

An Garda Síochána

**PROPOSAL TO REOPEN SIX BUILDINGS
PREVIOUSLY UTILISED AS GARDA
STATIONS**

2nd INTERIM REPORT

Assistant Commissioner John O'Driscoll
6/8/2017

Programme for a Partnership Government.

On 11th May 2016, Government published 'A Programme for a Partnership Government', which, at chapter 11, addresses issues pertaining to 'Crime Prevention, Justice & Equality'. In particular, at chapter 11.3, under the heading -'Building on the Successes of Rural and Community Policing', an intention by Government to ask the Policing Authority to oversee a proposed review of both the boundaries of Garda Síochána districts and the dispersment of Garda Síochána stations in rural areas and in developing urban and suburban areas, is described. In this regard, it is proposed that the Policing Authority will engage the Garda Síochána Inspectorate to undertake the proposed review. It was anticipated that this review would take in the region of twelve months to complete.

Furthermore, the Programme for Government commits to the reopening of six (6) Garda Síochána stations that were closed under the *Garda Síochána District and Station Rationalisation Programme 2012-2013*. It is planned that the six (6) stations will be opened on a pilot basis, with an intention that this initiative will inform the aforementioned review. A process was commenced and continues with a view to identifying the six (6) stations which will be reopened and an assistant commissioner was assigned a particular role in this regard.

The aforementioned process involves the examination of relevant data including crime trends and projected population growth, within particular areas. Also, this process involves interaction with relevant stakeholders, through whom information which is relevant to the making of a decision regarding the reopening of particular stations is being acquired and will be assessed. At the conclusion of this process a final report will be submitted, which will include a recommendation with regard to the stations most suitable for inclusion among those to be reopened on a pilot basis.

Consideration is being given to relevant data that has been gathered in the course of the above-mentioned process of identification of stations most suitable for recommendation for reopening. Consultation with relevant stakeholders has taken place for the purpose of preparing a final report, containing necessary recommendations regarding the proposed reopening of garda stations.

In deciding the six (6) garda stations which are to be considered for recommending for inclusion in the pilot project the Commissioner of the Garda Síochána has been requested by Government to ensure there is a mix of urban and rural and that at least one station be located in County Dublin. In the event that more than one station in Dublin is recommended for inclusion in the pilot project, the Commissioner is requested to ensure one is mainly urban while another is mainly suburban.

With regard to the request made by the Minister for Justice & Equality to the Policing Authority to oversee a review of the nature described above, the terms of reference detailed hereunder, have been provided to the Garda Síochána Inspectorate:

"In accordance with section 117(2) of the Garda Síochána Act 2005, as amended, the Policing Authority hereby request the Garda Inspectorate to examine the dispersment and use of resources available to the Garda Síochána in the delivery of policing services in local communities and to make recommendations to provide a more effective, visible and responsive policing service.

The review should take account of;

- The changing environments in rural, developing urban and suburban areas;
- The views of local communities;
- The allocation of Garda resources and their deployment at the local policing level including the use of the Garda Reserve, Garda facilities and Garda equipment; and
- Relevant recommendations made in previous inspectorate reports.

It is envisaged that this examination will take account of the ongoing work by the Garda Commissioner to implement a divisional model of policing in Ireland."

Consultation with Office of Public Works (OPW).

The Garda Síochána continues to consult with the Office of Public Works (OPW), who has provided relevant information with regard to one-hundred and thirty-nine (139) garda stations that were subject of closure - thirty-nine (39) in 2012 and one-hundred (100) in 2013.

The Office of Public Works (OPW) has provided updated relevant information and has advised the Garda Síochána that sixty-one (61) properties which were used as garda stations are unavailable for re-opening for one of three reasons, namely:

- (i) the premises has been sold or a sale of the property is subject of an agreement;
- (ii) the property was a leased property and the lease has been surrendered, or
- (iii) the property has been re-allocated for use by another State body.

With regard to the other seventy-eight (78) properties that were utilised as garda stations, the Office of Public Works (OPW) advises there is potential they could be brought back into use for that purpose, again, subject to necessary works being undertaken to:

- (i) meet up-to-date Garda Síochána brief of requirements for the delivery of policing services, including ICT, detention related requirements, security requirements, etc, and
- (ii) render relevant buildings compliant with modern building and fire regulations, etc.

The Garda Síochána has again communicated with the Office of Public Works (OPW) for the purpose of requesting that it does not dispose of any buildings earlier utilised as a garda station, until such time as a decision is made regarding the re-opening of the buildings concerned.

Properties previously utilised as a garda station which have potential to be re-opened.

(a) Northern Region.

The Northern Region, includes five (5) counties - Cavan, Donegal, Leitrim, Monaghan and Sligo. Fifteen (15) properties previously utilised as garda stations are potentially available to be re-opened in the Northern Region, namely:

- (i) Bawnboy, Co. Cavan;
- (ii) Clontibnet, Co. Monaghan;
- (iii) Corninshigagh, Co. Monaghan;
- (iv) Newbliss, Co. Monaghan;
- (v) Redhills, Co. Cavan;
- (vi) Smithborough, Co. Monaghan;
- (vii) Culdaff, Co. Donegal;
- (viii) Dunkineely, Co. Donegal;
- (ix) Malin, Co. Donegal;
- (x) Na Brocaacha/ Cloghan, Co. Donegal;
- (xi) Dromahair, Co. Leitrim;
- (xii) Drumkeeran, Co. Leitrim;
- (xiii) Glenfarne, Co. Leitrim;
- (xiv) Keshcarrigan, Co. Leitrim;
- (xv) Cliffoney, Co. Sligo.

Twelve (12) of the fifteen (15) properties in the Northern Region are under consideration for disposal while one (1) is assigned for community use.

(b) Western Region.

The Western Region, includes five (5) counties - Clare, Galway, Mayo, Roscommon and Longford. Twenty-nine (29) properties previously utilised as garda stations are potentially available to be re-opened, namely:

- (i) Broadford, Co. Clare;
- (ii) Doonbeg, Co. Clare;
- (iii) Inagh, Co. Clare;
- (iv) Lahinch, Co. Clare;
- (v) Mountshannon, Co. Clare;

- (vi) Quin, Co. Clare;
- (vii) Ballymoe, Co. Galway;
- (viii) Corrandulla, Co. Galway;
- (ix) Kilchreest, Co. Galway;
- (x) Kilcolgan, Co. Galway;
- (xi) Kilconly, Co. Galway;
- (xii) Kiltullagh, Co. Galway;
- (xiii) Leenane, Co. Galway;
- (xiv) Newinn, Co. Galway;
- (xv) Tynagh, Co. Galway;
- (xvi) Ballycastle, Co. Mayo;
- (xvii) Ballyglass, Co. Mayo;
- (xviii) Bellacorrik, Co. Mayo;
- (xix) Blacksod, Co. Mayo;
- (xx) Glenisland, Co. Mayo;
- (xxi) Hollymount, Co. Mayo;
- (xxii) Mulranny, Co. Mayo;
- (xxiii) Tourmakeady, Co. Mayo;
- (xxiv) Balinalee, Co. Longford
- (xxv) Ballintubber,, Co. Roscommon.
- (xxvi) Ballyforan, Co. Roscommon;
- (xxvii) Cootehall, Co. Roscommon;
- (xxviii) Knockcroghery, Co. Roscommon;
- (xxix) Tarmonbarry, Co. Roscommon;

Five (5) of the twenty-nine (29) properties in the Western Region are assigned for community use, while seventeen (17) are under consideration for disposal.

(c) South Eastern Region.

The South Eastern Region, includes four (4) counties - Carlow, Kilkenny, Tipperary and Waterford. Three (3) properties previously utilised as garda stations are potentially available to be re-opened, namely:

- (i) New Inn, Co. Tipperary;
- (ii) Leighlinbridge, Co. Carlow;
- (iii) Ballyduff, Co. Waterford;

Two (2) of the three (3) properties in the South Eastern Region are under consideration for disposal.

(d) Southern Region.

The Southern Region, includes three (3) counties - Cork, Kerry and Limerick. Twenty-two (22) properties previously utilised as garda stations within the Southern Region are potentially available to be re-opened, namely:

- (i) Rathduff, Co. Cork
- (ii) Glenville, Co. Cork;
- (iii) Adrigole, Co. Cork;
- (iv) Ballinspittle, Co. Cork;
- (v) Ballyeard, Co. Cork;
- (vi) Ballygurteen, Co. Cork;
- (vii) Castletownsend, Co. Cork;
- (viii) Coleen, Co. Cork;
- (ix) Knocknagree, Co. Cork;
- (x) Ballinskelligs, Co. Kerry;
- (xi) Ballylongford, Co. Kerry;
- (xii) Abbeydorney, Co. Kerry;
- (xiii) Beaufort, Co. Kerry;
- (xiv) Brosna, Co. Kerry;
- (xv) Camp, Co. Kerry;
- (xvi) Kilgarvan, Co. Kerry;
- (xvii) Moyvane, Co. Kerry;
- (xviii) Castletown Conyers, Co. Limerick;
- (xix) Galbally, Co. Limerick;
- (xx) Kilfinnane, Co. Limerick;
- (xxi) Kilmeedy, Co. Limerick;
- (xxii) Shanagolden, Co. Limerick;

Six (6) of the twenty-two (22) properties in the Southern Region are assigned for community use, while twelve (12) are under consideration for disposal.

(e) Eastern Region.

The Eastern Region, includes five (5) counties - Kildare, Laois, Offaly, Westmeath, Wicklow. Five (5) properties previously utilised as garda stations within the Eastern Region are potentially available to be re-opened, namely:

- (i) Castletown Geoghegan; Co. Westmeath;
- (ii) Donard, Co. Wicklow;
- (iii) Hollywood, Co. Wicklow;
- (iv) Ballytore, Co. Kildare;
- (v) Shannonbridge, Co. Offaly.

One (1) of the five (5) properties in the Eastern Region has been assigned for community use while two (2) are under consideration for disposal.

(f) Dublin Metropolitan Region.

Within the Dublin Metropolitan Region (DMR) four (4) properties previously utilised as garda stations are potentially available to be re-opened, namely:

- (i) Rush; DMR North division;
- (ii) Dalkey, DMR South East division;
- (iii) Kill O The Grange, DMR South East division;
- (iv) Stepside, DMR South East division;

A pilot guardianship arrangement has been entered in to in respect of three (3) of the four (4) stations while the fourth has been assigned for community use.

Research undertaken by Garda Síochána Analysis Service

For the purpose of deciding which of the available buildings should be recommended for consideration for re-opening as garda stations, the *Garda Síochána Analysis Service* has engaged in a process of examining the percentage change in population, by electoral division 2011-2016, based on provisional figures which are available, in respect of relevant geographical areas.

The *Garda Síochána Analysis Service* has also examined relevant crime related statistics, particularly relating to the number of property crimes within relevant station boundaries. Crime statistics provided for the 1st Interim Report have been updated for this report by the *Garda Síochána Analysis Service*, to assist in the making of a decision with regard to the premises most suited for recommendation for re-opening as garda stations.

Garda Síochána Modernisation and renewal Programme 2016 -2021.

In the course of consideration which has been given regarding the properties which should be considered for re-opening as garda stations, the relevance of particular aspects of the *Garda Síochána Modernisation and Renewal Programme 2016 -2021* has been highlighted.

In particular, plans regarding the introduction of advanced Information Technology (IT) systems, including CCTV, ANPR (Automatic Number Plate Recognition) and hand-held devices which will facilitate the inputting of information at scene which will automatically transmit to relevant databases, have the capacity to reduce the need for members of the Garda Síochána to operate within an office environment and to, instead, fulfil functions now conducted in garda stations, while they are out and about within communities.

Over €200 million has been secured to invest in advanced Information Technology (IT) systems to enable personnel within the Garda Síochána spend less time on paperwork and more time among local communities. It is intended that personnel on patrol will have access to real-time information on mobile devices enabling them to react more speedily to events.

A comprehensive proposal regarding the introduction of mobile devices to frontline personnel within the Garda Síochána will be submitted for consideration by a project team to the relevant Programme Board established under the *Garda Síochána Modernisation and Renewal Programme*, later this month. In preparing its report, the project team has visited other jurisdictions and observed mobility projects in operation.

Mobility initiative in New Zealand.

The introduction of mobile devices and applications to frontline Police officers is described as representing a transformational change for New Zealand Police. Providing frontline officers with innovative, state of the art, mobile access to important Police systems was a key component of New Zealand Police's drive towards improving organisational capability and operational efficiency.

New Zealand's Mobility Trial was the first step in the Mobility Workstream - part of the Policing Excellence portfolio of projects arising from a 2009 report titled: *A Comprehensive Approach to Policing Excellence*, which was accepted by New Zealand's Cabinet Strategy Committee.

A report in which findings from an evaluation of the New Zealand Police Mobility Trial undertaken in 2012, were presented, included high level outcomes and benefits, including:

- Frontline Police officers capture and distribute timely, quality information at source, increasing policing efficiency:
 - Officers spend less time returning to the station;
 - Officers spend less time completing administration at the station and more time in the community.
- Frontline Police officers are less dependent on Police infrastructure and colleagues, increasing policing Effectiveness:
 - Officers request less information by radio leading to decreased radio transmissions;
 - Offers greater security of information rendering it more difficult to intercept;
 - Personnel have greater confidence and independence;
 - Reduced communications workload frees up personnel for customer facing activities;
 - Personnel undertake more proactive activities.
- Frontline Police officers receive timely and accurate information to make informed decisions, enhancing officer and community safety:
 - officers receive full and accurate information when it is needed;
 - improved on the spot decision making;
 - supervisors know the location of personnel.

Census of Population 2016 - Preliminary Results.

The preliminary total for the population enumerated on Census Night Sunday the 24th April 2016 was 4,757,976 persons, compared with 4,588,252 persons in April 2011, an increase of 169,724 persons since 2011 or 3.7%. This translates into an average increase each year of 33,945 persons or 0.7%. Over the previous inter-censal period between 2006 and 2011 the population increased by 348,404 persons or 8.2%, which equates to an annual average increase of 1.6%.

Population change varied widely across the country ranging from a high of over 8 per cent in Fingal to a low of -1.5 per cent in Donegal. Among the fastest growing counties were the four administrative areas of Dublin, along with the commuter belt counties of Meath, Kildare and Laois and the cities of Cork and Galway.

While most counties experienced some level of population growth three counties witnessed population decline over the five years, namely Donegal (-1.5%), Mayo (-0.2%) and Sligo (-0.1%). Three other counties grew by less than 1 per cent, namely South Tipperary which increased by .72 per cent, Roscommon by .58 per cent and Leitrim which grew by just .55 per cent.

In April 2016, 44% of the State's total urban population lived in Dublin, while 11% lived in Cork. Sligo was the county with the biggest change in the rate of urbanisation, increasing from 37% to 40% over the five years. Forty-one towns had a population of 10,000 or more, with 27 in Leinster, nine in Munster, three in Connacht and two in the three Ulster counties. 62.7% of the population lived in urban areas in April 2016.

37.3% of the population lived in rural areas in April 2016. The largest rural population increase was in County Cork with 6,946 persons followed by Kildare which saw its rural population increase by 4,025 persons.

Drogheda, with a population of 40,956 (up 6.2% since April 2011) remained the largest town in Ireland. Swords (39,248) and Dundalk (39,004) complete the top three. Ennis (25,276 persons) remained the largest town in Munster. Sligo with 19,199 persons was Connacht's largest town, while Letterkenny (19,274 persons) was the largest town in the three Ulster counties. The latter three towns experienced a slight decline in population since April 2011.

There were 70 people per km² in April 2016, up from 67 people per km² in 2011. The density average in 2016 was 2,008 people per km² in urban areas and 27 people per km² in rural areas while in 2011 the respective figures were 1,736 and 26.

1.9 million people or 40% of the population were residing within 5km of the coast. Of this figure, 40,000 lived less than 100 metres from the nearest coastline.

Other issues which give rise to potential need for locating of a garda station where one may not have existed previously.

In the course of examining the possibility of re-opening particular garda stations, issues have been highlighted which are relevant and may require consideration.

In particular, while the identification of premises which have previously been utilised as a garda station which could perhaps be utilised for that purpose again, may prove problematic, the consultation engaged in to date, indicates that the identification of locations where the opening a garda premises may be desirable where such premises has not previously existed is an easier task.

Also, while population growth in terms of where people reside is a relevant issue to consider when deciding where to locate police infrastructure and personnel, it is equally important to consider where people are located when not at their place of residence. In this regard, the temporary location of large numbers of people in business premises, places of learning, shopping hubs, transport hubs, holiday resorts and places where sporting or other leisure related events are held, is also a matter that should be considered when deciding where to deploy resources.

In the above-mentioned regard, campus where third level institutions are located have been identified as locations, where, due to the significant numbers of people who gather there at particular times, should be considered, when deciding where the Garda Síochána should have access to a premises where they can locate personnel.

The nature of the presence of Garda Síochána personnel at particular approved ports of entry to the State, is a matter which requires particular consideration, also. In this regard, the significant growth of movement of people and goods at Dublin airport and Dublin port, requires particular consideration.

Dublin airport.

Dublin Airport was the fastest growing major airport in Europe in 2016, according figures released by ACI Europe, which is the trade association for European airports.

Passenger numbers at Dublin Airport increased by 11.5% in 2016, making Dublin the leading performer among the top tier of European airports. Dublin Airport grew faster during 2016 than all other European airports that have more than 25 million passengers per annum.

The growth at Dublin Airport delivered a new traffic record at Ireland, experiencing almost 28 million passengers last year. An extra 2.8 million passengers used the airport in 2016, while over the past two years, an additional 6.2 million people passed through Dublin Airport.

A record 2.5 million passengers travelled through Dublin Airport in April 2017, a 12% increase on the same period in 2016. Passenger volumes to and from Continental Europe increased by 13% with almost 1.3 million passengers travelling this route sector in April. UK traffic increased by 5% as almost 851,000 passengers travelled to and from the UK in April. Transatlantic passenger volumes grew by 34% with almost 263,000 passengers travelling to and from North America in April. Other international traffic, predominantly to the Middle East, increased by 20% with over 69,000 passengers travelling to and from these destinations in April. Domestic traffic rose by 16% with almost 8,700 passengers travelling on domestic routes in April. The number of passengers using Dublin Airport as a hub to connect to another destination increased by 52% with more than 130,000 passengers connecting through Dublin Airport last month.

With a view to ensuring that the Garda Síochána will be in a position to provide an appropriate policing service within the environs at Dublin airport, it is engaging with the Dublin Airport authority (DAA) for the purpose of arranging for development of a facility in which a new garda station will be located and which will also cater for increasing requirements of the Garda National Immigration Bureau (GNIB). It is anticipated that the required facility will be available for occupation at the end of 2017.

Dublin Port.

In 2016, Ferry passenger numbers grew by 0.9%, to 1.8 million and one-hundred and nine (109) Cruise liners visited the Port. Dublin Port volumes have increased by twenty-five percent (25%) in a four year period. Consequently, requirements placed on the Garda Síochána through the need to provide both policing and immigration related requirements, at Dublin Port, are growing considerably.

The National Spatial Strategy 2002-2020 identifies the sea link between Dublin and the west coast of the UK as a main corridor to and from Ireland. Dublin Port is identified as a transit Port in the Dublin and East Region along with a number of smaller ports. The strategy recognises the importance of the future success of the economy of the Greater Dublin Area in the life of the State. It is dependent on good international access through Dublin Port.

The Masterplan area covers the operational harbour, which is used for shipping, cargo handling, and storage as well as ferry and cruise ship activities. There is a small leisure boating area on the southern side of the Port mainly associated with the Poolbeg Yacht Club. Aside from shipping activities the Port area accommodates significant utility installations that serve the Dublin region.

The Cruise business at Dublin Port has grown significantly in recent years and in 2011, over 85 cruise ships arrived at the Port, with 130,000 passengers alighting to see Dublin City and its environs. There is real potential to increase this business, particularly in light of the synergies between Dublin Port and Dublin Airport and the wider connectivity which would facilitate the development of Dublin as a commencement port for cruises.

It is estimated that these passengers contribute up to €50m to the local economy. The cruise business currently generates €700,000 direct revenue for Dublin Port Company.

The Port recognises that new cruise facilities will be required to further develop this business and develop future growth prospects. At present cruise ships occupy berths that are better suited to cargo vessels and provide an unattractive location for passengers disembarking from the liners.

Dublin Port's Masterplan 2012-2040, a framework to guide the future development and operation of Dublin Port, makes provision for periodic reviews. This ensures that the Masterplan reflects changing circumstances such as developments in policies governing planning, national transport, the environment and the economy.

Among the areas to be examined during the consultation are:

- The proposed development of a *Unified Ferry Terminal* for the Port's main ferry operators incorporating all facilities required for the State including immigration, customs, security and other border inspection functions.
- The proposed removal of non-core activities from the Port and the redevelopment of up to 22 hectares of lands.
- The proposed reduction over time of the 30 hectares of Port lands occupied by petroleum importation facilities.

- The proposed development and redevelopment of up to 43 hectares of Port lands on the Poolbeg Peninsula including 17 hectares within the *Poolbeg West SDZ*.
- The proposed development of the 44 hectare *Dublin Inland Port* adjacent to Dublin Airport to provide facilities for non-core but port-related activities.

Since it was first published in 2012, there have been a number of significant developments which have prompted a review of the Masterplan now. These include:

- Sustained high levels of growth,
- Commencement of the Alexandra Basin Redevelopment (ABR), Project and other major port infrastructure projects,
- Policy developments at a national, regional and local level,
- International developments including Brexit and the possible introduction of customs and other security controls in Dublin Port.

Re-opening of Fitzgibbon Street garda station.

It is noted that particular consideration has been given to developing the premises on Fitzgibbon Street, Dublin, 1, which is utilised as a garda station but has not properly functioned as such for a number of years. In this regard, the recent publication of '*Creating a Brighter Future*' relating to '*The Social and Economic Regeneration of Dublin's North East Inner City*', is relevant. The area under consideration in the aforementioned Outline Plan titled '*Creating a Brighter Future*' is described as an important part of the infrastructure of our Capital City, Dublin, and comprises at its core a population of about 18,000 people.

In the course of preparing the document titled '*Creating a Brighter Future*', meetings which were held included briefings from the Garda Síochána and the Garda Inspectorate in relation to community policing and crime related matters.

Relevant initiatives undertaken in respect of Dublin's North East Inner City includes the establishment of a Special Crime Taskforce by the Garda Síochána to enhance the response to organised crime and *Operation Hybrid* to coordinate the response to violent crime in the area and address public safety concerns about community safety.

Government approved an additional €55m for the Garda Síochána to assist in a number of initiatives including concentrated policing which targets gang related crime and a dedicated Armed Support Unit for Dublin operating on a 24 hour basis and comprises of 55 Gardaí and five sergeants.

Arising from the recommendations contained in the Report, the Taoiseach announced the Government's commitment to tackling crime and drugs in the area. It is anticipated that Thirty (30) additional Gardaí will be allocated to the North East Inner City. It is intended that they will be in place by the end of 2017.

As part of the North East Inner City Initiative announced by the Taoiseach, on 20 July 2016, it was decided, following consultation with the Garda Commissioner, that Fitzgibbon Street Garda Station would be reopened. The Garda Síochána has been liaising closely with OPW to refine the brief of requirements for the building. The aim is to ensure that an appropriate range of community and specialist policing services can be provided to the local community from the building. More recently, the Tánaiste and Minister for Justice and Equality, Ms. Frances Fitzgerald, T.D., has said that the design, planning and procurement aspects of the refurbishment of Fitzgibbon Street Garden Station will begin as soon as possible. This, it has been stated, will provide a community hub from which a range of Garda services will be provided.

Also, it is noteworthy that among the properties that are deemed not available for use as a garda station are:



- (ii) A premises at Griffith Avenue, Dublin, 9, that was utilised as Whitehall garda station but has since been extensively refurbished to facilitate its use by Dublin City Mortuary (under Dublin City Council (DCC)) and the Office of the State Pathologist (under the Department of Justice and Equality (DJE)).
- (iii) the building at Valentia island, Co. Kerry, which has since been utilised by the Irish Coast Guard.

- (iv) the building at Loughlynn, Co. Roscommon, which has transferred to the Health Service Executive (HSE), who are utilising it as a base for ambulance vehicles.

Process of identification of stations to recommend for inclusion in pilot project.

Dublin Metropolitan Region (DMR).

The fact that there are only four premises within the Dublin Metropolitan Region (DMR) which were previously utilised as garda stations and which are available to again be utilised for that purpose, has facilitated ease of decision making regarding the making of a recommendation regarding which premises should be included in the pilot project.

For the purpose of deciding which of the available buildings within the Dublin Metropolitan Region (DMR) should be recommended for consideration for re-opening as garda stations, the *Garda Síochána Analysis Service* has engaged in a process of examining the percentage change in population, in the geographical area surrounding the premises which are located at **Rush, Kill O' The Grange, Dalkey and Stepside**, based on provisional Central Statistics Office (CSO) provided by the Census of Population done in 2016.

The *Garda Síochána Analysis Service* has also examined relevant crime related statistics, particularly relating to the number of property crimes within what would be the station boundaries relevant to the four (4) potential garda stations at **Rush, Kill O' The Grange, Dalkey and Stepside**. Crime statistics provided for the 1st Interim Report have been updated for this report.

As **Kill O' The Grange, Dalkey and Stepside** are located in close proximity to each other, the relevant data provided by the *Garda Síochána Analysis Service* is provided in one appendix, at Appendix 'A'. In this regard, the data provided indicates a significant reduction in population, in the period 2011 to 2016, in the majority of the area that was served by the garda station that was located at **Dalkey**, to the extent of between 9 and 18%. While there was significant population growth within a small portion of the area that was served by the garda station at **Kill O' The Grange**, there was a reduction of population in a larger portion of that area and a modest increase of between 1 and 8% in the majority of the area concerned.

However, population growth was experienced, in the period 2011 to 2016, throughout the total area that was served by the garda station that was located at **Stepaside**; to the extent of between 12 and 20%, in almost all of the area concerned.

With regard to the area that was served by the garda station which was located at **Rush**, Co. Dublin, the relevant data provided by the *Garda Síochána Analysis Service* is provided at Appendix 'C'. In this regard, the data provided indicates an increase in population, in the period 2011 to 2016, throughout the total area served by that station. The growth in population in about half of the area served by the garda station at **Rush**, was to a level of between 3 and 8%, while the increase was to the extent of between 8 and 13% in the other half of that area.

The crime related data provided by the *Garda Síochána Analysis Service* relating to **Kill O' The Grange**, **Dalkey** and **Stepaside**, in respect of the years 2011 to 2016 is provided in one appendix, at Appendix 'A', while additional data relating to the period January to April 2017, is provided at Appendix 'B'. Similar data is provided in respect of **Rush**, at Appendix 'C' and 'D'.

The relevant data indicates that the number of property crimes relevant to the area served by **Dalkey** garda station reduced in the years 2012 and 2013 and rose in each of the years 2014 and 2015 before reducing slightly in 2016. However, the number of such crimes reported in respect of the area once served by the garda station at **Dalkey** has increased in the first quarter of 2017 when compared to the same period in 2016.

The relevant data indicates that the number of property crimes relevant to the area served by **Kill O' The Grange** garda station reduced in 2012 and rose in each of the years 2013, 2014 and 2015 before reducing in 2016. The number of such crimes reported in respect of the area once served by the garda station at **Kill O' The Grange** has increased slightly in the first quarter of 2017 when compared to the same period in 2016.

The relevant data indicates that the number of property crimes relating to the area served by Stepside garda station rose in 2012 and reduced in 2013 before rising again in both 2014 and 2015 before reducing again in 2016. However, the number of such crimes reported in respect of the area once served by the garda station at Stepside has reduced significantly in the first quarter of 2017 when compared to the same period in 2016.

The relevant data indicates that the number of property crimes relating to the area served by Rush garda station reduced in both 2012 and 2013 before rising slightly in 2014 and again in 2015, but declined significantly in 2016. The number of such crimes reported in respect of the area once served by the garda station at Rush has increased in the first quarter of 2017 when compared to the same period in 2016, but is well below the level experienced in the same period in 2015.

Taking all relevant matters into consideration, the Assistant Commissioner who has responsibility for the Dublin Metropolitan Region, is recommending that Stepside be the station within the DMR that should be included among the station considered for reopening in the course of the relevant pilot project. In the event that a second station is chosen from within the DMR, the assistant commissioner has recommended Rush as a station which should be considered.

The relevant assistant commissioner, suggests that the reopening of the garda station at Stepside would give rise to enhanced public confidence in the area which it would serve. Furthermore, the chief superintendent who has charge of the relevant division reports that there is evidence of significant residential development in the area concerned, which is likely to give rise to further population growth into the future.

With regard to the recommendation that Rush should also be considered for inclusion in the proposed pilot project, the assistant commissioner reports that Rush has a population of over 9,000, while neighbouring Lusk's population stands at about 2,000 less. The assistant commissioner, highlights also that Rush is more strategically located within the DMR North division.

Western Region.

Twenty-nine (29) properties previously utilised as garda stations are potentially available to be re-opened, however, having consulted with relevant stakeholders, the assistant commissioner with responsibility for the Western Region does not recommend the reopening of any of the garda stations that were closed in 2012 and 2013, in the Western Region.

The assistant commissioner with responsibility for the Western Region highlights the fact that fourteen (14) of the garda stations that were closed in the Western Region, had not been occupied for a long period of time before the decision was made to close them.

The *Garda Síochána Analysis Service* has been requested to complete additional research regarding crime trends and relevant CSO statistics, regarding relevant areas within the Western Region, in advance of a decision being made regarding the reopening of any garda station in the that Region.

Southern Region

Twenty-two (22) properties previously utilised as garda stations within the Southern Region are potentially available to be re-opened, however, having consulted with relevant stakeholders, the assistant commissioner with responsibility for the Southern Region does not recommend the reopening of any of the garda stations that were closed in 2012 and 2013, in the that Region.

The assistant commissioner with responsibility for the Southern Region suggested that the premises at Meelin, Co. Cork was appropriate for consideration for reopening, however that premises has been sold by the Office of Public Works.

The *Garda Síochána Analysis Service* has been requested to complete additional research regarding crime trends and relevant CSO statistics, regarding relevant areas within the Southern Region, in advance of a decision being made regarding the reopening of any garda station in the that Region.

South Eastern Region

There are only three (3) properties previously utilised as garda stations within the South Eastern Region that are potentially available to be re-opened, namely:

- (i) New Inn, Co. Tipperary;
- (ii) Leighlinbridge, Co. Carlow;
- (iii) Ballyduff, Co. Waterford;

Two (2) of the three (3) above-mentioned properties in the South Eastern Region are under consideration for disposal.

The assistant commissioner with responsibility for the South Eastern Region recommends that the premises at Leighlinbridge, in Co. Carlow, be reopened in the course of the proposed pilot project. In making this recommendation the assistant commissioner has highlighted the fact that the town has experienced population growth in the period of 2011 to 2016, to the extent of about 5%. The fact that Leighlinbridge is accessible by way of the M9 motorway, rendering it vulnerable to mobile criminals, is cited as another reason why the reopening of this station is desirable. Also, Carlow JPC has formally requested that this station be reopened.

The *Garda Síochána Analysis Service* has been requested to complete additional research regarding crime trends and relevant CSO statistics, in advance of a decision being made regarding the reopening of the garda station at Leighlinbridge, in Co. Carlow.

Eastern Region.

Five (5) properties previously utilised as garda stations within the Eastern Region are potentially available to be re-opened, namely:

- (i) Castletown Geoghegan; Co. Westmeath;
- (ii) Donard, Co. Wicklow;
- (iii) Hollywood, Co. Wicklow;
- (iv) Ballytore, Co. Kildare;
- (v) Shannonbridge, Co. Offaly.

One (1) of the five (5) properties in the Eastern Region has been assigned for community use while two (2) are under consideration for disposal.

The assistant commissioner with responsibility for the Eastern Region recommends that the premises at Donard, Co. Wicklow, be reopened in the course of the proposed pilot project.

The *Garda Síochána Analysis Service* has been requested to complete additional research regarding crime trends and relevant CSO statistics, in advance of a decision being made regarding the reopening of the garda station at Donard, in Co. Wicklow.

Northern Region.

While the assistant commissioner with responsibility for the Northern Region advised Gleann Cholm Cille and Min an Lábáin Co. Donegal are the only two stations that should be considered for reopening, unfortunately both premises have been subject of disposal, by the Office of Public Works.

The *Garda Síochána Analysis Service* has been requested to complete additional research regarding crime trends and relevant CSO statistics, regarding relevant areas within the Northern Region, in advance of a decision being made regarding the reopening of any garda station in the that Region.

Recommendations.

Based on the firm recommendation of the assistant commissioner with responsibility for the Dublin Metropolitan Region that Stepside be included in the stations considered for reopening along with the fact that the area which it would serve has experienced population growth to the extent described above, during the period 2011 to 2016, I recommend a decision be made that it is to be one of the stations approved for reopening.

In the event that it is decided to reopen Stepside station, I recommend that contact be made with the Office of Public Works (OPW) with a view to establishing the actions which have to be taken to prepare the relevant premises for use again as a garda station and the projected timeline involved.

In circumstances where it is decided to reopen the premises at Stepside as a garda station, it is not recommended that any further consideration be given to reopening the premises at Dalkey and Kill O' The Grange, due to their relatively close proximity to Stepside and the fact that the areas concerned have not experienced a level of population growth which occurred within the area that would be served by Stepside.

In the event that a second station is chosen from within the DMR, for inclusion in the pilot project, the assistant commissioner has recommended Rush as a station which should be considered. I recommend that a decision with regard to the reopening of a second station in Dublin is postponed until such time as a decision regarding all other stations to be reopened has been made.

However, I recommend that contact be made with the Office of Public Works (OPW) with a view to establishing the actions which have to be taken to prepare the relevant premises at Rush for use again as a garda station and the projected timeline involved.

It is recommended that the outcome of any additional research regarding crime trends and relevant CSO statistics which is undertaken by the *Garda Síochána Analysis Service*, in respect of Northern, Western, Southern, Eastern and South Eastern Regions, in advance of a decision being made to reopen any particular stations in those regions.

It is likely that a recommendation will be made that Leighlinbridge, Co. Carlow, be included in the stations that will be reopened in the course of the proposed pilot project, however, it is recommended that the outcome of relevant research undertaken by the *Garda Síochána Analysis Service* regarding the area concerned, is awaited before a final decision is made.

However, I recommend that contact be made with the Office of Public Works (OPW) with a view to establishing the actions which have to be taken to prepare the relevant premises at Leighlinbridge for use again as a garda station and the projected timeline involved.

It is likely that a recommendation will be made that Donard, in Co. Wicklow be included in the stations that will be reopened in the course of the proposed pilot project, however, it is recommended that the outcome of relevant research undertaken by the *Garda Síochána Analysis Service* regarding the area concerned, is awaited before a final decision is made.

It is recommended that caution is exercised with regard to placing too much reliance on crime statistics as an indicator of where best to locate a garda station, based on the fact that such statistics vary over time, usually for reasons that are not associated with the location of such premises.

It is recommended that consideration be given to the potential benefits that may arise through implementation of a proposed 'mobility project' involving the introduction of additional technology to front line policing, in the process of making decisions regarding the reopening of stations.

Planned timeline for preparation of final report.

It is anticipated that a final report, which will include a recommendation with regard to other premises most suited for re-opening as garda stations, will be submitted later in June 2017.

Conclusion.

Consideration is continuing regarding the matters which it is necessary to afford consideration to in deciding the premises once used as garda stations which are most suited for re-opening for that purpose, again.

While information relating to changing demographics and relevant crime statistics is important in the decision making process regarding the identification of premises suited for reopening as garda stations, it is necessary to appreciate that many relevant premises are no longer available due to sale or other method of disposal.

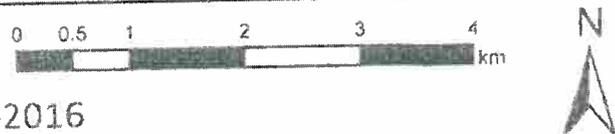
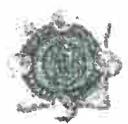
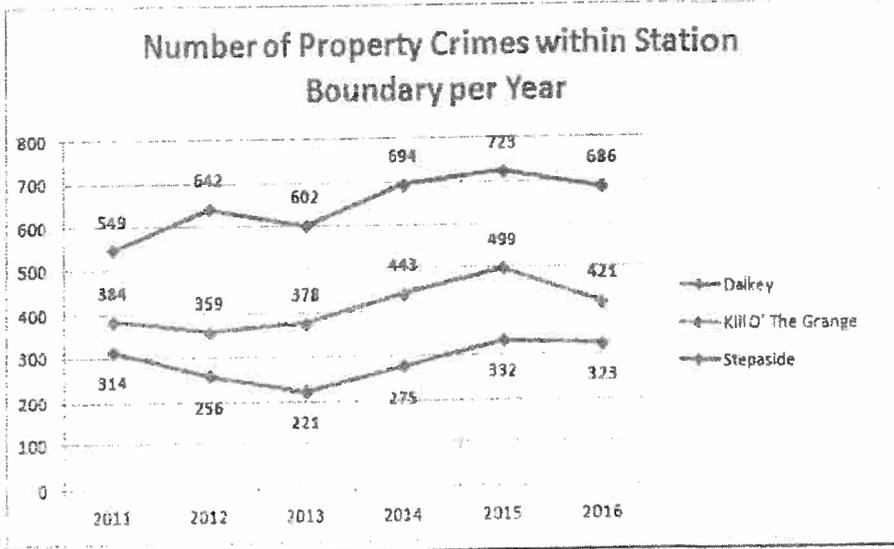
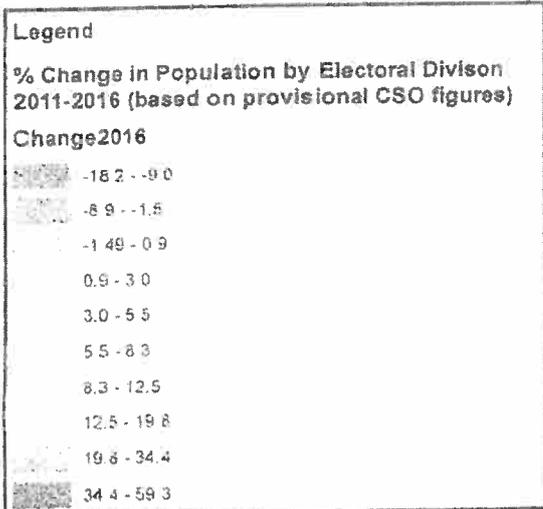
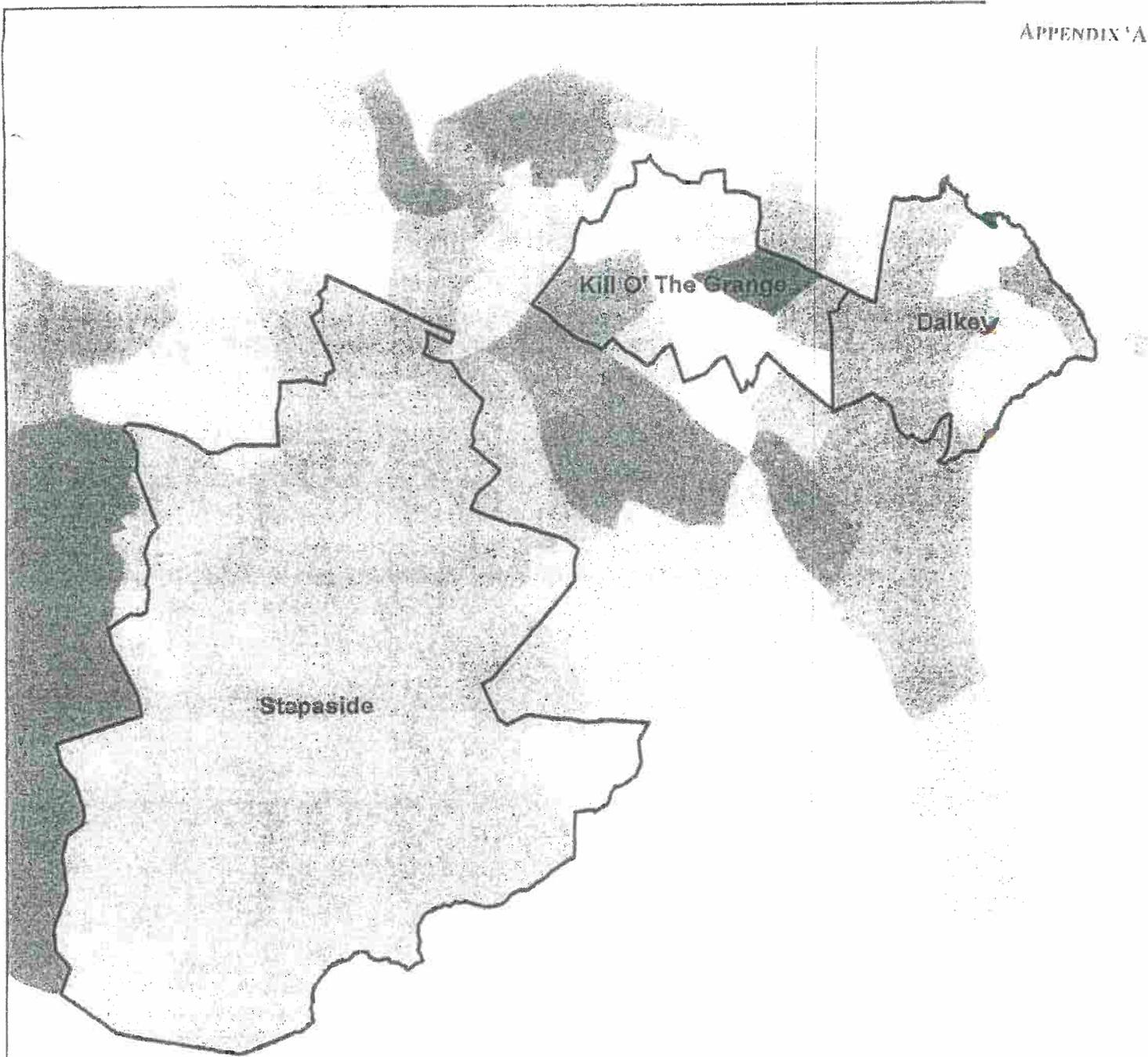
Additional information will be obtained, in the near future, relating to relevant changes in population trends and to relevant crime statistics, with a view to that information being considered in the making of a decision regarding the buildings most suited for re-opening as garda stations. Other relevant information will be provided by Garda Síochána Estate Management section, following necessary consultation with the Office of Public Works (OPW).

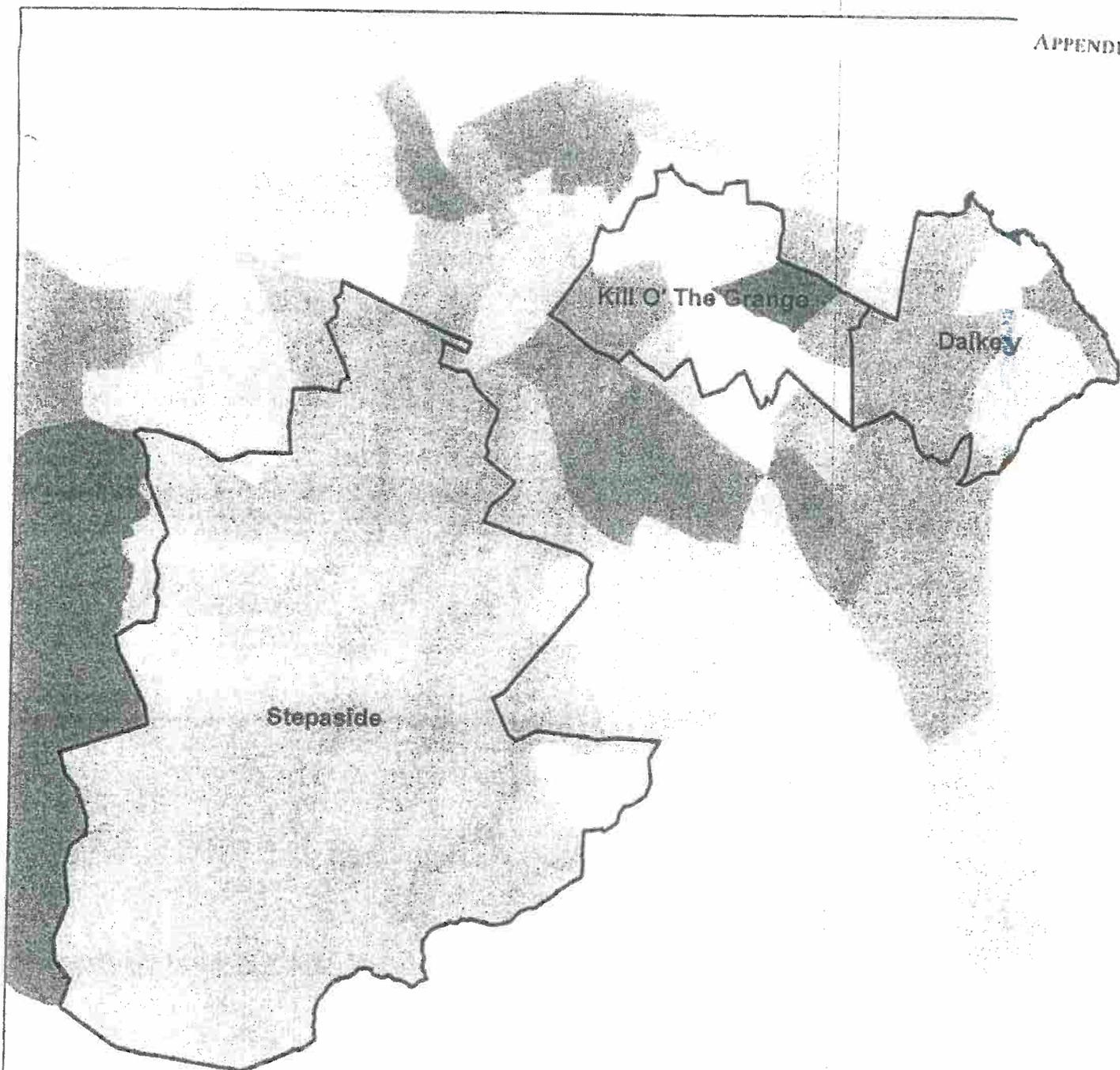
Consultation at Senior Management level and in particular with Assistant Commissioners who have charge of the Regions, will continue over the coming weeks, also, with a view to ensuring that a final report containing necessary recommendations, can be submitted by the end of June 2017.

Due consideration will be given, also, to relevant aspects of the *Garda Síochána Modernisation and Renewal Programme 2016-2021* and to other relevant developments impacting on decisions regarding the manner in which the Garda Síochána deploys resources available to it, in the preparation of a final report regarding the matters under consideration.

Forwarded for your information and consideration, please.

John O'Driscoll
Assistant Commissioner





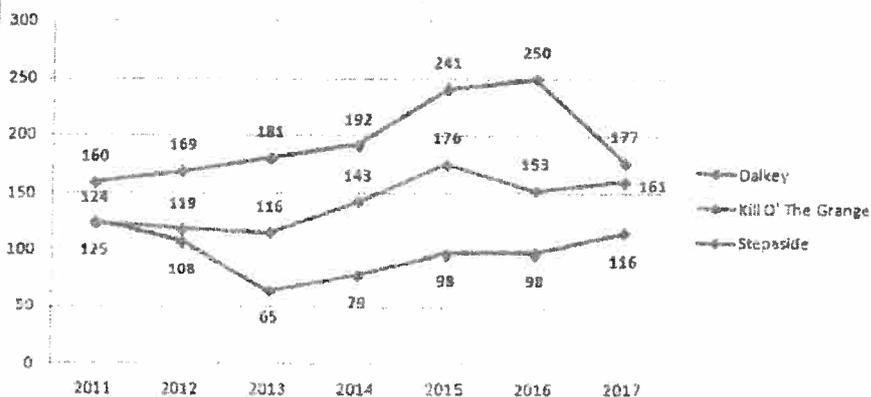
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% Change in Population by Electoral Divison 2011-2016 (based on provisional CSO figures)

Change 2016

- 18.2 - -9.0
- 8.9 - -1.6
- 1.49 - 0.9
- 0.9 - 3.0
- 3.0 - 5.5
- 5.5 - 8.3
- 8.3 - 12.5
- 12.5 - 19.8
- 19.8 - 34.4
- 34.4 - 59.3

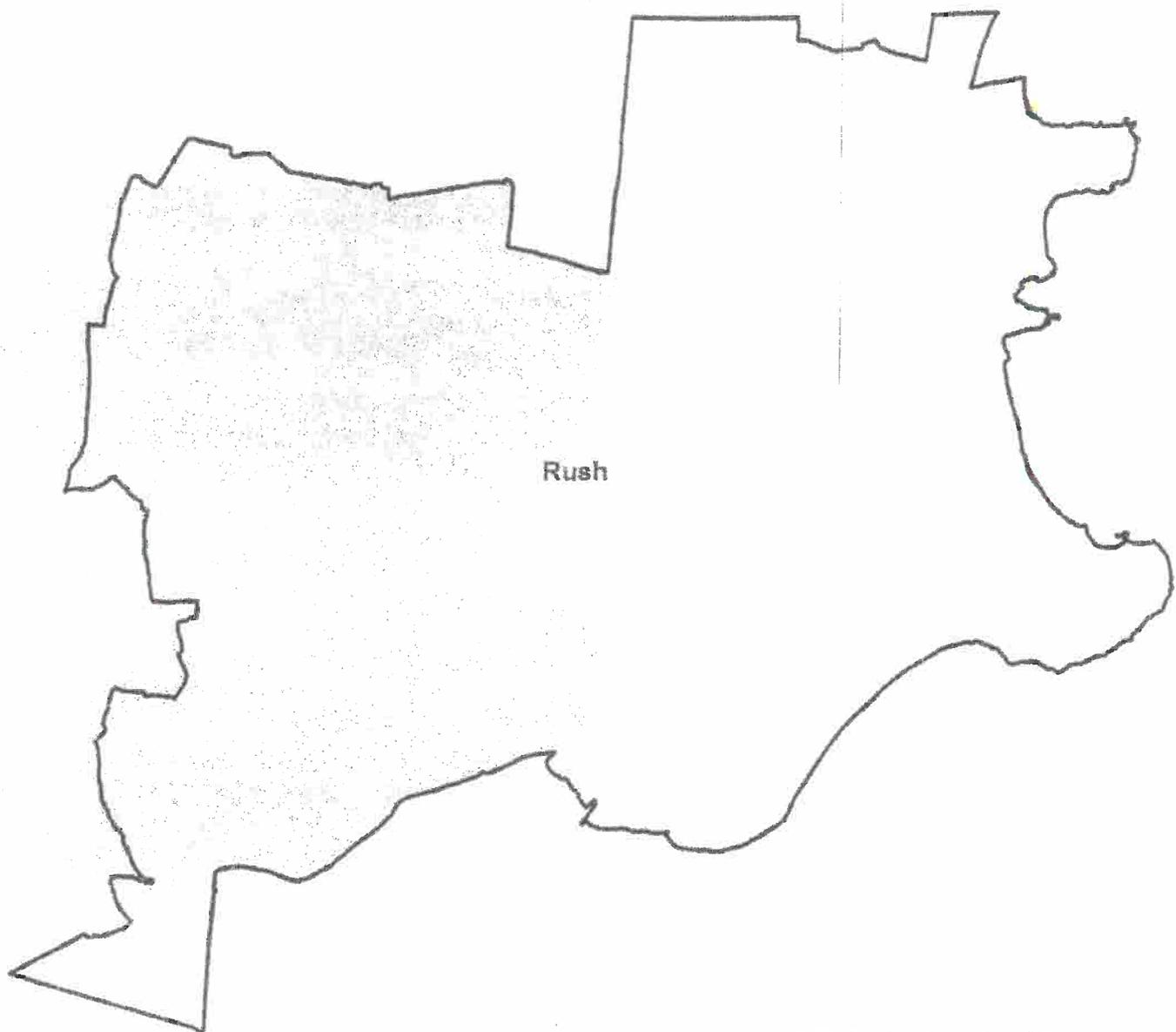
**Number of Property Crimes within Station Boundary:
1st January - 30th April**



Re-Opening of Closed Garda Stations
Garda Síochána Analysis Service

Changes in Population and Crime 2011-2016





Rush

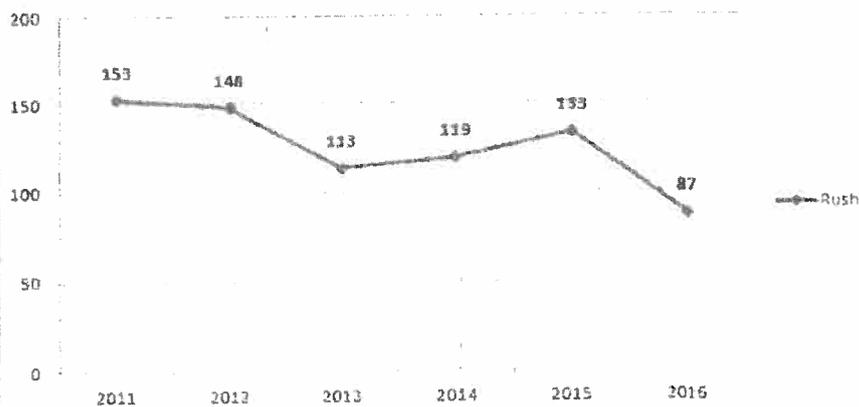
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% Change in Population by Electoral Divison
2011-2016 (based on provisional CSO figures)

Change 2016

| | |
|-----------------------|--------------|
| [Dark Grey Box] | -16.2 - -9.0 |
| [Medium Grey Box] | -8.9 - -1.5 |
| [Light Grey Box] | -1.49 - 0.9 |
| [White Box] | 0.9 - 3.0 |
| [Lightest Grey Box] | 3.0 - 5.5 |
| [Very Light Grey Box] | 5.5 - 8.3 |
| [Lightest Grey Box] | 8.3 - 12.5 |
| [Lightest Grey Box] | 12.5 - 19.8 |
| [Lightest Grey Box] | 19.8 - 34.4 |
| [Darkest Grey Box] | 34.4 - 59.3 |

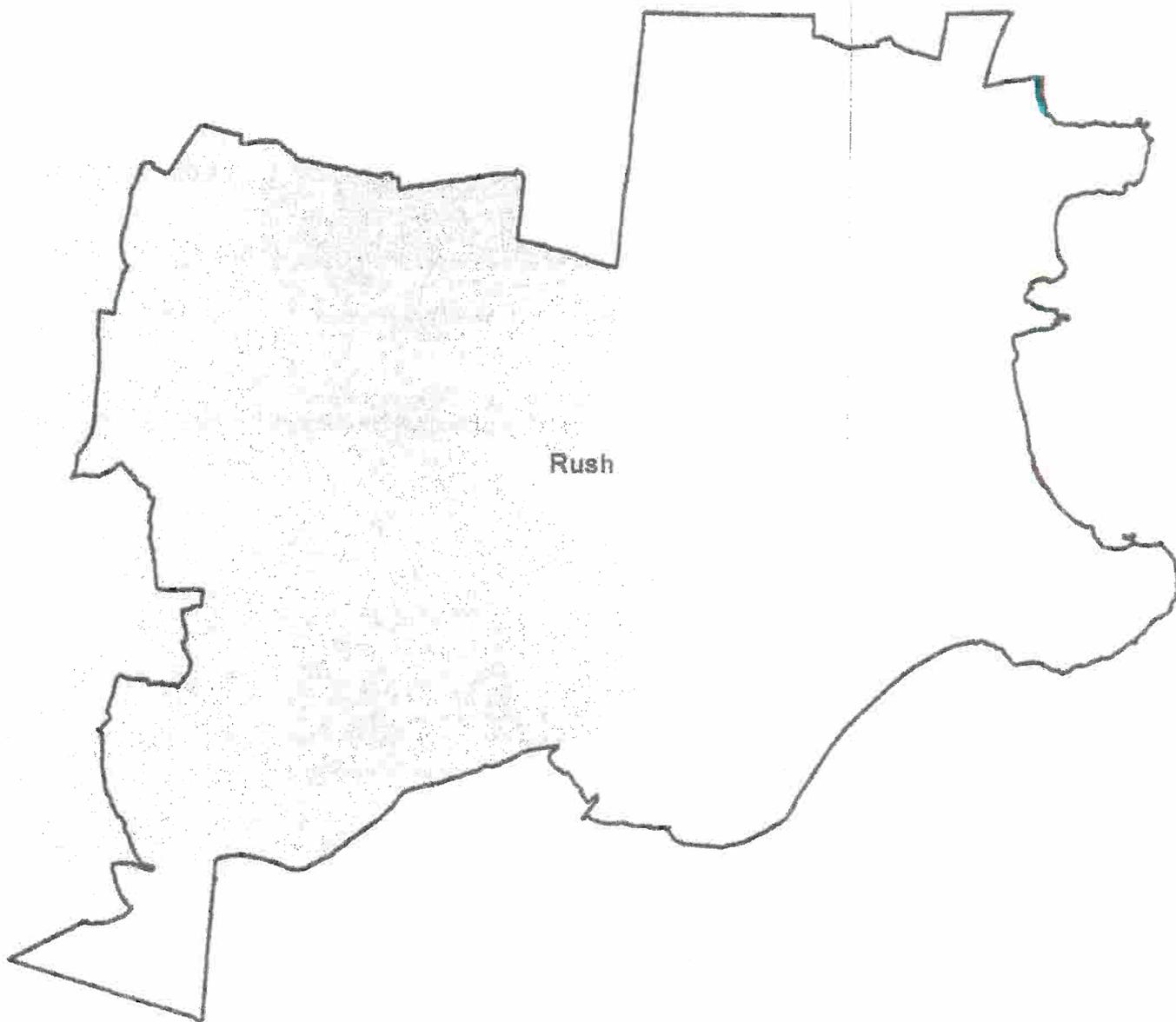
Number of Property Crimes within Station Boundary per Year



Re-Opening of Closed Garda Stations
Garda Síochána Analysis Service

Changes in Population and Crime 2011-2016





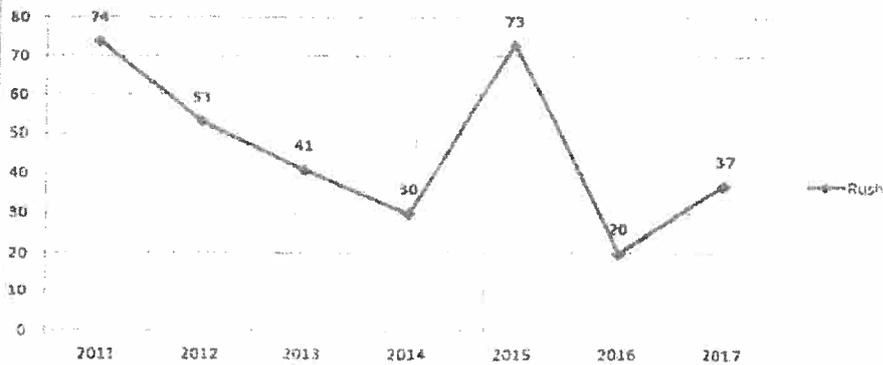
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% Change in Population by Electoral Divison
2011-2016 (based on provisional CSO figures)

Change 2016

- 18.2 - -9.0
- 8.9 - -1.5
- 1.49 - 0.9
- 0.9 - 3.0
- 3.0 - 6.5
- 6.5 - 8.3
- 8.3 - 12.5
- 12.5 - 19.8
- 19.8 - 34.4
- 34.4 - 59.3

**Number of Property Crimes within Station
Boundary:
1st January - 30th April**



Re-Opening of Closed Garda Stations
Garda Síochána Analysis Service

Changes in Population and Crime 2011-2016

