

Meeting with NTA March 14th, 2019

Attendees

John Webb GADRA JW

Una Caulfield GADRA UC

Ruth Carty GADRA RC

Declan Markey Drumcondra business association DM

Paul Barry Resident Mobhi PB

Mary Fitzpatrick Fianna Fail MF

Gary Gannon Social Democrats GG

Hugh Creegan NTA HC

Con Kealy NTA Senior project manager CK

John Fleming NTA infra structure manager JF

Grainne Macken NTA Public Relations GM

Following introductions RC suggested we look at Swords CBC, then Ballymun CBC, Metrolink and then address general issues

UC discussed the safety issues with the present plan for Sword CBC with the plan for shared spaces between cyclist and pedestrians in the Drumcondra area. RC said that elderly residents fear being hit by a bike more than the risk of being hit by a car. RC highlighted the issue of the planned island bus stop as particularly dangerous. HC said that while disability groups do not like the island stops the cycling lobby are very much in favour of them. UC highlighted the problems that the visually impaired and residents with Dementia will have with these bus stops. MF and JW also explained because Drumcondra has many schools and training colleges for the visually impaired these island stops would be particularly dangerous. JW asked that NTA contact Childvision for their input.

HC said that the way the NTA planned to address this issue and get the balance right is that the NTA plan to set up discussion groups between the visually impaired and cyclists. RC said that this was unfair as while cyclists can on any given day decide if they will cycle and where they will cycle but the visually impaired cannot choose whether they are visually impaired or not and that the NTA is tasked with protecting their rights and safety. RC also said that this was same will all disability groups and the elderly. UC asked that NTA would liaise with dementia advocacy groups, but HC said they felt the visually impaired were the most impacted -he went on to tell us that NTA have a visually impaired member on their board.

UC then asked DM to speak on behalf of the businesses in Drumcondra - DC highlighted the issues such as access to local shops, safety on pavements, lack of consultation.

RC then moved on to the planned removal of stop 85- explaining how the plan in the redesign phase was to remove the 11 from HFR and now despite huge input in to the submission on redesign phase and how residents pleaded with NTA officials at the open days on that phase, that the NTA still decided to take the 85 bus stop away. This means that residents must walk even further yet DCU has two stops along their boundary wall. RC

indicated she had phoned and spoken to an official regarding this. CK indicated that he had taken the call and they could certainly look at this. GG asked if we could get a decision now on it. HC said that they are not going to make any changes during consultation, but they would look favourably on this request.

Ballymun CBC: RC asked for a do nothing until Metrolink was operational. RC explained the upset and fear that Mobhi Road residents are experiencing as it is the same group of residents that are to have tunnel under their house and will also lose their gardens. As it stands GADRA have not had any information on Metrolink so effectively still on the plan is a TBM launch site on this road too. RC asked if NTA was open to the Delay Do Nothing Option. HC said NO as CBCs are required for the existing network and regardless of Metrolink Ballymun will need a CBC.

UC then asked PB to explain the specific issues that the Mobhi Road residents are experiencing. PB again reiterated the issue of both projects being run at the same time and supported the Delay Do Nothing Option. He also explained how residents can not make informed submissions when they do not have all the information in relation to Metrolink. PB also expressed residents' discontent with the plans for combining the projects. HC said at this stage residents do not need to have all the information as there will be further rounds of consultations and all the information will be available when NTA apply for Railway order and planning permission. RC said that it was GADRA experience that this was the stage that changes needed to be made so that the NTA and residents would have an agreed position route/alignment before the oral hearings as was the case in MetroNorth. PB explained the issues with the maps and lack of information on the diverted route. HC said they had no responsibility for the diverted route roadways this would fall to DCC. MF also confirmed that this would be DCC and indicated that DCC currently needs to be more involved in this project. PB indicated issues with information both on maps and in the narrative of the NTA published booklets HC agreed that these could be made clearer. CK did confirm that residents living on Mobhi Road could turn left into Stella Ave and travel up Rathlin Road to go north.

JW asked about the plans for trees and all in the room asked the NTA why such a radical approach was being planned for Mobhi Road when all the traffic combines into a mixed shared lane past Fairfield Road. HC said the issue of lane being combined would be sorted by Bus priority lights.

UC asked for independent expert to be made available for all on Metrolink as per MetroNorth HC said this would not be available until the EIS stage as in MetroNorth. RC explained that the reason why the independent expert was only available at that stage in the Metro North project was because Drumcondra only were brought into the process two weeks before the closing date for submissions on the EPR.

MF asked about the sequences of the construction of the CBCs which JF said was not finalised. HC said that it could be very likely they the Ballymun CBC would be one of the later ones. RC said that as the project was planned to go until 2027 what would the issue be in waiting until 2028 for this? JF said that we were not the only ones who would have to take other projects into consideration in relation to BusConnects and Metrolink. MF asked what other projects of the magnitude of Metrolink were going to impact on a CBC - JF gave example of Swords where 2 houses were to be CPO and HC also cited Rathmines- RC pointed out that both examples given by NTA were metro related no other examples were given but HC stated the whole city would be impacted.

UC requested a local independent expert like the Madden report in MetroNorth for our area and the 3 other areas that would be affected by a station box and CBC. HC indicated that they would consider this. RC said that HC had refused this for Mobhi road in an email but all in the room said that he had now agreed to it. UC again said that this should apply to all areas that are affected by both issues.

The safety of pedestrians and cyclists was again questioned and NTA were asked as to why cyclists were not being diverted via the NTA designated Greater Dublin Cycle way - which would bring cyclists down Walsh Road HC said that cycling lanes to the schools would need to be maintained and that NTA planned to differentiate between pedestrians and cyclist by a lip or studs. Both UC and GG said that in cases of visual impairment due to diabetic retinopathy, peripheral neuropathy is an issue and the studs are ineffectual in these cases. HC said he would ask the NCBI to advise.

Options A & B were discussed in detail using maps. The NTA also clarified that all cars would have to divert at Botanic as the next small section on Mobhi Road was bus only - this was not clear from the map. HC said it was to prevent rat running but again that this could be reviewed.

RC explained that there would be huge issues if NTA go ahead with plans to remove all mature trees on Mobhi Road as per plan B. HC said that NTA do not like that option and much prefer option A. RC asked why they had proposed option B. HC said that it was an option so therefore was put on table to show Bord Pleanála they had looked at other options. RC explained how people were already volunteering to be chained to trees and put hammocks up and both HC and JF said that they were both familiar with this activity as both had been involved in Glen of the Downs plan.

RC requested clarification in relation to compensation for residents who were impacted by both projects. HC said that previous practice was that they were doubly compensated. RC reminded HC that they were being doubly impacted.

UC asked for clarification as to the purpose of One to One meetings and how they feed into the consultation process and at Paschal Donohoe's suggestion requested that NTA supply us this in writing also to include the Fora. RC explained that residents are concerned and frightened to attend, and some residents would like to go with their neighbours. GM said that this could be facilitated - but no more than 4 people. RC said that if NTA give a clear explanation that GADRA could put this in next newsletter and confirmed that GADRA are encouraging all residents to engage in all stages of process.

JW again stated the need to protect trees on Mobhi road and also along Griffith Ave and HC again said that the NTA do not like option B.

HC then held up GADRA's January Newsletter and said that they did not feel that they would be holding FORUM for Ballymun because of the threat contained in the Newsletter - he went on to quote where GADRA said that it expected all residents to attend community forum and to sign up to text alerts for further updates. RC said that this was not a threat but that the fora had been set up without any terms of reference nor any explanation as to how they feed into the process. GADRA objected to a small group making decisions for everyone and cited the example of the Swords forum where a group in the room decided to go for an alternative option involved increasing the despite none of the affected residents being present in the room as highlighted on the night by Noel Rock TD.

RC said that GADRA represented 4000 people and it was unreasonable to expect individuals to attend on their own and disseminate the information to 4000 without resources. RC said that no one should be in the position to move the CBC from for example Paul's garden and send it to John.

HC said that he and his staff would feel threatened and he was responsible for their safety and would have to hire security if he was to hold a forum in Ballymun as GADRA could send a text and have 4000 people turn up.

GG said that these comments were insulting to the residents of the area

RC said that during Metro North they held meeting of up to 500 people which RPA attended, and no one was threatened, frightened or upset.

MF suggested that perhaps GADRA could have an increased number at forum as association was so large.

GG said that some associations are only 10- 20 houses and they get the same one person in the room.

MF said that to deny the forum would impact on Phibsboro, but HC said he would meet with Phizzfest.

HC said that GADRA need to advise on what they are going to do. GADRA did not agree to do this and again highlighted the issues with fora. HC said they had worked in the port tunnel and that is why he brought them in on this project as another layer of consultation. He also said there was no obligation on them to do this.

RC said that GADRA had been told that they were to meet Aidan Foley TII, but HC said he had told him not to come as Metrolink will not be published until March 31st.

RC confirmed that Aidan Foley had agreed to come to Drumcondra and do a Town hall style meeting once planes were announced and GADRA requested to meet TII once EPR was announced.

The meeting ended.