

**DIT Community Links / Northside Partnership**

**Presentation to Dublin City Council Planning Strategic Policy Committee**

**November 2016**

# **Promoting the Santry River Greenway**

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# Healthy Communities Pilot - Introduction

## DIT Community Links Research Project with Northside Partnership

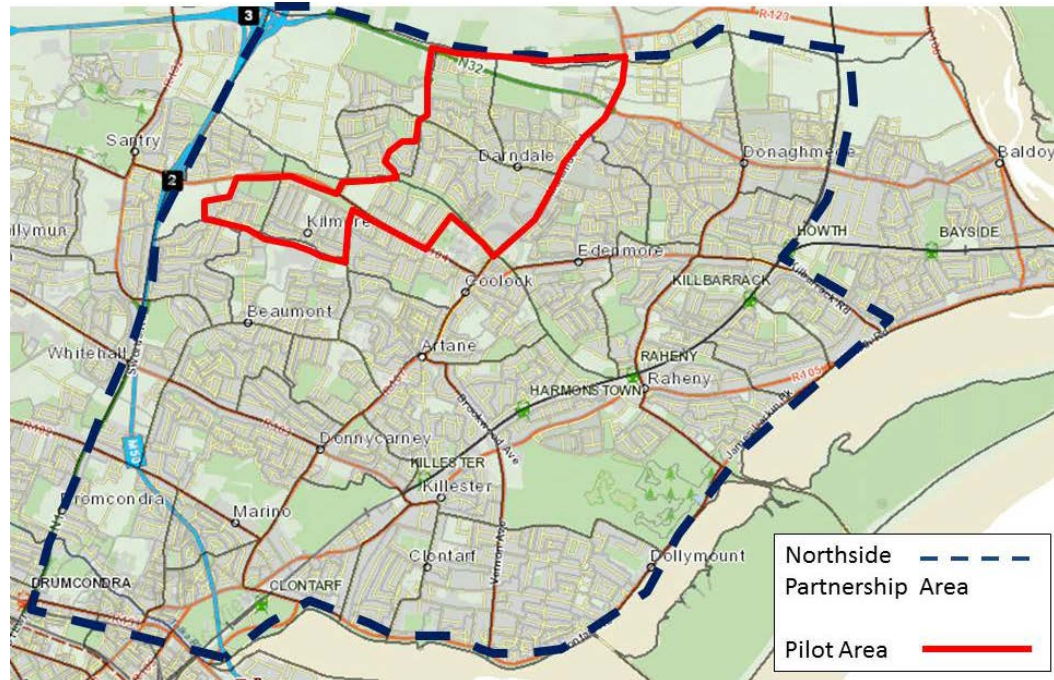
- Examining mobility in the context of a disadvantaged suburb in north east Dublin
- Ongoing since 2013 and aligned with a wider Healthy Communities research project with the HSE Health Promotion Unit
- Paper on Mobility Assessment in Healthy Community Study Area at 2013 AESOP/ACSP Joint Congress
- Studies completed on walkability, public transport service and cycling in the area
- Most recently focussed on Santry River Greenway and its potential benefits



# Healthy Communities Pilot Study Area

## Neighbourhood characteristics:

- Highly disadvantaged community
- High social housing quotient
- Low income groups
- Welfare dependency
- Poverty and marginalisation
- Poorer than normal health
- Highest POBAL Deprivation score outside of inner-city electoral districts



SAs within Electoral District	Deprivation Score	Lone Parents Ratio	Proportion third level education	Unemployed Male	Unemployed Female	HH without a car	Aged 75+
Kilmore C	-20.34	55.22	5.08	38.36	30.72	45.55	7.85
Kilmore B	-20.90	54.95	6.40	46.49	27.13	44.85	7.94
Priorswood C	-10.34	61.74	14.34	38.73	26.35	40.47	0.53
Priorswood D	-16.09	48.37	7.79	38.68	22.60	39.98	6.05
Priorswood B	-19.93	56.80	4.29	48.69	32.99	42.42	1.01
Priorswood E	-8.92	34.77	11.10	25.66	17.18	19.66	2.59
Dublin City*	+3.7	11.1	31.57	23.11	13.3	38.15	5.99

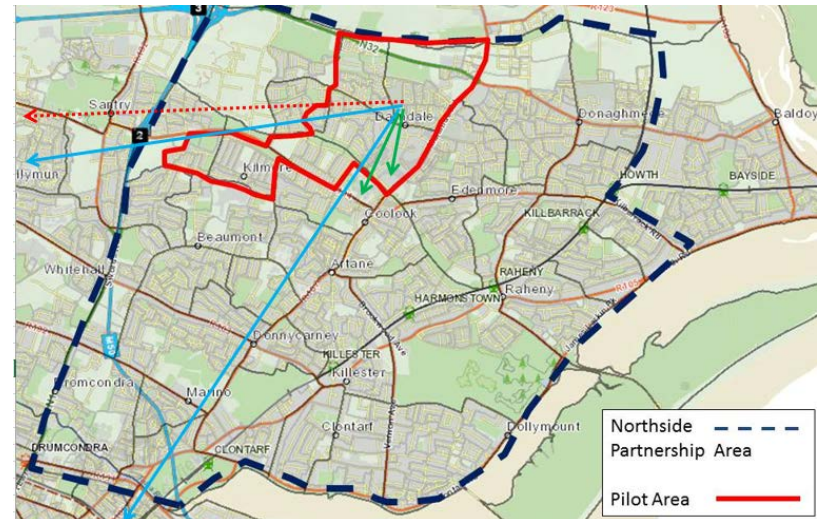
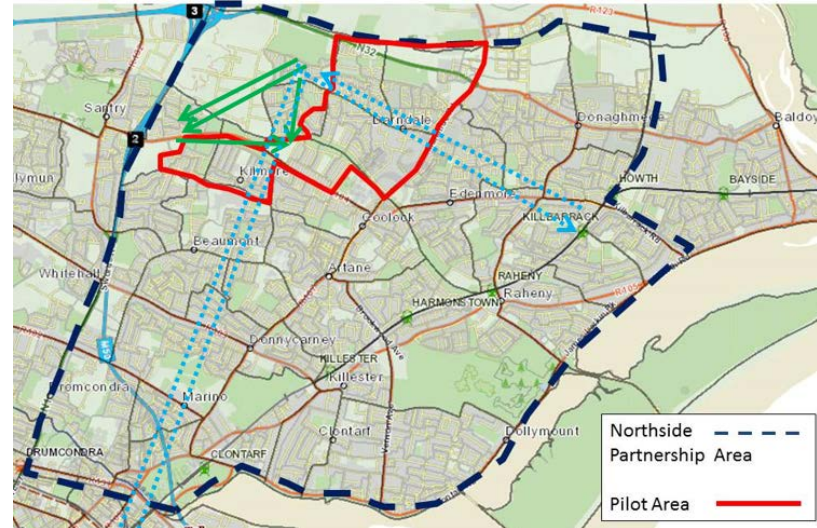
Source: Pobal maps; \*Census 2011 and AIRO Census Mapping Module



# Travel Diary Results

## Travel Diaries with Local Service Users

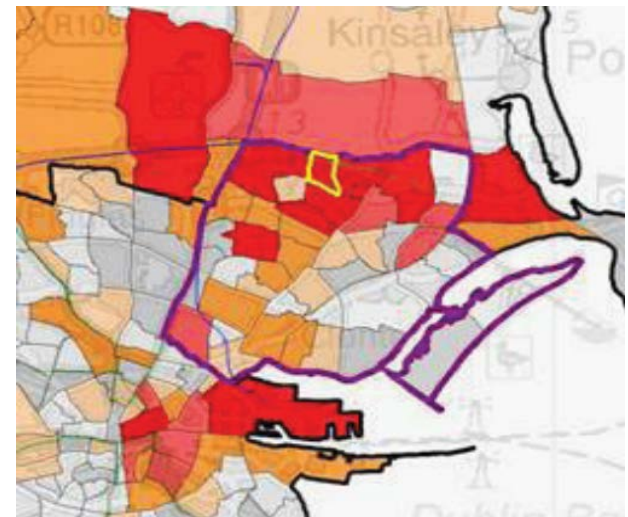
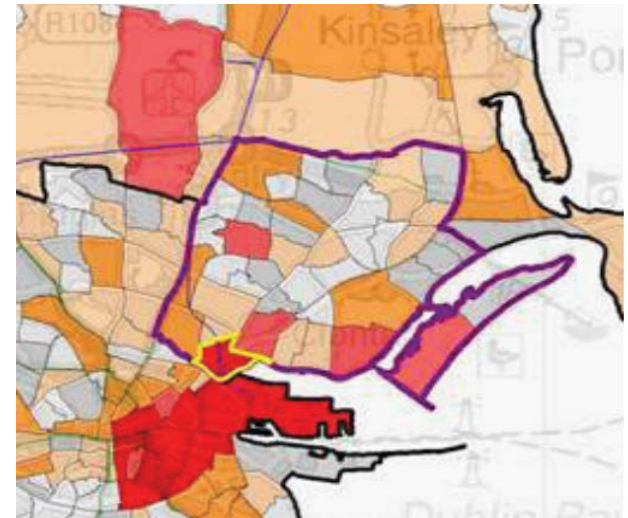
- In-depth interview and travel diary based on CSO methodology with 12 service users
- Higher than normal levels of trip-making within the survey group compared to national or urban averages
- Lack of confidence in services, fear of anti-social behaviour, poor quality of environment and low connectivity all identified as being problematic



# Key Finding: Supply-Demand mismatch for Orbital Trips

## Evidence from CSO POWSCAR DATA :-

- Analysis by Gleeson et al, also demonstrates the demand for orbital transport services, particularly in disadvantaged, suburban locations
- One affluent, inner suburb had mostly arterial trip demands, with most people employed in service jobs, centrally located
- Another disadvantaged, suburban location had dispersed travel-to-work patterns, predominantly in outer sectors of the city



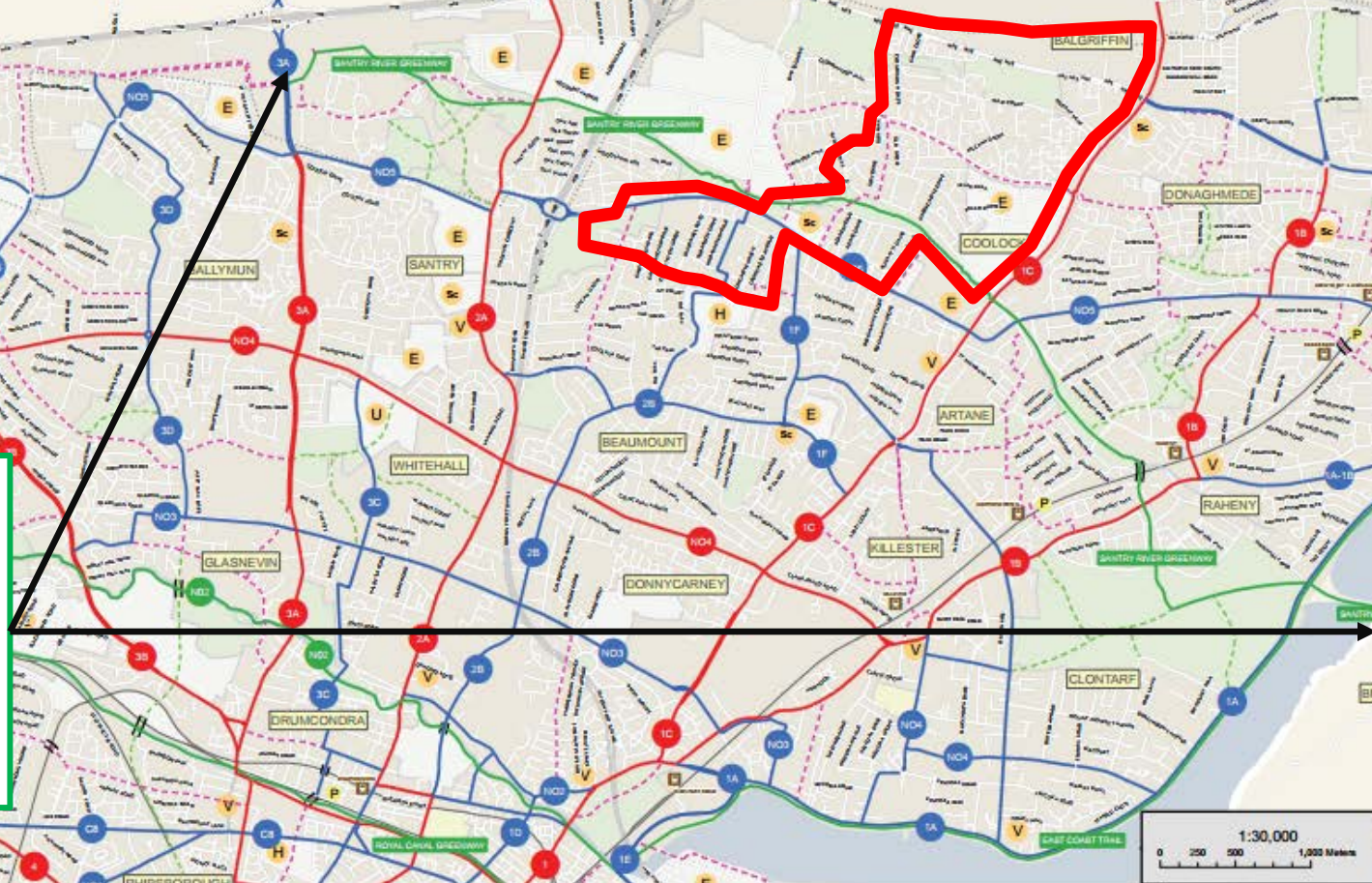
Destination of population at work (15+) in (left) Clontarf West D and (right) Priorswood B (Source: Gleeson et al (2009), New Ways of Mapping Social Inclusion in Dublin City, NIRSA, Maynooth)



# NTA 2013 GDA Cycle Strategy

- Primary, Secondary, Feeder and Greenway routes

Santry  
River  
Greenway



Project: CYCLE NETWORK PLAN FOR THE GREATER DUBLIN AREA

Title: PROPOSED CYCLE NETWORK DUBLIN NORTH CENTRAL SHEET N3

Udarás  
Náisiúnta Iompair  
National Transport Authority

AECOM  
Roughan & O'Donovan

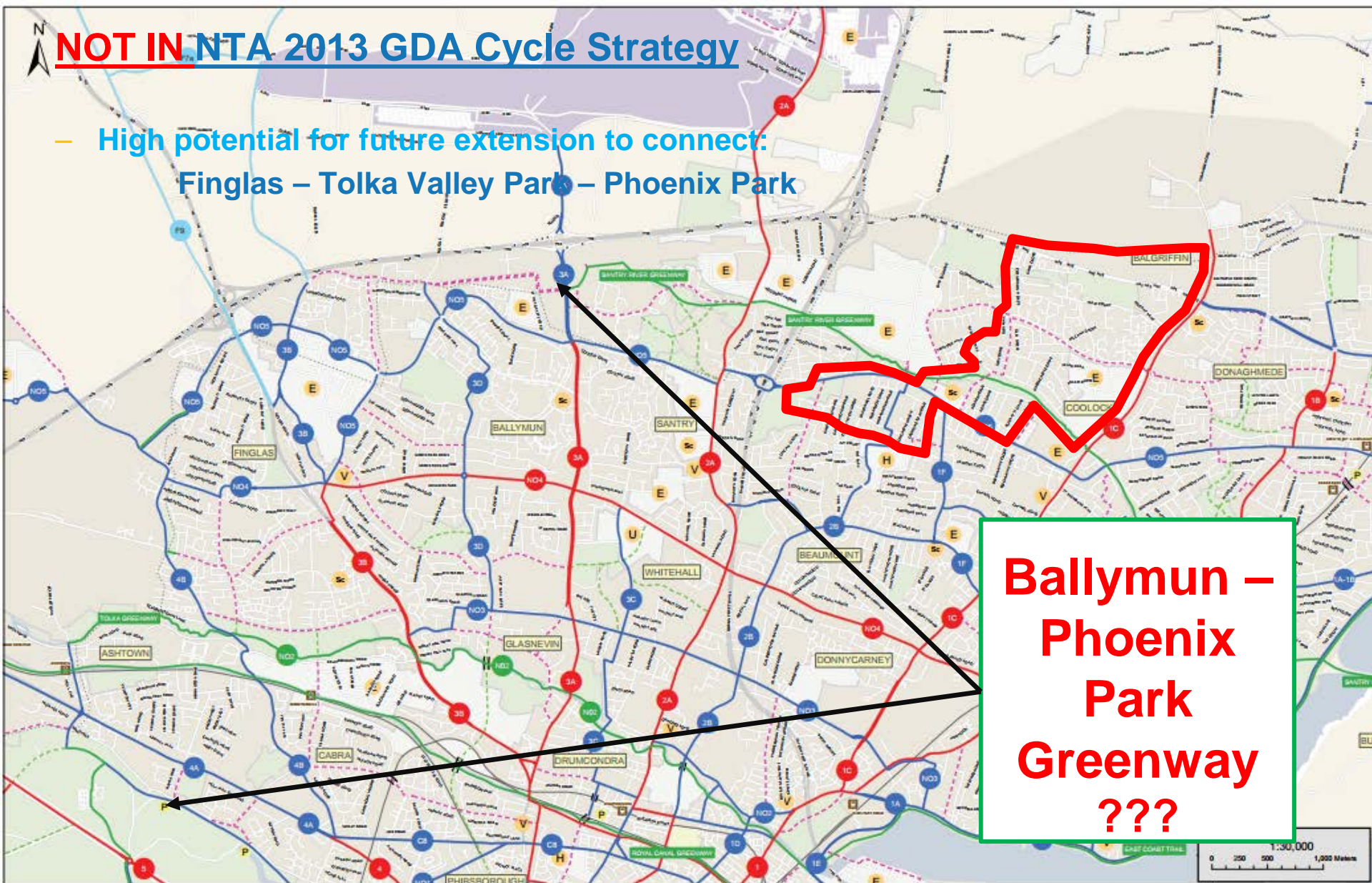
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Date: July 2013  
Dwg No: N3  
Created: LA Approved: JS  
Checked: SMG



# NOT IN NTA 2013 GDA Cycle Strategy

- High potential for future extension to connect:  
Finglas – Tolka Valley Park – Phoenix Park



**Ballymun –  
Phoenix  
Park  
Greenway  
???**



# NTA's "Strategic Green Network"

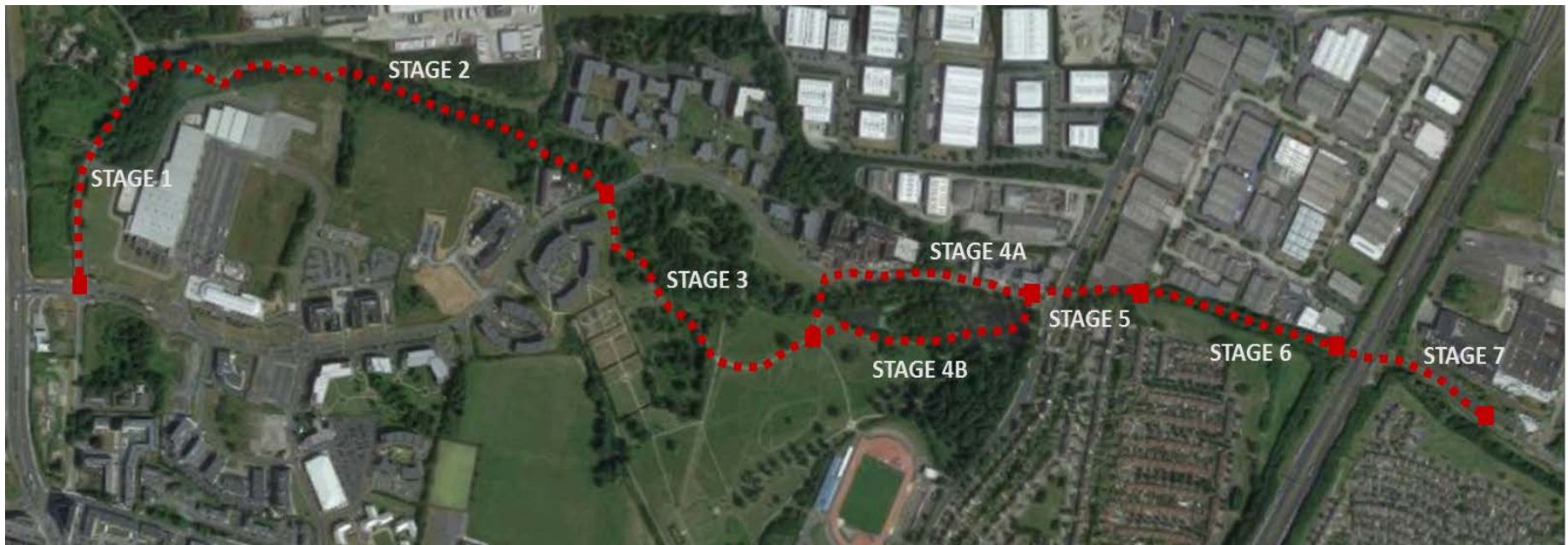


Dublin City Council have adopted Objective MT09 as part of the Dublin City Development Plan 2016-2022:

"...to bring forward planning and design of the Santry River Greenway, incorporating strongly integrative social and community development initiatives."

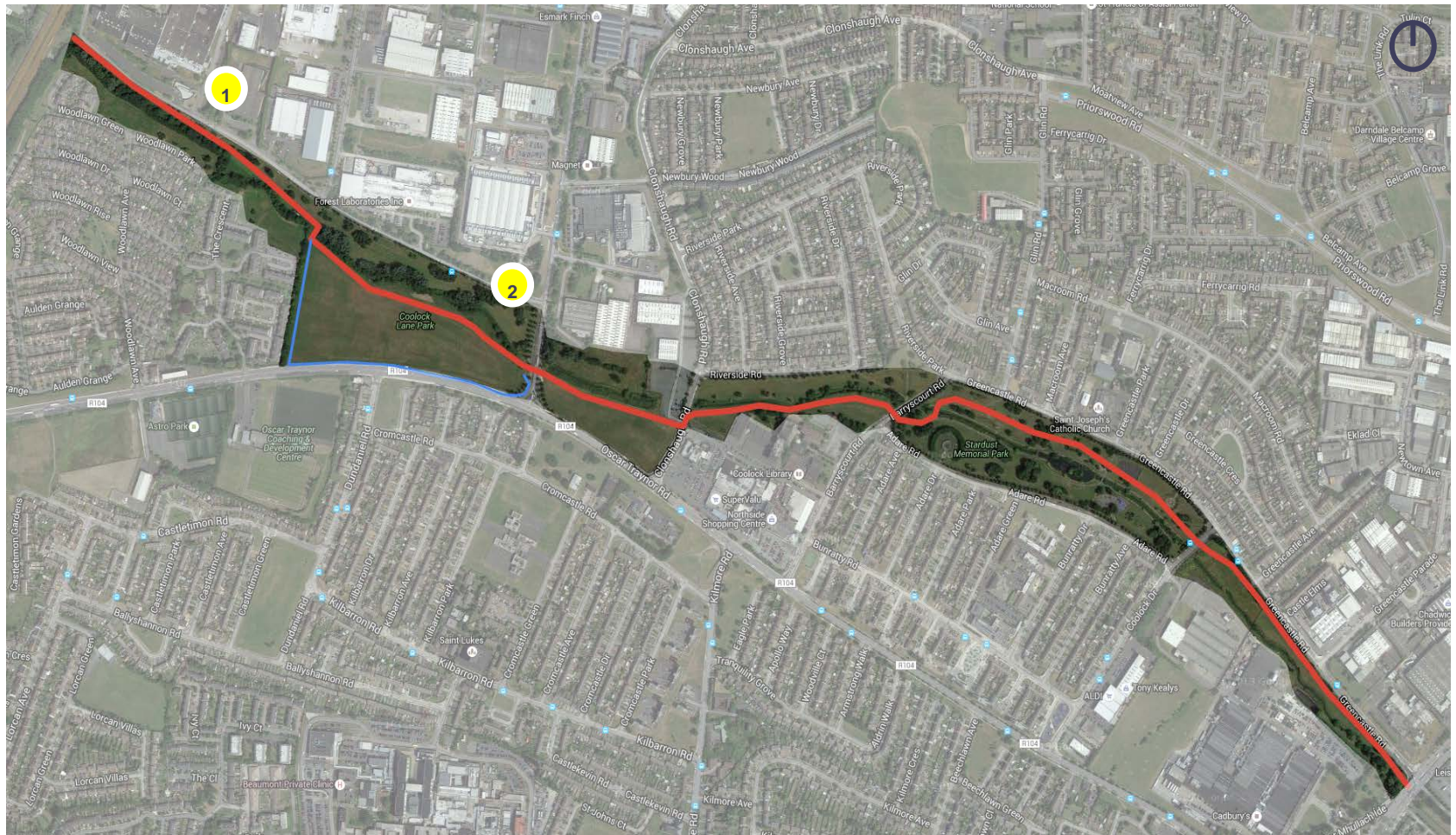


# Ballymun to Gateway Site





## Section 2 - Gateway Site to Malahide Road





## Section 3 - Malahide Road to Raheny Village

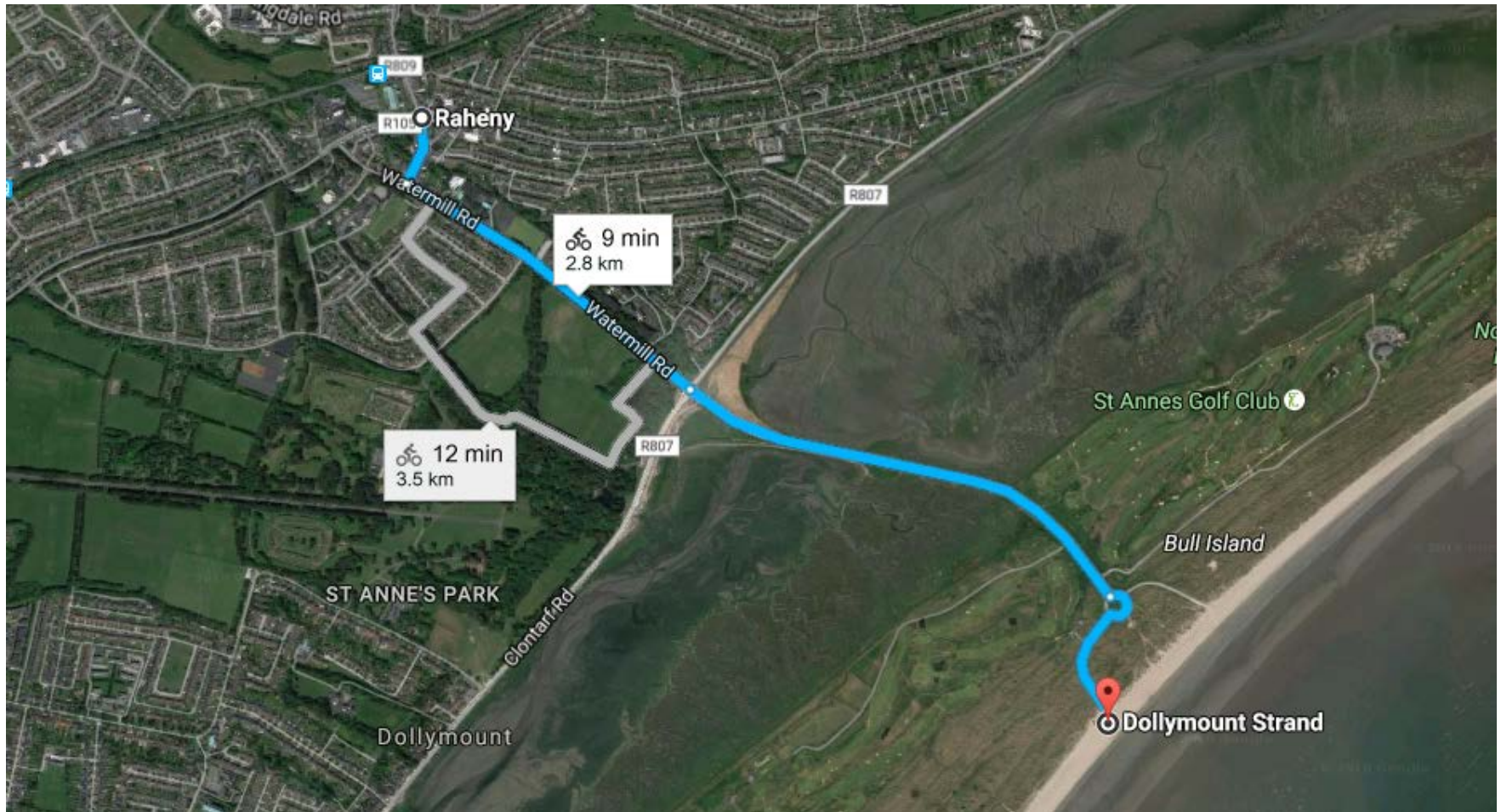
### Malahide Road to Raheny Village





## Section 4 - Raheny Village to Dublin Bay

### Raheny Village to Dublin Bay





## Santry River Greenway – Santry Demesne



Santry Demesne – much of alignment already in place



## Santry River Greenway – M1 Underpass



Not insurmountable challenge to design out anti-social behaviour



## Santry River Greenway – adjacent to Gateway site



Landscape required, in addition to removal of existing barriers



## Santry River Greenway – Coolock Lane Park



Potential for ancillary sports and community facilities



## Santry River Greenway – Edenmore and Harmonstown



Room for the delivery of key and exciting community  
infrastructural projects



## Santry River Greenway – Royal Oak



Press visit with Dublin Inquirer journalist, Willy Simon. Other recent media spots on Near FM and in Northside People.



# Strengths & Opportunities

## Advantages...

- Links Ballymun to the coast
- mainly off-line, using existing green areas.
- unlikely to be significant new structures (bridges, tunnels, etc.) required.
- Travel demand evident yet the quality of transport service provision is very poor.
- It is an orbital route and connects areas of residence, employment and amenity, which are currently severed from each other.
- The route will provide additionally mobility and connectivity to areas currently poorly served by public transport, with high levels of traffic congestion and generally poor amenity for cyclists and pedestrians.



# Threats & Weaknesses

## Potential problems could include:

- lack of awareness of the corridor's existence;
- lack of social acceptance and appreciation of internal benefits;
- fear of anti-social behaviour;
- and traditional anxieties about increased connectivity.





# Feasibility Appraisal

- Overall project infrastructure costs, based on *direct* comparison with (technically more challenging) Dodder River Greenway: €4m - €12m
- multifaceted approach needed, to include collaboration, surveillance and improved landscape design
- A challenge is to identify participatory projects which can make the Santry River Greenway deliverable and successful as a community amenity, accessible to everyone and enriching the lives of all those who live within its reach

## Santry River Greenway

## Feasibility Study Report 2016



A DIT Students Learning With Communities Initiative in Association with the Northside Partnership.

# Recommendations

Two such projects were identified by students:

- a Community Health and Fitness Trail

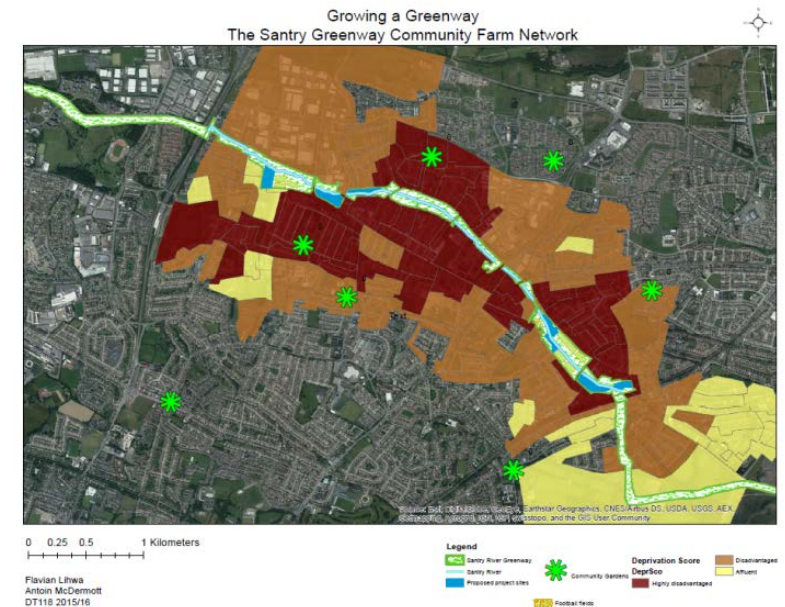
and...

- ...a Community Farm Network

Already connects:

- Existing parks (Santry Demesne / Stardust Memorial / St Anne's / Bull Island / Dublin Bay Biosphere)
- Employment and residential areas
- Schools and sports clubs

The Urban City Farm proposed for St Anne's Park links perfectly with this Greenway





# Recommendations

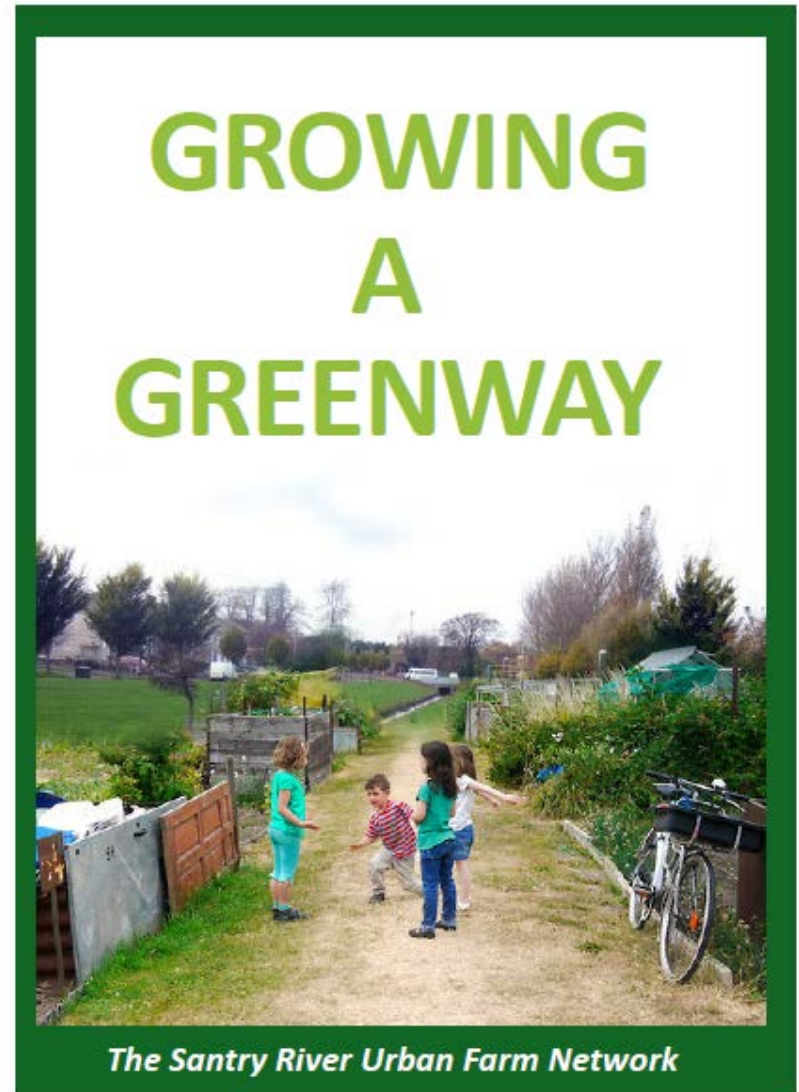
What we'd most like to see...

- (a) the inclusion of the Santry River Greenway on the NTA Project List for 2017, and...
- (b) allowance for research and design of collaborative community participation initiatives

What we most need...

- (a) DCC Councillors active support
- (b) The Greenway promoted locally and within the City

Justifiably a Development Plan Objective, yet many still unaware of its existence



**With thanks to...**

**Northside Partnership, DIT Community Links and**

**Students of the BSc Spatial Planning, MSc Sustainable Development and  
MSc Local Development & Innovation programmes**

**The END**

