



## Minutes / Action List

**Meeting:** Consultative Group

**Date / Time / Location:** 21<sup>st</sup> March 2019

**Present:** Ms Sorcha Carthy (SC) HEA; Cllr Aine Clancy (AC) Public Rep; Ronan Doyle (RD) GDA; Mr Eoin Farrell (EF) NTA; Mr Colin Fulcher (CF, standing in for Stewart Logan) DHPLG; Mr Brian Gormley (BG) TU Dublin; Ms Lori Keeve (LK) GDA; Mr Luke McManus (LMM) Local Rep; Ms Maureen O’Sullivan TD (MOS) Public Rep; Ms Claire Owens (CO) Local Rep; Ms Melda Slattery (MS) TU Dublin; Ms Angela Walsh (AW) HSE Staff

Invited to present: David O’Connor (DOC) Head of Environment and Planning TU Dublin

**Apologies:** Dr Paul Horan (PH) TU Dublin; Ms Sharon Hughes (SH) TU Dublin SU; Mr Noel Gallagher (NG) TU Dublin; Ms Carmel Kitching (CK) HSE Service Users; Ms Annette Murphy (AM) HSE; Cllr Nial Ring (NiR) Public Rep; Mr Kevin Sheridan (KS) HSE; Ms Leslie Shoemaker (LS) TU Dublin; Mr Pierre Yimbog (PY) TU Dublin SU;

Item	General Discussion / Action	Owner	Deadline
1.	<b>Presentation on Traffic Management</b>		
1.1.	RD introduced DOC to the group and invited him to present on ‘Traffic Evaporation’ in relation to current discussions on public transport and traffic management plans.		

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1.2.	<p>DOC gave an overview of his background on this topic and the article he wrote for the Dublin Inquirer on ‘where does the traffic go’. He encouraged the group to read this article. RD agreed to circulate it to the group.</p> <p>Some of the points noted from the presentation were as follows:</p> <ul style="list-style-type: none"> <li>• The concerns around traffic being diverted when moved from places like the Quays are misunderstood; the traffic does not divert, it tends to disappear. He provided examples to support this such as Freiberg, Germany.</li> <li>• All of the examples shown and the proposals for Dublin are about making better places</li> <li>• The key to traffic reduction in cities is changing behaviour</li> <li>• Phoenix Park example shows vastly reduced traffic on streets and very little evidence of displacement</li> <li>• Shared the view that BusConnects will have significant impact on traffic reduction in Dublin.</li> <li>• He summed up with the statement that predictions of traffic chaos rarely materialise and that the potential for change is much higher.</li> <li>• Key to these proposals is how they are communicated to the public: schemes that work with the public and communities are much more successful than those that don’t engage.</li> <li>• DOC invited the group to contact him if they have any questions about what has been presented.</li> </ul>	RD	

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1.3.	<p>There was a discussion about the presentation in relation to the BusConnects proposals for the Grangegorman area. There were a number of concerns raised:</p> <ul style="list-style-type: none"> <li>• LMM stated that his residents’ association is concerned that even if there is a 50% reduction in traffic, that the remaining 50% will be diverted onto side streets such as Rathdown Road.</li> <li>• LMM raised the issue around the plan to remove the island kerb from the bottom of Grangegorman Lower as the local community wants to ensure that Grangegorman Lower does not become a rat-run.</li> <li>• BG stated that in general, the residents of Old Cabra Road are positive about the proposals there as the current volume of traffic makes it very difficult to cross with no pedestrian crossing and dangerous cycle lanes.</li> <li>• BG noted some concerns around additional cars with 15,000 students due to move to Grangegorman highlighting that good public transport in the area is crucial. He added that there are also some concerns of diversionary traffic around Glenbeigh Road and Blackhorse Avenue.</li> <li>• MOS stated that she doesn’t see the number of cars decreasing, noting that that in her view the piece that requires attention is how cars, pedestrians and cyclists all work together.</li> <li>• CO noted that the proposals need to link up engineering solutions with public realm improvements, adding that this strategy needs to be agreed with the villages.</li> </ul> <p>Addressing the concerns raised, DOC noted that a big part of getting the scheme right is how it is communicated. He stated that when traffic is funnelled into a space it gets smaller; that the traffic is not diverted, it is reduced. The idea behind BusConnects is to get rid of through car trips and make local trips work better. He stated that Dublin is at capacity for cars – if even 10 – 15 through trips are removed the scheme is working, creating improved public transport and making Dublin much more walkable/cyclable.</p>		

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1.4.	<p>LMM stated that the examples given are not comparable with Aughrim Street or Rathdown Road as there are no traffic issues here at the moment. He accepted that traffic may be reduced on Prussia Street and in Phibsboro but was concerned that there doesn't seem to be plans to prevent traffic becoming an issue on the side streets.</p> <p>RD informed the group that there are major traffic calming plans being devised for Grangegorman Lower as part of the Grangegorman Project. He added that the road would not be closed to traffic but with measures put in place, it will not be an attractive option as a rat-run.</p>		
1.5.	<p>AC observed that the ongoing theme around BusConnects is that there is a lack of consultation and people-centred design elements are not coming through. She noted that to present the proposal without this and no uniformity for old people, cyclists, disabilities and other groups is flawed.</p> <p>She noted that people in Phibsboro also need assurances that the proposals will tie-in with the quality of village environment in the Local Area Plan. She added that locals are concerned that there is not enough statistics to support the idea that traffic will be reduced.</p>		

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1.6.	<p>From the NTA's perspective, EF informed the group that they are well aware of the issues involved around the network design and engineered bus corridors highlighting that this is a huge discussion city-wide with the aim of maximising people's time. He explained that with the city continuing to expand there is now pressure to move away from a primarily car-based model as Dublin physically cannot take more. This means that better coordination of public transport. He added that one of the aims of Bus Connects is to make the environment better for everyone. He strongly emphasised that the NTA is trying to make the process as public as possible and is encouraging the public to submit their issues and requirements. The opportunity from the consultations is feeding into designing the public realm along the bus corridors. He stressed that the proposals published to date are not the final design and these will evolve from feedback received. It is critical that local representatives get involved as the continuity of design is important to the overall strategy. The more specific feedback is around a particular issue the better.</p> <p>CO requested clarity on the remit of the NTA regarding trees, street parking, etc. EF explained that the NTA will be working closely with DCC on those elements and will undertake CPOs and reinstatement works with residents.</p> <p>RD thanked DOC for getting the conversation going. DOC left the meeting.</p>		
<b>2.</b>	<b>Minutes and Matters Arising</b>		
2.1.	The minutes of the last meeting were agreed.		
<b>3.</b>	<b>Project Update</b>		
3.1.	<p><b>HSE Residential Care Neighbourhood:</b> RD informed the group that the plans for this project are with the HSE for approval. This is expected in the next few weeks and the Design Team can then go into detailed design phase.</p>		

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3.2.	<p><b>TU Dublin Central and East Quads:</b> RD noted that block-work is ongoing. The steel structure for the East Quad performance hall is now under construction with the overall building structure expected to be in place by the end of April. He explained that the majority of work would then move inside with the first fix mechanical and electrical work already started. On the Central Quad the façade panels are now being installed and one crane has been dismantled as works also prepare to intensify internally. It was noted that the number of workers on site will also increase during this phase.</p>		
3.3.	<p><b>TU Dublin Programme III:</b> RD informed the group that planning for the <b>Lower House</b> is due to be submitted to Dublin City Council this week. He added that the aim is to complete this project for the same time as the Central and East Quads in time for September 2020. He gave an overview of the facilities which include a dining hall, dance studio, music practice rooms and students’ union services.</p> <p>RD announced that Heneghan Peng Architects are the Design Team lead for the <b>West Quad</b> – this will be the new College Of Business and School of Languages and Law. He noted that the GDA hopes to submit the project for planning to Dublin City Council in April.</p> <p>RD informed the group that the planning application for the <b>Academic Hub</b> had to be re-lodged and noted that a decision is expected in 3 weeks times. This project takes in the North House and includes the primary library services for TU Dublin.</p>	<b>GDA</b>	
3.4.	<p>Updates were also provided on:</p> <ul style="list-style-type: none"> <li>• Energy Centre (interim phase)</li> <li>• D7 Educate Together School: noting works to the Junction of GG Upper and Rathdown Road have been approved by An Bord Pleanála</li> <li>• Communications</li> <li>• Recent Grangegorman Events</li> <li>• Public Art</li> </ul>		

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3.5.	RD noted that the GDA will be making a submission on the Bus Connects proposal and has been looking for feedback from residents to include in the submission as the GDA wants to include the concerns of all the surrounding areas. LMM noted that the Rathdown Road and District Residents' Association will be putting in their own submission. He stated he would send a copy of this to the GDA.	LMM	
3.6.	It was agreed to double-check that the Consultative Group is included on the event mailing list.	RD/LK	
3.7.	CO noted that the community likes to see stories and the history of Grangegorman and the local area and said that they would like to see this as part of the public art programme. RD informed the group that the GDA is closer to setting up a history group, including ties with the Royal Irish Academy. He stated that there is huge scope for this project – book/s, museum, architectural history and social histories of the area, regular walking tours, etc. He noted that the GDA is working on a plan to move the project forward. It was noted that another strand is to deal with the HSE material in storage in Grangegorman, however it was highlighted that artefacts of importance are held by the National Archives. LMM emphasised the level of community interest in this project.		
<b>4.</b>	<b>Any Other Business</b>		
4.1.	CO enquired if the trees recently removed from campus would be replaced. RD explained that one of the trees in question had fallen in high winds and when examined, it and a few others were found to be diseased and had to be fully removed. He noted that 2,000 new trees will be planted in the overall site development.	RD	

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4.2.	<p>LMM requested an update on extending the opening hours for the link to Constitution Hill. RD informed the group that the link is awaiting CCTV to be fully operational. He explained that the GDA currently operates the link and there are separate contract issues to open on Sundays at present. The hours will not be extended until TU Dublin take over management of the link once the CCTV issues are sorted. The times will then become 7am – 10pm daily.</p> <p>RD noted that there will also be new extended times on other campus gates including Fingal Place and Park Shopping Centre Link, and that the gate by Grangegorman Villas west will open. He added that all of this is being discussed with local residents beside these gates.</p>		
4.3.	<p>LMM reiterated the issue of the condition of the street and signage on the Grangegorman Road. He raised the issue of Uninest spray-painting the road to use as adverting and suggested that the group write a letter of complaint against this. AC noted that it is Dublin City Council who grant or sanction actions such as this on public roads and it is necessary to gauge whether permission has been granted in this case first. RD agreed to bring the matter to the GDA CEO.</p>	RD	
4.4.	<p>LMM went through a number of concerns from the community noting his thanks for how the GDA and contractor have dealt with issues around crane alarms, that the basketball nets have not yet been replaced and that he would approach TU Dublin about the gym opening times. RD noted that he has requested that the basketball nets are replaced.</p>		
4.5.	<p>There was a query around the matter of St Brendan’s GAA Club to which CO noted that talks are ongoing.</p>		
4.6.	<p>LMM queried how the Dublin City Council recycling facility will integrate into the future site development. RD agreed to follow up on this and revert.</p>	RD	



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4.7.	CO requested an update on the hoarding project. RD informed the group that two pilot designs are due to be put in place shortly. He agreed to circulate the designs. CO and LMM expressed an interest in being part of the Steering Committee. RD agreed to add them to the committee's email circulation.	RD RD	
<b>5.</b>	<b>Next Meeting</b>		
5.1.	The next meeting will take place on 20 <sup>th</sup> June 2019.		