junction treatment
All residential roads within the functions listed above	Living Areas	Road humps, road junction treatment and landscaping
Grace Park Road	Mixed Priority Area	Speed cushions, bus-friendly humps, changed road surface and traffic island
Collins Avenue, Malahide Road, Griffith Avenue	Traffic Areas	Environmentally Adapted Through Roads

Traffic Calming Sub-Area III:

Location	Type of Area	Suggested Traffic Calming Measures
Residential roads between Griffith Avenue and Home Farm Road	Living Areas	Speed cushions, chicanes, changed road surface, road junction treatment and land-scaping
Home Farm Road	Mixed Priority Area	Speed cushions, bus-friendly humps, chicanes and land-scaping
Residential roads bounded by Home Farm Road, Walsh Road and Millmount Avenue	Living Area	Road humps, chicanes, changed road surface and landscaping
Griffith Avenue and Upper Drumcondra Road	Traffic Areas	Environmentally Adapted Through Roads

Traffic Calming Sub-Area IV:

Location	Type of Area	Suggested Traffic Calming Measures
Residential roads off Philipsburgh Avenue	Living Areas	Road humps, changed road surface, road junction treatment and landscaping
Philipsburgh Avenue	Mixed Priority Area	Speed cushions, bus-friendly humps, carriageway narrowing, entrance and road junction treatment
Grace Park Road	Mixed Priority Area	Speed cushions, bus-friendly humps, carriageway narrowing, entrance and road junction treatment
Church Avenue, Ormond Road, Clonturk Park	Living Areas	Road humps, chicanes, changed road surface and landscaping
Richmond Road, Griffith Avenue	Traffic Areas	Environmentally Adapted Through Roads

Traffic Calming Sub-Area V:

Location	Type of Area	Suggested Traffic Calming Measures
Botanic Avenue, Iona/Alphonsus Roads	Mixed Priority Areas	Road humps, carriageway narrowing, changed road surface, road junction treatment, landscaping and rumble strips
All residential roads between Tolka River and Whitworth Road	Living Areas	Speed cushions, pinch points and landscaping
Drumcondra Road Lower, Whitworth Road and Prospect/Botanic/ Mobhi Roads	Traffic Areas	Environmentally Adapted Through Roads

- **Good lighting is necessary in all calmed areas.**
- **All of the measures outlined in the table can be combined; in fact some of the best results have been achieved through combining the different measures.**
- **Where junction treatment is being applied widely as proposed below, it is suggested that a variety of treatments be used to avoid monotony (while at all times, choosing the method which is likely to have the desired effect).**
- **In selecting and designing calming measures, special consideration must be made for the needs of buses, ambulances and other emergency vehicles.**
- **It should be assumed that throughout the area, pedestrians have priority crossing roads outside schools, at commercial areas and at other locations where large volumes of pedestrian traffic are in evidence.**
- **To be successful in reducing traffic speeds and volumes, the physical measures should be placed at distances short enough to discourage acceleration between them.**

A potential pitfall of traffic calming is that by implementing measures on individual streets or only in limited areas, the high traffic volumes, speeds and accident rates may be transferred to nearby streets. Area-wide calming schemes are therefore more beneficial and a number of these are proposed for the area. The entire study area is divided into five sub-areas for the purpose of traffic calming. These are:-

- **1. Area bounded by Collins Avenue, Swords Road, Griffith Avenue and Ballymun Road.**
- **2. Area bounded by Collins Avenue, Griffith Avenue, Swords Road and Malahide Road.**
- **3. Area bounded by Griffith Avenue, Drumcondra Road Upper, River Tolka and Mobhi Road.**
- **4. Area bounded by Griffith Avenue, Philipsburgh Avenue, River Tolka and Drumcondra Road.**
- **5. Area bounded by River Tolka, Drumcondra Road Lower, Whitworth Road and Prospect/Botanic/Mobhi Roads.**

The speed management framework discussed earlier may be applied to these areas. This can help us define our objectives for individual roads and small areas (see Map 8).

• Environment and Conservation

6.1. Summary of Issues:

Relative to the remainder of the city, and compared to standards internationally, open space provision is inadequate in the Drumcondra area. To repeat the findings of the survey of open spaces, there is a very large amount of private open space in the area. These lands are mostly owned by institutions, and contribute to the open character of much of the area. Public open space provision is very poor, at about seventeen square metres per inhabitant (including the Botanic Gardens) compared to roughly twenty-two square metres for the city as a whole.

Drumcondra has a rich architectural tradition. The area has distinctive mature housing and fine institutional buildings, dating from both the Georgian and Victorian periods. The quality of some of the housing areas has been damaged by new residential developments. The commercial areas on the Drumcondra Road are in need of reappraisal due to unsympathetic developments and badly designed shopfronts. Another visual problem in the area is caused by the large number of billboards. These are especially obvious as one enters the area, and may help create a negative impression of Drumcondra among visitors.

6.2. Objectives:

- **Increase the provision of public open space**
- **Protect the quality of open spaces**
- **Protect other natural features, especially trees, which may come under threat from development**
- **Improve the quality of the environment**
- **Improve the physical appearance of the area**
- **Ensure that new developments add to rather than detract from the visual appearance of the area**
- **Preserve the heritage of the area**
- **Utilise natural features in harmony with the environment**
- **Promote good design of shopfronts and houses**

6.3. Recommendations:

- **E1: Lobby for the development of a new hierarchy of public open spaces in the area, along the lines of the open space plan contained in this report. Action: LR.**

- **E2: Recommend that Tree Preservation Orders be prepared for sites threatened by development in the near future. Tree Preservation Orders (TPOs) be placed on certain groups of trees. Action: LR.**

These are as follows:-

- Trees along the laneways in Hillside Farm (Hampstead Hospital)
- Trees in the grounds of this hospital at the southern end of the Farm, facing Griffith Avenue (opposite Bantry Road)
- Inside the main wall of St. Patrick's College, Drumcondra Road
- All Hallow's College, inside the wall at Grace Park Road and at the entrance
- Trees along the Tolka at the back of Holy Cross College
- At entrance to Highfield Hospital, Swords Road.

There are other groups of trees in the area which may not be under threat, but their importance to the character of the area warrants protection

- Trees linking Walnut Rise with Walnut Avenue (off Griffith Avenue)
- Trees in Beresford (off Griffith Avenue)
- The oak trees of Seven Oaks (off Swords Road)
- Trees on Drumcondra Road
- Trees on Griffith Avenue
- Trees between Millmount Avenue and the Tolka, adjacent to the Drumcondra Road
- Trees in the small park at the Drumcondra Road end of Botanic Avenue

- **E3: Clean up the River Tolka and the canal, and develop a riverside walk and linear park along the Tolka. Action: DPLR.**

- **E4: Promote the use of the river for watersports and other water based activities. Action: DPLR.**

- **E5: Promote the effective utilisation of all incidental open spaces in the area through imaginative planting and the provision of seating. Action: DPLR.**

- **E6: Encourage the supervision of all open space in residential estates. Action: LR.**

- **E7: Organise local garden clubs with a view to planting on pavements and incidental open spaces, and entering the Tidy Districts Competition. Ensure full community cooperation in preparation for the competition. Action: D.**

- **E8: Ensure the maintenance of grass on roadside verges, particularly those on Griffith Avenue and Drumcondra Road. Regrass the pathways on Griffith**

Avenue and provide chains, bollards, etc. to stop car parking on the verges. Action: DPLR.

- E9: Provide more seating on Botanic Hill, Griffith Avenue and in the riverside park facing the Tolka at the junction of Botanic Avenue and Drumcondra Road. Action: DPLR.

- E10: Tackle poor shopfront design by availing of the booklet provided by Dublin Corporation to help with the design of shops. Action: DPLR.

- E11: Provide more litter bins in commercial areas throughout the district. Action: DPLR.

- E12: Tackle the problem of illegal advertising hoardings by lobbying for legislative change to give the planning authority greater powers to control the use and erection of billboards, by appealing directly to the firms whose products are advertised on billboards in the area and by greater involvement of "Third Party" to assist planners in enforcement. Action: LR.

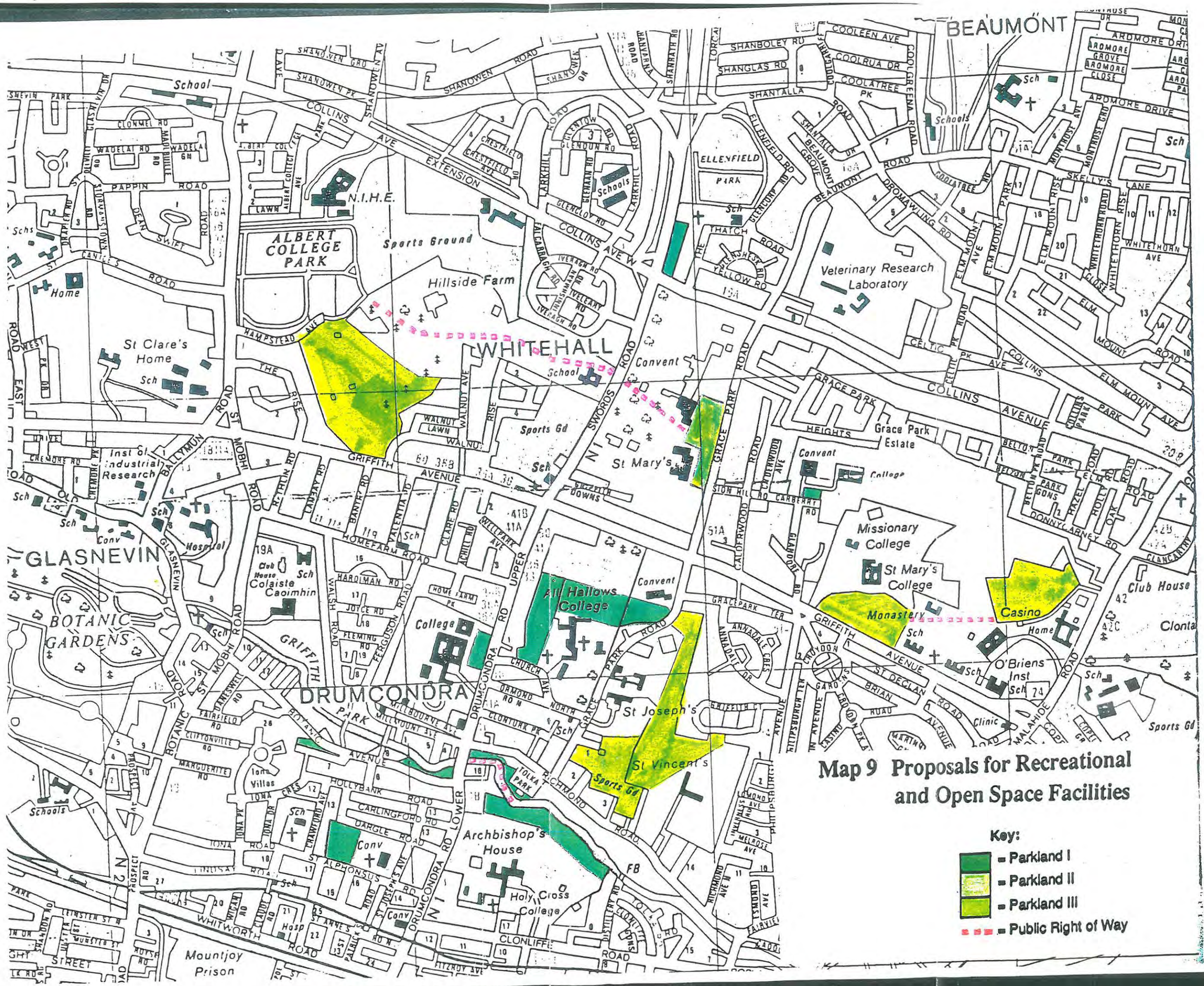
- E13: Upgrade all playgrounds, especially in Griffith Park, by replacing hardcore with a soft surface and provide for better equipped and safer play areas. Action: LR.

- E14: Refurbish the railway station and bridge on Drumcondra Road Lower by cleaning, painting and the removal of advertising hoardings. Action: LR.

- E15: Clean up the railway line running through the area and construct security barriers at the rear of the houses to counter act crime and vandalism. Action: LR.

- E16: Ensure that high amenity areas such as the canal and the Tolka River are conserved by stricter zoning and the promotion of compatible land uses such as leisure and recreation. Action: LRP.

- E17: Promote good design standards for residential and commercial development throughout the area by controlling insensitive developments, including signage, pavements and architecture. Action: DPRL.


BEAUMONT
GLASNEVIN
BOTANIC GARDENS
DRUMCONDRA
WHITEHALL
ALBERT COLLEGE PARK
Sports Ground
Hillside Farm
St Clare's Home
Veterinary Research Laboratory
Grace Park Estate
Missionary College
St Mary's College
Monastery
Casino
Convent
Archbishop's House
Holy Cross College
All Hallows College
St Joseph's
St Vincent's
Mountjoy Prison
Inst of Industrial Research
Colaiste Caoimhin
N.I.H.E.
Map 9 Proposals for Recreational and Open Space Facilities
Key:
Parkland I
Parkland II
Parkland III
Public Right of Way

- **E18: Promote the use of sculptures and other pieces of art in public open spaces and action areas. Action: DLP.**

- **E19: Promote the landscaping of the commercial district of Drumcondra by using trees, ornate pavement and bollards. Action: DPRL.**

- **E20: Replace institutional walls, such as in All Hallow's and High Park Convent, with railings and dwarf walls to visually open up the area. Action: DPLR.**

- **E21: Create a linear park on the banks of the Tolka and on the grounds of Holy Cross College. A proposed foot bridge would connect the northern bank walkway to the park. Action: LR.**

- **E22: Provide better lighting on the streets and within the public parks. Action: LR.**

- **E23: Erect a memorial to the Magdalens in the grounds of High Park Convent and landscape with suitable indigenous hardwood trees. Action: DPLR.**

6.4. Proposals for Recreational and Open Space Facilities:

Applying the hierarchies of open space provision discussed earlier rigidly to the area is not feasible. Because of the existing pattern of development in the area, it could not be possible to ensure that, for example, each resident is within 1 - 3 kms. of a 30 - 60 hectare park. This is especially so in relation to the more densely developed parts of the study area. Instead, the hierarchy should be used as a general guideline, or an ideal scenario towards which recreational and open space planning is directed. Based loosely on the two hierarchies discussed earlier, and keeping the general yardstick of 2.8 hectares of public open space provision per 1,000 population in mind, a recreational plan has been devised which is tailored to the needs of the Drumcondra area. This plan is not simply about increasing the provision of public open space. It is also concerned with improving the quality of open spaces in the area.

This open space plan relates to the provision of three types of public open space (see Map 9). They are of vital importance to improving the quality of life in the area. They are referred to in three categories.

Type I parkland relates to passive activities. The main feature proposed for these areas is landscaping. Most Type I areas are small in size. Where they are large enough, it is proposed to develop formal pathways.

Type II parkland is generally larger than the Type I spaces. In addition to the features of Type I spaces, these parks would normally contain childrens' playgrounds, areas for

unorganised active use, and a small covered area for shelter. Ideally, all playgrounds would have a soft surface.

Type III parkland would be expected to contain all features of Type II areas as well as catering for organised active users, i.e. providing playing pitches, tennis courts, basketball and other sports facilities. An important feature of these areas is the provision of indoor facilities such as a cafe or restaurant.

The plan outlined below attempts to maximise mobility between the open spaces by linking them together where feasible. The facilities provided in the spaces themselves are designed to meet the likely requirements of the residents of the particular locality. The proposals relate to existing public open spaces which should be upgraded and to privately owned land which would have to be acquired.

The study area is divided into four sub-areas. These are:-

- **Area One - Area bounded by Collins Avenue, Swords Road, Griffith Avenue and Ballymun Road.**
- **Area Two - Area bounded by Collins Avenue, Malahide Road, Griffith Avenue and Swords Road.**
- **Area Three - Area bounded by Griffith Avenue, Drumcondra Road, Whitworth Road and Botanic Road/Glasnevin Hill/Ballymun Road.**
- **Area Four - Area bounded by Griffith Avenue, Philipsburgh Avenue, Richmond Road and Drumcondra Road.**

The proposals result in a fifty per cent increase in public open space which will mean that there will be 0.31 sq.km. of open space in the Drumcondra area. This represents a total of 26.1 sq.m. of public open space per person which is on average 5.0 sq.m. more than the average in Dublin city.

• Land Use Zoning

7.1. Summary of Issues:

The purpose of zoning is to indicate the land use objectives of the planning authority for its area. All the recommended strategies and policies are based on a land use zoning planning priority to maintain and reinforce the vitality of the area and to promote it as a residential and recreational centre for the area. General land use zoning policy seeks to do this by placing an emphasis on specific uses within a zone and indicating what development is permissible (see Map 10). The Development Plan zoning also seeks an emphasis on improved public transport, environmental traffic management and parking restraint. Zoning policies alone are not enough and need to be reinforced by creative policies on urban renewal, recreational activities and traffic management.

The key concern in the area is whether or not the area will be successful in attracting a significant proportion of residential, commercial and leisure development that is likely to be generated over the next ten years.

Completion of the Eastern Relief Route is expected to deliver major benefits to the area by removing a vast quantity of traffic. It could also improve access in and out of the city centre. The provision of significant new public transport links such as the quality bus corridor is also of major significance to the area.

Another important factor in zoning is the likely future capacity of the study area to attract job creating development. The role of the airport and the port in the area will be significant issues in this regard.

The Development Plan has zoned the vast majority of the area as A1, A2 and A3 which is generally "to protect and/or improve residential amenities". This is in keeping with the general land use of the area. Major open spaces have, however, been allocated for residential development rather than for leisure and recreational use. There has been a positive discrimination in favour of residential zoning in areas that clearly would be more suitable for other land use objectives. All the residential areas have been allocated a plot ratio of 1.0 (2.0 inner city) which expresses the relationship between the area of a site and that of total gross floor area of the building. This gross floor area is the sum of floorspace within the external walls of the building, excluding plant and tank rooms as well as car parking area. The purpose of plot ratio control is to:-

(i) establish building densities in a way which provides opportunities for achieving a desirable height and massing of buildings;

(ii) prevent the adverse effects of over development of the layout and amenity of buildings;

(iii) achieve a desirable balance between the street and car parking capacities and traffic generated by buildings;

(iv) encourage appropriate renewal and/or development where required.

It is unfortunate that the plot ratio is so low and the site coverage is so high for most of the study area. We propose the building of high density apartments and town houses

to cater for elderly and the younger population. There are however special considerations within the development plan that cater for development proposals in excess of the normally permissible plot ratio where the extra floor space comprises net additional residential accommodation. Consideration is also given to proposals which apply in particular to obsolete areas or sites where a proposed development would contribute to the rehabilitation of a run down area.

In the case of infill development in an existing terrace or street it may be necessary to have a higher plot ratio in order to maintain a uniform fenestration and parapet alignment. In such circumstances the Corporation have discretion to allow an increased plot ratio.

Where there are existing institutional uses such as All Hallow's and St. Mary's or proposals to establish institutional uses or expand, extend or modify, or redevelop existing buildings in institutional uses within the "H2" land use zoning objective, consideration is given to have a flexible plot ratio and site coverage. This is of course subject to the provision that the proposal is in accordance with the proper planning and development of the area particularly the safeguarding of the amenities of adjoining uses.

The zoning objectives "District Centre facilities" are located along the Upper Drumcondra Road. Permitted uses include guesthouses/warehousing, offices, recreational purposes and neighbourhood shops. These are intended to improve the existing services provided for the people and to encourage the further provision of such services within that area.

Zoning objective "B" which "provides for and improves neighbourhood facilities" are located at the junction of Glasnevin Avenue and Ballymun Road, Collins Avenue Extension, Botanic Road and Prospect Avenue. Permitted uses include cultural buildings, educational facilities, public service installations, playgroups and creches.

Zoning objective "H" protects the existing architectural and civic design character, and allows for limited expansion consistent with the conservation objective. This zoning objective applies only to the area surrounding the Casino in Marino.

Zoning objective "K" preserves recreational amenity including open space. Areas covered by this include Albert College Park, the Botanic Gardens and a small part of the sports ground off Swords Road. Applying the hierarchies of open space provision discussed in the chapter on open space to the area is not totally feasible. Because of the existing pattern of development in the area it is not possible to ensure that enough land is allocated to open space. This is especially so in relation to the more densely developed parts of the study area. However due to economic and other market forces the amount of land zoned for open space is inadequate and our proposals in the plan cater for the provision of more public open space.

The 1991 Development Plan differs in some respects from the 1980 Development Plan. The 1980 Development Plan contained ten land use zoning objectives. The current plan contains eighteen categories. There have also been minor zoning changes on the ground.

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Map 10: Zoning Objectives for Drumcondra

USE ZONING OBJECTIVES

Objective A	To protect and/or improve residential amenities	
Objective B	To protect the existing architectural and civic design quality and to provide for compatible residential and office uses	
Objective B1	To protect improve or renew the existing civic design character and to provide for residential and such office use as is compatible with conservation and renewal requirements	
Objective C	To provide for and improve district centre facilities	
Objective C1	To provide for and improve neighbourhood centre facilities	
Objective D	To provide for and improve city centre activities	
Objective D1	To provide for mixed uses	
Objective E	To provide for industrial and related uses	
Objective F	To preserve recreational amenity including open space	
Objective G	To protect and improve the amenities of the special amenity area not covered by other use zoning objectives	

The 1980 plan had a single zoning objective "A" - "to protect and/or improve residential amenities". This is now "A1" for most residential areas within the study area, but it was recognised by the Corporation that certain areas needed special protection. Many areas are already built up areas in which case conservation is included as objective "A2". This will have little or no real effect on the residential areas. The study area contains many institutional lands that are likely to come under pressure for development. Areas such as St. Mary's, Hillside Farm, are now protected for their environmental qualities under objective "A3".

The 1980 Development Plan had an objective "D1" - "to provide for mixed uses". Such areas were located within or adjacent to the canal ring and many of the fringe areas around central Dublin. The 1991 plan has included many of these areas in zones "C1" which provide for and improve business and service centre facilities, and "F" which provides for services, small scale manufacturing and distribution for the inner city. Drumcondra Road Lower (Grattan Parade) has been rezoned from objective "A" to objective "C2". The 1980 Development Plan had a zoning objective "C" - "to provide for and improve district centre facilities". The 1991 plan recognises the fact that there is a difference in function between activities in district centres serving an extensive residential area and areas with a similar intensity of use, but differing in function immediately surrounding the "city centre activities zone". Consequently such areas adjoining the "city centre activities zone" have the objective zoning "C" - "to provide for and improve business and service centre facilities (inner city)". Whilst centres providing a high level of services to residential areas generally outside the inner city have the zoning objective "C2" - "to provide for and improve business and service centre facilities (outer city)" the mixed use zone is being designated zone "E" in order to restrict possible speculation, dereliction and protect the amenities of surrounding residential areas. The land behind Iona Road and Richmond Road is thus zoned and has restricted expansion potential.

Many uses important to the vitality and economic life of the city are themselves marginal in an economic sense and occupy lands and premises which could lead to speculative pressures to have them displaced. Recognising the importance of protecting these areas the 1991 plan has designated the zone "F" - "to provide for service and small scale manufacturing and distribution activities in the inner city". It would have been advisable to zone some of the area around Richmond Avenue and Drumcondra Road Upper in this category, rather than the present "A2" or "A3" zoning. This would have been more in line with area policy of improvement of facilities for services and general city centre activities.

Overall the zoning objectives for the area have become more detailed. One of the few minor changes was the rezoning of the houses off Grace Park Road from "C1" -"to provide and improve neighbourhood centre facilities" to "A1" residential amenity.

The land use zoning objectives maps show the boundaries between zones while the zoning objectives and control standards indicate the different uses permitted in each zone. It is important that abrupt changes in scale and use zones are avoided. In dealing with development proposals in continuous transitional zonal areas, it is necessary to avoid proposals that would prove detrimental to the amenities of the more

environmentally sensitive zone. For instance in the zones abutting residential area or abutting residential development within predominantly mixed use zones, particular attention must be taken to the land use, scale, density of development proposals in order to protect the amenities of residential property.

7.2. Recommendations:

- **L1: Maintain proper balance between zoning for housing and that for recreational and leisure purposes. Action: LR.**

- **L2: Increase plot ratio and decrease site coverage on institutional lands to ensure that there is more open space as well as a more secure environment. Action: LR.**

- **L3: Relaxation of normal planning standards to allow development to take place in small pockets of infill housing. Action: LR.**

- **L4: Consideration must be given to proposals in the inner city areas in excess of the normal permissible plot ratios where the extra floor space comprises net additional residential accommodation. Action: LR.**

- **L5: All zoning objectives used must consider the capacity of the surrounding infrastructure to absorb the demands of the proposed developments. Action: LR.**

- **L6: Promote zoning in the area which will cater specifically for service sector and tourism related activities. Action: LR.**

Open Space Plan:

Area One:

Suggested Location	Type of Space	Approximate Size	Notes
Existing green in Gaeltacht Park	Parkland Type One	Very small	Reseed barren patches.
Car Park at Church, Collins Avenue	Parkland Type One	0.1 hectares	Its usefulness is limited because of its location adjacent to the main road.
Albert College Park (extension)	Parkland Type Three	Additional 2/2.5 hectares	It is proposed to extend the park south through the grounds of the hospital as far as Griffith Avenue, which could also be used as an access point. There is a sufficient supply of playing pitches in the park. The extra space should cater for other facilities, with a particular emphasis on passive uses. The trees on the land facing Griffith Avenue are an important feature and are worthy of preservation. They would also be an integral aspect of any new park on these lands. Access to the park along an existing pathway from the Swords Road should be made possible.

Area Two:

Suggested Location	Type of Space	Approximate Size	Notes
Area in front of High Park Convent (Grace Park Road)	Parkland Type Two	c. 5 hectares	A small park in memory of the Magdalens should be located here. The park should contain a memorial and be landscaped by the planting of indigenous hardwood trees. A walkway could link the park with the Swords Road, and possibly connect with the pathway which would link the Swords Road with the enlarged Albert College Park.
Casino grounds and grounds to the front of the Marino Institute of Education, and a corridor linking these	Parkland Type Three	c. 5 hectares	A playground is recommended particularly at the Casino end of this area.
Carberry Road/Glandore Avenue, inside entrance to Telecom centre/college	Parkland Type One	c. 0.1 hectares	This space should be opened up to the public with seating provided

Area Three:

Suggested Location	Type of Space	Approximate Size	Notes
Derelict site on DeCourcy Square	Parkland Type One	Very small	This derelict site may offer an opportunity for ornamental planting.
Off Drumcondra Road, at the proposed "centre" at St. Patrick's College	Parkland Type One	Very small	Incidental open spaces would be an important aspect of the new commercial centre at this location. These would encourage social interaction.
St. Alphonsus Road (Convent)	Parkland Type One	c. 0.5 hectares	This is an ideal location for a small public park at the centre of a dense residential area
Botanic Hill, on Botanic Avenue	Parkland Type One	Very small	This is a reasonably well maintained public space, but more seating could be provided
Tolka River (linear park)	Parkland Type One		A walkway could be extended from Griffith Park, at water level, to the public space at Botanic Avenue/Drumcondra Road. It is proposed to continue this walkway along the river east of the Drumcondra Road, parallel to the Richmond Road. The walkway would continue on the south bank of the river, at the back of Holy Cross College. The river itself would have to be cleaned up.

Holy Cross College	Parkland Type Two	c. 1.2 hectares	Adjoining the river walk, some of the land to the back of the College could be used as a park. Access could be via the river walkway and from the existing entrance on the Clonliffe Road. Trees at the river bank are worthy of Preservation Orders.

Area Four:

Suggested Location	Type of Space	Approximate Size	Notes
All Hallows College	Parkland Type One	c. 0.5 hectares	The proposal is for a corridor linking Grace Park Road with Church Avenue. The corridor could run north from Church Avenue, and turn east, skirting around the college buildings, below Beresford and through the convent. The trees in All Halllows along the Grace Park Road and at the entrance are worth preserving.
St. Joseph's/St. Vincent's	Parkland Type Three	c. 2.0 hectares	This ares includes land to the backs of St. Joseph's and St. Vincent's off the Richmond Road. It also includes wasteland off the Grace Park Road at the back of the Ierne club. Access could be via two locations on the Grace Park Road, and at the open space at Griffith Court, subject to the agreement of the residents.

• Housing

8.1. Summary of Issues:

The residential areas within Drumcondra & Districts are for the most part of good quality, relatively well maintained and quite compact. There is a quite diverse range of housing within the area. The district can be divided into six social areas: Inner City areas, twilight areas, flatland, old middle-class suburbs, Local Authority suburbs and newer owner occupied suburbs. Of the seven wards in the Drumcondra area, four fall into the flatland social area. These wards constitute most of the southern half of the study area. Furthermore, each fall within the "emerging flatland" social sub area.

There appears to be an ample amount of land for desired future residential development. Housing at the right price and of the desired type is in short supply for second generation residents, the elderly and those in the lower middle and working classes. The existence of flatland can be explained by the significant amount of subdivision in the old stock of housing and the close location of third level educational institutions and government offices.

An imbalance between the future population structure and housing stock will exacerbate the problem in the future. Future housing policy for the area should be directed at improving the mix of housing and also matching the house type to the need, e.g. housing need linked to the "stage in the life cycle" of the occupier.

There are a number of environmental issues in the area. The existence of derelict sites and undeveloped areas within residential areas are unattractive and represent an inefficient use of a valuable resource. The large availability of institutionally owned land gives a lot of scope for future large scale residential development in the area.

In some residential areas street lighting is poor which often leads to crime and other security problems, while in other areas front elevations, boundary fencing, landscaping and even colour need to be controlled.

8.2. Objectives:

- **Provide affordable good quality homes for young people living in the area.**
- **Protect the existing stock of good quality housing from incompatible changes of use.**
- **Provide an adequate supply of good quality accommodation which is secure for the older people.**
- **Maintain, enhance and protect the residential environments.**
- **Improve accessibility to shopping, recreation and other community services.**
- **Improve the image and identity of all the residential areas.**
- **Provide secure close-knit community type areas for the elderly residents of the area.**

8.3. Recommendations:

- H1: Develop a number of purpose built secure apartments and houses to accommodate elderly residents. Action: DRL.

- H2: Encourage well designed infill development on suitable vacant land and rear gardens. Action: DPLR.

- H3: Ensure the "cycle turnover" of the housing stock to encourage house improvement and facade maintenance. Action: LR.

- H4: Ensure that the new housing stock is linked to "stage in the life cycle" and is located in the desired area. Action: PLR.

- H5: Maintain proper balance between zoning for housing and the zoning for recreational and leisure purposes. Action: LR.

- H6: Promote good design standards for developments and encourage redevelopment of poor physical environments by encouraging investment to bring underutilised sites into economic use. Action: DRP.

- H7: Provide cheap on campus accommodation for students rather than forcing the subdivision of old houses. Action: PRL.

- H8: Actively discourage the use of residential backlands as storage areas or dumping grounds. Action: DLR.

- H9: Provide play grounds for young children near their appropriate residential areas as identified on the proposals map. Action: LR.

- H10: Ensure that during the development of residential schemes, all roads and services are to be provided in advance of dwelling completion. All schemes are to be finished off to the highest possible standard. Action: LR.

- H11: Ensure that all infill housing etc. reflects the existing character of the street by paying attention to the proportion, heights, massing, parapet levels and materials of surrounding buildings. Action: DLR.

- **H12: Convert some of the institutional buildings into apartments in conjunction with new proposals that are not detrimental to the general surroundings. Action: PLR.**

- **H13: Extend first-buyer tax relief to older houses in conservation areas. Action: LR.**

- **H14: Encourage apartment type developments on residentially zoned institutional lands in order to maintain openness of these areas. Action: LR.**

• Residential Communities

9.1. Summary of Issues:

Many of the major issues involving residential communities are derived from the type of housing and the social mix of the area. As already stated, much of the population in the area is transient. This transient population is directly related to the large availability of flats in the area. Hence it is therefore thought by many settled residents that there is a lack of community spirit in the area at large.

It has been argued that areas of this nature have a rich and varied community life on the one hand, or conflict on the other. It has been postulated that such areas may be of easy prey for land speculation and/or slum development.

It is of vital importance to the study team that residential areas and communities are maintained. It is however hard to implement recommendations on this topic without the total co-operation of the general public.

9.1.1. Objectives:

- **Provide affordable good quality starter homes for young people living in the area.**
- **Provide an adequate supply of good quality, secure accommodation for older people.**
- **Protect the existing stock of good quality houses from incompatible changes of use.**
- **Maintain, enhance and protect the residential environments and encourage environmental improvement in all areas.**
- **Improve accessibility to shopping, recreation and all other community services.**
- **Maintain and improve the image and identity of all residential areas.**
- **Tackle crime and other security issues.**
- **Activate residents of the areas to help realise all their objectives.**

9.1.2. Recommendations:

- **R1: Ensure that new residential developments contain open spaces which are accessible to all the local residents. Action: RL.**

- **R2: Encourage well designed infill development or alternatively attractive landscaping on suitable vacant sites in the residential areas. Action: DRL.**

- **R3: Create a joint management system between the local residents and the Parks Department of the Corporation to supervise and maintain all public open spaces and other smaller incidental areas. Action: DRPL.**

- **R4: Encourage residents to maintain and enhance their residential areas. Action: D.**

- **R5: Ensure the continued activity of all the residential groups to ensure that the proposals are carried out to the full. This includes media, policitans, and residents involvement. Action: DPR.**

- **R6: Build/lease a community centre in Drumcondra village to help maintain a sense of community among the people. Action: DPLR.**

- **R7: Improve all community facilities and promote the multi-use of existing facilities. Action: LR.**

- **R8: Create a neighbourhood watch with the assistance of the local Gardai to patrol and guard the area and particularly all the open space. Action: DPLR.**

- **R9: Stop the subdivision of old houses in order to create a more settled residential community. Action: LR.**

- **R10: Promote the upkeep of private open space including front/rear gardens as well as areas bordering the roads in front of houses. Action: DPR.**

- **R11: Promote the involvement of local companies to sponsor the proposed environmental improvements. Action: DPLR.**

- **R12: Encourage community support in relation to third party involvement in planning enforcement such as the reporting of unauthorised usage of sites, etc. Action: DPLR.**

- **R13: Involve State agencies such as FÁS etc. in tree planting schemes and other environmental projects, and try to involve the younger people in caring for their neighbourhood and increase their awareness for their area. Action: LR.**

- R14: Improve the safety and convenience of all those travelling within and through the district by improving street lighting, etc. Action: LR.

- R15: Develop a forum among the residents and other interested groups to monitor the traffic situation and developments in the area. Action: DRPL.

- R16: Create a Drumcondra Environmental Heritage Project. The aim of the project should be to produce a report on the natural and man made environmental heritage and to publish this material for schools and householders. Action: DPLR.

- R17: Promote Drumcondra Road as the town centre and focal point for the entire area. Action: DPLR.

- R18: Promote a Drumcondra and Districts "Pride of Place" post primary school competition. This would encourage an awareness of their area. Action: DPLR.

- R19: Develop a Drumcondra and Districts Information (Heritage) Centre to provide information and advice during and after the implementation of this project. Action: DPLR.

- R20: Encourage the setting up of a Community Response project with the help of FÁS. This project would put forward the ideas of a youth team and would include a social survey, a heritage and recreation scheme and environmental improvement plan. This would also provide useful training for unemployed youths of the area. Action: DPLR.

• Action Areas

10.1. Introduction:

Four action area plans - Drumcondra Village, Griffith Avenue, Institutional lands and the Tolka River - have been identified, and it is proposed to develop a separate set of policies for each area (see Map 11).

10.2. Drumcondra Village

10.2.1. Summary of Issues:

At present, Drumcondra Village is traversed by the N1, and is located between the city centre and the airport to the north.

Areas of Dublin with comparative populations like Rathmines and Finglas present strong images of place and identity. There is no comparative centre, either commercially or socially, within the entire Drumcondra area.

From a traffic point of view, the existing Drumcondra village area is dangerous both to shoppers and road users alike. There are, on average, 40,000 cars per day travelling through Drumcondra village. This level of traffic is caused by the fact that Drumcondra Road is part of the N1 road to the airport and further north to Belfast.

The congestion around Drumcondra village affects both the residents, shoppers and road users alike. There is a point in this conflict when residents, and shoppers particularly, will go elsewhere. This conflict brings into question the whole viability of the existing shopping area of Drumcondra, and this will affect not only the commercial aspects of the area, but more importantly for residents and visitors alike, the entire environmental quality of Drumcondra. There is a need to ensure that the entire retail/commercial character of Drumcondra is maintained and enhanced, and that the erosion of many shopping units by retail services is not allowed to take place.

The needs and potential of the area can only be met by a comprehensive policy which will both upgrade and renew the area in an attractive and economic way. We have therefore set out to create an ambience and "sense of place" in Drumcondra by redesigning the main street for people on foot and by marginalising the through traffic by the creation of an "Environmentally Adapted Through Road".

It is hoped, therefore, to create a visually, socially, economically and environmentally pleasing "town centre" with new and meaningful public spaces.

10.3. Drumcondra Village Area:

10.3.1. Recommendations:

- **DA1: Recreate the centre of Drumcondra village by creating a central space with some sculpture etc. and by ensuring the reuse of all buildings on the main street. Action: LR.**

- **DA2: Promote the creation of a historic and cultural centre for Drumcondra village. Action: PLR.**

- **DA3: Provide design guidelines, and advisory services, for developers, traders and residents. Action: LR.**

- **DA4: Promote the "Environmentally adapted through area" traffic system and ancillary parking, and environmental improvement schemes for the Drumcondra Road area. Action: LR.**

- **DA5: Provide off street and limited on street parking in areas close to Drumcondra commercial area, and insist on strict car parking controls in all other areas. Action: DPLR.**

- **DA6: Promote sculptures and other forms of art throughout Drumcondra village. Action: PLR.**

- **DA7: Promote environmental and architectural upgrading throughout the area by advising on improvements to shops, businesses, etc. by controlling advertising structures and by promoting environmental improvement schemes for footpaths, car parking, walks and fencing. Action: LR.**

- **DA8: Promote Drumcondra village as the commercial and retail centre for the entire locality. Action: DPLR.**

- **DA9: Ensure that all derelict areas around Drumcondra Road are landscaped and upgraded. Action: DPLR.**

- **DA10: Ensure the better provision of litter bins on the main street. Action: DPLR.**

- **DA11: Encourage the development of a public park in All Hallow's and Holy Cross Colleges, the demolition of the retaining wall and its replacement by fence or railings, bollards, etc., the creation of a river side walk along the Tolka and its connection by means of a bridge to the park made in the Holy Cross College and the creation of a park along the river connecting Griffith Park with the park at Drumcondra Road bridge. Action: PLR.**

Map 11: Action Area Plan

- Drumcondra Village Area
- Institutional Lands
- Tolka River
- Griffith Avenue

- **DA12: Provide space for a tea room in the village centre (community centre). Action: DP.**

- **DA13: Utilise the Social Employment Schemes, Teamwork and Community Youth Training programmes and Community Response programmes all run by FÁS, to help create the environment and resources necessary to implement the overall strategy. Action: DPLR.**

- **DA14: Create a Drumcondra Chamber of Commerce to encourage and develop the existing economic base of the area. Action: DPL.**

- **DA15: Create a "nipper" bus service which has Drumcondra Road as its focal point and servicing the outer areas of Drumcondra, Whitehall, Glasnevin, etc. Action: LR.**

- **DA16: Erect "Welcome to Drumcondra" signs. These architecturally acceptable signs would be erected at Drumcondra Bridge and at various other entrance points to the area in order to give the area some sense of identity. Action: DP.**

- **DA17: Clean Railway bridge on Drumcondra Road Lower, paint and remove advertising hoardings. Action: DP.**

10.4. Griffith Avenue:

Griffith Avenue is the most environmentally pleasing road in the area. It is an example of a Parisian boulevard. It is the finest example of a quadruple tree lined road in Ireland. However, Griffith Avenue is also one of the major roads in the area with daily congestion by commuters trying to gain access to the city centre.

It is hoped to retain the good environment of this road and to encourage the public to use facilities along the route, by providing seats and better street lighting.

10.4.1. Recommendations:

- **GA1: Improve pedestrian facilities by providing crossings at the junction of Griffith/Walnut Avenue. Action: LR.**

- **GA2: Ensure proper enforcement of traffic laws along this main route. Action: LR.**

- **GA3: Provide seating along the road. Action: PLR.**

- **GA4: Encourage better maintenance of the trees and grass verges. Action: DPLR.**

- **GA5: Provide a cycleway along Griffith Avenue between Malahide Road and Drumcondra Road. Action: LR.**

- **GA6: Implement the Environmentally adapted through area plan for the road. Action: LR.**

- **GA7: Provide better street lighting, possibly low lying lights because of the trees. Action: LR.**

- **GA8: Ensure the protection of the trees along the road. Action: LR.**

- **GA9: Ensure that all future development along the road is not detrimental to the entire area. Action: PLR.**

10.5. Institutional Lands:

As already mentioned in the report, 142 hectares of land in the area is privately owned. This privately owned land is comprised almost completely of land owned by religious institutions. It also includes land owned by sports clubs.

It is envisaged that due to pressure from the property market and falling vocations etc. that a large proportion of this land will be put on sale in the foreseeable future. It is, therefore, necessary to have a plan or some type of guideline for the future development for these large tracts of land in the Drumcondra area.

10.5.1. Recommendations:

- **IA1: Ensure a proper balance between land zoned for residential purposes and open spaces. Action: LR.**

- **IA2: Ensure that all new residential development contains open spaces which are accessible to all local residents. Action: LR.**

- **IA3: Ensure that the developments are not detrimental to the entire area. Action: PLR.**

- **IA4: Ensure the conservation of the natural environment. Action: LR.**

- **IA5: Promote the use of tree preservation orders. Action: LR.**

- **IA6: Ensure that the heritage of the area is maintained by the use of a heritage centre, etc. Action: DPLR.**

- **IA7: Ensure the availability of housing to the elderly by the possible use of apartments in the institutional buildings. Action: LR.**

- **IA8: Press for a Special Amenity Area Order on the grounds of All Hallow's to ensure the conservation of this beautiful demesne. Action: LR.**

- **IA9: Draw up an inventory of all institutional buildings and anything else of architectural importance. Action: DPLR.**

- **IA10: Ensure that the rate of 25+ square metres per person of open space is adhered to and possibly increased to as much as 30 square metres. Action: PLR.**

- **IA11: Demolish some sections of institution walls, such as at All Hallows and High Park Convent, and replace them with low walls and railings. Action: LR.**

10.6. Tolka River Area:

The underutilisation of the Tolka River is of concern to the area. This potentially environmentally rich area is in its lower sections badly polluted and aesthetically unpleasing. The potential for the river is enhanced by the amount of open space along its banks. It is necessary to improve the quality of the environmental and the physical appearance of the area.

10.6.1. Recommendations:

- **TA1: Develop a pedestrian walkway along the northern bank of the River starting at Drumcondra Road Bridge (Millmount Avenue). Action: PLR.**

- TA2: Ensure the provision of a public park on the southern bank of the Tolka on the grounds of Holy Cross College. This park would be entered from Drumcondra Road Lower, or via a footbridge joining the park with the riverside promenade. Action: LR.

- TA3: Continue Griffith Park public walk all the way down to the small park at the bridge, thus joining Griffith Park with Holy Cross Park. Parts of this could have facilities to block off sections at night, for security reasons. Action: LR.

- TA4: Provide more seating in the riverside park facing the Tolka at the junction of Botanic Avenue and Drumcondra Road. Action: PLR.

- TA5: Dredge and clean up the River Tolka, especially the lower section past Griffith Park to improve visual amenity. Action: DPLR.

- TA6: Promote the full potential of the river for water activities, such as fishing. Action: DPLR.

- TA7: Set up a management committee, made up of residents, Corporation Parks Department, botanists from the Botanic Gardens, Department of the Marine and local environmentalists to manage the entire area. Action: DPRL.

- TA8: Prepare an environmental management plan to monitor the water standard. Action: DPRL.

- TA9: Promote the erection of sculptures and other pieces of art along the proposed walkway and in the public parks. Action: DPLR.

- TA10: Promote the idea of a fluvial (marine) and botanic interpretative centre with particular emphasis on the flora and fauna of the area along the river near Mobhi Road. Action: DPRL.

- TA11: Encourage the planting of native broad leafed trees in all the public spaces along the river. Action: DLP.

- **TA12: Ensure high amenity areas are conserved by stricter zoning, the setting up of a Special Amenity Area Order for this area, and the promotion of compatible land uses. Action: LRP.**

- **TA13: Provide lights and other security measures along the riverside walks. Action: PLR.**

- **TA14: Provide supervised toilets in all public parks. Action: LR.**

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• Annex

• Annex I

Statistical Tables[18].

Table A1 - Number of houses by Ward 1986 - 1991

	1986	1991
Botanic A	944	1053
Botanic B	1256	1256
Botanic C	960	934
Drumcondra South A	1251	1315
Drumcondra South C	1313	1340
Grace Park	1482	1928
Whitehall A	1014	1018
Total	8220	8844

Table A2 - Number of households 1986 - 1991

	1986	1991
Private	5725	6366
Flat/Bedsit	1603	1624
Non private	57	50
Caravan/mobile	1	4
Total	7386*	8044

**Drumcondra South A not available.*

Table A3 - General Demographic Statistics

	1986	1991
Number of Families	5059	5834
Average Family Size	3.57	3.42
Average Size of Household	2.87	2.73
Dependency Ratio	1:2:07	1:2:14

18 *All tables sourced Census of Population 1986 - 1991*

Table A4 - Age leaving education 1986

	1986
Still at School	1987
Under 15	2599
15 - 18	6376
18+	5815
Not stated	608
Total	17385

Table A5 - Age of Housing Stock (Drumcondra South A & C) 1981

Year Built	Permanant HUS[19]	Permanent HHS[20]
Pre 1919	650	765
1919 - 1940	1248	1320
1941 - 1960	347	368
1961 - 1970	39	39
1971 - 1975	13	13
1975+	105	110
N/S	14	30

Table A6 - Numbers at Work and Unemployed, 1986:

	Dublin City	Dublin City North	Drumcondra
Unemployed[21]	47,713	28,673	1,181
At Work	172,146	100,801	9,468

Table A7 - Unemployed as a proportion of the Labour Force:

Dublin City	Dublin City North	Drumcondra
21.7%	22.15%	11.09%

While there is an unemployment problem in Drumcondra, the rate is only about half that for the entire city.

19 *Permanent Housing Unit*

20 *Private Households in P.H.U.*

21 *Includes first-time job seekers.*

Table A8 - Dependency Ratios (Dublin County Borough and Drumcondra):

1986	Dublin City	Depend Ratio	Drumcondra	Depend Ratio
Under 15 yrs:	109,884	1:3.58	4,055	1:4.86
Over 65 yrs:	58,408	1:7.61	3,929	1:5.05
Total Dependency Ratio	1:1.99		Total Dependency Ratio	1:1.96

1991	Dublin City	Depend Ratio	Drumcondra	Depend Ratio
Under 15 yrs:	94,882	1:4.04	3,997	1:5.14
Over 65 yrs:	61,336	1:6.80	4,035	1:5.08
Total Dependency Ratio	1:2.06		Total Dependency Ratio	1:2.05

The dependency ratios for Drumcondra and Dublin are almost identical. However, in Drumcondra, the ratio of people over sixty-five to the labour force is significantly smaller than for the whole city, indicating a larger proportion of elderly in the population. Conversely, there are relatively fewer children in the area. Between 1986 and 1991, the relative number of people under fifteen years declined. The lowest dependency rates are in the area bound by Drumcondra Road, Griffith Avenue, Philipsburgh Avenue and the River Tolka (i.e. Drumcondra South A), at 1:1.82 and the Grace Park area, at 1:1.85. In Drumcondra South A, the relatively large proportion of elderly people account for the low ratio, whereas in Grace Park, children are the principal dependents.

Table A9 - Proportion of Population Male and Female for Ireland, Dublin and Drumcondra.

	1986		1991	
	Male	Female	Male	Female
Ireland	50.0%	50.0%	49.7%	50.3%
Dublin City & County	48.2%	51.8%	48.0%	52.0%
Dublin City only	47.3%	53.0%	47.2%	52.8%
Drumcondra	44.5%	55.5%	45.3%	54.7%

Table A10 - Proportion of Population Male and Female within Drumcondra:

	1986		1991	
	Male	Female	Male	Female
Botanic A	41.5%	58.5%	43.2%	56.8%
Botanic B	44.6%	55.4%	46.0%	54.0%
Botanic C	41.3%	58.7%	44.8%	55.2%
Drum S.A	47.0%	53.0%	46.7%	53.3%
Drum S.C	42.7%	57.3%	42.1%	57.9%
Grace Park	46.1%	53.9%	46.8%	53.2%
Whitehall A	46.1%	53.9%	46.0%	54.0%

The amount of females as a proportion of the total population is higher in Drumcondra than in Dublin (55.5 per cent in Drumcondra; 52.7 per cent in Dublin City). In fact there are relatively more females in each of the seven wards of the study area than in the city as a whole. The highest concentrations of females are in the Iona Road/Whitworth Road area (Botanic C) and in the eastern part of Glasnevin (Botanic A).

Table A11 - Persons aged 65+ living alone (Ireland, Dublin City and Drumcondra), 1986:

	Number of persons aged 65+ living alone (private households)	As Percentage of all persons aged 65+
Dublin City	14,798	25.4%
Ireland	81,156	21.1%
Drumcondra (study area)	813	23.5%

Table A12 - Persons aged 65+ living alone (Dublin City and Drumcondra), 1991:

	Number of persons aged 65+ living alone (private households)	As Percentage of all persons aged 65+
Dublin City	16,835	27.4%
Drumcondra	1,081	26.8%

The amount of persons aged over sixty-five living alone as a proportion of all persons aged sixty-five plus remains smaller for Drumcondra than for the City. However, in both cases, the proportions are increasing, and the difference between them is converging. Within the area, the ward with the largest proportion in this category is Botanic C (Iona Road/Whitworth Road). The figure rose from 28.5 per cent in 1986 to 36.1 per cent in

1991. Botanic B (Iona Road to the Tolka) also has a high relative proportion of elderly living alone (31.2 per cent).

Table A13 - Educational Status (1986):

Drumcondra	At school	Finish < 15	finish < 18	Other
Male	1,052	1,290	4,492	1,341
Female	1,178	1,617	6,615	1,502
	2,230	2,907	11,107	2,843

Dublin	At school	Finish <15	finish<18	Other
Male	18,033	72,256	64,411	27,013
Female	18,144	82,614	79,865	30,529
	36,177	154,870	144,276	57,542

Source: CSO 1986

There is a significant difference between the educational status of the residents of Drumcondra and Dublin city. The number of people in Dublin whose education ceased at fifteen or under, as a proportion of the total population in 0.3. In Drumcondra, the equivalent figure is just 0.1. The proportion whose education ceased at eighteen years or younger in Dublin is 0.3, compared to 0.5 in the study area.

Table A14 - Population classified by Household Type, Dublin and Drumcondra, 1986 and 1991 (Private Households only):

Dublin City:	1986				1991			
	No	%	No.	%	No.	%	No.	%[22]
House	115,040	74.5	408,134	81.4	119,043	74.6	385,042	80.6
Flat	38,819	25.1	73,145	14.6	39,873	25.0	73,858	15.5
Drumcondra:								
House	6,410	78.0	19,725	83.0	7,166	81.1	21,020	85.7
Flat	1,758	21.4	2,736	11.5	1,624	18.4	2,372	9.7

Relative to the total number of households, there are less flats and bedsitters in the study area than in Dublin County Borough (roughly twenty-five per cent for Dublin, but only eighteen per cent in Drumcondra). Likewise, a smaller proportion of the population

22 *Percentages are expressed as proportions of all household types, and of persons in all household types. The apparent distortion is caused by inclusion of "non-private" households in total figures. This classification appears to include institutions.*

live in flats/bedsitters in the study area than in Dublin. However, there are variations within the Drumcondra area, as summarised by the following data:-

Table A15 - Family Size (Drumcondra):

	1986	1991
No. of Family Units	4,459	4,832
Average Family Size	3.6	3.5

Source: CSO 1986/1991

Table A16 - Household Headship:

No. Hslds Male Head	1986	1991
Total	4,778	5,244
Single	1,074	1,252
Married	3,359	3,596
Separated	108	156
Widowed	237	240
No. Hslds Female Head:		
Total	3,391	3,550
Single	1,803	1,840
Married	312	444
Separated	120	179
Widowed	1,156	1,087

Source: CSO 1986 and 1991

Table A17 - Numbers at Work and Unemployed by Occupation as a Proportion of the Total at Work and Unemployed, 1986:

	Drumcondra		Dublin City	
Occupation	% of total at work	% unemployed	% of total at work	% unemployed
Producer/Maker	13.6	29.3	19.9	33.8
Labourer/Unskilled	1.5	5.7	3.8	13.8
Transport & Comms.	6.9	8.8	10.7	11.5
Clerical	27.8	17.0	20.4	7.0
Commerce	11.5	14.2	10.6	9.9
Service	9.7	11.3	12.0	10.4
Prof. & Tech.	22.0	6.8	15.9	3.4
Other	7.1	6.9	6.5	10.2

Source: CSO 1986

Table A18 - Means of Travel and Usual Distance Travelled, Drumcondra (1986):

Miles	Foot/Cycle/Motorcycle	Public Transport	Motor Car
Under 1	235	3	15
1 - 2	2,501	731	994
3 - 4	784	1,259	1,435
5 - 9	209	545	852
10 - 14	17	85	159
Other/Unknown	123	167	339

Source: CSO 1986

• Annex II

1.1. Community Facilities and Services:

A wide range of community facilities and services are available in the Drumcondra and districts area.

1.1.1. Schools and Colleges:

Fifteen schools accommodate roughly 6,500 pupils at primary and secondary level. There are two gaelscoileanna (Chaitriona and Mobhi). Also there is a special school for visually impaired boys (St. Joseph's). Pobalscoil, Rosmimi - a boys' second level school - integrates the handicapped and the able bodied. Of its 450 pupils, 70 have some form of handicap (41 of these are blind or partially sighted). Finally, there are numerous primary and secondary schools just outside the study area - notably in Ballymun and Glasnevin.

Third level students are well catered for. Dublin City University on the Ballymun Road has 5,371 full-time, part-time and extra mural students. This institution is also involved in research activities.

There are teacher training colleges at St. Patrick's on the Drumcondra Road, with an enrolment of 300, and the Marino Institute, which caters for 90 trainees. In St. Patrick's there is also a research facility, DESC - Development Education and Support Centre - which provides support services to educationalists and teachers. All Hallows is a missionary college catering for about 200.

Whitehall Plunkett School - a VEC institution - teaches post leaving certificate courses in addition to its function of providing second level education to boys. Another City of Dublin VEC - Whitehall House - is a senior and secretarial college offering courses in languages and business. Its present enrolment is 470.

1.1.2. Hospitals:

There is a large supply of hospitals - general and specialised - serving the area. Two of the largest and most advanced hospitals in the State, the Mater and Beaumont, are in the vicinity of Drumcondra.

The Bon Secours private hospital and St. Vincent's psychiatric and training hospital on Richmond Road are both in the area. The general area is also served by Hampstead Hospital, Highfield and Elmhurst private convalescent homes.

1.1.3. Fire Stations:

There are none in the area. The closest substation is at Phibsborough. The Fire Brigade Training Centre is on the Malahide Road.

1.1.4. Garda Stations:

Clontarf and Whitehall stations serve the area. Other stations close to the area are at Ballymun, Cabra, Finglas, Mountjoy and Santry.

1.1.5. Libraries:

Drumcondra Library is located at Millmount Avenue. It is open to the public five days a week for a total of 31 hours. Libraries close to the area are at Ballymun, ILAC Centre, North Strand, Finglas Shopping Centre and Marino Mart.

1.1.6. Eastern Health Board Centres:

There are a number of these in the study area at Botanic Avenue, Millmount Avenue and Griffith Avenue.

1.1.7. Employment Exchanges:

There are none in the area. There are four nearby. These are at Navan Road, Sordiman Street, Ballymun Town Centre and North Cumberland Street.

1.1.8. Community Centres:

There are some in and close to the study area. These are at Collins Avenue, Larkhill, Home Farm Road, Claude Road and Whitehall.

Important information services are available here, relating to legal aid, financial and social welfare advice. The Whitehall Centre provides a wide range of recreational activities and social services for the elderly, including Darts, Bingo, a chiropody service and a hairdressing service. Meetings are held at the centre by groups such as Vincent de Paul, Alcoholics Anonymous and the Alzheimers Society. Various indoor sports are also provided.

From the Larkhill Centre, Home Help Services and Meals on Wheels services are provided.

The Corpus Christi Parish Hall on Home Farm Road also provides a range of services and recreational facilities for the elderly. In addition, there is a Mothers and Toddlers Group, Ladies Club, ICA, Scouts and so forth.

1.1.9. Municipal Sports Facilities:

Local Authority swimming pools are at Ballymun Shopping Centre, Northside Shopping Centre, Glasnevin and Sean McDermott Street.

Tennis and basketball facilities are provided at Ellenfield Park. Basketball is also at Albert College Park.

A municipal golf course is located nearby at Sillogue.

1.1.10. Other sports facilities:

There are many sports facilities in and around the area:-

- **Home Farm AFC have a reputation as a great nursery for soccer players and Shelbourne FC are based at Tolka Park.**
- **There are a number of local Gaelic football clubs in the area, such as St. Vincent's, Whitehall Colmcille, Rosmini Gaels and Na Fianna.**
- **Just south of the area is Ireland's principal GAA ground, Croke Park.**
- **Close to the area, in Santry, is one of the country's best equipped athletics facilities - Morton Stadium.**
- **The closest golf club is Clontarf.**
- **St. Mary's Pitch and Putt Club is in the area.** IRENE,

Other sports such as tennis, basketball, boxing and badminton are also available in the Drumcondra area.

1.1.11. Other Community Facilities:

Pre-school groups for young children, Girl Guides, Boy Scouts, Ladies' Clubs, Seniors' Clubs, Summer projects and youth clubs, Neighbourhood Watch schemes, Mental Health Care and Schizophrenia Group and Credit Union.

• Annex III

2.1. Myles Wright Report

The Myles Wright report of 1967 favoured private over public transport. A rail system would not be viable in Dublin, Wright argued, because of the low density of development. He proposed expanding the city westwards and drew up the blueprint for the three new towns.

He argued that development in the west would reduce pressure on the north-south axis and with more movement between east and west, there would be greater uniformity in traffic flow. To achieve this, a grid pattern of road development was proposed. A northern cross route would be developed linking Blanchardstown with Finglas, Ballymun, Baldoyle and Howth, running north of Drumcondra. Wright also favoured developing a new route along the Royal Canal into the city to serve the port.

2.2. Dublin Transportation Study (1971)

The DTS proposed the development of a motorway box around the city with a system of radial routes. Some of the proposals were to have a major impact on the Drumcondra area:-

- **A motorway linking Swords and the Airport with Bray, by-passing the city centre to the east;**
- **There would be an access route along the Royal Canal linking the port with the routes to the west.**

The motorway was intended to traverse Drumcondra east of the Drumcondra Road. Its total length would be 10.4 miles.

The proposed route at the Royal Canal follows the line of the canal and railway from the city boundary to the North Strand Road. It would be desirable to use both the canal and railway rights of way. The full length of this route is 5.8 miles.

Along with the new motorways, the DTS proposed developing a system of collector and distribution roads whose main functions would be:

- **To channel traffic onto the motorways and to reduce through traffic in residential areas.**
- **To connect residential areas, shopping centres and industrial sites.**
- **All arterials would preferably be four lane dual carriageways.**

Table B1 - DTS Road Proposals for Study Area:

Road	Length (Miles)	Expected Volume (vehicles per day)
Griffith Avenue Extension	2.0	7,000
New Finglas Road	1.2	18,000
Ballymun Road	1.0	14,000

The Malahide Road, from Collins Avenue to Fairview, was also designated as a new arterial route and would undergo improvement.

2.2.1. Inner City Relief and Port Access Route:

This route, which was first mooted in the DTS, was formally proposed in 1981. The proposal was for a dual carriageway running from Whitehall Church, by-passing Drumcondra, and south to Booterstown. The East Link Toll Bridge (1984) operates as the first stage of an inner city relief route. Dublin Corporation recommended the development of a new dual carriageway from Whitehall Church to Clonliffe Road as the second stage.

Among the advantages of this proposal, it was suggested, would be reducing congestion in Drumcondra. Traffic levels in the area would be further reduced, according to the Corporation's predictions, with development of the Royal Canal Route. Major reductions would be expected at Millmount Avenue and Whitworth Road by 1991. Traffic on the Lower Drumcondra Road would halve.

The Corporation argued that development of an Inner City Relief and Port Access Route would result in the elimination of rat running, improved access and, therefore, cohesiveness between neighbourhoods, improved air quality and less traffic noise in places such as the Swords Road, Upper Drumcondra Road, Fairview, Ballybough and North Strand, increased safety for pedestrians, vehicular safety and improvement to public transport services.

Since this initial proposal for an Inner City Relief and Port Access Route, variations to the scheme have been made. The recent Feasibility and Environmental Impact Study conducted by Ove Arup for Dublin Corporation favours the development of a bored tunnel. In the 1980 Development Plan, a total of 61 schemes were proposed with the objective of completing them within five years.

2.2.2. Traffic Flows

The following data, Tables B2 to B6, summarises the traffic flow at some of the main junctions in the study area. Figures are given in passenger car units (PCUs). The count period is from 8.00 a.m. to 6.30 p.m. Total figures for this ten and a half hour period and the hourly average are given (Source: Dublin Corporation).

Table B2 - Junction 1 - Drumcondra Road/Griffith Avenue:

Date of Count: 26.3.91

Road	PCUs		Cars	
	total	average	total	average
Swords Road	12,708	1,210	10,185	970
Griffith Avenue (W)	6,066	577	5,300	505
Drumcondra Road	12,095	1,151	9,658	920
Griffith Avenue (E)	4,778	455	4,171	397

Table B3 - Junction 2 - Griffith Avenue/Grace Park Road:

Date of Count: 18.12.91

Road	PCUs		Cars	
	total	average	total	average
Grace Park Road (N)	6,493	618	5,870	559
Griffith Avenue (W)	5,614	534	4,906	467
Griffith Avenue (E)	4,917	468	4,312	411
Grace Park Road (S)	5,047	480	4,761	453

Table B4 - Junction 3 - Whitworth Road/Drumcondra Road:

Date: 1.6.88

Road	PCUs		Cars	
	total	average	total	average
Drumcondra Road	14,222	1,354	11,323	1,078
Whitworth Road	3,878	369	2,525	270
Whitworth Place	291	28	264	25
Binn's Bridge	18,021	1,716	14,020	1,335

Table B5 - Junction 4 - Phibsborough Road/Whitworth Road:

Date: 5.4.93

Road	PCUs		Cars	
	total	average	total	average
Prospect Road	13,236	1,260	10,266	978
Whitworth Road	4,264	406	3,039	289
Phibsborough Road	11,484	1,093	9,249	880

Table B6 - Junction 5 - Ballymun Road/Griffith Avenue:

Date: 3.5.88

Road	PCUs		Cars	
	total	average	total	average
Griffith Avenue (W)	1,993	189	1,780	170
Griffith Avenue (E)	10,043	956	8,506	810
Ballymun Road	1,743	166	1,483	141

Table B7 - Accident Rate, Drumcondra and Dublin city, (1986 - 1991):

	No. of recorded accidents (1986-1991)	No. of recorded accidents p/1000 population	
		1986	1991
Drumcondra	221	9.3	9.0
Dublin City	3,636	7.2	7.6

Table No. B8 - 25 Busiest National Road Sections in Ireland 1990 - 1992:

No.Road Section	Annual Average Daily Traffic		
	1992	1991	1990
1. Fosters Ave.	53,000	53,121	50,741
2. Booterstown Ave.	52,000	52,285	49,943
3. Belfield Underpass	39,268	52,150	51,490
4. The Rise	51,500	51,790	49,470
5. Nutley Lane	39,000	49,637	49,009
6. Merrion Ave.	46,770	48,669	46,489
7. Still. By-pass/Priory	49,000	48,629	46,451
8. Griffith Ave.	45,835	48,486	32,903
9. Lr. Kilmacud Rd.	34,031	46,160	44,092
10. St. Green/Coll.S.	44,098	43,869	37,701
11. Clonliffe Rd.	43,762	43,535	42,984
12. Naas Rd./N50	45,947	42,733	53,741
13. Newtownpark Ave.	42,000	41,449	39,640
14. Firhouse N50	38,923	38,582	29,280
15. Donnybrook Church	38,212	38,015	37,534
16. Newlands Cross	40,122	37,315	45,095
17. Collins Ave.	37,784	37,182	35,000
18. Coll. Gr. BoI/TCD	37,294	37,101	36,632
19. Foxrock Church	39,940	36,945	36,992
20. Herbert Park	31,056	36,068	35,612
21. Leeson St.Br. (2W)	27,865	35,397	34,949
22. Clondalkin/R113	36,501	35,131	28,938
23. Botanic Rd. Harts X	35,261	35,078	28,521
24. College St.	34,594	34,415	33,980
25. Newcastle/L200	35,655	33,161	31,900

• Annex IV

3.0.1. Derelict Sites

Most of the registered derelict sites in the study area are in or close to Prospect Avenue. These are 6, 8, 8a and 10 Prospect Avenue, 14 - 18 Prospect Avenue, 17 Prospect Square, Prospect Villa, off Prospect Road, 48 Ballymun Road and 29 Richmond Avenue.

3.0.2. Listed Buildings

The following information summarises this by reference to each of the seven lists contained in the 1991 City Development Plan:-

- List 1 - Preservation of buildings because of artistic, architectural or historical interest.

Of the 206 buildings on this list, the following are in the study area:-

- **Church Avenue, Drumcondra - St. John the Baptist Church, graveyard, boundary walls, entrance gate and gate piers.**
- **St. Patrick's College, Drumcondra Road - the original house, tower, fountain, quadrangle and former church, now library.**

- List 2 - Prohibits demolition or any material alteration of buildings and structures without permission.

Of the 726 buildings (and terraces) on this list, the following are in the study area:-

- **Ballymun Road - Albert College (DCU administration building and An Grianan);**
- **Ballymun Road - Hampstead, Hillside Farm, Elmhurst.**
- **114 Ballymun Road - house;**
- **Botanic Road - former Player's factory - granite facade including railings, gate piers and plinth wall;**
- **Drumcondra Road - cutstone wall at St. Patrick's Teacher Training College;**
- **45 - 55 Drumcondra Road Lower - Terrace of houses;**
- **59 - 79 Drumcondra Road Lower - Late Georgian terrace including railings and steps;**
- **82 - 92 Drumcondra Road Lower - Georgian terrace of houses including railings, entrance gates and plinth walls;**
- **Church Avenue (Glasnevin) - St. Mohbi Church;**
- **Grace Park Road - All Hallows College, original mansion and "temple";**

- **Grace Park Road - Carmelite Convent of the Incarnation, ancillary buildings, including curved return to the main house;**
- **Grace Park Road - St. Joseph's, lodge, entrance gate, piers and ironworks;**
- **Ormond Road - Rosminian House for the blind, Georgian style detached house including balustrade and boundary wall to Ormond Road.**

- List 3 - Important buildings in state ownership or occupied by the state.

Of the 33 buildings on this list, the following are in the study area:-

- **Glasnevin - Botanic Gardens: Victorian Plant House, Curvilinear Range, Dry House, Aquatic House;**
- **Whitehall - Garda Barracks, the facade;**

- List 4 - Interior fixtures and fittings to be preserved.

Of the 101 buildings on this list, the following are in the study area:-

- **Drumcondra - Belvedere House;**
- **Glasnevin - Holy Faith Convent;**
- **Gracepark Road - All Hallows.**

- List 5 - Stone setts to be retained, restored or introduced.

Of the 71 streets on this list, none are in the study area.

- List 6 - Paved areas and streets with granite paving flags and/or kerbing, original coal hole covers, traditional pattern manhole covers and stone and cast-iron protective bollards, to be retained or restored and included in the Corporation's programme for restoration.

Of the 299 areas and streets on this list, none are in the study area.

- List 7 - Documented archaeological sites outside zone of archaeological interest.

Of the 149 sites on this list, the following are in the study area:-

- **Drumcondra Castle - findspot of archaeological objects;**
- **Drumcondra - St. Catherine's Well;**
- **Drumcondra - St. Patrick's Teacher Training College - Belvedere House;**
- **Drumcondra - findspot of archaeological objects;**
- **Glasnevin - site of pre-17th century settlement.**

• Annex V.

Strategic Planning Workshop, March 27, 1993.

STRENGTHS:

- Proximity to city centre/airport
- Educational facilities
- Picturesque area/streetscape
- Fine buildings
- Scientific Institutions
- Proximity to sea
- Sports Facilities and tradition
- Undeveloped open spaces
- Transport - buses
- Environment
- Tolka River
- Botanic Gardens
- Croke Park
- Tolka Park
- Home Farm
- Housing
- Historic/Architectural/Heritage
- Settled
- Hotels, pubs and restaurants
- Shopping
- Sport
- Relatively low crime rate
- Good cross section of people
- Quality housing stock - variety
- High socio-economic class
- Hospitals convenient
- Rivers and canals
- High employment level
- Griffith Avenue
- Established and new tree lined roadways
- Cycle paths
- No heavy industry
- Entertainment
- Near Omni Cinema and adventure centre
- Visual appearance

OPPORTUNITIES:

- Local Community Forum
- Integrated Traffic Plan.
- Dublin City Development Plan
- Restoration of heritage sites/ buildings
- Strategic Planning Workshop
- Underground road
- D.T.I. proposals - light rail
- Tourism possibilities
- Tidy District - build on success
- managerial structure to increase/develop sense of community -
- Open land.
- Rivers/canals.
- Utilise FÁS schemes to enhance local amenities
- Business skills and know-how available.
- By-pass road for area
- Rezone land to higher ratio to public amenity
- Tolka River developed visually to high standard for canoeing and boating.
- Pollution control to be introduc and enforced.
- Extension cycle path network u novel routes such as river cross at Tivoli Centre.
- Development - religious ground amenities - P.O.S.
- Parks - develop/playgrounds
- Parish Hall - for churches, disc teenagers, toddler groups etc.

WEAKNESSES:

- Entry to area along main roads
- Traffic - all aspects
- Flat Land/Rented accommodation
- Lack of open spaces (playing areas
- Crowds/traffic - at matches
- Trees - in some areas
- Business community - lack of integration
- Development of religious grounds
- Tolka River
- Cleaning
- Undeveloped river/canals
- Density of new housing developments
- No sense of identity/no centre point
- Overlooked by Statutory authorities
- Non-resident business people
- Lack of youth amenities
- Awareness of our environment
- Large tracts of open land under private ownership
- Noise pollution, traffic, ambulances
- Litter
- Public authority upkeep
- Policing
- Community facilities
- Local authority office
- No swimming pool
- Playgrounds
- Toilet facilities poor
- No access to existing rail facilities/Drumcondra
- Bus - one man bus at busy periods holding up flow of traffic/other system
- Enforcement of traffic regulations
- Shop fronts
- Richmond Road
- Cycle lanes
- Green areas at roadsides/junctions
- Heavy goods vehicles clogging up residential roads
- Lack of parking facilities outside shops/pubs
- New developments not in keeping
- Graffiti.
- Crime.
- Reliance on education.

THREATS:

- Bad development.
- Motorway - cycle paths - threat/loss to pedestrians.
- Pollution - air, sea, beaches and dogs.
- Parks and P.O.S. - security/litter/dogs.
- Colleges - cut backs, diminishing number, Bishops Palace.
- Trees - loss of mature trees in new developments.
- Rented accommodation - flats and houses, tax relief on new housing.
- Development of green spaces - pressure on services
- Aging and declining population - flats, upkeep, political power Educational institutions - land
- Development of Tolka Park and Croke Park
- Growth of car traffic - development of outer suburbs
- Disorganisation and disunity
- Economic situation - unemployment, crime.
- Our own inertia.
- Public Authority indifference - Corp., CIE, Gardai, Aer Rianta, Central Government Departments.
- Northern Cross route
- Planning regulations not enforced :
- High density residential developments overloading serv
- Failure to deal with criminals also affect the willingness of residents to live in the area

Critical Issues in Order of Preference.

No.	Critical Issue	(Score)
15.	By-Pass	(11)
2.	Development of natural amenities	(10)
4.	Crime/Security	(9)
1.	Traffic Levels	(9)
14.	DTI Strategy	(9)
8.	Housing/open space ratio	(8)
18.	Community Forum	(8)
9.	Public Transport	(7)
3.	Recreational Facilities	(7)
5.	Litter	(6)
7.	Enforcement of Planning Regulations	(6)
29.	Protection of trees	(6)
28.	Loss of P.O.S.	(5)
30.	Preservation of heritage	(5)
21.	Pollution	(5)
11.	Traffic calming	(4)
10.	Shopfronts	(3)
12.	Attitude of L.A.	(3)
22.	Unemployment	(3)
23.	Des Environmentally friendly	(3)
17.	Own attitude/Action/Residents Group	(2)
31.	Youth Development	(2)
24.	Control of rented premises	(1)
25.	Attitude of religion in area	(1)
26.	Local democracy	(1)
27.	Apathy of non-res. business to environment	(1)
32.	Rezoning	(1)
6.	Replace Grass Margins	(1)
13.	Population structure	(0)
16.	Education Decline	(0)
19.	Maintaining Residential Area	(0)
20.	Social/Community Facilities	(0)

Eleven Critical issues for the Area.

Strategic Planning Workshop, March 27, 1993.

- **Critical Issues - General Group Results:**
- **1. Traffic Management:**
- **Motorway**
- **Light rail**
- **Quality bus**
- **Dart**
- **Parkway**
- **2. Development of open space for high density housing or hazardous industrial development.**
- **3. Community Forum to discuss problems, improvements in area and be actively involved, including businesses.**
- **4. Maintain area as residential area primarily with possibly light industrial areas.**
- **5. Develop and enhance amenity value of area.**
- **6. Social and community facilities including advisory centres, sporting amenities, halls and swimming pool.**
- **7. Control of pollution.**
- **8. Lack of interest by residents in what goes on in this area.**
- **9. Unemployment: measures to improve situation - numbers of shops in Dorset Street alone which have closed.**
- **10. Aging population.**
- **1. Traffic calming.**
- **2. Open spaces.**
- **3. Attitudes/actions of public authorities**
- **4. Decline/aging population.**
- **5. DTI Strategy/aims/implementation.**
- **6. Port Access/Eastern By-pass.**
- **7. Security.**
- **8. Educational decline.**
- **9. Our own attitudes/actions.**
- **10. LRT/Quality bus.**
- **1. Excessive traffic both heavy vehicular and commuter in our area.**
- **2. Development of natural amenities - canal/river/parks.**
- **3. Recreation facilities.**
- **4. Crime level.**
- **5. Litter.**

- 6. Replace grass margins on Upper Drumcondra Road with decorative paving.
- 7. Enforcement of Planning Regulations.
- 8. Better occupancy/open space ratio for future developments.
- 9. Improved public transport.
- 10. Improved shop fronts.
-
- 1. Apathy by residents to future of area.
- 2. Overall treatment of traffic management - bus/rail/road development.
- 3. Develop environmentally friendly atmosphere in area - Tolka/Green areas/play areas.
- 4. Property being developed as rented accommodation in controlled manner.
- 5. Crime.
- 6. Change of attitude by religious and others who own land as to how they develop it.
- 7. Breach of Planning Regulations lead to bad developments.
- 8. Local democracy should be seen to work and should be reflected in planning laws.
- 9. Apathy by non residential business to appearance and infrastructure of area.
-
- 1. Loss of open spaces - "Lungs of the City" - character, trees, protection.
- 2. Trees - protection of.
- 3. Motorway.
- 4. D.T.I. - Transport traffic.
- 5. Preservation of all that is good - heritage buildings, parks, rivers.
- 6. Community and business interaction - Forum.
- 7. Traffic management - routes, calming, parking.
- 8. Security - Garda presence.
- 9. Youth Development - social activity, education re environment.
- 10. Rezoning - land, housing, building (preservation orders).
-

• Report on Workshop of 27th March, 1992 at St. Joseph's, Grace Park Road, Drumcondra

1.1. Introduction.

The attendance at the workshop, which fluctuated slightly through the course of the day, was roughly 25. Five groups of three of four people were formed. Each group, through a brainstorming exercise, started by extracting the strengths of the Drumcondra area. The strengths identified by each group were as follows:-

1. Proximity to city centre/airport

2. Educational facilities - 1st, 2nd and 3rd level.

3. Picturesque area/streetscape (Housing estates - Griffith Avenue, Griffith Park, Marino, Botanic Gardens, Albert College Park).

4. Fine buildings (Public Library, Smurfit buildings, St. Patrick's Technical College, Casino, Church of Ireland).

5. Scientific Institutions - Eolas, Met. Office. SPACE OUT, BOTANIC GARDENS

6. Proximity to sea - Dollymount, Donabate.

7. Sports Facilities and tradition - Homefarm, Tolka, tennis club.

8. Some undeveloped open spaces - High Park, Dr. Eustace, Religious land, Jona Road, All Hallows, Na Fianna.

1. Adjacent to:

town

sea

parks

airport

seaport

colleges/schools

hospitals

churches

transport - buses.

2. Environment:

green open spaces

mature trees

Griffith Avenue

Religious grounds

Tolka River

3. Amenities:

Botanic Gardens

Croke Park

Tolka Park

Home Farm

4. Housing:

high standard of private and public housing - 75% residential

5. Historic/Architectural/Heritage:

Marino Casino

O'Brien Institute

All Hallows

High Park Church

St. Patrick's

Scoil Muire

1. Residential - settled.
2. Open space.
3. Trees and river.
4. Amenities:

Hospitals

Botanic Gardens, parks

Colleges

Hotels, pubs and restaurants

Schools

Shopping

Sport

5. Access to:

city centre

seaside

countryside

airport

6. Historical:

Casino

Cat and Cage

Drumcondra Church

7. Churches
8. Relatively low crime rate
9. Good cross section of people
10. Quality housing stock - variety
11. Good transport.

Open spaces.

Residential.

Educational Facilities.

Convenience to A/P and city centre.

Recreational facilities.

High socio-economic class.

Hospitals convenient.

Rivers and canals.

Housing quality.

High employment level.

Griffith Avenue.

1. Proximity to city.
2. Plenty of educational facilities.
3. Plenty of open spaces.
4. Good number of small shops in the area with large shopping centres on the fringes.
5. Established and new tree lined roadways.
6. There is the potential for the River Tolka to be an asset to the area.
7. There are recently established cycle paths and the potential for more.
8. Overall there is a good stock of mainly private houses in good condition.
9. Relatively free of industrial development, particularly heavy industry.
10. Close proximity to the Airport.
11. With the number of open spaces there is potential for more sports and recreational facilities.
12. There is still sufficient land to permit the building of a major relief road through the area, underground.

1. Entertainment:

pubs

hotels

restaurants

G.A.A. - 3 clubs

near Omni Cinema and adventure centre

pitch and putt Marino

tennis and bowls Iona club

2. Visual appearance - good, i.e. no eyesores, derelict sites, etc.

1.2. Weaknesses.

One facilitator was nominated from each group to present and clarify its strengths.

Having completed the first step of the process, the groups, using the same method, identified Drumcondra's weaknesses. These were then presented by a different facilitator from the groups. The perceived weaknesses of the area are:-

WEAKNESSES:

1. Entry to area - Whitehall, Malahide Road, Richmond Road, Collins Avenue - eyesores.
2. Traffic - through traffic - trucks, traffic lights, pedestrian lights, cycle paths.
3. Flat Land/Rented accommodation.
4. Lack of open spaces (public) playing areas.
5. Crowds/traffic - at matches.

6. Trees - lack in some areas, young trees are vulnerable, older trees not protected.

7. Business community - lack of integration.

8. Development of religious grounds.

9. River - lack of maintenance.

10. Cleaning - replace seats.

1. Through traffic - density - pollution.

2. Undeveloped river/canals.

3. Density of new housing developments.

4. Lack of public open spaces.

5. No sense of identity/no centre point.

6. Overlooked by Dublin Authority, e.g. boundary wall motorway, street lighting, water pressure, railway closed.

7. Non-resident business people.

8. Lack of youth amenities.

1. Lack of identity - disparate.

2. Traffic - rat runs, no facilities for pedestrians (crossings).

3. Awareness of our environment (lacking) - Parking on grass verges, etc.

4. Canal and River (neglected areas).

5. Large tracts of land under private ownership - vulnerable to undesirable development.

6. Croke Park - parking, litter, public nuisance.

7. Noise pollution, traffic, ambulances.

8. Litter - public awareness - lack of litter bins, shopping areas. Public authority upkeep, i.e. grass margins, cutting of trees.

9. Policing - community policing.

10. Play areas for younger children, sporting amenities - mainly for boys.

11. Lack of community facilities, i.e. central services.

12. Local authority office - information, services, etc. (lack of)

13. No swimming pool in our area.

1. Tolka - present condition - needs deepening, banks made accessible with walkways, cleaning.

2. Playgrounds - safe/child friendly, i.e. St. Stephens Green.

3. Litter - take aways/fast food create litter.

4. Toilet facilities poor in licensed facilities and none in local parks.

5. Traffic - inadequate road system for current heavy flow of traffic. Access by residents to main roads difficult.

6. No access to existing rail facilities/Drumcondra.

7. Bus - one man bus at busy periods holding up flow of traffic/other system, i.e. cashless system could improve system.

8. Poor enforcement of traffic regulations, i.e. speed limits and lack of traffic calming. Need for traffic Gardai.

9. Shop fronts - plastic do not fit in surrounding environment.

10. Richmond Road - surface of road/buildings on either side in bad repair.

11. Danger of open spaces being used solely for housing and being lost as a recreational facility.

12. Cycle lanes - more safe lanes needed.

13. Green areas at roadsides/junctions should be replaced by suitable decorative paving where the soft surface is being abused regularly, i.e. heavy machinery/construction.

14. The use of heavy goods vehicles clogging up residential roads.

15. The lack of parking facilities outside shops/pubs.

16. New developments not in keeping with surroundings.

1. Heavy volume of traffic - volume/size/rat running.

2. Litter - take aways.

3. Sports facilities - parking.

4. Lack of resources at Government level.

5. Natural facilities not developed.

6. Cheap signs.

7. Graffiti.

8. Crime.

9. Reliance on education.

10. Flat land.

11. Weak identify/centre.

The third stage involved identifying the opportunities available to Drumcondra. The same procedure was used for this stage of the exercise. The opportunities, according to the groups, are:-

1. Local Forum - Community Council with business, residents, shopkeepers, schools brought together to improve the area.

2. Traffic improvement. Cycle lanes, reopen rail station at Drumcondra and Killester. Traffic calming, ramps, chicanes, narrowing of roads. Light rail, quality bus service. More thoughtful parking of cars and commercial vehicles.

3. Dublin Development Plan - opportunity for local input.

4. Maintenance or restoration of heritage sites and buildings.

1. This process.

2. Underground road.

3. D.T.I. proposals - light rail.

4. Tourism possibilities.

5. Tidy District - build on success.

6. Utilise current managerial structure to increase/develop sense of community - festivals/intercollegiate competitions.

7. Open land.

8. Rivers/canals.

9. Utilise current FÁS schemes to enhance local amenities and provide employment.

10. Business skills and know-how available.

1. By-pass road for area - effects:

reduce pollution/noise/fumes

restore village atmosphere

enhance residential amenity

improve public transport

2. Develop natural amenities:

canals/rivers/parks

3. D.T.I.:

to improve public transport

extension of DART to area

feeder from Drumcondra station

4. Convenient leisure facilities:

location of convenient swimming pool/leisure centre.

1. Rezone land to higher ratio to public amenity green belt.

2. Present level of shopping facilities adequate - commercial zoning similar.

3. Tree planting to spread in area.

4. Tolka River developed visually to high standard for canoeing and boating.

5. Pollution control to be introduced and enforced.

6. Extension cycle path network using novel routes such as river crossing at Tivoli Centre.

7. Dublin bus - no one man operated vehicles.

8. Richmond Road - road surface and footpath improvements.

1. Development - religious grounds, amenities - P.O.S.

2. Transport - D.T.I. railway, motorway tunnel.

3. Parks - develop/playgrounds - rivers utilise.

4. Parish Hall - for churches, discos teenagers, toddler groups etc.

5. Swimming Pool.

6. Heritage - make more of them, open days.

7. Local clean ups - grass verges etc.

8. Eyesores - Whitehall - if motorway is built, entrance to Casino.

9. Forum - business and residents associations, banks, building societies, etc.

1.3. Threats.

In the fourth stage, the groups outlined the threats to which the area is exposed. Again, each group presented its threats to the meeting. The threats are:-

THREATS:

1. Bad development.
2. Motorway - cycle paths - threat/loss to pedestrians.
3. Pollution - air, sea, beaches and dogs.
4. Parks and P.O.S. - security/litter/dogs.
5. Colleges - cut backs, diminishing number, Bishops Palace.
6. Trees - too young trees, disregard to older trees, loss of mature trees in new developments.
7. Rented accommodation - flats and houses, tax relief on new housing.

1. Motorway - impact on development of P.T., uncovered, cut and cover.
2. Development of green spaces - pressure on services.
3. Aging and declining population - flats, upkeep, political power, educational institutions - land.
4. Development of Tolka Park and Croke Park.
5. Growth of car traffic - development of outer suburbs.
6. Disorganisation and disunity.
7. Economic situation - unemployment, crime.

1. Open spaces
2. Non underground road or not built at all.
3. DTI proposals - unevenly implemented.
4. Reduction in owner occupancy - colleges, hospitals, etc.
5. Our own inertia.
6. Public Authority indifference - Corp., CIE, Gardai, Aer Rianta, Central Government Departments.

1. Due to no Drumcondra by-pass road, traffic routes through area which has no business in the area.
2. When Northern Cross route completed, might increase traffic volume in area.
3. Excess volume of traffic a health hazard.
4. Religious communities have a reduced need for land = threat to open spaces.
5. Planning regulations not enforced :

single occupancy residences converted into flats.

gardens being converted to car parks.

6. High density residential developments overloading services.

1. Continued inactivity in relation to traffic along Drumcondra Road will lead to intolerable conditions for those of us living in the area.
2. Uncontrolled building in the area could change the character of the area leading to an exodus of residents who are living in the area at present.
3. The development of Croke Park will seriously destroy Clonliffe area as a residential area.

4. The development of an overground Eastern by-pass. Loss of housing and pollution.

5. Failure to deal with criminals will also affect the willingness of residents to live in the area.

1.4. Critical Issues.

Arising from the SWOT analysis, the critical issues were determined. Each group, based on the strengths, weaknesses, opportunities and threats which it had previously identified, indicated ten critical issues facing Drumcondra. The issues identified by each group are:-

Critical Issues:

1. Traffic Management:

Motorway

Light rail

Quality bus

Dart

Parkway

2. Development of open space for high density housing or hazardous industrial development.

3. Community Forum to discuss problems, improvements in area and be actively involved, including businesses.

4. Maintain area as residential area primarily with possibly light industrial areas.

5. Develop and enhance amenity value of area.

6. Social and community facilities including advisory centres, sporting amenities, halls and swimming pool.

7. Control of pollution.

8. Lack of interest by residents in what goes on in this area.

9. Unemployment: measures to improve situation - numbers of shops in Dorset Street alone which have closed.

10. Aging population.

1. Traffic calming.

2. Open spaces.

3. Attitudes/actions of public authorities

4. Decline/aging population.

5. DTI Strategy/aims/implementation.

6. Port Access/Eastern By-pass.

7. Security.

8. Educational decline.

9. Our own attitudes/actions.

10. LRT/Quality bus.

1. Excessive traffic both heavy vehicular and commuter in our area.

2. Development of natural amenities - canal/river/parks.

3. Recreation facilities.

4. Crime level.

5. Litter.
6. Replace grass margins on Upper Drumcondra Road with decorative paving.
7. Enforcement of Planning Regulations.
8. Better occupancy/open space ratio for future developments.
9. Improved public transport.
10. Improved shop fronts.

1. Apathy by residents to future of area.
2. Overall treatment of traffic management - bus/rail/road development.
3. Develop environmentally friendly atmosphere in area - Tolka/Green areas/play areas.
4. Property being developed as rented accommodation in controlled manner.
5. Crime.
6. Change of attitude by religious and others who own land as to how they develop it.
7. Breach of Planning Regulations lead to bad developments.
8. Local democracy should be seen to work and should be reflected in planning laws.
9. Apathy by non residential business to appearance and infrastructure of area.

1. Loss of open spaces - "Lungs of the City" - character, trees, protection.
2. Trees - protection of.
3. Motorway.
4. D.T.I. - Transport traffic.
5. Preservation of all that is good - heritage buildings, parks, rivers.
6. Community and business interaction - Forum.
7. Traffic management - routes, calming, parking.
8. Security - Garda presence.
9. Youth Development - social activity, education re environment.
10. Rezoning - land, housing, building (preservation orders).

As one can see from the Table, there was considerable overlap between the critical issues identified by the groups. In drawing up a final list of critical issues based on those identified by the groups, repetition was avoided, and issues which are closely related were amalgamated. This resulted in a total of ... critical issues.

The next step involved deciding the relative importance of the issues. Each individual voted for what he/she believes are the ten most important critical issues from the list of ... . The votes for each critical issue were tallied.

The critical issues, ranked in order of importance, with the votes for each one in parenthesis, are as follows: (please note that, as the vote was taken late in the day, the number of people present at that time was less than the average number in attendance through the day. Thus, there were less voters than participants in the workshop.

Critical Issues in Order(Score).

No.		(Score)
15.	By-Pass	(11)
2.	Development of natural amenities	(10)
4.	Crime/Security	(9)
1.	Traffic Levels	(9)
14.	DTI Strategy	(9)
8.	Housing/open space ratio	(8)
18.	Community Forum	(8)
9.	Public Transport	(7)
3.	Recreational Facilities	(7)
5.	Litter	(6)
7.	Enforcement of Planning Regulations	(6)
29.	Protection of trees	(6)
28.	Loss of P.O.S.	(5)
30.	Preservation of heritage	(5)
21.	Pollution	(5)
11.	Traffic calming	(4)
10.	Shopfronts	(3)
12.	Attitude of L.A.	(3)
22.	Unemployment	(3)
23.	Des Environmentally friendly	(3)
17.	Own attitude/Action/Residents Gr.	(2)
31.	Youth Development	(2)
24.	Control of rented premises	(1)
25.	Attitude of religion in area	(1)
26.	Local democracy	(1)
27.	Apathy of non-res. business to env.	(1)
32.	Rezoning	(1)
6.	Replace Grass Margins	(1)
13.	Population structure	(0)
16.	Education Decline	(0)
19.	Maintaining Residential Area	(0)
20.	Social/Community Facilities	(0)

After the voting, each person was asked to come up with a brief vision statement, which sets out their aspirations for the area. A selection of those statements is as follows:-

1.5. Vision Statements

1. Area of residential character intermixed with green areas providing pleasant unpolluted safe recreational areas with a reasonable safe flow of traffic and public transport.

2. A caring community-active area with good open spaces and community amenities, good housing and reasonably priced good public transport and concern for all.

3. Quiet tree-lined avenues and roads with grass verges, gardens, etc. A pleasant place to walk around. Access to open spaces where one may walk and children may play - forever Green.

4. I would dearly love to see our area what it once was - civilised, polite, orderly and crime free. (This, of course, is not to discount any modern facilities which may not have existed in previous times).

5. The Drumcondra district is the pleasantest part of Dublin to live in as a result of an initiative by this area's residents in 1993 - easy to get in/out of, quiet, architecturally , lots of open green space, great streetscapes, strong sense of place among the residents.

6. That the area would be quite relaxed, parklike with convenient recreational facilities and shopping facilities.

7. Accessible - with mature open spaces, trees and parkland, with shopping facilities made easy by ample pedestrian facilities.

8. Full employment and peace in our country, therefore pride in our area and D.T.I. plan enforced.

9. I want this area to be a pleasant location for living.

10. The area would have a bypass road so that only traffic which had business in the area came into it.

11. I would like an environmentally conscious area and a safe place to live.

12. An area full of healthy and happy people with plenty of open space, with good transport and ability to walk our roads and park in absolute freedom and safety, with good education and employment for all our youth, with strong churches and strong faith.

13. A safe and happy place to live in.

1.6. A single vision statement which satisfies those outlined above is:-

To develop the Drumcondra area in a way that maximises its residential character by protecting the area from the effects of traffic movement, and by protecting and improving the natural, man made, and cultural environment in a sensitive and caring way.

This statement shall be used as a general guide through the course of the study.

• Participants at Workshop - 27th March, 1993 - St. Joseph's School, Gracepark Road.

Name	Organisation	Telephone
Bernie Milne	Gracepark Association	378972
Rita Hackett	Gracepark Association	377902
Niamh McCarthy	All Hallows Res. Assoc.	373154
Marian Berrill	Gracepark Association	391836
Eddie Hughes	Gracepark Association	312621
Andy Coleman	Gracepark Association	378178
P.J.Connolly	Iona & District	372762
Bernard Lord	Drumcondra Res. Ass.	379377
Patricia Keenan	Gaeltacht Park Association	376152
Barbara Geoghegan	Gaeltacht Park Association	371942
Cecil W. Geraghty	Grace Park Association	377042
Thomas Gill	All Hallows Res. Assoc.	378868
Oliver Larkin	Smurfit Print	303911
Conor Morris	Smurfit Web Press	303511
Donal O'Brolchain	All Hallows Res. Assoc.	371753
Pat Montague	Griffith Ave. & District Res.	377934
Anthony O'Donoghue	Business	
Nora Tobin	Griffith Ave. & District Res. Assoc.	

2.1. Groups:

Group 1 (4) (Black)

Donal O'Brolchain

Rita Hackett

Patricia Keenan

Conor Morris

Group 2 (Green)

Pat Montague

Bernie Milne

Bernard Lord

Group 3 (Blue)

P.J.Connolly

Barbara Geoghegan

Cecil Geraghty

Nora Tobin

Group 4 (Purple)

Thomas Gill

Oliver Larkin

Eddie Hughes

Group 5 (Orange)

Andy Coleman

Niamh McCarthy

Marian Berrill

Anthony O'Donoghue