



FAIRVIEW MARINO LOCAL ENVIRONMENT IMPROVEMENT PLAN 2014 - 2017

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CONTEXT AND ANALYSIS

Fairview/Marino is well known and established area on the main artery route from Dublin City Centre. The Marino and Fairview area is a settled mature suburb on the northern edge of Dublin located two miles to the north of Dublin City Centre and is part of Dublin 3. Fairview/Marino is in the jurisdiction of Dublin City Council and the North Central Administrative area.

The boundary of the area subject to this review by the North Central Area Office is bordered to the southwest by the River Tolka and East Wall, to the west by North Strand, to the north by Marino, and Clontarf to the east. Fairview is reached on a main road artery from Dublin city via North Strand, which continues on as the Malahide, Howth and Clontarf Roads.

The area has received public investment in recent years most notably in the redevelopment of Fairview Park and improvements to the Fairview footbridge. In addition to the support from North Central Area Councillors, the Area Office has developed good relations with the DCC/Fairview Business Forum while in tandem, it's Community and Development Section has supported the Fairview and Marino Residents Associations.



The Dublin City Development Plan 2011 – 2017 identified suitable locations for the objective (SC09) *“to prepare a number of schematic master plans, Village Improvement Plans (VIPs), or Village Design Statements (VDS) for existing and long-established District Centres (Urban Villages) in conjunction with the relevant Area Committees in so far as priorities and resources permit”*.

Marino was identified as one of the suitable locations. Mindful of objective SC09, the physical enhancements and the good relationships, Fairview/Marino was considered a suitable area for an Improvement Plan. The purpose of the Fairview/Marino improvement plan is to provide a structured approach to planning and implementing improvements in a transparent and resourced manner.

THE OBJECTIVES

The main objectives of the Village Improvement Plan for Fairview/Marino Village improvement plan are:-

- 1) Incremental improvements to Public Realm (footpaths, tree planting, removal of signage clutter, provision of cycle stands, quality street furniture, public lighting enhancements)
- 2) The provision of DCC initiatives – waste management, community development
- 3) Business and Cultural initiatives – Shop local emphasis, branding and apps
- 4) Joint DCC/Business initiatives – festivals and Heritage Trail
- 5) Promote sustainable transport measures and counter impact of traffic, illegal parking and related issues

THE PROCESS

The Fairview Village Improvement plan was created in an open and collaborative process. The plan followed a three stage process:

1. **Set Up** – recruit a project manager, identify the boundary, define the planning process and implementation of the plan
2. **Audit and Consult** – Consult extensively with local people via on street consultations, stakeholder consultations and round table consultations. Context and data analysis of local services, streetscape and feasibility.
3. **Review and Action Plan** – Reflect on the priorities & findings from the data analysis. Define the actions and identify the implantation plan.

Stage	Process
1 SET UP	<ul style="list-style-type: none"> - Identify project manager - Identify Objectives/scope of work - Identify budget and resource requirements - Create community engagement - Identify monitory process
2 AUDIT & CONSULT	<p>Review</p> <p>AUDIT</p> <ul style="list-style-type: none"> - Data Analysis and Collation - Undertake urban design analysis and context appraisals - Footfall analysis - Profile and mapping services - Accessibility and mobility analysis - Character appraisal - Market supply and demand assessment - Demographic Analysis <p>CONSULT</p> <ul style="list-style-type: none"> - On Street Public Engagement - Stakeholder Engagement - Public Consultations - Collation of Findings
3 REVIEW	<p>Review</p> <ul style="list-style-type: none"> - Presenting findings to key stakeholders - Public consultation presenting findings - Finalise report and actions - Implementation Strategy

DEMOGRAPHIC OVERVIEW

The residential built environment is predominately houses with relatively few apartment blocks. There is a significant business element to the area with over 100 trading businesses with not only retail but also professional services.

The majority of the population at 35% is in their 20s and 30s which is above the national average. The Fairview Marino population has 25.6% of older persons aged 55 years and older – which is higher than the national average of 21.9%. In terms of socio-economic status, 90.9% of the population lives in an area classified as marginally above average with 8.6 % considered marginally below average. Appendix 4 on pages 36 -37 of this document has more details.

LAND USE/ZONING

As shown on map 1.1, within study the area there are a number of land use/zoning objectives which include residential (Z1), residential conservation areas (Z2), neighbourhood facilities (Z3), such as Fairview Medical Centre, Kirwans Funeral Directors, a mixed service facilities objective of which office and retail would be the predominant uses (Z4), recreational amenities and open space and green networks (Z9) including Fairview Park and Bram Stoker Park. Canal, Coastal and River amenities (Z11) covering lands along the bank of the River Tolka, and institutional and community use (Z15), such as, St. Josephs secondary school. Accordingly, there is a good mix and variety of services and buildings.

Marino Crescent and Marino Crescent Park are identified as a zone of Archaeological interest. Numbers 1 – 25 Marino Crescent and St. Joseph's CBS are on the protected structures list meaning owners are legally obliged to ensure that the structure is preserved.



Map 1.1 - Zoning

THE CONSULTATION PROCESS

INTRODUCTION

The Fairview/Marino public consultation team aimed to ascertain the views of people who live in, work in or visit Fairview/Marino. The views of local communities are central to the Fairview/Marino village improvement plan. Over the course of three months our public engagement team hosted and consulted with roughly 300 people regarding the Fairview/Marino Village Improvement Plan.

METHOD

The public consultation process aspired to promote local collaboration and participation throughout the project. The process aimed to be inclusive of all ages and levels of society in order to establish meaningful feedback and information that is reflective of local opinion. Information was gathered in qualitative and quantitative terms. In order to gather the views of different user groups a three-stage process was developed. The views and experiences of people were sought by way of:

- On-street consultations
- Structured questionnaires
- Key stakeholder consultations

Three questions were explored throughout the consultation process:

1. Assets and strengths of the area
2. Areas for improvement
3. Visions for the future of the area

The report outlines the main consultation methodology with a summary of findings. The following table provides a summary of the numbers of people who engaged with the consultation process.

Consultation Type	No.
On Street Conversations	103
Email Submissions	2
Meetings with Business	6
Meetings with Residents Associations	2
On-Line and paper Questionnaires	125

ON-STREET CONSULTATIONS

A good method for engagement was on street conversations conducted in accordance with the methods outlined in the on street toolkit created by Dublin City Council's Innovation lab 'The Studio'. A street engagement is useful for gaining local information in an informal, unstructured and spontaneous manner. It makes it possible to meet people who may or may not normally engage with the political system or planned / facilitated events. This methodology is open, transparent and inclusive of all levels of society.

The gauging of the feelings and 'mood' of the study area was practical as people are prompted by their environment. These consultations were valuable in the early stages of this Improvement Plan as it highlighted areas for further research and possible recommendations as well as promoting collaboration and public involvement.



If I could change one thing ...



	QUESTION	INSIGHTS SOUGHT & DATA
1	-What do you u like most about the Fairview/Marino area?	Social participation supports Housing Ease of mobility Public Realm Successes
2	If you could improve 3 things in the area what would they be?	Failures Aspirations Facilities Environmental Public Realm
3	Fairview/Marino is...	Attachment/ Experience of area Energy of area Attitudes

LOCATIONS

Four locations, indicated on the map below were chosen to target the greatest footfall in the areas of Fairview and Marino. The on-street conversations were conducted by three interviewers over two days on the 12th and 26th June 2014 and were held at various times of day in the attempt to engage with as many people and communities as possible.



KEY FINDINGS

The findings from the on-street conversations confirm that there are good and varied amenities in the area and a strong sense of community, as outlined in the responses below:-

Q. What do you *like most* about the area? (Most often recurring answers in order of popularity)

- Fairview park and park amenities
- Local Shops, good mix, local cafes in particular
- Sense of community
- Convenience and proximity to Dublin City Centre
- Public transport facilities
- The attractiveness of the area
- The trees/flowers
- Safe, quiet and peaceful

Q. If you could *improve* 3 things in the area what would they be? Most often recurring answers in order of popularity)

Litter/dumping
Shops/shop facades
More parking, paid parking, parking for residents
Safety (particular reference to the park)
Street plantings and hanging baskets
Footpath repairs and materials
Park maintenance
Residential buildings
Traffic calming
Cycle lanes and Dublin Bike scheme
Pedestrian crossings
Dog fouling prevention and enforcement
Public transport
Youth facilities
Signage and street clutter
Public Lighting
Fitness zone
Community events
Public seating and rest areas

THE STRUCTURED QUESTIONNAIRE

The questionnaire was made available online for a period of three weeks from the 16th June to the 6th July 2014 inclusive via the Dublin City Council website. The questionnaire was also available on the Fairview/Marino website. Paper copies were distributed to local businesses, the library, Fairview Residents Association, Marino Residents Association and community centres. The local schools and colleges were also contacted by email informing them of the questionnaire. Posters in English and Irish were placed in local businesses, community centres and the library. The survey was available to complete in both Irish and English.

The questionnaire covered a range of topics and issues such as:

- Transport and Travel (including mobility and access)
- Public Realm (including parks, environmental issues, land use, character and design)
- Amenities and Services (local facilities, community and culture)
- Future Plans (identifying possible areas for improvement)

Respondents were asked to rate their satisfaction from satisfied to very dissatisfied and the following table represents the issues which received the most number of answers in order of popularity.

VERY SATISFIED	SATISFIED
<ul style="list-style-type: none"> • Access to area • Public Transport • Bus stops • Parks and play spaces • Footbridge • Open Spaces • Shops 	<ul style="list-style-type: none"> • Street lighting • Parks and play spaces • Shops • Open Spaces • Trees • Access to area • Public Transport
DISSATISFIED	VERY DISSATISFIED
<ul style="list-style-type: none"> • Public seating/rest areas • Litter/waste • Public Art • Pavement materials • Cleanliness • Info about local history • Parking spaces 	<ul style="list-style-type: none"> • Dog Fouling • Public seating/rest areas • Parking spaces • Litter/Waste • Public Art • Footpaths • Signage and wayfinding

STAKEHOLDER CONSULTATIONS

To augment the on street consultations and the questionnaire findings, discussions also took place with key stakeholders representing local businesses, Fairview Residents Association, Marino Residents Association and An Garda Síochána. The North Central Area office also conducted internal consultations with relevant Departments in Dublin City Council.

The improvements identified during the consultation process include both the public and private domain. The City Council will address improvements within its control in a structured manner, under the following headings of Public Realm & Green Spaces, Transport & Travel and Community & Culture.



PUBLIC REALM AND GREEN SPACES

Context

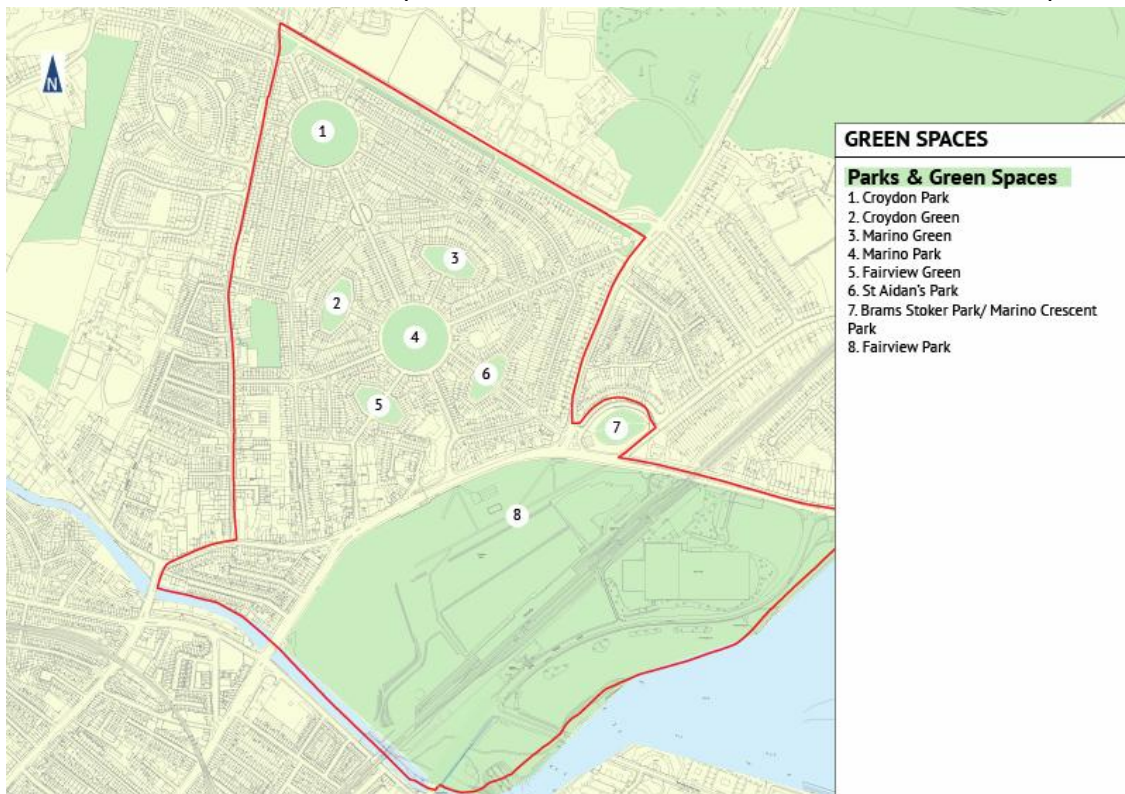
The term public realm is used to describe the publicly accessible spaces between buildings. This includes both public and semi-private spaces such as streets, pathways, roads, paths, parks, open spaces. Features within the public realm may include paving, street furniture such as public seating and bollards, public art, lighting, street plantings, signage and public art as well as the buildings and facades that overlook the public space. The quality of the public realm has a significant impact on the identity, character, attractiveness and function of an area. The creation of a healthy public realm for Fairview/Marino is important in achieving a thriving, vibrant and successful area that people want to live and work in.

Dublin City Council and the North Central Area Office recognises the benefits of assuring that people who live, work in or visit Fairview/Marino have access to high quality open spaces, green spaces and streetscapes that is cohesive in its elements. To understand, protect and enhance Fairview/Marino's natural assets a green spaces analysis and streetscape clutter analysis were conducted.

GREEN SPACE ANALYSIS

Map 3.1 locates all lands zoned as Z9 in the Dublin City Development Plan. Land use zoning objective Z9 aims to preserve, provide and improve recreational amenity, open space lands and green networks. The Dublin City Development plan divides lands zoned as Z9 into three broad categories namely; Public Open Space, Private Open Space and Sports Facilities. Open space can be defined as any land of which buildings do not cover more than 5% of and the remainder of which is laid out as garden/community garden, recreation or lies vacant/unoccupied.

Map 3.1



Dublin City Council Parks & Landscape Services department manage and maintain in the region of 700 public open spaces citywide, 280 of which are located in the North Central Area. Public open spaces provide visitors with the opportunities for active and passive recreation inclusive of all ages and abilities. The North Central Area contains approximately 698 hectares of public open space. The Fairview/Marino has a close proximity to a wide range of public open spaces including the expansive national nature reserve of North Bull Island and St. Anne's Park.

Marino - The provision of public open space is essential to the development of a strategic green network. Public Open Spaces are an intrinsic part of the Fairview/Marino development. The British 'Garden City' architectural movement heavily influenced the original design of Marino. The garden city concept was triggered by social reform as a reaction to dense, over populated and polluted urban living. The movement aimed to develop new sites outside the city that had ample green parks and open spaces with emphasis on gardens and fresh air. The Marino area was specifically designed to ensure each home overlooked a public central green area resulted in the development of Croydon Park, Croydon Green, Marino Green, St Aidan's Park and Fairview Green.

Fairview Park – Fairview Park is located in the centre of Fairview between Clontarf Dart Station and the Tolka river and directly opposite the main commercial corridor of Fairview/Marino. Fairview Park is the largest public green space in the Fairview/Marino improvement plan study area and a great example of successful green infrastructure. The Park is 20 hectares and was developed in the late 1920s. Prior to this the park was used as land fill in the early 1900's. Objective GCO40 in Dublin City Development states it is an objective of Dublin city to continue to develop Fairview Park. Dublin City Council has been delivering and managing the redevelopment of Fairview Park with the addition of a range of community facilities and playing pitches. The completed improvements to the park were completed in 2012. These improvements were focused on 4.7 acre site along the northern boundary of the park.

The park hosts a wide range of facilities and amenities such as:-

- Basketball Courts
- Changing Rooms
- Floral Schemes
- Leisure Walks
- Play area
- Pavilion
- Performance area
- Public Seating
- Skateboard Area
- Woodland walkway



Marino Crescent Park/ Bram Stoker Park – is a crescent shaped park situated just off the Malahide road and across the road from Fairview Park. The park is named after the famous ‘Dracula’ writer Bram Stoker who lived at number 15 Marino Crescent. It is a small park surrounded by a high stone wall. Bram Stoker Park was acquired by Dublin City Council in the mid 1980's.



PRIVATE OPEN SPACE

There is a wide variety of high quality planting in private, residential and commercial gardens throughout the area. Gardens not only improve the streetscape of the area but also help decrease the risk of flooding. The protection and enhancements of private gardens is encouraged, particularly those front gardens visible from key footfall locations such as Fairview Strand and Annesley Bridge Road.

STREET TREES

Street Trees provide multiple benefits to urban areas. Trees provide shelter, reduce air and noise pollution, improve air quality, support natural habitats and provide natural drainage. The Marino residential area has a significantly higher density of trees associated with parks and streets in comparison to neighbouring areas. Trees line the pedestrian and cyclist route at the outside of Fairview Park which add significant character to the area

STREET CLUTTER ANALYSIS

The street clutter analysis was conducted in May 2014. The purpose of this audit is to identify the location, amount and design of the street furniture located along the main commercial corridor of Fairview/Marino. The audit acts as a tool to identify areas that may be cluttered with street furniture. The attractiveness of an area may be depleted by the abundance of traffic signs or street furniture that is badly designed, has no valid purpose or is excessive and insensitive, resulting in a negative impact on the streetscape.



Bicycle Parking - There are roughly 30 bicycle parking spots in the main commercial strip of Fairview/Marino. Map 3.2 marks the location of bicycle stands in blue. All bicycle stands in the area are Sheffield stands. This is recognised as the most appropriate design of bicycle parking in general and will remain the predominant parking design used in the area.

The Dublin City Centre Cyclehoop bicycle parking could be considered to augment parking in the area. Carefully placed cyclehoops could help to reduce street clutter, reduce damage to poles/lampposts and prevent bicycles from slipping and blocking footpaths. A combination of sheffield stands & cyclehoops would also act as a visible sign that bicycle parking is welcome in the area. The provision of a high quality bicycle stand in the area will be addressed further on in this report under Transport & Travel.

Bins- Dublin City Council has one consistent bin design throughout the area. A number of additional bins are being provided by businesses located on private landings.



Bollards- The Fairview/Marino area does not have one consistent Bollard design. Bollards are frequently located beside bike stands and other signage, limiting space on the footpaths for pedestrians.



The top of Annesley Bridge Road is particularly cluttered with bollards. It is suggested that bike stands could replace these bollards and have the dual purpose of both providing bicycle parking and protection against illegal parking.

Pedestrian Guardrail – The Fairview/Marino area has a number of pedestrian guardrails. Pedestrian guardrails often cause an area to appear traffic dominated. Plantings could help to reduce this effect.



Phone Box – The Fairview/Marino area currently has two redundant pay phone boxes adding to the street clutter of the area.

Planters– The North Central Area Office and local businesses have co-operated on the provision of a number of planters in the Fairview/Marino area, the majority of which are well maintained. This has the potential to be further rolled out subject to the cooperation of both businesses and residents in maintaining such planters.



Signage- There is potential for signage to be rationalised in order to minimise street clutter and protect the visual amenity. Street clutter may be reduced by clustering signs on existing poles where possible. This also reduces long-term expenditure on the erection and maintenance of poles.



CONSULTATION FINDINGS - PUBLIC REALM & GREEN SPACES

Frontages- Respondents made the following observations in relation to frontages as follows:-

- 41% of people were happy with the shop fronts and the variety of shops were generally appreciated and described as satisfactory or above satisfactory.
- A “facelift” of both residential and commercial properties was requested
- 71% rated the attractiveness of buildings as a high priority issue
- Rental properties were said to be in particular need of revamping.

Graffiti - Despite being mentioned by a few respondents graffiti did not present itself as a major priority area during the questionnaire or key stakeholder interviews.

Painting the public realm - Many respondents mentioned particular railings and lamp standards, which were in need of a ‘paint job’ and repair.

Pavement Materials - 42% of survey participants were dissatisfied with the pavement materials. The number of private landings in the area amplifies the issue.

Public Art - Residents identified the lack of public art in the area. Only 8% were satisfied with the amount of public art. Interestingly public art did not receive one mention during the on-street consultations. It was however, identified during stakeholder consultations and the questionnaire.

Public Seating - It was identified at the key stakeholder meetings that there is not enough outdoor seating throughout the town, particularly along the main commercial street. 56% of survey participants requested more public seating while only 20% of people were actually satisfied with the public seating. It was identified that many older people were unable to walk around Fairview/Marino area without having somewhere to rest. Therefore, the availability of outdoor seating at regular intervals was identified as a high priority particularly among older people. Public Seating can also act as a meeting point that provides an opportunity for social interaction.

Signage - Particular attention was given to signage with only 25% of survey participants stating they were happy with the signage in the area. People were concerned that there were redundant signs, which cluttered the public realm and could confuse some cyclists and drivers. A request was made from the local residents to conduct an audit of existing signage and to remove and consolidate signs. Requests were made for “Welcome to Marino” signs similar to the existing “Welcome to Fairview” signs.

Street Clutter - Street clutter identified as an issue that was damaging the character of the area and acted as hindrance to those with disabilities who are trying to navigate the streets. Despite the street clutter study conducted identifying the abundance of various bollard styles, 60% of the survey respondents didn’t express any opinion on the bollards. The business’s sandwich boards were identified as cluttering the streetscape and restricting movement on the pavements. Requests were made for business owners to reduce the number of sandwich boards or to opt for more uniform designs and for enforcement of illegal signage. Overhead electricity cables were also described as having a negative impact on the overall appearance and character of the area.

Street Furniture - Respondents appreciated the hanging baskets and plantings with 79% feeling satisfied or having no strong opinion. When asked to prioritise areas for improvement 85% cited street furnishings and 75% cited street plantings respectively as a high priority in the questionnaire. Although respondents were not completely unhappy with furnishings most preferred them as the number one priority to improve. Residents would like to see higher quality and more uniform styles of street furniture.

Street Plantings- More street plantings and general urban greening was a very common request during the on-street surveys and the meetings with the residents associations. Interestingly the questionnaire received very evenly mixed levels of satisfaction with the number of street plantings with 38% satisfied and 36% were unsatisfied. Common requests were around the general maintenance of the planting box's, grass management and weeding. There was requests to create "islands" with trees in the centre of roadway similar to Dorset Street/Drumcondra.

The Park – Fairview Park was a particular highlight for people in the area in general and was described as "peaceful" and "beautiful". 70% were happy with the open and green spaces and 67% were satisfied with the trees. 76% of people stated they were satisfied with the park and play spaces in the area, however, a general feeling that the park was under utilised was expressed. Concerns were also expressed over the maintenance of the skate park and play areas. Requests were made for adult focused amenities in the park such as chess boards, outdoor gyms and bowling greens.

The Performance area- People felt the performance area in the park was a great asset to the area yet currently under utilised and people wanted to encourage local bands to provide smaller scale events in the park. Some respondents stated that they preferred the old bandstand that was replaced by the performance area.

Vacant Buildings - Vacant and empty buildings along the commercial streets were mentioned; respondents were concerned they were having a negative impact on the community and economic vitality of the area. Residents requested converting these vacant spaces into artist studios, pop-up shops and community gardens. Suggestions were made to activate the shop frontages with more creative measures such as fake facades and utilising the shop window spaces as photographic installations and gallery spaces. Particular concerns were expressed around vacant properties at Fairview Avenue/Fairview Terrace that were on the Derelict Sites Register.

Wayfinding signage - Signage was requested to identify key local points of interest. The lack of wayfinding signage was an issue for visitors to the key sites, these sites bring business to local shops & use local amenities. Local people are also unsure of the locations and the proximity to local sites. It is noted that there are phone apps available which can provide information on key local points of interest and that the potential for its application should be further explored.

Park Access- Access to the park and pedestrians running across the street to get to the park were named as concerns. A new entrance to the park beside the pedestrian footbridge was requested to discourage the existing desire line at the school.

Green Spaces - Although 65% of people were happy with the green spaces in the area 71% of people said green spaces were a very high priority for the future. Numerous requests were made during the consultation process for a community garden. The Fairview Residents Association is passionate about a

community garden and has contacted property owners in the past to try and secure a location. Unfortunately to date a suitable location is yet to be found.

Litter/Dumping - Only 39% of participants who filled out the questionnaire were satisfied with the cleanliness of the area and 80% of people said they were dissatisfied/very dissatisfied with the litter. Residents were concerned with the frequency of bin collections. Lower Fairview Avenue was identified as having a particular issue with litter/dumping. Litter/Dumping was identified as the single highest priority for improvement during the on street consultations and 76% of survey participants identified this as a priority area for improvement and requested giving the area a thorough clean.

Local Clean Ups –Requests were made for more targeted street cleaning e.g. residents asked to identify a cleaning day each month.

Maintenance- People enjoyed the trees and wanted them to be there but there were complaints about their maintenance. The trees on Marino Park Avenue were said to particularly be in need of a trim. Fallen leaves and branches were mentioned; they are a barrier to footpaths and pedestrians. This was mentioned as a particular risk to older people.

A request was made to identify members of the business association or residents committee to take ownership of the planters at Fairview.

Dog Fouling- Dog fouling was identified as an issue throughout the consultations. Local people identified the need for more signage and enforcement required for dog fouling. Complaints were made about dogs being off their leads and particularly about dog fouling. Awareness of responsible dog ownership was named as a priority for respondents.

PROPOSED ACTIONS – PUBLIC REALM AND GREEN SPACES

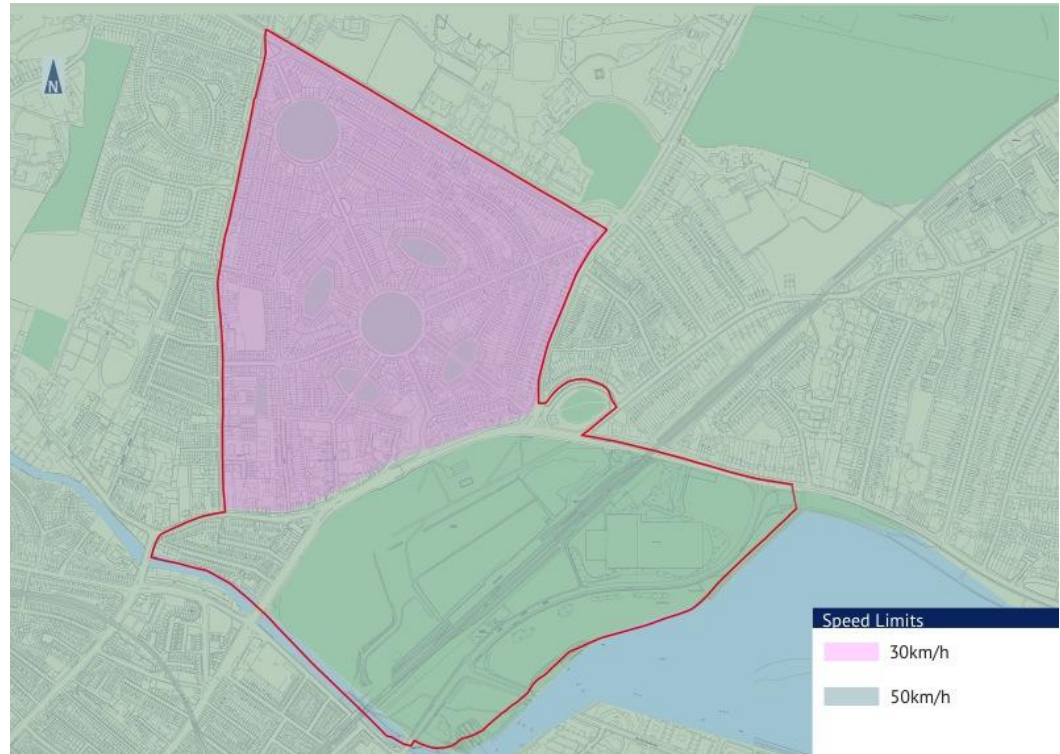
Proposed actions under the heading Public Realm and Green Spaces are listed in the Fairview Marino Local Environment Improvement Plan 2014 – 2017 contained in Appendix 1 on pages 31 - 32 of this document.

TRANSPORT AND TRAVEL

Fairview/Marino is a linear town/village reached on a main road artery approximately 3 kilometers by road from Dublin City Centre. Fairview/Marino is also located approximately 2 kilometers to Clontarf Town Centre.

Vehicular transport

The R105 carries high volumes of traffic through the town. The map below illustrates the transport speed limits in the area. The Marino Estates are subject to a speed limit of 30km/h with the remainder of the area subject to a speed limit of 50km/h.



According to the Small Area Population data from the 2011 CSO census the most popular means of commuting was by car, although this mode accounted for 30.8 per cent of all travel journeys, this is significantly lower than Dublin City's average of 36.0 per cent. 34.6 per cent of households did not own a car and the households living closest to Dublin City Centre (along Philipsburgh Avenue) and near to Fairview Strand & the main commercial district, were less likely to own a car.

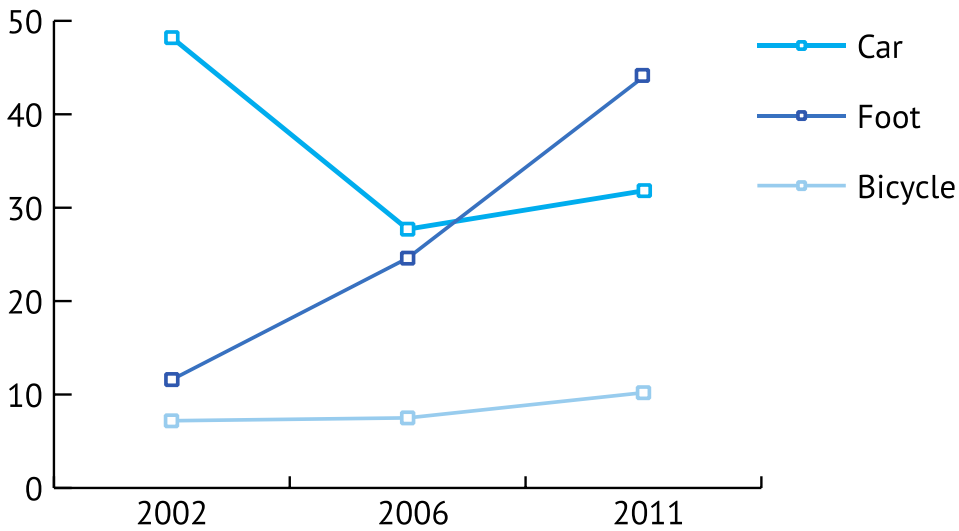
Public Transport

The Fairview/Marino area is well served by public transport. Interestingly according to the CSO 2011 figures 21% of all those that commuted travelled by Bus. The area is served by the Clontarf Road DART station and reached by several Dublin Bus routes from the city centre (in excess of 15 routes). These bus routes serve Dublin City Centre at a combined peak time rate of approximately 16 buses per hour. The Marino estates are served by the 123 bus. This route travels from Marino to Walkinstown and runs roughly every 10 minutes per hour until 18.30 and then approx. every 20 minutes. The whole study area is within a walking radius of roughly 4 minutes/250m from a Dublin bus stop. Despite the very close proximity of the Clontarf Rail station only 4.1% of the area's population travelled by Train/Dart/Luas.

Cycling Infrastructure

The area has a number of on road and off road cycle tracks and a recent clutter analysis study of the area identified that there are an estimated 30 bicycle parking stands along the main commercial corridor.

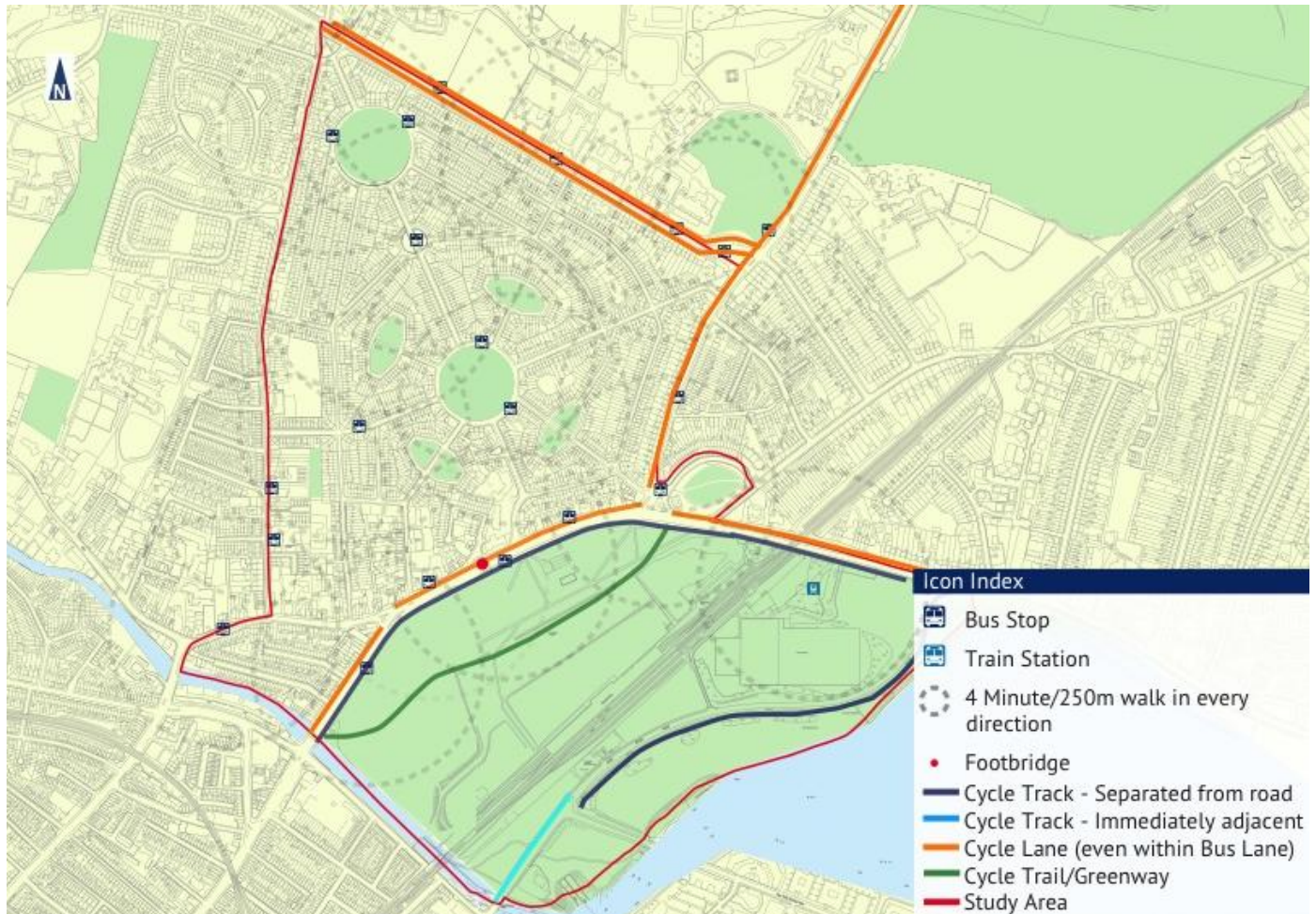
According to the 2011 CSO commuting by Bicycle averaged at 9.9% marginally higher than Dublin city's average of 7.2%.



Travel Trends 2002 2011

An analysis of the CSO statistics from 2002-2011 for Clontarf West E and Clontarf East D indicates an interesting shift in the mode of travel taken by those aged 5 years and over commuting to school and work. The most drastic changes have occurred in the 4-year period from 2006 and 2011.

- Bicycle transport has increased by 3%
- Commuting by Foot has increased by 11%
- Commuting by Car decreased by 17%



Future Plans- Clontarf to Amiens Street cycle track

The plans for a Clontarf to Amiens Street cycle scheme is currently at the preliminary feasibility phase. The North Central Area Office welcomes the feasibility study for the provision of the Clontarf to Amiens Street Cycleway as an important piece of transport infrastructure. Area Office staff have attended workshops in relation to this scheme and will continue to engage and give its opinion as requested.

CONSULTATION FINDINGS – TRANSPORT & TRAVEL

Bicycle Parking - Those who cycle mentioned dissatisfaction with the number of bicycle parking spaces available. A clutter analysis of the Fairview/Marino area was conducted in May 2014 which has estimated there are an estimated 30 bicycle parking spots in the main commercial strip of Fairview/Marino. The public consultation identified this as an insufficient number of parking places for the growing number of bicycle commuters.

Security and visibility for bicycle parking are also issues which were raised during the consultation process. Respondents believed that additional bicycle parking may help reduce incidents of bicycle theft and help prevent cyclists parking inappropriately cluttering the pavements.



A high quality bicycle stand visible in a prominent location, similar to the one recently installed outside the entrance to Dublin City Council Civic Offices pictured above, would be an asset in the area. With a capacity of 44 bicycle parking spaces, it could encourage more people to cycle to the area knowing that there is

parking available and that it is situated in a suitably visible location. The Fairview Footbridge is identified as a potential location for additional bicycle parking.



Cycle Lanes - Improvements to the existing adjacent cycle lanes were identified as a key area for improvement. The cycle lane at Marino Mart was identified as being in poor condition and in need of repair. People said cars were parking on the cycle lane forcing cyclists onto the road. Pedestrians also complained about cyclists on the pavement despite the existence of cycle paths e.g. cyclists mounting footpath to take the left turn from Fairview onto the Malahide Road. This is a particular concern for older residents.

Dublin Bike Scheme- Many respondents called for the area to be included in the Dublin Bikes Scheme and said they would prefer to use the Dublin bikes to commute to work if they were available. Suggestions for possible locations for the bikes were in front of Fairview Church, Fairview Park and Fairview Footbridge. The Area Office has also identified potential locations for the bike stands.

Fairview Footbridge - The footbridge generated mixed views and opinions although many commended the recent improvements made to the footbridge, requests for improvement to the appearance and accessibility of the Bridge were made. It was mentioned that access to the bridge for prams, bicycles and those with limited mobility is an issue.

Naming the footbridge was a common request with the most popular suggestion being the 'Bram Stoker Bridge'.



Parking- The availability of parking spaces proved to be a real concern for respondents. Respondents often said the lack of parking was intensified by the number of non-residents who park in the area or commuters parking in Fairview/Marino and getting the bus into Dublin City Centre. Business owners also identified the lack of parking spaces for employees as a real issue. Paid parking on Fairview Strand and resident's only parking on residential streets was suggested as a means to combat this. However, whilst it is possible to introduce Pay & Display and Permit parking on residential roads, it is noted that Dublin City Council cannot

provide 'Residents only Parking' on a particular road as there is no legal basis to restrict parking on a public road to the residents of that road. The need for more disabled parking spots was also identified.

Residents were concerned about illegal parking on match days leading to dangerous situations for motorists and pedestrians. Residents often complained that visitors to Croke Park parked in front of their driveway obstructing access to their premises. Requests were made for restricted parking and stronger enforcements of parking rules on Croke park events days and match days

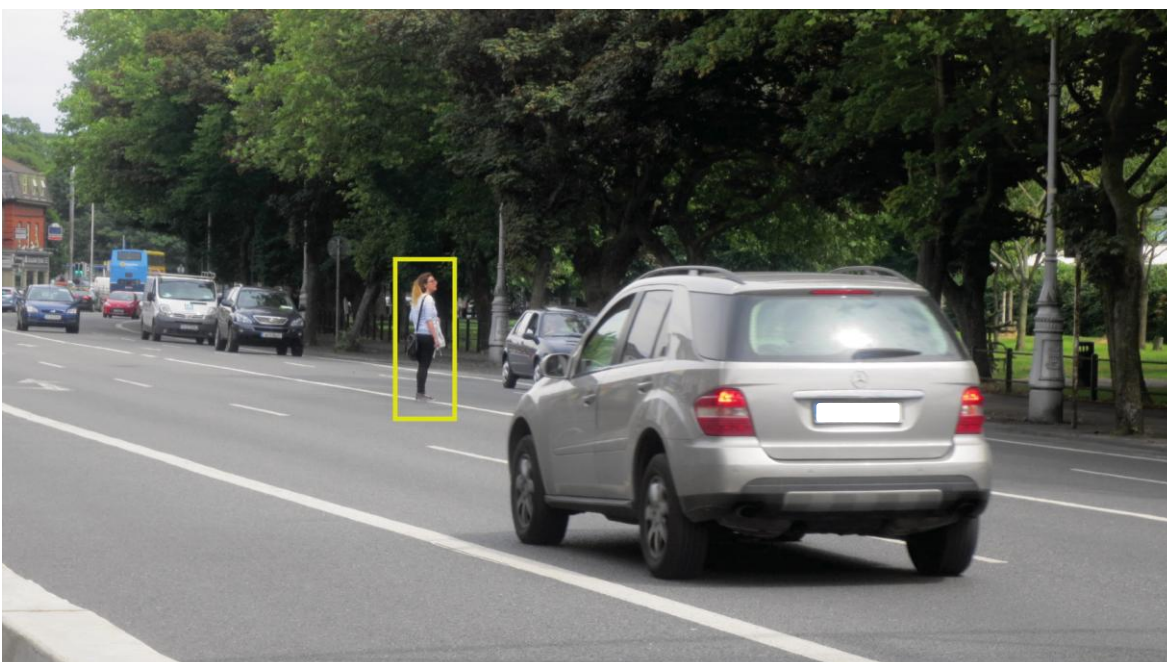
It was identified that cars parking on footpaths acted as an obstruction to movement forcing pedestrians off the footpath and often onto the road; this was a particular concern among less mobile residents.

Pavements- Issues concerning pavements and private landings were a key factor identified in the on-street consultations, questionnaires and key stakeholder consultation. Requests were made for paving improvements at key footfall locations and an audit of private landings.



Pedestrian friendly streets - 80% of respondents to the questionnaire identified pedestrian friendly streets as a high or very high priority for action; this was the highest priority area overall. Uncleared, fallen foliage was identified as a trip hazard to pedestrians. The existing pedestrian crossings on Malahide Road and Edge's corner were remarked as not being pedestrian friendly.

Pedestrian crossings - Many called for new pedestrian crossings in the area. Concerns were expressed regarding the existing entrance to the Fairview Park which is situated across from St. Joseph's Secondary C.B.S School. The location of this park entry creates a dangerous desire line resulting in people running across the busy road. Requests were made for either a new pedestrian crossing or creating an entrance to the Park beside the footbridge providing a safer way to cross the road and enter the park.



Public Transport- Respondents viewed public transport positively and bus stops were generally viewed as satisfactory, however, some improvements to existing bus stops were requested. Bus shelters and seating was requested along the 123 routes. Real time information signage was requested for existing bus stops along Annesley Bridge Road and Marino Mart.

Speed – Excess speed by motorists was identified as a concern. Requests were made for greater enforcement of the 30km speed limit in the Marino area. In general the sentiment that ‘Cars need to slow down’ was echoed throughout the consultation process.

PROPOSED ACTIONS – TRANSPORT AND TRAVEL

Proposed actions under the heading Transport and Travel are listed in the Fairview Marino Local Environment Improvement Plan 2014 – 2017 contained in Appendix 2 on pages 33-34 of this document.

COMMUNITY AND CULTURE

CONTEXT

According to the Urban Design Manual: A Best Practice Guide (DoEHLG 2009) successful neighbourhoods tend to be well connected places that provide facilities and amenities that help to support a good quality of life. Such places include high quality open space and landscapes, leisure opportunities, shops – both for convenience and comparison goods, schools, places of worship, health centres and places of employment. Fairview/Marino has the building blocks of a sustainable community.

Fairview/Marino has good public transport connections, shopping, leisure, employment and amenities nearly all within walking distance of residents. It is essential to continue to promote the optimum use and growth of these community facilities and services making Fairview/Marino attractive for community and cultural activities.

COMMUNITY AND CULTURE

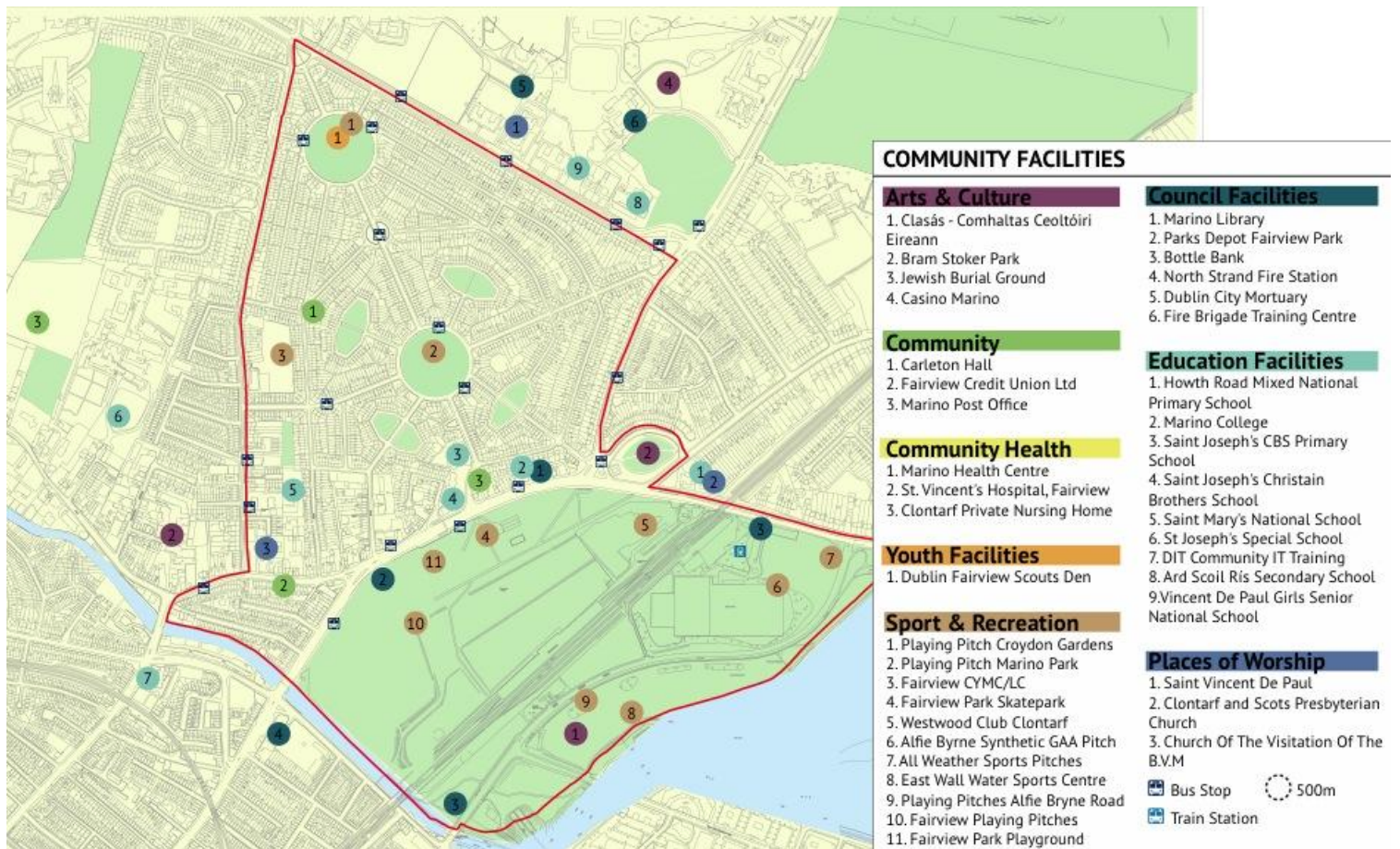
Dublin City Council's first Community Service was established in 1973 to work with communities towards improving the quality of life in their areas. This has evolved over the 40 years to encompass social inclusion, integration and multiculturalism. Community and Social Development strive to build viable, inclusive and sustainable communities. The Community and Social Development Unit which works in partnership with community volunteers, residents, businesses, statutory and non statutory agencies, elected representatives and other City Council staff, ensures that a proactive approach is taken to dealing with the opportunities and challenges that face an area. There is a team of staff working with communities in the North Central area.

The North Central Area's Community and Social Development team aims to increase the social fabric of Fairview/Marino, to develop, support and sustain community and voluntary activity. The team aims to provide a range of supports including advocacy, advice and project management. In addition to helping with capacity building for participation, the team assists communities and residents groups to identify their needs and develop appropriate plans. The team works closely with the community to organise and promote events and activities throughout the year e.g. festivals and City Neighbourhood applications.

One of the strengths of Fairview/Marino is that the area is small enough to create a sense of belonging and community, with opportunities along the main commercial streets and community facilities to create a chance for casual encounters between people going about their daily activities.

It is important to acknowledge that creating sustainable neighbourhoods requires people-focused collaborative planning and joined up thinking. An inter-agency approach is favoured and key stakeholders must work together and with all members of the community to achieve successful active participation and social infrastructure.

SOCIAL AND CULTURAL ASSETS



An audit was conducted to identify key community assets for voluntary, sporting, cultural, civic, educational or recreational purposes. This audit was successful in capturing the location of 48 community facilities in the area. The community facilities included within the audit were identified by 'Community Maps' which is a Dublin City Council project that maps community amenities.

A profile of 'soft' community assets was also conducted. This audit aimed to identify the community groups that actually meet and not simply the physical buildings. It is the formal and informal community groups that enable the development of social capital where groups that share values and understanding work together. Although this list is not exhaustive it identifies some of the community and volunteer groups that exist in the area as contained in the table below:-

Fairview Residents Association	Marino Residents Association
Fairview Community Garden Group	Casino Community Forum
Fairview Business Forum	Fairview Scouts
St Vincent's Day Care Group	St Vincent De Paul
Marino Active Retirement	Fairview Ladies Club
Marino Art Group	Yoga, Pilates, Hip Hop, toddler groups
Fairview CMYC	Adult Reading Group

CULTURE AND HERITAGE

The Fairview/Marino area has rich local culture and history. Appendix 5 on page 38 of this document lists areas & buildings of historic interest and also well known people associated with the area.

Sites of Archaeological Interest

The Record of Monument and Places (RMP) is a statutory list of all known archaeological monuments. The following local sites which are included in the RMP:-

- Luke Kelly Bridge (Ballybough Road) Bridge Site, Fish Weir Site, Battlefield Site, Gateway Site
- Fairview Strand, Jewish Burial Ground, Fairview
- Casino Marino, Demesne Building, Marino
- Marino Crescent, Burials Site, Marino
- Richmond Road, (Richmond House) Castle Possible Site

Protected Structures

The protected structures list means owners are legally obliged to ensure that the structure is preserved. There are 26 buildings/structures within the study area boundary that are listed in the Record of Protected Structure in the City Development Plan 2011- 2017. These buildings/structures area:-

Numbers 1 – 25 Marino Crescent and St. Joseph's CBS Secondary School, Fairview.

CONSULTATION FINDINGS – COMMUNITY & CULTURE

Sense of Community- In general respondents were very happy with the strong community spirit in the area and took pride in it. Only 14% of those who took the survey said they were in dissatisfied with the sense of community. During the on street consultations respondents were asked to finish the following sentence 'Fairview/Marino is....' only two people out of 103 finished the sentence with a negative response. Residents acknowledged the work currently being done by the community section in the council but requested the council to continue fostering and maintaining this strong community spirit.

Local Information – Many respondents complained that there was no method of communication or centre for activity in the area with only 32% of all survey respondents satisfied with the amount of information available about local events. Requests were made for a newsletter, community noticeboard and Fairview/Marino social media accounts. The North Central Area Office circulates an e-bulletin to public representatives, community groups etc and this could be used to communicate local information i.e. specific Fairview/Marino segment.

Community Groups – Interviewees wanted more local volunteers and community groups. It was acknowledged that this required active participation from local residents. Interviewees often said they didn't know of what community groups were in the area and perhaps more information was needed to promote and identify the existing groups in the area.

Community Events- 69% of survey respondents requested more community events. Respondents asked for a variety of events that would appeal to a broader range of people rather appealing to a small target group. Music, drama, sport, family fun days, visual arts, street theatre in the park and separate children’s and adult’s events were asked for. Many also asked for Halloween and Christmas events. It was recommended that these events should be organised and carried out in conjunction with local businesses, residents groups and local organisations.

Older adults – Due to the high population of older people in the area suggestions were made to encourage retirees to be more pro-active in the community by getting involved in a neighbourhood watch and other local activities. It was also identified that local businesses could become ‘Age Friendly’ in conjunction with Age Friendly Ireland.

Safety Issues - People felt there wasn’t enough of a Garda presence in the area and many pointed out anti-social behaviour in the park as a particular concern. Requests were made for an audit of the Neighbourhood Watch scheme to be carried out with the aim of identifying gaps in order to target neighbourhoods for the establishment of the scheme.

Promoting the Village- On-street consultations indicated local concerns around the branding of the area, some locals felt the area was viewed as ‘a drive through rather than a destination’. Additional signage or banners stating you have entered Fairview/Marino were requested to help promote the village as a destination. Branding of the area or a shop local campaign i.e. “I Love Fairview” could be considered. Marino residents requested a “Welcome to Marino” signs at Philipsburg Avenue/Griffith Avenue, Brian Road/Malahide Road, St. Aidan’s Park Road and the corner of St. Josephs School.

Shops and Services- People were very happy with the shops in the area in general and the proximity to the Dublin City. Only 8% of people were dissatisfied with the local services and people were very happy particularly with cafes in the area. Residents wished to encourage more of a ‘café culture’ and wished there were more restaurants and evening/night activity.



PROPOSED ACTIONS – COMMUNITY AND CULTURE

Proposed actions under the heading Community are listed in the Fairview Marino Local Environment Improvement Plan 2014 – 2017 contained in Appendix 3 on page 35 of this document.

NEXT STEPS

The Fairview/Marino improvement plan provides an opportunity to further improve the physical and social assets of Fairview and Marino. During the review, there has been very good stakeholder communications, in particular with businesses, Councillors, Credit Union, Gardaí, Marino Residents Association and Fairview Residents Association, which led to the identification of many key potential action areas.

Over the coming months the North Central area office will communicate with the key stakeholders to assess the feasibility of the proposed action areas in the report. The implementation of the actions identified as viable will be scheduled on a phased basis. It will be a collaborative process co-ordinated by DCC's North Central Area Office involving several City Council departments, third parties such as local businesses, residents groups, the Gardaí and community groups and state agencies such as the NTA and Dublin Bus. The timeframe for the implementation of viable actions will be categorised into short (6 months) medium (6-12 months) and long (12-36 months) term goals.

FAIRVIEW MARINO LOCAL ENVIRONMENT IMPROVEMENT PLAN 2014-2017

APPENDIX 1

PUBLIC REALM AND GREEN SPACES – PROPOSED ACTIONS

Short (6 months)

Medium (6-12 months)

Long (12-36 months)

PUBLIC REALM & GREEN SPACES			
Proposed Actions	Lead	Partner	Timeframe
Repainting of railings in Marino	NCA Office	Parks & Landscape Services	COMPLETED
Paint public lighting poles at prominent locations	Public Lighting	NCA Public Domain Officer	MEDIUM
Investigate potential to remove redundant or excessive street signage, bollards etc.	NCA Public Domain Officer	Roads & Traffic	MEDIUM
Consider installation of additional public seating in selected locations	NCA Office	Parks/Roads	SHORT
Review footpaths in area and request repair where necessary	Roads Maintenance	NCA Office Public Domain Officer	MEDIUM
Investigate grasscrete treatment of entrances to open spaces at Marino estate locations	Parks & Landscapes Services	NCA Office	SHORT
Encourage and facilitate increased usage of the performance area in Fairview Park	Community Development NCA Office	Parks & Landscapes Services Division Arts Office Local Businesses Local Residents	SHORT/ MEDIUM
Consult with Arts Office regarding possible public art in Bram Stoker Park	Arts Office	NCA Office Parks & Landscape Services	MEDIUM
Aesthetic enhancements to Bridges	Public Lighting	NCA Office Public Domain Officer	MEDIUM
Initiatives for graffiti prevention and removal	Public Domain Officer	Environmental Liaison Officer	ONGOING
Laneway enhancement initiatives	NCA Office	Arts Office Roads and Traffic Local Artists	MEDIUM
Investigate potential for wayfinding signage, including possible technology solution	NCA Office	Public Domain Officer	MEDIUM
Installation of "Welcome to Marino" signage	NCA Office	Public Domain Officer	MEDIUM
Examine potential surrounding façade improvements including vacant premises	Local Businesses	NCA	MEDIUM

PUBLIC REALM & GREEN SPACES			
Proposed Actions	Lead	Partner	Timeframe
Promote the use of local recycling facilities	Waste Management	Local Residents Local Businesses NCA	SHORT
Investigate potential to promote local clean ups	Community Development Public Domain Officer	Local Businesses Local Residents	SHORT/ MEDIUM
Conduct compliance checks	Waste Management	NCA	MEDIUM
Investigate potential for Adopt a Street initiative	Waste Management	Residents and Community Groups Businesses	SHORT
Campaign to encourage responsible dog ownership and owners to pick up dog dirt	Waste Management	Community Development Public Domain Officer	MEDIUM
Additional plantings in the area, including encourage local businesses to put up hanging baskets, flower boxes etc.	Businesses	NCA Office	MEDIUM
Investigate possibilities to collaborate with local groups regarding the removal of fallen fruit in Marino Estate	Public Domain Officer	Community Development	SHORT

FAIRVIEW MARINO LOCAL ENVIRONMENT IMPROVEMENT PLAN 2014-2017

APPENDIX 2

TRANSPORT AND TRAVEL – PROPOSED ACTIONS

Short (6 months)
 Medium (6-12 months)
 Long (12-36 months)

TRANSPORT AND TRAVEL			
Proposed Actions	Lead	Partner	Timeframe
Continue to engage with feasibility study regarding the proposed Clontarf to Amiens Street cycleway plan.	Roads & Traffic	NTA	MEDIUM/ LONG
Examine opportunities to encourage use of cycle route at St. Josephs School & enforce illegal parking on cycleway	Roads and Traffic Parking Enforcement	An Garda Síochána	MEDIUM
Investigate funding footpath repairs over 1-3 years at key footfall locations	NCA Office	Roads and Traffic	MEDIUM/ LONG
Make submission on private landings to DCC Public Realm Strategy regarding corporate approach	NCA Office	Public Realm Officer Local business	MEDIUM
Investigate potential for improvements to traffic islands and crossings e.g. shorter waiting times, extended green man crossing times, sequencing	Roads & Traffic	An Garda Síochána	MEDIUM
Investigate the potential for additional bicycle stands in area	NCA Office	Public Domain Roads & Traffic	SHORT/ MEDIUM
Request the possible extension of the Dublin Bikes Scheme to Fairview	Planning	Roads & Traffic	MEDIUM
Assess feasibility of creating additional pedestrian entrance to Fairview Park at footbridge	NCA Office	Parks & Landscape Services	MEDIUM
Examine opportunity to name footbridge	NCA Office	Local Business Fairview Residents Assoc Marino Residents Assoc	MEDIUM
Identify possible locations for more disabled parking bays	Roads & Traffic	NCA Office	MEDIUM

TRANSPORT AND TRAVEL			
Proposed Actions	Lead	Partner	Timeframe
Request Dublin Bus to install Real Time Information signs at Bus Stops on Annesley Bridge Road & Marino Mart & examine shelter improvements	Dublin Bus	NCA Office	MEDIUM
Examine parking in the vicinity of Croke Park on match days	Roads & Traffic	NCA Office	MEDIUM
Investigate installation of median islands at Fairview	Roads & Traffic	NCA Office	MEDIUM

FAIRVIEW MARINO LOCAL ENVIRONMENT IMPROVEMENT PLAN 2014-2017

APPENDIX 3

COMMUNITY AND CULTURE – PROPOSED ACTIONS

Short (6 months)
 Medium (6-12 months)
 Long (12-36 months)

COMMUNITY AND CULTURE			
Proposed Actions	Lead	Partner	Timeframe
Encourage small scale performances by local artists/groups	Community Development	Local Residents Local Businesses	SHORT/ MEDIUM
Maintain and strengthen existing links with community groups and Residents Associations	Community Development	Community Groups Residents Associations	ONGOING
Continue to cooperate with local events	Community Development	NCA Office	SHORT
Consider Age-Friendly initiatives	Community Development	Age Friendly Ireland	MEDIUM
Examine opportunity for community garden	Community Development	Fairview Residents Association	MEDIUM
Continue and promote plant sale days	Community Development	Marino RA Fairview RA	SHORT/ MEDIUM
Develop Heritage Trail and encourage local businesses to part sponsor the Heritage Trail	North Central Area Office	Heritage Officer Local Historian Local Businesses	SHORT/ MEDIUM
Encourage local business to brand and market Fairview/Marino	Fairview Marino Business Association	North Central Area Office	MEDIUM
Request local business to examine opportunity to develop a business app for locals	Fairview Marino Business Association	North Central Area Office	MEDIUM
Encourage local businesses to investigate the use and design of sandwich boards	Public Domain Officer	Local businesses	SHORT/ MEDIUM
Encourage local businesses to adhere to an aesthetic blend of shop front designs	Public Domain Officer	Local businesses	MEDIUM

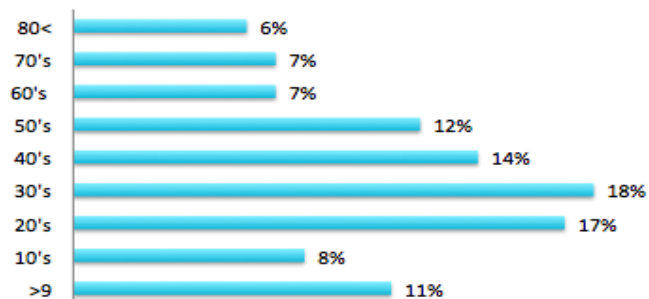
APPENDIX 4

DEMOGRAPHIC OVERVIEW

The Central Statistics Office (CSO) compiles a Census every five years in Ireland. The most recent one was undertaken during 2011. The CSO publishes information for 3,440 Electoral Divisions (EDs) which are the smallest legally defined administrative areas in the State. The CSO also publishes information on small areas which are areas of population comprising between 50 and 200 dwellings. The Fairview/Marino area is made up of two EDs (Clontarf West E and Clontarf East D) and an additional small area. The CSO provides a range of interesting information such as, demographic, housing etc.

Population Profile

According to the Central Statistics Office (CSO) census data, the population in 2011 of the area within Village Improvement Plan boundary was 4,381 consisting of 2,106 males and 2,381 females. The area makes up 34% of the overall North Central area population (13461) and 1% of Dublin City Councils overall population (525,383). Figure 1.2 indicates the population profile of the area.



The population of pre-school age (0-4) was 286, of primary school going age (5-12) was 377 and of secondary school going age (13-18). The highest proportion of the population are in there 20s and 30s representing 35% of the total population, this is high in comparison to the North Central Area (30%) and the state (31%), although in line with the overall Dublin City Council areas demographics (36%).

The number of older people living in each area of the city as a percentage of the areas total population significantly differs in each location. The Fairview/Marino area has an older population profile then many other areas in the city with 25.1% of the areas total population. This is in accordance with the North Central area having a much older population profile then the rest of the Dublin City Council area. The North Central Area not only has the highest percentage of older people aged 55+ per population (25.6%) but also the highest number of people (33,554) live in the area, this makes up 30% of Dublin City Council's total population of over 55's (33,554). This is significantly higher than the Central Area (13.7%), City (21.5%) and State (21.9%) rates.

Interestingly despite the area's older profile the percentage of both the 'younger old' (55-64) and 'middle old' (65-79) is only marginally higher in comparison to the Dublin City Council other areas and to the state. A significant disparity exists in the percentage of the older old (80+) in Fairview/Marino. 5.8% of the total population are aged 80+. This is higher than both the Dublin City Council adverage (3.4%), double that of the State (2.8%), and over three times that of the Central Areas adverage (1.8%).

Of the persons aged 15 years and over, 2059 were single, 1513 were married, 113 were separated, 85 were divorced and 236 were widowed. Although 51% of the population is single this is slightly lower than Dublin City Council's average (54%).

Migration, Nationalities and Languages

89.1 per cent of the usually resident population aged over 1 lived at the same address one year before the census. A further 7.5% lived elsewhere in Dublin, 0.9 per cent lived elsewhere in the country and 2.2% lived outside the State twelve months before the census on April 10, 2011. Non-Irish nationals accounted for 15.6% of the population of Fairview/Marino. This is high when compared with the national average figure of 12.0% but lower then Dublin City's (17.2%). Of the area's population only 38% of persons could speak the Irish language and of these 33% spoke the language daily. 675 persons spoke a language other than Irish or English at home and of these 85 persons could not speak English well or at all.

Socio Economic Factors

Pobal HP Deprivation Index was used as a method of measuring the relative affluence or disadvantage of the geographical area. In order to calculate this the following categories are considered; Population Change, Age Dependency Ratio, Lone Parent Ratio Primary, Education Only, Third Level Education, Unemployment Rate (male and female) and the Proportion living in Local Authority Rented Housing.

90.9% of the population who live in the study area live in an area classified as marginally above average with 8.6% considered marginally below average and 5.9% living in an area classified as affluent. There were 3785 persons aged 15 years and over and 54.84% were at work. The unemployment rate for this area was 17.2% which is lower than the Dublin City areas rate of 18.5% and the national average rate of 19%. Of the 1740 persons aged 15 years and over who were outside the labour force, 22.7% were students, 14% were looking after the home/family and 37.5% were retired.

	Fairview / Marino	Dublin City	State
	No. of households	% breakdown	% breakdown
One Person	655	34	23.7
Couple without children	366	19	18.9
Couple with children	470	24	34.9
Lone parent family	165	9	10.9
Other	274	14	11.6
Total	1929	100	100

Housing and Land use

In April 2011 258 households in the area were unoccupied, this represents 12% of the total households in the area (2187). This is marginally lower than Dublin City Councils average of 13%.

There were 1929 private households in this area, of which 655 were single person households. This is equivalent to 34% of all households which is significantly higher than the Dublin City average of 30.7% and the State average of 23.7%. Of the 1073 families in the area, 366 were couples with no children. The average number of children per family was 1.4 compared with 1.2 for Dublin City and 1.4 nationally.

82.6% of households were houses or bungalows while a further 14 percent of households were flats, apartments or bedsits. The number of apartments in the area is significantly lower than the Dublin areas average. The average number of persons per household was 2.3 compared with 2.4 in Dublin and 2.7 nationally. Interestingly 95% of households had 4 people or less living in them.

Dwelling Type	Fairview/Marino	Dublin Area	State
Occupied or Usually Occupied	1933	217,040	1,705,394
Of which			
House or Bungalow	82.70%	61.60%	84.70%
Flat, Apartment, Bedsit	14%	32.60%	11.00%
Not Stated	1.90%	5.90%	4.30%
Vacant	258	24,638	289,451
% of households which are vacant	11.70%	10.10%	14.50%

APPENDIX 5

LOCAL HERITAGE

Source: Dennis McIntyrne, Local Historian

Places & Buildings of Interest

Bram Stoker Park

Casino Marino – neoclassical building

Church of the Visitation, Fairview Strand

Fairview Park

Jewish Cemetery, Fairview Strand

Marino Crescent – Birthplace of Bram Stoker

O'Brien Institute, former boy's residential home- now DFB Training Centre

St. Joseph's Schools

People Associated with Fairview/Marino

Billy Barry

James Joyce

John Sheehan (The Dubliners)

Kevin Heffernan (Former Dublin Senior Football Manager)

Larry Gogan

Maureen Potter

Oscar Wilde

Rosie Hackett

Thomas Clarke, Kathleen Clarke