



MINUTES OF THE SOUTH EAST AREA COMMITTEE MEETING

HELD ON MONDAY 8 APRIL 2024

1 Draft Digital Strategy and Digital Facing Services

Order: Noted.

2 Flood Alleviation Scheme On The Dodder

Order: Noted

3 Minutes of South East Area Committee Meeting held on the 11th March 2024

Order: Agreed

4 Environment and Transportation Department Matters

Order: Noted

5 South East Area Matters

- i. Report of the Executive Manager
Order: Noted
- ii. Housing Report January 2024
Order: Noted

6 Motions 08.04.2024

**DUBLIN CITY COUNCIL
SOUTH EAST AREA COMMITTEE
MEETING DATE 08th APRIL 2024**

Motion 1 from Councillor Dermot Lacey

This Committee agrees, in the context of Dublin City Council being the owner of the former Station House at Merrion Gates to give consideration to naming the station "Merrion Halt" as per the suggestion made in the email submitted with this Motion.

'It would indeed be wonderful to see the building refurbished and repurposed.....and great too if it could be named 'Merrion Halt' in any new manifestation in honour of the old station....and indeed be clearly indicated that its address is Merrion.

Despite Merrion being older than Ballsbridge, Sandymount etc. and indeed mentioned by name by James Joyce - Estate Agents (and new home

buyers) are trying to wipe Merrion off the map by claiming they live in Ballsbridge or Sandymount.

Order: Report to Councillor

Motion 2 from Councillor Dermot Lacey

This Committee agrees to request Irish Rail to give consideration to reopening the Station at Merrion Gates for reasons including those stated in the details circulated with this motion.

Indeed - given that the Council is interested in reducing private traffic / the development of the 15 minute city - are you aware by any chance as to whether consideration has ever been given by TFI/Irish Rail to reinstating 'Merrion Hall' as a new DART?

Given:

1. The redevelopment of the old Tara Tower Hotel into a Maldron Hotel
2. The new apartments built around Bellevue Avenue,
3. The huge existing office/residential campus that is Elm Park (directly opposite Merrion Gates)
4. The significant new additional residential development currently being built in Elm Park (due I think to come on-line later this year)
5. The apartments scheduled to be built at the former Gowan Compound

site

6. The scope for further significant development of the remaining convent lands into the future

It would seem to be that there could perhaps be a case for the 'rebirth' of the Merrion Halt station.

Indeed St Vincent's Private hospital and the existing residences/businesses between Merrion Gates and Herbert Avenue would all be closer to any such new station than they are to Sydney Parade.

Order: Report to Councillor

Motion 3 from Councillor Dermot Lacey

This Committee requests the Manager to have Rugby Road, Ranelagh assessed for full road maintenance of the carriageway and included in the works programme. As a traffic calming measure and for environmental improvement the Committee also requests the Manager to prepare for implementation a plan to widen the footpath at the entrance to the road and to provide for some tree planting at that widened point.

Order: Report to Councillor

Motion 4 from Councillor James Geoghegan

To ask the area manager if he can arrange a street clean and sweep of Fairfield Park, Rathgar, Dublin 6 and if he can identify how often this street has is cleaned each year and if it could be added to a more regular rota.

Order: Noted

Motion 5 from Councillor Dermot Lacey

To ask the Traffic Department to consider extending the Yellow Box on Eglinton Road, Donnybrook, as outlined in the drawing submitted with this Motion.



Order: Report to Councillor

Motion 6 from Councillors James Geoghegan and Anne Feeney

That the South East Area Committee agrees that the Traffic Department in Dublin City Council shall carry out a local public consultation in advance of introducing any turn ban in the Ranelagh area, should An Bord Pleanála approve the Templeogue Rathfarnham BusConnects corridor.

Order: Agreed

Motion 7 from Councillor Dermot Lacey

This Committee requests the Management to:

- Issue a detailed set of drawings to illustrate the requested changes required by the NTA to implement the Templeogue/ Rathfarnham Bus Connects Plan in so far as it impacts on the Ranelagh area.
- Commit to an active consultation programme with the local community to be agreed with Councillors on any changes sought.
- Commit to not implementing any such changes until such consultation has taken place and discussed at a meeting of the Area Committee.

Order: Agreed

Motion 8 from Councillor Pat Dunne

This area committee asks our Derelict Site Section to inspect the site of a proposed Nursing Home at lands on Saint Agnes Convent, Armagh Road, Crumlin, Dublin 12. Planning ref (Details Supplied) and APB ref (Details Supplied). The APB approved planning permission with a provision that permission is limited to a five year planning permission.

The 120 Independent Older Persons Apartments have been built and have been resided in for over 3 years. No work has been undertaken on the nursing home section of these lands. This site was surrounded by hoarding which blew down during a storm and the entire site is strewn with building material and rubbish. The residents in the Independent Older Persons units have to endure looking directly onto this derelict site.

In addition to the above the residents in the Older Persons complex which is managed by FOLD report that the general maintenance of the complex is below the standards that they were told would be provided. There are no communal facilities. Street Lamp units broken and left lying on the ground for two years. One broken lamp unit thrown behind shrubbery for two years. Flower beds neglected and unsightly. In addition gates broken for three years. Doors to outdoor gas meter cabinet's broken and left open to the elements for two years. There are no bike parking stands.

Given that DCC nominated all the residents to this AHB development we

are asking that FOLD be asked to address these issues.
Order: Report to Councillor

Motion 9 from Councillor James Geoghegan

That the South East Area committee agrees to write to the Board of management of Muckross Park College, and the chief executive of Le Chéile Schools Trust, requesting Muckross to amend their enrolment policy and remove the cap of 40 places for St Mary's girls starting secondary school in 2025/2026 (the current 5th Class) and give the option of a place to all girls who are currently in 5th class in St Mary's school, which only marginally exceeds 40 places and where this change would represent a transitional measure in advance of the new enrolment policy in respect of all local feeder schools in the area coming into place.

Order: Agreed

Motion 10 from Councillor Hazel Chu

With regards to the various no right turn restrictions proposed for Ranelagh in the Templeogue / Rathfarnham to City Centre BusConnects Corridor scheme, that Dublin City Council Traffic Department undertake a local public information and engagement programme when An Bord Pleanála have made a decision on the Templeogue / Rathfarnham to City Centre BusConnects Corridor scheme application. Additionally that alternative measures be thought of and implemented by the DCC Traffic Department on the area in line with the planning application and decision. For example the planning application does not specify exact times of said turns, can the hours of them be reduced to peak hours only. Can the turn be Ashfield be the one implemented rather than all the proposed. The aim of course is to ensure we have increased public transport, minimise rat run from the changes but also ensure people especially those with mobility issues and those supporting the local elderly community living within the area have direct access.

Order: Agreed

Motion 11 from Councillor Hazel Chu

That this area committee request Irish Water attends the next area committee or a special meeting of the area committee to explain the following.

- 1) The various works ongoing and how they are contributing to low to extremely low pressure water supply to certain areas in the South East Area such as Marlborough Road, Wellington Road, Nutley Park, Nutley Avenue and other affected areas in the South East Area.
- 2) Their complaint procedure and what is done with the many complaints from residents of the above areas.

Order: Agreed

Motion 12 from Councillor Hazel Chu

That this area committee agrees that the manager writes to Greyhound waste to ask them to facilitate better rubbish collection facilities for the residents of Gulistan cottage. Currently the waste is in bags left on the pavement outside the Rathmines Bring Centre for Greyhound to collect. However wild creatures tear up said bags and the pavement are then left strewn with rubbish, this becomes an issue for the depot staff and the residents. This motion is to get the manager to write to Greyhound to implement a large storage bin or collapsible bin solution especially as the weather gets better.

Order: Agreed

Motion 13 from Councillor Daniel Ceitinn

That the Chief Executive will give an update to the Area Committee regarding the establishment of an oversight committee or similar for the Poolbeg West SDZ pursuant to the commitment given at the previous Area Committee meeting in March.

Order: Report to Councillor. Further report to May meeting.

Motion 14 from Councillor Fiona Connelly

At a community litter meeting a survey was presented which found that the majority of dog owners pick up after their pet. I would like to request an alternative research into the impact of dog fouling on footpath users. I believe that dog owners will answer surveys declaring that they are picking up after their dogs where in fact it is not the case as the footpaths are covered in dog dirt. Could a survey be conducted on a broader reach as I know that it would be a more accurate indicator of responsible dog ownership.

Order: Report to Councillor

Motion 15 from Councillor Fiona Connelly

Rathmines post office is currently zoned as z4.

We would like this committee to request that the Chief Executive use their authority to rezone it as z15 preserving it as a civic amenity.

The plan to sell off Rathmines Post office to the private sector has to be resisted. The post office was built in 1934 by The State to provide a Public Service to Rathmines.

This committee asks the Council to agree to refer the issue to the CE requesting that he commences the process of rezoning this Protected Building to Z15 to protect its public ownership.

Order: Agreed

Motion 16 from Councillor Carolyn Moore

This area committee notes the conclusion of the commercial 'BagBin' trial in Dublin City Centre and awaits with interest the council's assessment of the benefits and risks associated with BagBins, compared to having loose bags on the street. This committee further agrees that a residential 'BagBin' trial should now take place in the South East Area and proposes Harold's Cross Cottages as an ideal location to trial the benefits and risks of 'BagBins' for residents with a derogation on wheelie bin use.

Order: Report to Councillor

Motion 17 from Councillor Carolyn Moore

This area committee agrees that a review of Dublin City Council's Advertising and Signage strategy should be initiated with a view to establishing if the permitted luminosity for digital, back lit and other illuminated signage is appropriate given the perceived intensity of these new light sources; their impact on residential properties; and their cumulative impact where clusters of digital advertising occur and present multiple visual distractions and sources of glare.

Order: Report to Councillor

Motion 18 from Councillor Claire Byrne

That this Area Committee calls on the Area Manager to outline the following in relation to the new loading bay

- What steps were taken that resulted in the installation a loading

- bay on
- Portobello Harbour?
- Was this proposed by or agreed with Dublin City Council?
- How was this agreed without notifying the local Cllrs or the local community?
- How is this not in breach of the planning permission?
- How long is it intended to stay there?
- How does the loading bay impact on the redesign plans?
- How is it that the loading bay can be installed yet we are still waiting a full year for the new plans for the redesign of the plaza?

Order: Noted.

Motion 19 from Councillor Claire Byrne

That this Area Committee calls on the Area Manager to give consideration to the measures outlined in the documents provided by the local residents group to improve the walkability and cyclability of the Camden Street West Area.

Order: Agreed.

Motion 20 from Councillor Danny Byrne

That this area committee agrees that there should be a prioritisation of local people in the allocation of both social and affordable, where it be for sale or rent, at the recently acquired (Details Supplied) Fitzwilliam Quay, Ringsend.

Order: Report to Councillor.

7

Questions to the Chief Executive 08.04.24

Question to Chief Executive Committee

South East Area
Meeting 08th April

2024

Q.1 Councillor Dermot Lacey

To ask the Manager to examine the pedestrian crossing that runs along Nutley Lane across the car park exit/entrance at Tesco to see if it can be made safer by the addition of Indicator Lighting and further to clarify if the crossing is on private or public lands and therefore to indicate whose responsibility it is to upgrade.

Reply:

The Property Registration Section in the Planning and Property Development Department stated that Dublin City Council has no title/ownership of the area in question (highlighted below).



Reply:

Following an assessment of the site it was found that the section of the footpath referred to in Cllr Lacey’s question on Nutley Lane is not taken in charge by Dublin City Council (DCC) please see attached map for more information. The Transport Advisory Group will further assess the site and the Councillor will be informed of the recommendation in due course.



The approximate area outside the Tesco store on Nutley Lane, indicated by the red boundary above, falls under the title/ownership of (DCC), the pedestrian crossing appears to be outside DCC ownership (as shown above).

Q.2 Councillor Dermot Lacey

To ask the Manager when the Public Lighting on Arranmore and Argyle Roads and adjoining roads will be upgraded to LED lighting.

Reply:

It is planned to upgrade all street lights in the City Council’s administrative

area to LED street lights under the Lighting Upgrade Project over the course of the next 5 to 8 years.

The first few years of the upgrade project primarily focusses on the high volume standard street lights that you see around the city in particular in residential areas.

While the street lights on Arranmore Road and Argyle Road are standard street lights they are installed on heritage lighting columns that will not be upgraded until later in the project and an exact timeframe for the upgrade of these cannot be provided at this time.

Ongoing maintenance of the existing street lights will continue in accordance with normal maintenance regimes until such time as the upgrade works are completed.

Q.3 Councillor Dermot Lacey

This Committee requests the Manager to include Herbert Park (Road) on the Road maintenance programme.

Reply:

The Area Engineer will carry out an inspection of Herbert Park/Road and consider it for inclusion in the Road Maintenance Programme for 2025. Or, it will be revisited by the Area Engineer should further funding become available this year.

Q.4 Councillor James Geoghegan

To ask the Area Manager if the motion sensors on the pedestrian lights on Anglesea Road just after Ailesbury Drive as your heading towards Ballsbridge could either be removed or fixed as they are oversensitive and come on when pedestrians are not trying to cross the road but simply walk passed them.

Reply:

Regarding the operation of the touchless/contactless pedestrian push button unit (PBU) - we note that the footpaths are narrow at this location and that occasionally a pedestrian walking by may inadvertently brush past the PBU causing the sensor to demand the pedestrian crossing. We have requested our traffic signals maintenance contractor to attend site and switch out the contactless PBU for a standard PBU. This will resolve the issue of ghost pedestrian demands. This work should be completed soon. Thank you for bringing these issues to our attention.

Q.5 Councillor James Geoghegan

To ask the Area Manager if speed ramps could be considered for Ailesbury Drive and/or other measures to discourage speeding on a road that is used as a rat run.

Reply:

Following a preliminary assessment, it was found that Ailesbury Drive does not have a 200m straight run. The criteria for the installation of speed ramps are as follows:

- The road should have a straight run of approximately 200 metres.
- The 85th percentile speed (speed exceeded by 15% of vehicles) should exceed the posted speed limit.
- Traffic volumes should exceed 60 vehicles per hour.
- There should be genuine road safety concerns based on accident statistics or observed road safety patterns or a written report from an Inspector of the local Garda Síochána.

As the criteria were not met, speed ramps are not recommended on Ailesbury Drive.

However, a 30kph slow zone sign is in place at the junction of Anglesea Road / Ailesbury Drive, to further signify the existence of a 30km/h speed limit on Ailesbury Drive, the area engineer recommends installing 30km/h road markings as shown below.



Figure 1. Google maps view of Ailesbury Drive with proposed 30 km/h Road Markings

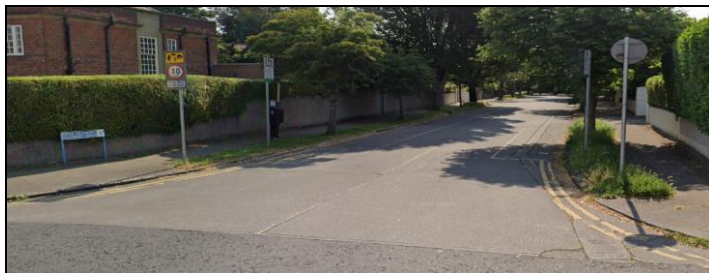


Figure 2. Google street view from June 2023 of Anglesea Road / Ailesbury Drive junction.

Q.6 Councillor James Geoghegan

To ask the Area Manager if he could detail a schedule of street cleaning that takes place on Anglesea Road in the last 12 months and when the next cleaning is scheduled and if residents could be notified in order to move their cars.

Reply:

Waste Management Services clean Anglesea Road daily. Car parking hinders our cleaning efforts there. We had it deep cleaned in January of this year with the help of the local community group who had cars moved to aid cleaning. Our Area Inspector is due to meet this group in the coming weeks to arrange another deep cleaning there.

Q.7 Councillor Deirdre Conroy

To ask the Chief Executive, Local Area Manager, Roads Department and Traffic Department, in order to have the safety provided by the Enquirer on traffic management plan in place for Kimmage Grove and re: Larkview Football Club:

Enquiry re: Kimmage Grove:

- The entrance to the estate gets blocked frequently, especially in the evening between 6pm & 8:30pm

- There is daily illegal parking, footpaths fully blocked and cars unable to pass.
- There is no sign to show who has right of way or a yield sign either leaving Larkview Football Club or approaching Larkview Football Club to show who has the right of way.
- There is not adequate room for 2 cars to pass by during peak times.
- Although the bike stands have been placed to regulations they are in the way at an already busy corner.
- There is a fear from the residents that if an ambulance was needed for a resident or an injury in the club they wouldn't be able to get in.
- Once Larkview Football Clubs Carpark is full they close the gate and restrict access. This firstly causes a backlog at the entrance and then pushes cars into the estate to park and while these cars are parked legally if they don't park tight to the curbs they block the road. The roads are blocked frequently forcing residents and club patrons to try and find the owner of a car to move it.
- Residents with appointments in the evening and trying to drop kids to activities are frequently late as the entrance to the estate is blocked.
- Kids leave the club and estate on bikes in the dark evening with no lights or high visibility, as the road is blocked they weave in and out of cars. Someone will be injured or even worse soon.
- Tensions rise between patrons of the club and residents, this is neither's fault, this is due to an inadequate traffic management system.
- Larkview Football Club has agreed to let their pitches to UCD teams. This means there are now 52 seater coaches parking in the estate making the situation worse. This means increased attendances and makes most of the situation described above worse due to an inadequate traffic management plan.
- Larkview Football Club has started construction work, rubble has been dumped on the green outside the football club. I am not saying that this was done by the football club but it needs to be investigated and removed.
- The construction work that Larkview Football Club began is to add a stand to their facilities. This will increase traffic and attendances. How can the residents ensure that this stand is not built and retention planning permission sought? This stand needs to be discussed at length by DCC. This stand would increase traffic management issues.
- When Kimmage Road Lower is part of the quality bus corridor how will DCC have patrons still be allowed to drive to Larkview Football Club?
- Due to the recent illegal dumping on the green area, what measures can be put in place to make sure it is preserved for the residents of the estate.

Reply:

- There are currently no measures available to ensure congestion does not occur. Cars must wait until the carriageway ahead is clear before proceeding.
- Under Road Traffic (Traffic and Parking) Regulations 1997 section 36:2:i “A vehicle shall not be parked - on a footway, a grass margin or a median strip;” Instances of illegal or obstructive parking should be referred to Dublin Street Parking Services, DSPS (email info@dsps.ie or tel. no. 01 602 2500) or an Garda Síochána for enforcement.
- Signage is not required to show right of way leaving the club grounds, under Road Traffic (Traffic and Parking) Regulations 1997 section 4 “A driver of a vehicle entering a public road from a place which is not a public road shall yield the right of way to all vehicles and pedestrians proceeding in either direction along the public road.” This means that traffic leaving the club grounds should yield to traffic on Kimmage Grove. This is a matter for enforcement by An Garda Síochána.
- The carriageway is wide enough to allow for the circulation of one direction of traffic at a time. It is not current Dublin City Council policy to provide extensions to carriageways to allow for two-way traffic to pass at all times. This also functions as a passive traffic calming measure and the removal of parking to facilitate more vehicular traffic may lead to an increase in speeds on Kimmage Grove.
- Dublin City Council will liaise with emergency services as to whether access is limited.
- Parking on the carriageway is legal. However, under Road Traffic (Traffic and Parking) Regulations 1997 section 36:2:k “A vehicle shall not be parked - in a manner in which it will interfere with the normal flow of traffic or which obstructs or endangers other traffic;”
- Instances of illegal or obstructive parking should be referred to Dublin Street Parking Services, DSPS (email info@dsps.ie or tel. no. 01 602 2500) or an Garda Síochána for enforcement.
- It is the responsibility of cyclists to ensure they have the mandatory lighting and high visibility gear before using a bicycle in the dark.
- If resident’s still feel parking is an issue, they may wish to apply for a pay and display/permit parking scheme (<https://www.dublincity.ie/residential/parking-dublin-city-centre/start-parking-scheme>).
- 52 seater coaches likely reduce the amount of single passenger 5-seater vehicles and likely helps reduce parking issues on the road. Once parked legally, a coach is permitted to park on Kimmage Grove.

Reply:

Further to the reply issued at the SEAC meeting 11th December 2023 regarding the installed cycle stands on Kimmage Grove. It is the policy of Dublin City Council to promote modal shift from the private car use

towards more sustainable forms of transport. In this regard the cycle parking stands promote cycling and provide an alternative on match days to driving, creating healthier neighbourhoods. Removing the cycling stands would be contrary to DCC policy and climate objectives and it is likely that the space would only be occupied by a parked vehicle.

Reply:

Dublin Street Parking Services will monitor the area for illegal parking and take enforcement action where necessary.

Reply:

The proposed bus gate on Kimmage Road Lower will operate from 6:00 to 10:00 and from 16:00 to 20:00 Mon to Sunday. During these times it will not be possible to access Larkview Football Club from the Kimmage Cross Roads. Access to Larkview Football Club via Larkfield Avenue or Sundrive Road is not restricted.

Reply:

Waste Management Services will get a litter warden to include this area as part of his regular patrol.

Q.8 Councillor Deirdre Conroy

To ask the Chief Executive, Local Area Manager and Parks Department in regard to enquirers from Mount Argus Grove, Harold's Cross

The residents are despairing in Mount Argus Grove, Harold's Cross. We have many reference numbers from Dublin City council from requests made re: the upkeep of our pathways and trees. Our trees were last pruned 12 years ago despite many applications to have same done.

The pathways are in a very bad state. There is a lot of moss and greenery and overhanging shrubbery. We have older residents who need help walking, who use rollators and who find it treacherous to walk on the footpaths.

We genuinely feel we are totally neglected and that we are forgotten about in the Grove.

I cannot emphasize enough how dangerous the footpaths are from fallen leaves and overhanging trees.

Reply:

Waste Management Services had Mount Argus Grove cleaned on the 27th March 2024.

Reply:

A crew will be dispatched to Mount Argus Grove next week to remove the suckers from the base of the street trees. The Paths and grass areas have been inspected and no issues were observed with their condition. The day

of

inspection they looked fine.

Q.9 Councillor Deirdre Conroy

To ask the Chief Executive, Local Area Manager and Parks Department in regard to the Enquirer re Dodder Walk area close to Orwell Park, Rathgar: Please note concerning one particular aspect of this scheme which will cause significant traffic problems. I'm aware that the consultation period for the above has expired as of last week.

Many other residents of the area, have a particular concern about one aspect of the proposal. The installation of additional pedestrian lights at the junction of Dodder Walk and Milltown Road would cause significant problems for both traffic and residents. The location is very close to, and lies between, existing sets of pedestrian lights at the Orwell Park/Dartry Road junction and at the Dropping Well, so is probably redundant in any event.

The issue for us is that the location of these additional pedestrian lights will cause gridlock at the Orwell Park/Dartry Road junction and lead to long tailbacks on both of these roads. This will have negative environmental consequences for their residents. Already there are significant traffic delays here during rush hours.

We request that this aspect of the development be reconsidered.

Reply:

The distance between the existing pedestrian crossing at Dartry Road/Orwell Park junction and the proposed toucan crossing at Dodder Walk junction is approximately 80m; while the distance from the proposed toucan crossing to the junction of Churchtown Road Lower is approximately 350m.

The new crossing will allow cyclists traveling on Dartry Road towards Milltown to cross the road safely to the proposed two-way cycling facility on the Southside of Milltown Road or to travel down Dodder Walk to Dartry Park. It will also provide improved pedestrian access to Bus Stop number 1026 on the east side of Dartry Road.

It is envisaged that the new toucan crossing will be linked to the existing signals at the junction of Orwell Park and Dartry Road via Dublin City Councils Traffic ITS system (SCATS) which will enable both signals to be sequenced together and minimise delays at the junction.

Q.10 Councillor Deirdre Conroy

To ask the Chief Executive, Local Area Manager and Roads Department in regard to Enquirer on illegal driving on parts of Sunbury Gardens, Dartry.

I am writing with a plea for immediate action following a tragic incident that occurred some weeks ago, directly raising significant concerns about road safety in our neighbourhood.

On the afternoon of 11th February, at approximately 1:08 PM, our beloved dog was struck and killed by a car while exiting a private park across from our residence. This horrific event unfolded before our eyes, robbing us of our cherished companion of ten years in an instant.

The driver, identified as a builder working at a neighbour's house, was part of a team that had been operating since the early morning hours of that day, a clear violation of the local building regulations that prohibit construction work in residential estates on Sundays.

This incident has not only left us grieving but has also highlighted the urgent need for stricter traffic control measures in our area. The current speed limit of 30 km/h is evidently inadequate for ensuring the safety of our community, especially given the absence of speed bumps and the

frequent instances of drivers navigating the one-way system incorrectly. Our neighbourhood, characterised by its semi-circular arrangement of houses around a central private park, is particularly vulnerable to such reckless driving behaviour. In light of this tragedy, many of my neighbours and I strongly believe that immediate action is required to prevent future incidents. We urge you to consider the implementation of speed bumps and a review of the existing speed limits to reflect the residential nature of our community more accurately.

Furthermore, the fact that this accident occurred due to non-compliance with building work regulations on a Sunday underscores the need for stricter enforcement of these laws. This tragic event could have easily involved a child, leading to even more catastrophic consequences.

I implore these concerns with the urgency they warrant. Please initiate a review of traffic and construction regulations in our neighbourhood to enhance safety and prevent any future tragedies.

Reply:

Following an assessment, it was found that Sunbury Gardens does not meet the criteria for speed ramps. The criteria for the installation of speed ramps are as follows:

- The road should have a straight run of approximately 200 metres.
- The 85th percentile speed (speed exceeded by 15% of vehicles) should exceed the posted speed limit.
- Traffic volumes should exceed 60 vehicles per hour.
- There should be genuine road safety concerns based on accident statistics or observed road safety patterns or a written report from an Inspector of the local Garda Síochána.

As Sunbury Gardens does not have a straight run of 200m, speed ramps are not recommended.

The 30kph speed limit is as standard across in residential areas across the city and there are currently no plans to review the speed limit on Sunbury Gardens. Signage has been provided at the entrance to Sunbury Gardens to remind drivers of the speed limit currently in place.

Measures have also been provided to remind drivers of the one-way system on Sunbury Gardens: these include no entry markings, 2 No. no entry signs, and 1 no. no left turn sign on Dartry Road, northbound. These measures are sufficient and no changes are recommended at this time.

However, a speed survey will be ordered on Sunbury Gardens to gauge vehicular speeds.

In the meantime, instances of illegal or dangerous driving, such as breaking the speed limit, should be reported to An Garda Síochána for enforcement

Reply:

Planning Enforcement have carried out a search and can advise that there are no active unauthorised development investigations underway for Sunbury gardens. If the Councillor wishes to supply details of alleged unauthorised development to planningenforcement@dublincity.ie the matter will be investigated and the Councillor informed of the outcome.

Q.11 Councillor Deirdre Conroy

To ask the Chief Executive, Local Area Manager and Traffic Department in regard to enquirer on Upper Rathmines Road between Fortfield Terrace and Palmerston Villas. The issue could be brought to the Gardaí.

The van in the picture attached is always parked illegally on the footpath.

It is always on Upper Rathmines Road between Fortfield Terrace and Palmerston Villas.

Every time residents walk to the shops or their kids go to school they pass this van. We often have to walk out on the road and get beeped at by drivers.

Enquirer has reported it to the clampers and nothing changes.

The registration is (details supplied) and it is branded as "Seaweed and Saltwater" "Life by the ocean".

Can Dublin City Council do something about this health and safety issue?

The company who own the van also have a Tesla that is frequently illegally parked on the footpath also.

(Details Supplied)

Reply:

Dublin Street Parking Services will carry out inspections in the area and take the necessary enforcement action where required.

Q.12 Councillor Kevin Donoghue

To ask the City Manager for an update on the refurbishment of Barrow Street, including a timeline for completion.

Reply:

Barrow Street Public Realm Works have started & ACTAVO (Ireland) Ltd commenced on site on Barrow Street on Monday 15-January-2024.

The Expected duration for the Works is approximately 18 Months.

Q.13 Councillor Kevin Donoghue

To ask the City Manager following a fatal incident last Friday can the council
put traffic measures in place for pedestrians at the corner of Thorncastle
road
entering onto Cambridge Road.

Reply:

A joint inspection between An Garda Síochána (AGS) and the DCC Road Safety Engineer is planned for this location due to the fatality that occurred following a collision between a pedestrian and a van on the morning of Wednesday, March 20th. The LA16 Collision Reporting and Evaluation Procedure Form will be completed on site together with AGS. The purpose of the joint inspection and filling in of the LA16 Collision Reporting and Evaluation Procedure Form is to collect accurate data, and provides a forum for the City Council to meet and discuss road safety issues, which can identify safety improvements, including immediate safety improvements, that are reported to TAG for review and installation.

Please note that the information collected and discussed during the joint inspection between AGS and DCC is subject to GDPR.

Q.14 Councillor Kevin Donoghue

To ask the manager if the double yellow lines at the corner of York Road and Pembroke cottages could be extended in order that Emergency Vehicles can gain access/exit the cottages.

Reply:

The South East area engineer has conducted an assessment of York Road, Dublin 6 and Pembroke Cottages, Dublin 4, and made the following comments:

Following the assessment of York Road, it was not clear which corner of the road is suffering from access issues for emergency vehicles, it was found that Double Yellow Lines (DYL) are installed within 5.0m of each bend which complies with the Road's Act and DCC standards. The Councillor may revert back with specific locations that may require attention for further investigation.

Following the assessment of Pembroke Cottages, the corner outside property no. 4 St Broc's Cottages was found to have 3.5m of DYL and a Pay & Display (P&D) and permit parking of 4.3m which is below the standards. The Transport Advisory Group recommends rescinding the P&D space and extend the DYL to cover the entire bend (as shown below), while the rest of corners were found to comply with the Road's Act and DCC standards. The Councillor may revert back with specific locations that may require attention for further investigation.

Ariel View of St Broc's Cottages / Pembroke Cottages (outside property no. 4 St Broc's Cottages).

Q.15 Councillor Kevin Donoghue

To ask the manager to add the shores around Pembroke Cottages to the list for cleaning and to provide an approximate date for same.

Reply:

The gullies have been cleaned as follows:

- Pembroke Cottages – 7 of 9 gullies cleaned on 27/03/2024, 2 gullies were covered by parked cars. These gullies were still covered on 28/03/2024.

Q.16 Councillor Kevin Donoghue

To ask the manager for dog fouling signs and bins to be installed around Pembroke Cottages area and for the dog warden to visit the area as dog fouling is common along York Road.

Reply:

Arrangements have been made to put in place dog fouling signs at Pembroke Cottages.

Dog foul specific bins are no longer used as they were abused and found to be not fit for purpose. The engineer with responsibility for the placement

of bins has advised that there are no plans to place bins at Pembroke Cottages as it is a residential area with no mixed use and could attract household dumping around the bin.

Bins are only placed at locations such as bus stops, main routes to schools and local shops and locations that with high footfall that are known significant litter generators.

Dog owners and dog walkers are advised to take their doggie bags home and place in their household bin.

The deployment of dog wardens is a matter for the Animal Welfare Unit

Q.17 Councillor Kevin Donoghue

To ask the manager if the council could work with residents of Pembroke Cottages regarding a mural in the area.

Reply:

If the Councillor could supply a point of contact for the residents, the Area Office Public Domain Team would be happy to engage with them on any ideas/locations they have for the area.

Q.18 Councillor Kevin Donoghue

To ask the manager if works could be done to improve the planters in City Quay

and to ask for an update on planned improvements in the city Quay area.

Reply:

We have a public realm/greening scheme designed for the front of City Quay and that is expected to go to tender shortly. We have also had a public information meeting regarding proposed improvement works at the nearby Elizabeth O'Farrell Park and we are awaiting information on a nearby active travel route before we can progress. We continue to engage proactively with City Quay residents. We will look at the planters then in due course.

Q.19 Councillor Pat Dunne

Can the Road Maintenance Section inspect the footpath adjacent to (Details supplied). There is an uplift in the path caused by roots from the tree. It is a trip hazard for the elderly lady who lives there.

Reply:

The Area Engineer will carry out a site visit at the aforementioned location. Any damage to the pavement caused by tree roots will be repaired in conjunction with our Parks section.

Q.20 Councillor Pat Dunne

Can the roads and parks department look at solutions to the difficulty of access to Clonmacnoise field for wheelchair and buggy users. The kerbs are not dished on the green or the street paths opposite on Lismore, Leighlin and Armagh/Clonard Road. The green has steps and steep ramp inclines as you enter and.it is unsuitable for wheelchair and buggy users. Raised pedestrian tables to join the green with the paths opposite would also make it easier and safe for people to cross. Looking at ways to slow down traffic turning from Armagh and Clonard Road and vice versa would also be helpful. The recent dishing of Leighlin and Lismore greens have really helped in making the accessible for all.

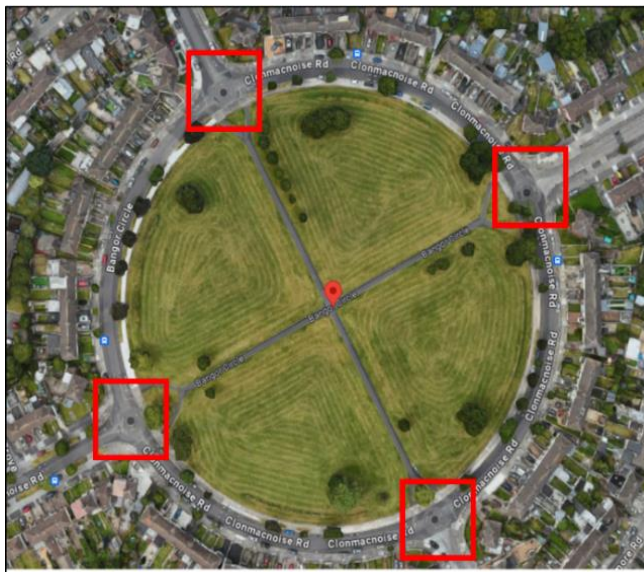


Reply:

Parks will cooperate with the Roads Department on all necessary path and entrance improvements to improve access to this green for wheelchair & buggy Users.

Reply:

The Transport Advisory Group (TAG) area engineer has conducted an assessment of the site on Clonmacnoise Road for the introduction of dished kerbs and possible crossing points, the site will be considered for inclusion in the 2024 future works program, pending detailed design and the availability of funding.



Proposed locations of dropped kerbs and/or crossing points on Clonmacnoise Road

Site coordinates: [53.322625, -6.299992](#)

Q.21 Councillor Pat Dunne

After the successfully resurfacing of the paths on one half of Lismore Road. Could the other half of the road have the paths resurfaced?

Reply:

The sections of pavement on Lismore Road where resurfacing was not carried out was deemed in good condition by the roads engineer at the time of assessment. The roads engineer has a limited budget with which to carry out pavement resurfacing. As such difficult decisions are made on which pavement resurfacing takes priority.

Q.22 Councillor Pat Dunne

Can a feasibility study be undertaken to look at the possibility of a

cycleway from Crumlin Village to Sundrive Park via Clonmacnoise, Armagh Road and St. Agnes Park. This would provide safe cycle routes to connect four schools, the adult education centre, and the health centre in between the village and the park.

Reply:

The proposed cycle route from Crumlin Village to Sundrive Park along Clonmacnoise Rd, Armagh Park and St. Agnes Park is not on the Dublin City Active Travel network. However it is noted that it is on the Greater Dublin Area Cycle Network Plan and therefore will be considered for inclusion when the Dublin City Active Travel network plan is being reviewed. It is noted that the route is in close proximity of the Harold's Cross to Ballymount Active Travel route which is currently at scope and purpose stage.

It is proposed as part of the project scoping exercise to carry out community engagement and the plan for this engagement is currently being developed.

It is likely that as part of this process adjacent routes to the main route will be considered, one of which runs along the route proposed along Clonmacnoise, Armagh Rd, and Saint Agnes Park to Sundrive Road.

It is planned that this community engagement process will commence before the end of June this year.

Q.23 Councillor Pat Dunne

Can a pothole at the intersection of Clonard & Armagh Road be resolved as it is causing problems for cyclists.

Reply:

The Area Engineer will carry out a site visit at the aforementioned junction and any rutting/potholes will be repaired.

Q.24 Councillor Pat Dunne

The bin opposite the Crumlin Village garden station at the side of (Details Supplied) St Agnes Road is currently covered with a black bag. If the dumping of illegal household rubbish has been occurring in this bin and the plan is to remove the bin, can the steps the litter warden has taken to mitigate and investigate these issues be detailed.

Reply:

Waste Management Services have been experiencing problems with the above mentioned bin in recent times. Heavy stones and rubble were being deposited in the bin and making it virtually impossible for our staff to empty it. There is no identifiable evidence with this type of material. The bin has been placed temporarily out of commission until a final decision is made on what the best course of action is in this case.

Q.25 Councillor Pat Dunne

Can Parks/Road department look at greening solutions for the section on Clonmacnoise from Sundrive Road to Bangor Circle? This section of road has wide pathways similar to St Agnes Park but could not be more contrasting as it's covered in tarmac and concrete.

Reply:

Before initiating any planting or greening efforts, it is important to engage the Roads department for a comprehensive evaluation. The Roads department will conduct a thorough assessment of the pathway sections spanning from Clonmacnoise to Bangor Circle to identify viable greening

options. Subsequently, Parks will cooperate to facilitate the greening of any areas deemed suitable for this purpose.

Reply:

Road Maintenance Services could arrange for greening sections of the footpath if it is desired by Area Office, and if the Area Office has buy-in from the local the residents. It would strike as good thing to do in terms of improving sustainable drainage and greening the area. The risk factor is that cars may mount and damage the new verge and we would not be in favour of installing bollards to protect verge.

Any project would be contingent on funding.

Q.26 Councillor Hazel Chu

To ask the manager for an up to date schedule of the upcoming road resurfacing schedule.

Reply:

The Roads Engineer is finalising a list of roads to be resurfaced in 2024. It is anticipated that this list will be made available for the May Area Committee Meeting.

Q.27 Councillor Hazel Chu

To ask the Biodiversity Officer to carry out a baseline study of the Scully Fields Milltown area, including the entire flood plain on the Northern side of the Dodder between Clonskeagh and Milltown, with recommendation on how to protect and enhance biodiversity there.

Reply:

A local biodiversity action plan was produced for the Milltown area a couple of years ago, and these actions have been delayed due to the various infrastructural projects in the area, including the Greenway and Flood Defence Works. I will review this local plan and contract a new biodiversity study for any of the aforementioned areas that may be missing from this plan. I understand the Scully's Field may be private but will check accordingly.

Q.28 Councillor Hazel Chu

To ask the manager to send tree maintenance to cut back overhanging branches and prune trees outside (Details Supplied)

Reply:

The trees in the attached list will be included for inspection in upcoming inspections of trees in these areas. Any subsequent maintenance will be contingent upon the recommendations provided by our tree inspector.

Q.29 Councillor Hazel Chu

To ask the manager to remove the defunct road sign outside (Details Supplied) Greenfield Park, Donnybrook, this sign no longer is of use since the access to UCD is pedestrian only.

Reply:

This sign will be removed in the coming weeks.

Q.30 Councillor Hazel Chu

To ask the manager what is the status of Wellington Road surface re-pavement scheme.

Reply:

The Roads Engineer is finalising a list of roads to be resurfaced in 2024. It is anticipated that this list will be made available for the May Area Committee Meeting.

Q.31 Councillor Hazel Chu

To ask the manager for the maintenance and works schedule of Palmerston Park.

Reply:

Maintenance procedures for Palmerston Park align with those established for all other parks within the southeast region. There is no depot in Palmerston and mobile staff based out of Bushy Park provide this service. Their schedule includes regular upkeep activities aimed at preserving the park's aesthetics, functionality, and overall appeal.

- Bins Emptied - daily
- Paths swept - weekly (more frequently in Autumn)
- Rubbish pick - daily
- Grass Cut - seasonal variation (more frequently across the growing season & weather dependant)
- Shrub maintenance - annual
- Tree maintenance - annual
- Replanting as required
- Pond maintenance bi-annual
- Playground inspections – daily by staff & one annual inspection by external playground inspectors.
- Playground maintenance - as required
- Building & other structures maintenance - as required
- Paths repaired - as required

Q.32 Councillor Paddy McCarten

Some back gardens at Ramleh Close Milltown back on to Clonskeagh Hospital

There were trees growing there which blocked the 24 hr lighting from the hospital. These trees were cut down along the entire back wall of Ramleh. They were previously cut back at our request.

There was no consultation at all and we have been unable to get any answers from the Maintenance Manager.

Specifically we want to know;

- Why were the trees cut down?
- Why they did not consult with the residents of Ramleh Close?
- Are their plans to replace the trees and also reduce the very intrusive 24 hour light pollution?

The lack of consultation and engagement is very disappointing but also the very fact of cutting down trees from an environmental point of view is bizarre.



Reply:

As Clonskeagh Hospital in Vergemount, Dublin 6, falls under the management of the HSE's Mental Health Services in Dublin South East, matters pertaining to its operation are best addressed through negotiations between local residents and the hospital operators. Parks, unfortunately, do not have jurisdiction over these specific areas.

Reply:

The South East Area Office wrote to Clonskeagh Hospital on the 4th March regarding the trees that were cut down in the grounds of the Hospital and we await a response.

Reply:

Queries of this nature are best directed to REPS@HSE.ie for a formal response.

Please forward your enquiry where it will be recorded and responded to in due course.

Q.33 Councillor Paddy McCarten

I am contacting you about cars being allowed to park on Church Avenue. As you are probably aware this short road is heavily used by cars and trucks travelling from London Bridge Road, Tritonville Road and Irishtown Road to access the north side via the East Link Bridge. I have experienced three different types of traffic holdups recently so I am writing to you to ask if anything can be done about parking on this road.

Recently I was in line to turn right onto Church Ave from Tritonville, however after sitting in traffic and witnessing 4 changes of traffic lights without making any progress, I gave up. Another time after I turned onto this street, I was blocked from moving forward by two cars parked on the street and a stream of cars including two Lorries coming in the opposite direction. Cars could not pass the parked cars due to the volume of cars coming in the opposite direction.

In addition, traffic regularly enters the yellow box at the junction expecting to access Church Ave quickly, however due to hold ups on the Avenue, as detailed above - they remain in the yellow box blocking other traffic getting through this junction.

I was delighted when double yellow lines were painted on this road some time ago as it resulted in traffic moving smoothly through the road, now with the removal of the double yellow lines it's a traffic nightmare.

Reply:

The concerns outlined above require further investigation by the Area

Engineer. A service request has been created to effect this action. Enquiry No. (Details Supplied) refers. The Councillor will be informed of the recommendation in due course.

Q.34 Councillor Fiona Connelly

Could the trees adjacent to the pitch on Whelan Park be pruned as they are encroaching on the pitch and impacting on the floodlights. Please see the attached photograph.



Reply:

These trees are situated outside Whelan Park on the green space within the Kimmage Grove estate & are under Parks care. We will have them inspected, and should they be found to encroach upon the flood lights, appropriate measures will be taken to address the issue raised.

Q.35 Councillor Fiona Connelly

At the entrance to Kimmage Grove there is frequently significant issues with traffic. Could traffic engineers assess the road to see if ramps would improve safety? On the same road another possible improvement to traffic congestion is if the bicycle rack outside Larkview Football Club. Would the bicycle rack serve the public better if it was placed on the other side of the road? Please see the attached photographs.





Reply:

The Traffic Department consider the current positioning of the cycle parking to be the most suitable location. Relocating the stands would incur significant costs as the entire installation footprint would need to be reinstated, furthermore the opposite side of the road has double yellow lines and installing a permanent structure on them would not be considered appropriate.

Reply:

Following an assessment by the Transport Advisory Group (TAG) Area Engineer, it was found that Kimmage Grove does not meet the criteria for speed ramps. The criteria for the installation of speed ramps are as follows:

- The road should have a straight run of approximately 200 metres.
- The 85th percentile speed (speed exceeded by 15% of vehicles) should exceed the posted speed limit.
- Traffic volumes should exceed 60 vehicles per hour.
- There should be genuine road safety concerns based on accident statistics or observed road safety patterns or a written report from an Inspector of the local Garda Síochána.

As Kimmage Grove does not have a straight run of 200m, speed ramps are not recommended.

Q.36 Councillor Fiona Connelly

Along the footpath towards Kimmage Grove there is a right of way that is maintained for residents accessing the rear of their properties along the Kimmage Road Lower. Frequently cars park perpendicular to the road and block the footpath as a result. Is there any public realm changes that could be made to stop this parking? I see that the bollard for access is locked in place. Could a second one be added to protect the footpath from cars parking while at the same time maintaining access? Please see the attached photographs.

Reply:

The current policy of Dublin City Council does not involve installing bollards in areas where parking restrictions are already governed by legislation. According to the Road Traffic (Traffic and Parking) Regulations 1997, Section 36:2: i, "A vehicle shall not be parked on a footway, a grass margin, or a median strip."

Instances of illegal or obstructive parking should be reported to Dublin Street Parking Services (DSPS) via email at info@dps.ie or by calling 01 602 2500, or to An Garda Síochána for enforcement. The area engineer will inform Dublin Street Parking Services to monitor the area and take action against illegal parking.

Q.37 Councillor Fiona Connelly

The footpaths on Shanid Road are in poor repair – will they be included in future works for footpath improvements in the area?

Reply:

The Roads Engineer carried out a site visit on the aforementioned road on 02/04/2024. There are sections of pavements in need of repair. The Area Engineer will schedule these repairs to be carried out.

Q.38 Councillor Fiona Connelly

Could the trees overhanging Rathgar Park be pruned?

Reply:

Parks will conduct inspections of the trees and proceed with recommended crown reduction measures to mitigate overhanging concerns.

Q.39 Councillor Fiona Connelly

Could a large bin that would fit a pizza box be installed in Rathgar Village? There is an issue with bins being removed from the village. This is leading to a litter problem which residents are working on however the persistent issue is that the pizza boxes do not fit into the current bins and are left strewn around the village due to the lack of bins. Could a Big Belly Solar Bin be installed to combat this issue?

Reply:

A Big Belly Bin would not solve the issue with pizza boxes here. Our Big Belly Bins have constant problems with pizza boxes causing the hoppers to jam. We are satisfied that Rathgar Village has a sufficient number of litter bins at present.

Q.40 Councillor Fiona Connelly

Aideen Avenue has a no right turn between 7am and 10am Monday-Saturday, drivers frequently ignore this and take the illegal right turn using Aideen Avenue and adjacent roads as a rat run in the mornings. I have spoken to the Gardaí about increasing surveillance on the issue. Would it be possible to improve safety of pedestrians on this junction by improving signage? Is there any way of supporting safer driver behaviour at this turn. As motorists are taking it illegally they tend to take it at speed which increases the level of danger for other road users. Recently a local resident was knocked off their bike by a driver taking this illegal turn. This issue needs to be addressed as a matter of urgency.

Reply:

The Transport Advisory Group have liaised with Gardaí regarding the right turn ban from Kimmage Road onto Aideen Avenue. Additional signage is not recommended as it would contribute to a proliferation of signage in the city and lead to a disregard of the signage already in place. Instances of illegal or dangerous driving should be reported to An Garda Síochána for enforcement.

Dishing and tactile paving has already been provided at this location to assist with pedestrians crossing Aideen Avenue.

Q.41 Councillor Fiona Connelly

The Roads around Mayfield Road East, Hannaville Park and Eaton Road really needed resurfacing as they were badly finished when new water mains were installed about 10-15 years ago. Now potholes appear routinely as well as a lot of subsidence of the tar macadam.

Several potholes are now evident again on Mayfield Road East and Hannaville Road and unfortunately they tend to appear along the track of the car wheels and it is therefore difficult to avoid them with disc parking on both sides of the narrow streets.

Thus damage to our cars and bicycles is inevitable. The potholes are also increasing the danger levels for cyclists as they must swerve to avoid them.

How can this issue be best addressed?

Reply:

The roads engineer will carry out an assessment on the aforementioned roads and any potholes on Mayfield Road East and Hannaville Road will be repaired.

Q.42 Councillor Fiona Connelly

Would it be possible to get dishing on Mount Tallant Avenue at the junction of Derravaragh Road and Aideen Avenue? Dishing would provide access to buggies and wheelchairs and encourage active travel. Currently the bollards are on a raised concrete plinth and this encourages cyclists to mount the footpath so that they can get past the bollards. This is dangerous for vulnerable footpath users and is likely to lead to an accident. The bollards are there to prevent vehicles passing though not cyclists, buggies, and children on scooters etc.

Please see attached photographs.



Reply:

The concerns outlined above require further investigation by the Area Engineer. A service request has been created to effect this action. Enquiry No. (Details Supplied) refers. The Councillor will be informed of the recommendation in due course.

Q.43 Councillor Hazel Chu

To ask the manager to add more lighting onto St Mary's Road. or if St Mary's Road is in the lighting upgrade strategy can the manager provide a report on the proposed upgrade works to ensure sufficient lighting there (currently its very dark between the trees) there and the time frame.

Reply:

The street lights on St. Mary's Road from Kildare Road to Agnes Road are due to be upgraded to LED street lights in the Public Lighting Upgrade Project. The work consists of replacing the existing brackets and lanterns and will be carried out over the summer months. The light levels achieved by the LED street lights will ensure that there is sufficient lighting.

Q.44 Councillor Daniel Ceitinn

To ask the Manager if he will review the pedestrian lights along Sean Moore Road to ensure safe and timely pedestrian crossings particularly for children in the morning as the length of time the lights take to change, up to 2 minutes, is too long and children are crossing the road in an unsafe manner.

Reply:

Due to the large number of vehicles which use Sean Moore Road in the AM peak, and the requirement of DCC to mitigate delays back to the Port Tunnel which would result in additional metering of the tunnel the maximum cycle length along Sean Moore Road in the am peak is allowed to increase to 120 seconds where required.

The pedestrian signals at Pine Road are programmed to allow the pedestrian signal to run twice during the cycle, unfortunately due to the volume of vehicles this feature currently cannot be introduced at the other crossings. We will continue to monitor the operation of the signals on Sean Moore Road with the hope to reduce the cycle length further.

Q.45 Councillor Daniel Ceitinn

To ask the Manager to examine the junction and parking at Cambridge Rd / Thorncastle St from a safety perspective as it can be a dangerous junction due to visibility and speed issues which recently resulted in a terrible accident.

Reply:

A joint inspection between An Garda Síochána (AGS) and the DCC Road Safety Engineer is planned for this location due to the fatality that occurred following a collision between a pedestrian and a van on the morning of Wednesday, March 20th. The LA16 Collision Reporting and Evaluation Procedure Form will be completed on site together with AGS. The purpose of the joint inspection and filling in of the LA16 Collision Reporting and Evaluation Procedure Form is to collect accurate data, and provides a forum for the City Council to meet and discuss road safety issues, which can identify safety improvements, including immediate safety improvements, that are reported to TAG for review and installation.

Please note that the information collected and discussed during the joint inspection between AGS and DCC is subject to GDPR.

Q.46 Councillor Daniel Ceitinn

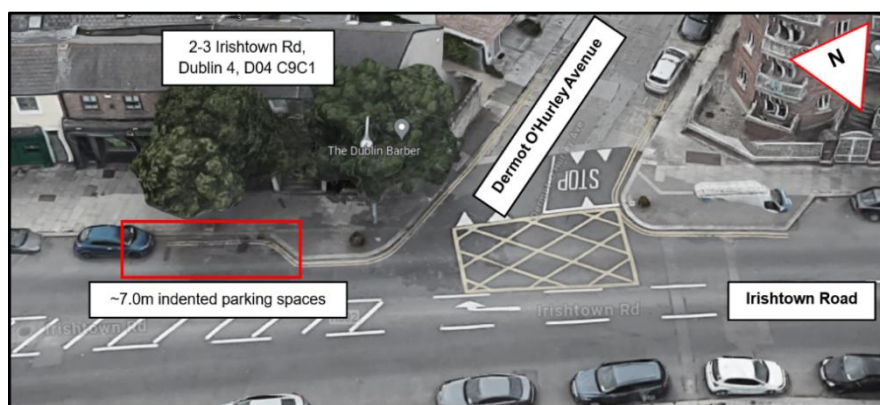
To ask the Manager if he will extend the footpath or take some additional

measure at (Details Supplied) Irishtown Road to stop illegal parking which is creating a visibility hazard at the Dermot O'Hurley Avenue/Irishtown Road junction.

Reply:

The Transport Advisory Group (TAG) area engineer has assessed the junction at Dermot O'Hurley Avenue / Irishtown Road and made the following comments:

- The removal of the indented parking bays on Irishtown Road is currently not recommended by the Transport Advisory Group.
- The indented parking bay outside 2-3 Irishtown Road has parts of it covered with double yellow lines to prevent parking and allow for sufficient visibility for the junction, however, the visibility issue is occurring when cars are parked illegally at this space. Parking enforcement will be notified to monitor the area for illegal parking.
- The Transport Advisory Group (TAG) area engineer will continue to monitor the traffic situation at the junction of Dermot O'Hurley Avenue / Irishtown Road



Aerial View of the junction of Dermot O'Hurley Avenue / Irishtown Road

Q.47 Councillor Daniel Ceitinn

To ask the Manager if he will arrange for an inspection of a hot water supply and pressure issue at a property (details supplied).
Supply issue of water pressure since flat next door renovated - can someone check the water supply to the shower unit and no hot water coming through - pressure very low in hot water taps also.

Reply:

Housing Maintenance will arrange for the water pressure into the property to be inspected.

Q.48 Councillor Daniel Ceitinn

To ask the Manager if he will arrange a meeting with the relevant engineer and Uisce Éireann with residents, or representatives of Cambridge Avenue regarding persistent issues with foul lines and potential interim and long-term solutions.

Reply:

Drainage advise that as this issue is a matter for Irish Water it should be referred directly to Irish Water.

Please call the Lo-Call telephone number 1890 278 278 and identify yourself as an elected representative. You will be put through to the Local Representative Support Desk in Irish Water's Customer Contact Centre who will deal with you directly.

Alternatively, there is a specific email address at Irish Water for Councillors: LocalRepSupport@water.ie

The Local Representative Support Desk at Irish Water operates from 9.00am – 5.30pm, Monday to Friday.

The following are the contact details for Irish Water:

Telephone:	1890 278 278 (Lo-Call)
Web:	www.water.ie
Twitter:	@IrishWater
Postal Address:	Irish Water, PO Box 860, South City Delivery Office, Cork City.

Q.49 Councillor Daniel Ceitinn

To ask the Manager can the windows, looking out onto the courtyard in (details supplied)

The windows in question are old and not airtight, resulting in these apartments being very cold. These windows were not replaced during the regeneration of this complex.

Reply:

When the units were being refurbished Dublin City Council had to go through the planning process with a Conservation Architect as the building is a listed building.

During the refurbishment great care was taken to conserve as much of the building as possible and all works to the protected structure were discussed and agreed with the City Council's own Conservation Officer.

The following works to windows were done.

1. **Up and down sash windows, on "StreetSide" facades, Crampton Quay, Bedford Row, Temple Bar and Asdill's Row.** All bar one or two of these windows, over 130 years old, were found to be in good condition. All sashes were carefully removed and frames and cills repaired in situ. Ultra-thin double glazing was installed and minor repairs, mostly to the bottom of sashes completed. Draught proofing was installed and all timber stripped back to bare wood and re-painted and reinstalled with new sash cords and heavier weights (to balance the heavier sashes) installed. Existing window casings were repaired in situ and pulleys, closers, catches and other brass ironmongery conserved or replaced. The original colour (from 1889 or so) was revealed during stripping back and windows painted to match this colour.
2. **Pivot hung casements to courtyard façade.** These were not in quite as good condition as the up and down sash windows. However around 80% were salvageable. Historic windows from the "keyholes/alleyways" were also salvaged to augment these, about 90% of the windows visible from the courtyard are original windows. These were also double glazed with ultra-thin glazing and original pivots, catches, stays etc. were re-installed

along with casings and painted similar to the sash windows.

3. **Windows and doors in Alleyways.** These were not in good condition. In addition some windows in these locations had to be fire resisting, and existing door opes were not wide enough for Part M requirements. All these were replaced or in the case of the existing doorways incorporated into the meter cabinet where they were repaired and covered up by the new works. Windows that were in good condition were salvaged and re-used in the courtyard façade.

As you can see considerable care both in the design and construction was taken to conserve these windows. Residents, Councillors, DCC officials were all supportive of this and insisted that these be conserved.

It is not the intention of Housing Maintenance to now go through another planning process to change these windows.

Q.50 Councillor Daniel Ceitinn

To ask the Manager, in light of the conditions and circumstances that a couple (details supplied) find themselves in and given their desperate need for housing can the Manager ensure that their housing needs are met as a matter of urgency.

(Details Supplied) has recently been diagnosed with Motor Neurone disease and his doctor has urged him to begin the process of seeking a transfer to wheelchair friendly accommodation.

Reply:

The above applicants are on the Housing transfer List, with an application date of 14/02/2019, the applicants hold the following position on this list;

Area	Bedsize	Position
M	3	159

I note the applicants recently submitted a medical, which is currently being assessed and will be reviewed by the Chief Medical Officer, upon a decision being made the applicants will be informed.

Dublin City Council allocates properties based on time on the list and currently there are applicants on the waiting list of longer standing who have to be considered as suitable vacancies arise. It is not possible to indicate accurately the prospect of an offer for any applicant. The number of vacancies arising will be a determining factor in the length of time applicants could expect to be on the waiting list.

Dublin City Council are increasing the number of units that are being allocated through the Choice Based Letting Scheme, such vacancies are advertised on the DCC website. If there are no properties available at present, nothing will be advertised. Applicants can only apply for properties in their chosen areas that meet the size requirement of their household.

Q.51 Councillor Daniel Ceitinn

To ask the Manager when the complex at (details supplied) is next scheduled to be painted.

Reply:

The staircases in development were painted last year and the entrance gates and area beside the entrance are currently being painted.

The Paint Crew are currently liaising with the local area office to arrange access to the higher areas of the development.

Q.52 Councillor Daniel Ceitinn

To ask the Manager can he arrange for the manhole at Fenian Street opposite the entrance to St Andrews Court in Dublin 2 be inspected and secured so that it doesn't make noise when driven over.

Reply:

Following investigation it has been determined that the Manhole is the responsibility of Uisce Éireann and accordingly they have been requested on April 2nd 2024 to carry out the necessary repairs at Sandwith Street Upper at the junction with St Andrews Court.

Q.53 Councillor Daniel Ceitinn

To ask the Manger to provide an update on when works will commence on an extension as part of a Housing Adaption Grant for a person (details supplied).

Their application for a Housing Adaption Grant is on behalf of their son. (Details Supplied) is in his late 20s. He has a diagnosis of Cerebral Palsy, a moderate intellectual disability and right sided Hemiplegia. The grant is for a downstairs bedroom and bathroom to be built for his use. Due to his conditions, he has poor mobility and is at risk of falls and subsequent injury. Even more so when he is trying to manage the stairs in the house which is a major safety risk to him.

Reply:

The proposed Housing Adaptation Works at (Details Supplied) Creighton St., D2 is on the Housing Maintenance Division, Programme of Works. Details of the Works are being finalised and discussions with the Framework Building Contractors are to commence imminently with a view to have a commencement on site in the very near future.

Q.54 Councillor James Geoghegan

To ask the area manager if the lighting on Brendan Road, Donnybrook, Dublin 4 could be examined with a view to brightening up darker spots along the road.

Reply:

A lighting assessment of the street lighting on Brendan Road has been carried out and the light levels meet the required standard for such a residential road.

Q.55 Councillor James Geoghegan

To ask the area manager whether 24 hour parking has ever been considered on Auburn Avenue, Donnybrook, in the past, and the outcome of any resident consultation on this issue.

Reply:

I have checked TAMS and there is no request in at the moment from residents of Auburn Avenue to extend the operational hours of the permit

parking scheme on the street. An extension of hour's ballot was carried out in 2011 but was not passed by majority vote.

Paid parking ceases at Midnight each night so parking can only be up until that time. We don't have any 24 hour parking schemes. If residents wish to apply to extend the operational parking hours on their road they will need to submit a petition from 35% of householders on the road requesting an extension to the hours of operation. It will need to be submitted to the Traffic Advisory Group in the first instance. I attach a web link with the information:<https://www.dublincity.ie/residential/parking-dublin-city-centre/start-parking-scheme>.

Q.56 Councillor James Geoghegan

To ask the area manager whether 24 hour parking has ever been considered on Ballsbridge Park Dublin 4 and surrounding roads, in the past, and the outcome of any resident consultation on this issue.

Reply:

There are no requests in for Ballsbridge Park and I don't see any record on TAMS of a request ever being received. DCC are only in charge of the spaces at the top of the road near the junction with Merrion Road. The rest of the road is not in our charge and the P&D is run by APCOA.

Paid parking ceases at Midnight each night so parking can only be up until that time. We don't have any 24 hour parking schemes. If residents wish to apply to extend the operational parking hours on their road they will need to submit a petition from 35% of householders on the road requesting an extension to the hours of operation. It will need to be submitted to the Traffic Advisory Group in the first instance. I attach a web link with the information:<https://www.dublincity.ie/residential/parking-dublin-city-centre/start-parking-scheme>.

Q.57 Councillor James Geoghegan

To ask the area manager if Dodder View Cottages could be added to a road resurfacing list given the appalling conditions of this very small road where several accidents have occurred.

Reply:

The roads engineer will carry out a site investigation on Dodder View Cottages. Any potholes will be repaired and made safe.

Dodder View Cottages will be added to a list for consideration for 2025 resurfacing works. This list will be reassessed should future funding be made available this year.

Q.58 Councillor James Geoghegan

To ask the area manager if the three yellow boxes in Ballsbridge, at Beatty's Avenue, Anglesea road, and Ballsbridge Park be inspected and repainted where required.

Reply:

This will be passed onto the crew and we hope to have it done from 30 days of said date.

Reply:

The location will be inspected in the coming days. Any requirement for the re-painting of the yellow boxes - will be tasked within 30 working days of the SEAC meeting of the 8th of April 2024.

Q.59 Councillor Carolyn Moore

To ask the area manager if traffic engineers can examine the northbound junction of Harold's Cross Road and Grove Road with a view to making it safer for cyclists to take a right turn off the Harold's Cross Road onto the canal cycle lane. Currently there is no priority bay for cyclists and the existing road layout and light sequencing means cyclists have to cross two lanes of traffic while attempting to make a right turn. Can traffic engineers look at providing a cycle bay and/or priority green light for cyclists at this junction?

Reply:

The Traffic department are currently assessing this request. An update will be issued shortly.

Q.60 Councillor Carolyn Moore

Could the area manager provide an update on a previous request from October 2023 (below) to propose interim measures on Emmet Bridge that would eliminate the pinch point for cyclists? Could the manager further ask traffic engineers to consider if an advance green for cyclists travelling southbound off the bridge would improve the safety of cyclists at this junction?

Q.64 Councillor Carolyn Moore

To ask the Area Manager if an interim measure can be considered to make the approach to Emmet Bridge coming from Clanbrassil Street safer for cyclists before the proposed BusConnects redesign of the bridge takes place. The current allocation of road space, along with the wall at the outer edge of the footpath, create a pinch point for cyclists when vehicles encroach into the cycle lane. Some segregation of the cycle lane here, possible removal of the wall, and / or designation of the inner lane as a bus / cycle lane only at peak hours would help. Could these measures be considered?"

Reply:

The Traffic department are currently assessing this request. An update will be issued shortly

Q.61 Councillor Carolyn Moore

Can the area manager ask traffic engineers to carry out speed assessments on Sunbury Gardens? Residents report the current speed limit of 30 km/h is not being adhered to, there are no measures in place to slow down traffic passing through, and there are frequent instances of drivers navigating the one-way system incorrectly. Sunbury Gardens is the main access point for Dartry Scout Den and there is a need to ensure that children can access this safely by active travel means.

Reply:

Measures have been provided to remind drivers of the one-way system on Sunbury Gardens. These include: no entry markings, 2 No. no entry signs, and 1 no. no left turn sign on Dartry Road, northbound. These measures are sufficient and no changes are recommended at this time.

A speed survey will be ordered on Sunbury Gardens to gauge vehicular speeds.

In the meantime, instances of illegal or dangerous driving, such as breaking the speed limit, should be reported to An Garda Síochána for enforcement.

Q.62 Councillor Carolyn Moore

To ask the area manager if the new LED forecourt sign now in operation at (details supplied) can be assessed to ensure it is in compliance with Dublin City Council's Advertising and Signage strategy and operating within the luminosity allowed under that strategy and appropriate for its location on a busy, 50kmph regional road that is primarily residential. Residents across the road report the luminosity is impacting on their sleep and there are concerns the glare of the light is putting road users at risk.



Details: Spar service station, 237 Crumlin Road.

Reply:

DCC's Advertising and Signage Strategy states that the maximum luminance (i.e. brightness) shall not exceed 300 candela/metre squared. Public Lighting Services will arrange to measure the luminance emanating from the sign to check that the maximum luminance requirements are not exceeded in the coming weeks.

Q.63 Councillor Carolyn Moore

To ask the area manager if the lack of bins on Clareville Road/Larkfield Park can be addressed? From Kenilworth Crossroads all the way to the opposite side of Sundrive Crossroads there is only one bin, located outside Scoil Mológa, and with the heavy footfall along this stretch, with families heading to and from the schools and dog walkers, more bins are needed.

Can the area manager also note that the bin outside Scoil Mológa was recently replaced and no longer has a QR code for people to notify the council when the bin is full. Can this be rectified please?

Reply:

Waste Management Services have adequate bins available outside shopping locations in this area. There are stretches of no bins spanning between Kenilworth Crossroads and Sundrive Crossroads. However these stretches are in primarily residential areas and we don't favour installing new bins in residential areas. Arrangements have been made to have a new QR code installed on the bin outside Scoil Mológa.

Q.64 Councillor Carolyn Moore

To ask the area manager if parks can assess the damage to a resident's front boundary wall at (details supplied) caused by the roots of the hazel tree outside the property. The wall has become unstable due to the growth of the root system underneath it.

Reply:

The wall in question has previously undergone inspection, and the resident has been duly informed through Parks Administration that they will receive a claim form. This form will enable them to proceed with claiming for the cost associated with the replacement of the wall.

Q.65 Councillor Carolyn Moore

To ask the area manager if the area at the top of Church Gardens, Rathmines, can be examined with a view to providing some planting or greening to limit the use of the space as free on street parking. A pay and display system in operation on Church Gardens does not extend to the top of the road, and with no road markings or parking spaces in place this section of the road is being used for free and sometimes long term parking.

Reply:

Before considering planting or greening, we should refer this issue to the Roads department to evaluate the addition of adding more pay and display systems or double yellow lines in the mentioned area. Roads will conduct a thorough assessment of these factors before determining potential solutions. Given the dead-end nature of the road and potential issues with turning and emergency vehicle access, greening might not be the ideal solution to these problems.

Reply:

The area at the northern end of Church Gardens has already been recommended to be provided with 3 no. additional parking bays and parking restrictions to ensure parking takes place in an orderly manner.

Planters and greening should be applied for through the area office.

Q.66 Councillor Danny Byrne

To ask the manager to undertake a traffic survey at the junction of London Bridge Road and Tritonville road. The current traffic light sequence is not working and is leaving a huge back up of traffic at certain times of the day.

Reply:

The traffic signals at the junction are controlled by Dublin City Council's Urban Traffic Management System, SCATS. SCATS is an adaptive traffic control system that automatically alters signal timings, in real time, based on traffic demand taken from on street vehicle detectors.

A fault has been identified on a nearby traffic site which has resulted in block back of traffic from Church Road to this junction, which at busy times of the day would result in vehicles wanting to travel from Londonbridge Road onto Church Road not having sufficient space to clear the junction. Our contractor has been informed of the fault.

The ITS section will continue to monitor the junction operation and amend traffic signal timings and sequences as required.

Q.67 Councillor Danny Byrne

To ask the manager of the street light outside (Details Supplied) London Bridge Road could be fixed, pole number 16A.

Reply:

The light outside (Details Supplied) London Bridge Road was repaired and should be working normally now.

Q.68 Councillor Danny Byrne

To ask the manager to arrange cleaning post events in the Aviva stadium in wider area. Currently is the area cleaned is not large enough.

Reply:

Waste Management Services have an agreed cleaning arrangement with the management of the Aviva stadium for cleaning an agreed area around the stadium before, during and after events there. Perhaps the councillor can forward specific locations he has in mind for consideration regarding this cleaning.

Q.69 Councillor Danny Byrne

To ask the manager to address the following;

Each morning and evening, I cross Camden Street on the way to and from work, leaving Camden Row, to go along Montague Street to Harcourt Street. There's considerable foot traffic there, particularly in the morning between 8.30 and 9, but that's not reflected in where the pedestrian lights are, being at the much quieter Pleasant's Street to Camden Place line.

Could I suggest the council or area committee investigate some form of traffic calming measure along the Camden Row to Montague Street route? That could be an extra set of lights, a zebra crossing, or even moving the other traffic lights down.

Reply:

The concerns outlined above require further investigation by the Area Engineer. A service request has been created to effect this action. Enquiry No. (Details Supplied) refers. The Councillor will be informed of the recommendation in due course.

Q.70 Councillor Hazel Chu

To ask the manager on an update of the targets reached so far in terms of DCCs commitment to the EV charging strategy published in 2022 especially in the short term and medium term easy wins section of the report. To detail the locations of said installation if any in the South East Area since the publishing of the report.

Reply:

The Dublin Local Authority Electric Vehicle Charging Strategy (DLAEVCS) was published in June 2022 to anticipate the demand for services across Dublin City and County. Dublin City Council agreed that the 'Rapid Hub' (rather than 'Mixed') technology scenario would be the better model to align with the City's development, transport and climate action objectives. Based on the 'Rapid Hub'^(*) Medium (Curtailed) Scenario the DLAEVCS anticipates the following demand for Public EV charging points in the City by end of 2025;

- Residential 65
- En-Route 19
- Destination 280

It is expected that the majority of these charge points will be installed and operated by private sector investors.

DCC's role in public EV charging is as a facilitator rather than an operator in the establishment and maintenance of a public EV charging network.

However, to encourage the private sector participation and investment the 4 Dublin Local Authorities agreed to run a pilot project to install up to 200 Electric Vehicle charging points at 'easy win' publicly owned facilities.

DCC identified the following locations as suitable for the pilot project;

- | | |
|---------------------------------|--------------------|
| • St. Anne's Park | North Central Area |
| • Clontarf Bus Garage | North Central Area |
| • Strand Road, Sydney Parade | South East Area |
| • Mary's lane | Central Area |
| • Donnybrook (The Crescent) | South East Area |
| • Milltown (Strand Terrace) | South East Area |
| • Ballyfermot Leisure Centre | South Central Area |
| • Raheny Library | North Central Area |
| • Cabra Parkside Leisure Centre | Central Area |
| • Finglas, Wellmount St. | North West Area |
| • Clonskeagh (Farmer Browns) | South East Area |
| • Bushy Park (Rathdown Avenue) | South East Area |
| • Cabra Library | Central Area |
| • Walkinstown Library | South Central Area |

Procurement for the pilot project was managed by Fingal County Council. The procurement process is currently underway. A number of submissions have been received and are being reviewed.

*Rapid Hub – All public residential charging demands are met by rapid EVCPs. It is envisaged that in the short-medium term this would likely be 1 or 2 chargers installed together, and in the medium-long term "proper" hubs would be developed (e.g. 6 + EVCPs).

Q.71 Councillor Claire Byrne

To ask the Area Manager can he please provide an updated report on regeneration and retrofitting of Pearse House? Can he confirm if the designs are finalised, when these will be shared with the residents, is funding fully in place.

Reply:

Dublin City Council has received Stage 1 initial project and funding approval from the Department of Housing, Local Government and Heritage (DHLGH) for the first phase of the regeneration of Pearse House, Dublin 2. The approved regeneration proposal involves the full deep retrofit and amalgamation of existing flats in Blocks L, M, N and P also known as the "Small Flats".

As Pearse House is a protected structure, this puts additional requirements on what can be done as part of its redevelopment. An integrated design team has been appointed to develop proposals for Blocks L, M, N and P and a meeting is due to be held shortly to review their proposed designs. Following this review, an information newsletter will be issued to all residents sharing these early stage proposals. This will be followed up with resident consultation meetings as the design proposals progress.

It is anticipated that a Stage 2 funding and project approval submission will be made in Q3 2024 to the DHLGH ahead of the Part 8 planning process.

Q.72 Councillor Claire Byrne

To ask the Area Manager could he please resurface the footpaths on Portobello Road. They are uneven and dangerous and are causing

flooding when it rains. Can the manager pay particular attention to (details supplied) as the step is higher than the pavement with uneven tarmac on pavement and an elderly person lives here.

Reply:

The Area Engineer will carry out an inspection of the footpaths on Portobello Road. Any defects identified will be repair urgently.

Q.73 Councillor Claire Byrne

To ask the Area Manager can he please implement some measures to deal with rats running in the Portobello area, in particular the Victoria St / Florence Street area. Can he also please re-surface Florence Street?

Reply:

This area will be assessed by the Neighbourhood Transport Engineer to assess if this area is suitable for transport interventions under the Neighbourhood Transport Scheme projects.

Q.74 Councillor Claire Byrne

To ask the Area Manager can he please provide an update on the Regeneration and Retrofitting of Pearse House. Can he please answer the following:

- What are the current timelines for the project and are DCC on track to meet these deadlines?
- When will the detenating plans be finalised and published
- Can Pearse House tenants request to be relocated to a different Local Authority?
- Is the full funding in place and if not what plans are in place to secure the full funding?

Reply:

Dublin City Council (DCC) has received Stage 1 initial project and funding approval from the Department of Housing, Local Government and Heritage (DHLGH) for the first phase of the regeneration of Pearse House, Dublin 2. The approved regeneration proposal involves the full deep retrofit and amalgamation of existing flats in Blocks L, M, N and P also known as the "Small Flats".

Currently the indicative timelines show the following milestones:

- Commencement of the pre- Part 8 planning process Q3 2024
- Stage 2 submission to the DHLGH Q3 2024
- Part 8 planning lodgement Q4 2024
- Stage 3 submission to the DHLGH Q2 2025
- Stage 4 submission to the DHLGH Q4 2025
- Commencement on site Q1 2026
- Delivery of new homes and completion of Phase 1 Q4 2027

It is anticipated that decanting will commence following Part 8 planning approval and will be led out by the local Area Housing Manager and his staff in collaboration with DCC Housing Allocations and Transfers and will follow the Housing Allocations and Transfers policy. As tenants of Pearse House are on the transfer list, they would not be eligible to be housed with a different local authority.

DCC applies for social housing capital funding from the Department of Housing, Local Government and Heritage (DHLGH) in accordance with its 4 stage approval process. The timelines for the proposed submissions are outlined above.

Q.75 Councillor Claire Byrne

To ask the Area Manager what can be done to assist an individual who will shortly need to use a wheelchair, but lives in the house with steps on the front that's in an Architectural Conservation Area (ACA). (Details supplied)

Reply:

The property concerned is located in an area zoned Z1 in the Dublin City Council Development Plan 2022-2028, which aims to protect / improve residential amenities.

While the houses along Martin Street that are located closest to the Grand Canal would be considered to be included within the Grand Canal red hatched conservation area, the property does not form part of that red hatched zone.

In this regard there would be no legal conservation restrictions on the owner to make the appropriate and necessary alterations to the front of their home to make it fully accessible.

If the owner wishes, it would be considered good practice to employ the services of a contractor with experience in working with historic buildings who would successfully make the necessary alterations to the front granite steps, front door and ground floor of the house to accommodate a new level access and ramp into the main part of the house as necessary. It should be possible to salvage the historic granite step and reuse within the landscape of the rear garden if the owner wishes.

Reply

The Housing Grant Section in Dublin City Council administers Housing Grants Schemes designed to provide assistance to people making adaptations to their privately owned homes to meet their medical needs. It covers work like ramps, through floor lifts and bathroom conversions, and other adaptation works. The Housing Adaptation Grant and the Mobility Aid Grant may be of interest to the homeowner. You can contact the section directly at 01 222 2195 or homegrants@dublincity.ie for further information.

Q.76 Councillor Claire Byrne

To ask the Area Manager can he please fix the following street lights light outside (Details Supplied) it has been broken for over 6 months and outside (Details Supplied) this has been out for 8 months.

Reply:

The faulty street light at (Details Supplied) Martin Street, Portobello has been scheduled for repair the week before Monday 8th April and should be operating normally by the time the South East Area meeting takes place.

The street light at Bloomfield has a faulty ESB fuse unit and the ESB has been requested to attend to this. They will be reminded to attend to this if the light remains out of order the week before the SEA meeting.

Q.77 Councillor Claire Byrne

To ask the Area Manager can he please confirm who owns the laneway at the end of Bloomfield Park.

Reply:

Our records show that DCC have no title to either the dog leg street or the laneway. Neither are registered in the Land Registry.

Q.78 Councillor Claire Byrne

To ask the Area Manager can he please arrange for a deep clean of Bloomfield Avenue? Can a particular date be set so that it can be arranged for cars to be moved to facilitate this?

Reply:

This type of cleaning arrangement for this street is organised through the South East Area Office.

Reply

Bloomfield Avenue will be considered for a deep clean when suitable Waste Management resources are available.. The Public Domain Unit will require a local contact to liaise with.
Please contact the Public Domain Officer.

Q.79 Councillor Claire Byrne

To ask the Area Manager can he please provide and update on the plans to redevelop the public toilets at the junction of Kevin Street and New Street / Patrick Street.

Reply:

Plans are under consideration with a view to bringing to the Area Committee with a report in Q3 2024

Attendance:

Members:

Dermot Lacey (Chairperson)
Danny Byrne
Deirdre Conroy
Kevin Donoghue
Mannix Flynn
Carolyn Moore

Members:

Hazel Chu
Daniel Céitinn
Pat Dunne
James Geoghegan
Claire O'Connor

Members:

Fiona Connelly
Tara Deacy
Anne Feeney
Paddy McCartan

Officers

Sean Daly
Mark Ginnetty
Marie Kavanagh
John MacEvilly
Darach O'Connor
Sean Reid
Pauline Treacy

Colm Ennis
Sile McNulty Goodwin
Brian Kirk
Neil Nerney
Neil O'Donoghue
Michael Rossiter

Myles Farrell
Brian Hanney
Frank Lambe
Gerard O'Connell
Kathy Quinn
Aws Taki

Apologies:

Non-Members: