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| 1. Minutes | The minutes of the meeting of 28 th September 2020 were approved. |
| 2. New Street update | <p>The MCF secretary briefed attendees on the FCC online briefing meeting at which he represented the forum on Fri 9th Oct:</p> <ul style="list-style-type: none"> • The FCC Senior Executive Engineer (Andrew Nolan) presented on the planned one way trial: https://malahidecommunity.files.wordpress.com/2020/10/new-street-one-way-trial-presentation_9.10.20.pdf. • Attendees included the Howth Malahide local area councillors, residents from Old Street and New Street; Sea Scouts, Malahide Chamber, Shop Malahide, Tidy Towns and a representative of businesses using the outside spaces on New Street. All attendees were given the opportunity to speak following the presentation. • The MCF secretary read out the motion passed at the forum meeting on 28th Sept, which was noted but not discussed. Minutes from the briefing meeting have not yet been issued. The MCF secretary noted the following: <ol style="list-style-type: none"> 1.1. Estimated cost: EUR50,000 1.2. Timeline: Approx: Four weeks, from Wed 14th October with 2 weeks lead time and 2 weeks build time for the one-way system. 1.3. Timing: All works will be performed during the night to minimise disruption 1.4. Traffic calming: Traffic is expected to travel slowly down New Street - The roadway deliberately "meanders" for traffic calming purposes and to optimise space available outside those businesses that want it and minimise space outside those residents and businesses that don't need/want to use the space. 1.5. Pedestrian crossing points: There will be a number of highly visible "informal" crossing points in addition to the existing pedestrian lights at either end. 1.6. Road sharing: People travelling by car and bike downhill towards the Marina must share the road (no over-taking expected) – people travelling by bike are advised to "take the centre of the lane" 1.7. Contra flow lane: People on bikes travelling uphill towards the Diamond will be provided with a contra-flow protected cycle lane. 1.8. Taxi Rank: The taxi rank will change to use loading bays on Main Street and The Mall (Loading bays 7am to 7pm switching to Taxi rank 7pm to 7am). East bound will use loading bays from The Diamond towards Townyard lane. Westbound will use loading bays from The Diamond towards the city. 1.9. Concerns raised: Briefing attendees expressed concern re: lack of loading bays on New Street- FCC will explore adding more loading bays at Marina end. 1.10. Questions asked: Briefing attendees raised similar questions to those raised at recent Forum meetings, such as "Why 3 lanes down?" Andrew Nolan provided the rationale for each - the secretary has asked the council to provide his answers. 1.11. The FCC Chief Executive opened and closed the meeting, which was conducted in a constructive and co-operative way by all attendees. She thanked all attendees for their contributions and asked that all correspondence be conducted via e-mail rather than via social media. • Malahide Forum members re-iterated their concern at FCC implementing changes to the village without due consultation with stakeholders. • The Marina representative stated that a one-way proposal was never agreed by a full meeting of the forum (this point was raised and recorded in the August minutes). • The Marina representative informed the meeting that a resident of Old Street has sent a "cease and desist notice" to FCC, with an injunction to follow in the high court if New Street is not opened by Friday 23rd October. |
| 3. Active Travel Initiatives | <ol style="list-style-type: none"> 1. Barrack Bridge safety survey results: Turlough O’Brien briefed attendees on the results, from a total of 465 responses, the main points being: <ul style="list-style-type: none"> ○ Where responders live: 45% live in Seabury and 10% in Milford ○ Safety: 78% think its unsafe / 22% think it’s safe ○ Mode of Transport: 55% Car / 37% Walk / 6 % Cycle ○ Reason for Travel: 38% use it for school or travelling |

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| | <p>Response to options presented in the survey:</p> <ul style="list-style-type: none"> ○ Pedestrian / Cycling bridge over Caves Marsh: 85% are in favour ○ Permanent One-way system on Barrack Bridge – 45% in favour ○ Traffic lights to allow one way of traffic at a time – 45% in favour <p>Actions / Next Steps Following Survey:</p> <ul style="list-style-type: none"> ○ Following survey we emailed/spoke to local Councillors to ask them to present the results to FCC for their review of the findings <p>Update:</p> <ul style="list-style-type: none"> ○ Barrack Bridge was discussed at the Howth Malahide Local Area Committee meeting on 7th Oct. Plans for a Swords to Seabury cycleway along the estuary were also discussed – this depends on approval of the National Parks and Wildlife Service. If this cycleway proceeds, it’s generally agreed that the route should continue from Seabury to local schools, Malahide village and Malahide Castle. Anthony Lavin asked for a route from Bissetts Strand to Seabury at the meeting. Eoghan O’Brien said that the Local Area Committee are pushing for this to be part of the Capital Programme. <p>In the Malahide forum discussion that followed:</p> <ul style="list-style-type: none"> ○ Turlough pointed out that the exact location of a pedestrian/cycling bridge over Caves Marsh is up for debate, with many differing opinions. While solving Barrack Bridge / Caves Marsh will help more schoolchildren to walk / cycle to JPS, it will not help them to walk / cycle to other schools in the area. The planned location of the Malahide / Portmarnock Educate Together Secondary school (in Feltrim, near Waterside) will cause a large increase in traffic unless Active Travel alternatives are designed in. He cited the fact that EUR1 million a day has been allocated to “Active Travel” and that the Active Travel committee will work to ensure that Malahide avails of these funds to provide safe routes to school for our children. ○ An individual member from Inbhir Ide stated that a route from Milford across Sea Road to JPS would not be received well by the residents of Inbhir Ide Close (where the school is located). He stated that they suffer from school traffic twice a day, every day, though the one-way system is beginning to work. He asked that any pedestrian / cycle route from Seabury avoid the school and stay along the estuary. The chairperson pointed out that enabling more children to bike to school will reduce traffic congestion on streets near schools. <p>2. Seapark Hill to Seamount Road. The Seapark representative stated they continue to meet with council representatives, but progress is slow. He cited considerable anti-social behaviour over the summer. He agreed with the Tidy Towns rep that “Safe walking / cycling routes” do not result in anti-social behaviour – on the contrary, the “passive surveillance” from more people using a route can reduce anti-social behaviour.</p> <p>3. Broadmeadow Way – Currently in detailed design – planned to open in Q3 2022. No update from Hanlons Lane residents’ association.</p> <p>4. Pedestrian lights – Ashwood Hall on Back Road – still not activated. The council informed the forum secretary that there are currently 6 sets of pedestrian lights across Fingal awaiting activation by the ESB. The secretary has raised the issue with the Mayor of Fingal (David Healy), who has written to the Minister for Transport to have this issue addressed at a national level – i.e. Require the ESB to treat activation of pedestrian lights with appropriate urgency, especially in the context of COVID19. Action: Continue to raise with council.</p> |
| <p>4. RE-imagining Malahide</p> | <p>1. The chairperson presented his analysis, while referring to Malahide - 10 Minute Town - Draft Walk Bike Connectivity Map. The routes on the map are indicative only, however they show significant scope for safe segregated cycleways in Malahide that are not on primary motor traffic routes. Main points raised include:</p> <ol style="list-style-type: none"> 1.1. With COVID, smaller towns/villages benefiting at expense of cities / large towns 1.2. Traffic congestion is increasingly impacting residents’ quality of life 1.3. A road bypass will not be possible 1.4. Daytime population is higher due to more people working from home 1.5. We need to be proactive as a community 1.6. We need to enable residents to more easily and safely walk / bike to the village 1.7. We need to ensure new developments have walking and biking routes built in 1.8. The more residents who walk / bike, the more road space will be available for those who need it most (for disability access etc.) |

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| | <p>1.9. Given the funds announced in the budget at a national level for improved walking and cycling infrastructure, now is the time to commission a report that we can present to FCC, to ensure we avail of those funds</p> <p>2. An Individual member from Inbhir Ide stated his belief that the primary school (JPS) will object to a cycle route passing the school as it's not possible to ride a bike down there during school times. The secretary emphasised that the map is indicative and residents will be consulted with on all proposals. The chairperson emphasised that enabling schoolchildren to cycle to school will reduce traffic congestion near schools.</p> <p>3. The secretary emphasised the importance of a new walk/bike route through Ashwood Hall (proposed site of new Malahide / Portmarnock Educate Together primary school). over the railway line directly into Malahide Community School and on to Portmarnock, bypassing the R124 and Blackwood lane. Without this, there will be traffic chaos if Portmarnock residents have to drive their children to school, passing the Community school, along the Back Road and into Ashwood Hall.</p> <p>4. The chairperson stated he had not seen a planning application for the "Malahide Portmarnock Educate Together Secondary school". Building this near Waterside (c. 7km from Portmarnock Community school) will cause traffic chaos for years to come.</p> <p>Actions:</p> <p>1. Forum members to provide feedback on the draft map. Update the map to incorporate feedback (with version control) – e.g. Add route to proposed secondary school near Waterside and include the existing right of way between Abington and Streamstown.</p> <p>2. Active Travel Committee to research where pupils are expected to travel from to the planned new secondary school near Waterside.</p> |
| 5. Stepdown Accommodation | <p>1. No further developments other than to confirm that bulk sale is no longer proceeding.</p> |
| 6. Finance | <p>1. No update this month – as our treasurer was undergoing minor surgery today – we pass on our best wishes for a speedy recovery.</p> |
| 7. Planning | <p>1. Old raceway Portmarnock - New application for use as graveyard.</p> <p>2. Near Harristown bus garage - Blue car park at Dublin airport Proposal to convert part to accommodate 250 trucks, in response to Brexit.</p> <p>3. Oscar Taylors Developers still trying to get planning permission extended, though development is already underway.</p> |
| 8. Transport | <p>1. No feedback received regarding Busconnects plans.</p> |
| 9. Neighbourhood Watch | <p>1. No formal meetings are taking place currently. Informal contact with the local station indicates nothing exceptional to report.</p> |
| 10. AOB | <p>1. Community response to anticipated further lockdown due to COVID19 The Seapark representative raised the impact on mental health and wellbeing of residents of a further lockdown and proposed we need to find a way of healing within the community of Malahide – to come up with how to help with social bubbles for those living alone etc.</p> <p>Actions:</p> <p>1.1. Contact like-minded organisations such as Malahide Lions Club to co-operate in offering support to residents</p> <p>1.2. Use our website to promote mental health and wellbeing</p> |
| 11. Next Meeting | <p>Next meeting Monday 23rd November 2020.</p> |